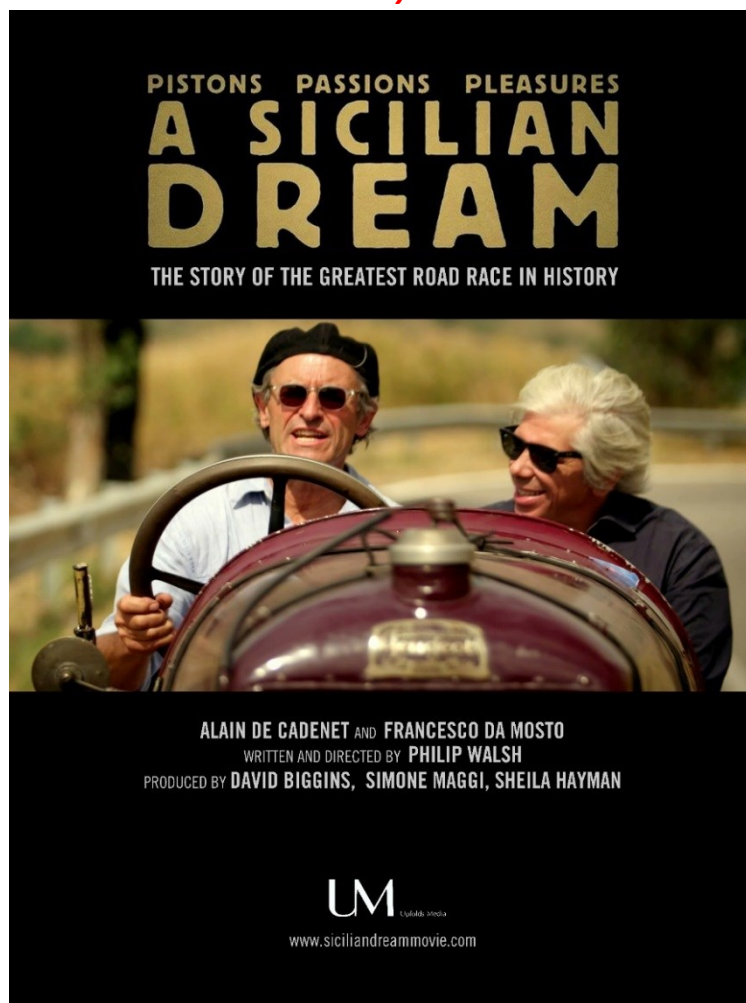




Presents

A Film by
PHILIP WALSH

In UK cinemas Friday 25 October 2015



www.siciliandreammovie.com

Starring

ALAIN DE CADENET

FRANCESCO DA MOSTO

Written and directed by

PHILIP WALSH

Produced by

DAVID BIGGINS, SIMONE MAGGI & SHEILA HAYMAN

For all press queries, screenings & interviews please contact:

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PISTONS PASSIONS PLEASURES
A SICILIAN DREAM
Press kit

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A SICILIAN DREAM**

Starring

**ALAIN DE CADENET
FRANCESCO DA MOSTO**

Written and directed by

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Produced by

DAVID BIGGINS, SIMONE MAGGI & SHEILA HAYMAN

70 minutes

Rated PG by the BBFC

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PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Synopsis – short

Pistons, Passions and Pleasures: A Sicilian Dream is a theatrical documentary about the rise and fall of the Florio Dynasty in Sicily, and the Targa Florio – the longest-running road race in the world. The film explores the history of these incredible races, which took place from 1906 through to 1977, through the memories of personalities who both watched and took part in them.



PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Synopsis – medium

The Targa Florio was a Sicilian mountain road race that, in 1906, gave birth to an era of motorsport that is still going today. Dreamt up by the younger son of a Sicilian dynasty, Vincenzo Florio, the Targa Florio ran until 1977 and was simultaneously considered as both totally insane and an absolute ‘must do’ by drivers and manufacturers alike.

Pistons, Passions and Pleasures: A Sicilian Dream is a theatrical documentary that journeys into the very heart of this story, exploring its many intrigues and revelations. Our journey is led by one of Italy’s most preeminent dreamers: Francesco da Mosto, the well-known Venetian architect, historian and incurable romantic.



When the film begins, we find that Francesco knows the island of Sicily and the Targa Florio race well, but is desperate to discover more. There are many questions he wants to ask:

- Who was Vincenzo Florio and what led him to create this race, the first of its kind?
- Who were the characters? What were the human stories of the Targa Florio?
- What happened to Vincenzo Florio on his personal journey from a member of a rich and powerful dynasty to a financially broken man?
- How does the legacy of the race live on around the world, both in racing and automotive terms, and in terms of Sicilian culture and passion?

We join Francesco on his quest to dig deep into Sicilian history to discover the unique story of the Florio dynasty and the charismatic romantic, Vincenzo Florio. Francesco follows the

winding circuit of the Targa Florio, travelling in the different cars that raced there through the years. Along the way, he passes through remote mountain villages, meeting the local characters and storytellers as they reveal hidden gems of incident and folklore.

The legends of the past are united with the passions of today as vintage and classic cars by Fiat, Mercedes, Ferrari, Peugeot and Porsche arrive from all over the world with their owners and mechanics, who converge on the island to pay homage to the mother of all road races. We delve into the famous Targa Florio stories and their wider influence on world motor racing, as well as the Sicilian legacy that is still held so dear by the locals.



Pistons, Passions and Pleasures: A Sicilian Dream is a beautiful film that brings together three storylines on our journey of discovery: Vincenzo Florio the man, the Targa Florio race and the island of Sicily itself. It takes us right into the drama of the Belle Époque, amidst the mountains and villages of a striking Sicilian landscape. We experience the thrills of an era-defining race that is simply too dangerous to run today, and we are transported deep into the hearts of those who remember. We also explore the dramatic life of Vincenzo Florio, the philanthropist dreamer who started it all – to his ultimate financial downfall.

PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Synopsis – long

Overview

The Targa Florio was a Sicilian mountain road race that, in 1906, gave birth to an era of motorsport that is still going today. Dreamt up by the younger son of a Sicilian dynasty, Vincenzo Florio, the Targa Florio ran until 1977 and was simultaneously considered as both totally insane and an absolute 'must do' by drivers and manufacturers alike.

Pistons, Passions and Pleasures: A Sicilian Dream is a theatrical documentary that journeys into the very heart of this story, exploring its many intrigues and revelations. Our journey is led by one of Italy's most preeminent dreamers: Francesco da Mosto, the well-known Venetian architect, historian and incurable romantic. Francesco invites Alain de Cadenet, an independent racing car constructor and driver, to join him in his quest to discover what compelled so many men and women to seek the glory of winning this death-defying race.



40 years after nearly dying in the Targa Florio himself, Alain de Cadenet retraces the route of the legendary Sicilian mountain race that ignited both the island and the motoring world. Driving the tortuous route and tracing its evolution along with world events, Alain and Francesco reveal the unique allure that saw the Targa Florio endure from the romantic times of the Belle Époque adventures through to its deadly conclusion in the 1970s.

The protagonists

Alain de Cadenet is a 'Renaissance Man' who has led a life of adventure. But there is at least one horrific memory that he would like to shut the door on forever. In 1971, Alain crashed his Lola prototype car and nearly died in the Targa Florio. He was pulled from the burning wreckage by a random stranger, a Sicilian farmer who found him unconscious. Alain is determined to put the nightmare of the crash behind him for good by driving the Targa Florio route one more time, seeing it as the mother of all road racing and as the glorious race that ignited the world and gave birth to legends and dreams.



Francesco da Mosto is a man with roots in two islands, Sicily and Venice, where he lives in the ancestral palace of his father's family on the Grand Canal. For Alain, he is the perfect companion: a half-Sicilian historian who can help him uncover the magic of the Targa Florio. For Francesco, Alain's invitation to drive the route with him is the perfect opportunity to discover more about the race that is part of Sicily's lifeblood, and in doing so, connect with his Sicilian side – a part of him that he feels is missing. Francesco feels a real kinship with Vincenzo Florio, suspecting that (like many islanders), they are both dreamers and have a quirky sense of adventure.

The plot

The film begins with Francesco leaving his Venetian home by boat and joining Alain in Sicily at the *Tribune*, the decaying classical starting point of the Targa Florio. During this opening sequence, we intercut with scenes that immediately hit home the importance of this unique road race. We see the twisting circuit driven by 100 year old period racing cars that are still preserved and capable of achieving unbelievable speeds with their enormous engines.

We get our first inkling of just how dangerous the course was through a series of dramatic recreations in original locations. The film tells us the story of Vincenzo Florio's first motor vehicle, a De Dion motor tricycle, which he raced against a horse and a cyclist in 1899. The horse won!



We then see Vincenzo Florio at the wheel of a 1903 Panhard car in 1906 – a time when all he wanted to do was race, have fun and help Sicily in the process. He meets Felice Nazzaro coming from Turin to deliver a fast Fiat car. Felice stays on the island for four years as Florio's mechanic and companion, winning the 1907 race in a Fiat and eventually returning to Turin to build his own cars. The film then cuts to Francesco and Alain driving a 1913 Nazzaro, similar to the one in which Felice won the 1913 Targa Florio Giro, which by then had become a 600 mile race around the whole of Sicily.

Could Vincenzo possibly have known that the races he created would mirror the fortunes of the island, and indeed of all Europe, for the next three quarters of a century? Could he have foretold their impact? We will never know, but we do know that Vincenzo's dying dream was that the Targa Florio would not be forgotten. The film illustrates how this dream has been fulfilled and how the race still endures in the minds and souls of many – including Sicilian children born after the Targa Florio ended, and the owners of the 100 year old racing cars who are returning to the island to relive the circuit's many challenges.



Francesco is greeted by Silvana Paladino, Vincenzo's closest living relative, who thought of him as a grandfather. Silvana is a link to the very man himself and shows Francesco the Florio home and memorabilia which she inherited with her husband. She remembers Vincenzo's boyhood passion for all things mechanical and new; the same passion that led him to create the race, and which is revealed and put into the context of the times when the new art form of Futurism was emerging in Italy.

Vincenzo is a true child of the Belle Époque and his race is a mirror for what is happening in the world. Europe is at peace. The spirit of the time is all about dreaming, trying new things and exploring new technology. It is a time for adventure. It is also a time for the rich and noble to enjoy travel and witness the incredible feats of endurance shown by the intrepid drivers of these monster vehicles. In the early days, these are characterised by cars with no front brakes, no windscreens and no safety belts, and which need a fleet of mechanics to keep them running and change tyres that rarely last for many laps of the convoluted 90 mile circuit.

Despite the dangerous course, there are no real tragedies in the early years. The race is run on tracks that have only ever seen donkey traffic before. There are no filling stations, with spectators providing petrol cans en route and pushing cars out of ditches. The Sicilian people embrace the Targa Florio, lining the road in droves and jumping in to help out if a driver gets into trouble.

As Francesco and Alain drive the circuit in a series of vintage cars, including Alain's own Targa-winning Alfa Romeo, they take us through the stories that make up the history of the race and of Vincenzo Florio.

These are grouped thematically, revealing the different aspects that make the race unique and significant. For example, we illustrate the circuit's renowned twisting curves with the story of drivers painting rocks and trees with secret signals to themselves to signpost upcoming turns, and with the story of Varzi's Alfa Romeo which leaked fuel whilst still racing – and ended up catching fire. Alain tells us that he has never before seen the glorious mountain vistas they are driving past today, as he couldn't take his eyes off the road for a second when he was racing. To do so could have meant plunging off a cliff at the next bend.



In the story of English driver, Cyril Snipe, recreated with an original 1912 SCAT car, we see the toll that this kind of driving takes on the drivers. Snipe falls asleep on the roadside – exhausted from driving continuously all the previous day and night. After an hour of sleep, it takes a bucket of water over the head to wake him before he goes on to win the race.

As each new aspect of the race is revealed, Alain comes closer to embracing the magic of the race and letting go of the crash, whilst layer after layer is peeled away from Francesco. He discovers more of the missing Sicilian half of himself with every new car driven, every new village they visit on the race circuit and every story told. Along with Alain and Francesco, we come to see that the race belongs to all Sicilians, not just to the drivers.

We now move out of the Belle Époque and into the era between the two World Wars. The world has a new social and economic structure, and a loss of innocence that is reflected in the Targa Florio and the life of its founder. The race becomes more dangerous, recording its first driver death in 1926. The Florio family experience a drastic reversal in their fortunes and Vincenzo Florio eventually loses his grip.

The post-war era of peace and stability in Europe, seen as the Golden Age of sports car racing, hits the Targa Florio. This is a time when local hero and school teacher, Nino Vaccarella, wins the race three times. Nino, the race's greatest proponent, tells us how he grew up dreaming of winning it, both because the Targa Florio *is* Sicily, and because Ferrari, Lancia and Alfa Romeo are fighting a running battle with Porsche and a Mercedes driven by Stirling Moss.



British drivers Brian Redman and Vic Elford both have epic wins for Porsche during this era. Vincenzo Florio flags off the drivers in the 1955 race that marks the Targa's return to glory, and he is finally able to die poor but happy.

However, like the world itself, the race is becoming too dangerous. The stakes are higher and the crashes, when they come, are deadlier. A fatal crash in 1971 signals the end of the Targa Florio as part of the World Championship. And in 1977 the race is stopped part-way and forever when a car ploughs into a group of spectators.

The dangers that characterised the final years of the race hit home as Alain revisits the location of the crash that nearly killed him. In an emotional scene, Alain meets for the first time the son of the Sicilian farmer who pulled him free from the car and saved his life. The son witnessed the crash aged just 12 years old and recalls the scene to Alain – enabling him to come full circle from his racing days and finally gain closure.

For Francesco, the circle is also closed. As the two men roar down the Buonfornello Straight by the sea and into Floriopoli, his inner journey, as well as his physical one, is complete. By connecting with the Targa Florio, Francesco has rediscovered his Sicilian roots and found the part of himself that was missing. He feels complete.

In different ways, the Targa Florio is in the blood: the blood of Alain, Francesco, Vincenzo, the race and the island of Sicily.

It is not forgotten.



PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Q&A with Producer, David Biggins

Why did you make the film?

After taking part in the 2006 Centenary of the Targa Florio, I was inspired to make the film by the memory and achievements of Felice Nazzaro who won the race twice before The Great War. In 1907, he won the Targa, the French Grand Prix and the German Kaiserpreis. And in 1913 he won the Targa Giro, which went round the whole island, in his own car. As you'd expect, my own 1913 Nazzaro car is one of the stars of the film!



What were the challenges of making the film overseas?

Making a feature drama documentary in a foreign country is anything but easy – not to mention expensive. It's like sailing: there's a big hole in the water and you keep filling it with gold! You need a lot of grit, tenacity and determination to see it through. Having said that, it was an amazing experience for everyone involved and I'm delighted to have finally realised my dream.

What was it like driving the Targa Florio course?

Exhilarating, if a bit tricky! The roads around the Targa are fairly bumpy, so landslip was a problem at times. But just imagine what it was like 100 years ago racing on unmade mule tracks – we definitely had it easy in comparison.



Who is Nino Vaccarella?

He was a local school teacher who used to go out and practise the Targa circuit most evenings so he knew every corner of the route. After winning the Targa Florio three times, he became something of a god to the Sicilian people. It was fantastic to have him involved with the film.

Do they speak Italian in Sicily?

Yes – but it's quite different to mainland Italian. Even some of the Italians in the crew had difficulty understanding the locals! It's a bit like an Englishman listening to someone speaking Welsh.

Why did the film take so long to make?

It didn't, really. Most of the time was actually spent raising the money. However, you need to appreciate that after shooting all day at one location, only about 10 seconds appeared in the film after the editing process was complete.

Did the film meet your expectations?

We'll find out at the Box Office! Although my expectations have certainly evolved along the way, as I originally wanted to make a film about motor cars. We ended up making a drama documentary instead.

Will there be anything like the Targa Florio race again?

No, there are too many safety regulations now. In the early days, the winning drivers were the ones who kept their cars running and didn't hit anything during the race. They had no front wheel brakes, windscreens or safety belts, and had to overtake through clouds of dust.

Did you meet Inspector Montalbano of television detective fame?

No, I think he was otherwise engaged with the ladies!

And finally, did you have any run-ins with the local Mafia?

They may still be around but they certainly don't wear badges! We had nothing but friendly co-operation from all the Sicilians we met and worked with during filming. I think we got such a positive response because they felt the film was telling the world about all the good things in Sicily, which sometimes get overshadowed.



PISTONS PASSIONS PLEASURES A SICILIAN DREAM

Response to the film, concept and experience

Julian Kirk, Octane Magazine, June 2015

‘Alain de Cadenet and Francesco da Mosto present this story of wealthy brothers Ignazio and Vincenzo Florio and their motor racing exploits at the turn of the last century, which led to the creation of Sicily’s legendary Targa Florio road race. It features plenty of original Targa entrants, including the Fiat that won in 1907, as well as tours of the epic mountain course on the island.’

Mark Ewing, Forbes Life (extract), April 2015:

‘*Pistons, Passions, Pleasures: A Sicilian Dream* is a dramatized documentary about the early life of Vincenzo Florio and the establishment of the Targa Florio road race. The film includes interviews of racers who participated, and local Sicilians who experienced the Targa running through their villages and across the narrow roads of the region.

‘*A Sicilian Dream* features reenactments in great part facilitated by Alain de Cadenet, who is best known in the automotive world for his series, *Victory by Design*, in which he delivers an “executive summary” walkaround of a car and then a spirited drive. Based on the excellence of De Cadenet’s work in *Victory by Design*, we should expect the reenactments in *A Sicilian Dream* to be pleasing to the eye and ear.

‘The film is set in the same period as *Downton Abbey*, so the reenactments with Edwardian era cars should hold appeal beyond those obsessed with automotive esoterica.’



Gillian Carr, Secretary of the Grand Prix Drivers Association, March 2015:

‘Fabulous news this Friday! *Pistons, Passions, Pleasures: A Sicilian Dream* is complete! Congratulations to Dave Biggins who has dedicated over 4 years to the project. I just cannot wait to see the finished product and relive memories of our time filming in Sicily with the Edwardian cars last September. It was without a shadow of a doubt, one of the best experiences of my life.’

Carolyn Saunders, Scriptwriter:

‘This is fantastic, and it looks beautiful. I can't wait to see the whole film. I'm really happy to have worked on this. Writing it was great fun, learning about the race was amazing, and everyone involved in this production, from David on down, was first-class. Just a really great experience that I appreciate very much, and I'm glad for all of us that this looks so good.’

Matt Lawson, Assistant Director:

‘Without forgetting everyone else who helped make this project a reality, it has been one of the most amazing experiences of my life and a piece of work I am truly proud to have been involved with!’

Wayne Sheldon:

‘Wow! The most fun I ever had in my life was driving antique racing cars in racing reenactments about 40 years ago. Watching that short trailer brought tears to my eyes.’

George Kaminski:

‘You are absolutely correct, David, about how beautiful Sicily is. I was there last year and took up Italian language when I got back. In fact, I can't wait to go back and discover more of its beauty. This movie trailer is the perfect way to experience it and these magnificent automobiles.’

Russo Francesco Giovanni:

‘Merita un premio. Come miglior film - documentario anno 2015. Sono convinto che a presto approderà in America e le sale cinematografiche saranno stracolme di italo-americani e sportivi di qualità.’

Translation:

‘He deserves an award. For the best documentary film in the year 2015. I am convinced that when the film lands in America, the cinemas will be packed with Italian-American sports fans.’

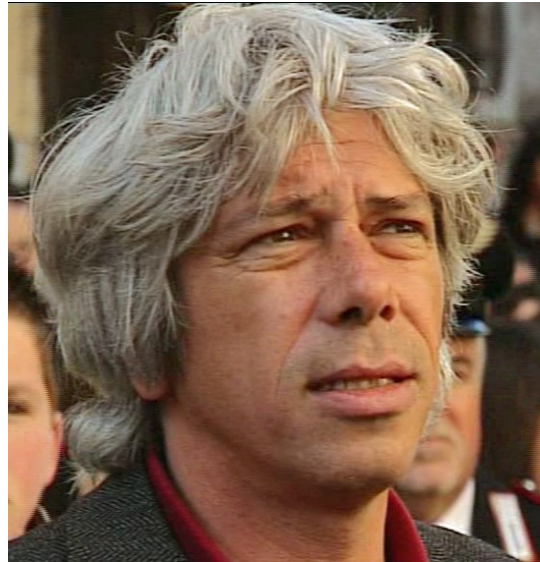
PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

About the Participants

Francesco da Mosto

Francesco da Mosto (born 1961) is an Italian architect, author, historian, film maker and television presenter. He presented the three BBC 2 series *Francesco's Venice* (2004), *Francesco's Italy: Top to Toe* (2006) where he explored the country in his Alfa Romeo Spider, and *Francesco's Mediterranean Voyage* (filmed 2007, broadcast 2008) which saw him travelling from his home in Venice to Istanbul, visiting cities including Split, Mostar, Dubrovnik and many more. He also presented the two part BBC 2 series: *Shakespeare in Italy* in 2012.



Francesco was born in Venice and his family have been part of the city's history since possibly as early as the fifth century. Originally, they were wine makers, the name da Mosto coming from the word "mosto" meaning grape must (juice from crushed grapes). Later, the family became traders, explorers and politicians.

Francesco is the younger son of Count Ranieri da Mosto and Contessa Maria Grazia Vanni d'Archirafi, who comes from a very old Sicilian noble family which boast the Dukes of Archirafi among their ranks, as well as many noted Italian diplomats and bankers.

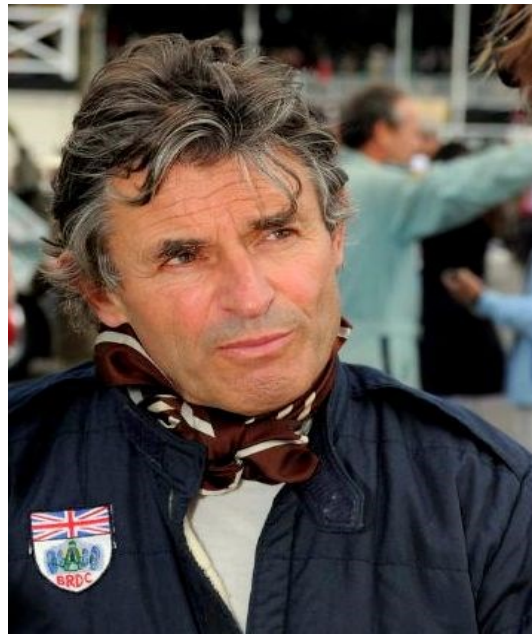
Francesco lives in the family's palazzo in Venice with his South African born wife Jane, his four children and his parents. Francesco's grandfather, Andrea, acquired the palazzo in 1919. When he moved in, the empty picture frames on the walls of the portego were filled with copies of family pictures, including a 15th century map of the voyages of Alvise da Mosto, who discovered the Cape Verde islands off the west of Africa.

As well as books accompanying his BBC TV series, Francesco has also published a book entitled *Francesco's Kitchen*, which is an intimate guide to the authentic flavours and food of Venice.

Alain de Cadenet

Alain de Cadenet (born 27 November 1945 in London) is a television presenter for the Speed Channel and ESPN. He has hosted numerous shows on speed, including *Legends of Motorsport*, as well as the network's coverage of the Goodwood Festival of Speed. He also hosted *Victory by Design*, in which he drove vintage racing cars and talked about their history.

Currently, Alain hosts the Velocity Channel show *Renaissance Man*, a history programme whose coverage includes cars, motorcycles, the Rolls-Royce Merlin engine and racing at Monaco. He made his reputation building and driving his own sports prototypes, taking on works teams and occasionally beating them.



In 1976, Alain finished third overall at Le Mans and in 1980, with co-driver Desiré Wilson, he won two rounds of the World Sportscar Championship —the Monza 1000 kilometres and Silverstone six hour events. This was a major achievement in an era of increasing professionalism, when it was very difficult for privateers to defeat larger, better-funded teams that had factory support.

Alain is one of the most respected and accomplished racers of classic and vintage cars. He has owned and raced numerous historic automobiles, particularly Alfa Romeos. In addition to cars, he also collects motorcycles and aircraft, and owns a Supermarine Spitfire.

Alain has a fascinating wealth of experience in all things mechanical, and counts many designers, drivers, team owners, music and film stars amongst his friends. He is also a collector and authority on George V stamps, and advised the Royal Mail on their collection.

Divorced from Anna de Cadenet, with whom he has two children, Alexander and Amanda, Alain is now married to Alison de Cadenet and has a younger son named Aidan.

Nino Vaccarella

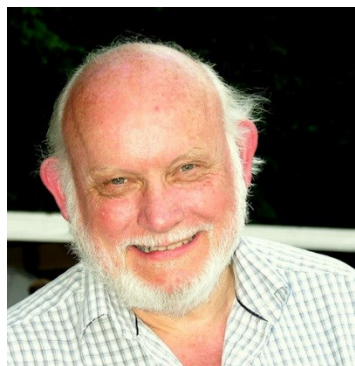
Nino Vaccarella (born 4 March 1933) is a former sports car racing and Formula One driver, who was born in Palermo, Sicily. Nino's curriculum vitae reads like no other. In it, you'll discover that he has a law degree and that he worked for much of his life in an accounting school he ran with his sister. But you'll also find several completely unrelated, and truly fantastic, racing results including overall victories in the 12 Hours of Sebring, the 24 Hours of Le Mans – and of course, the Targa Florio.



After winning the 24 Hours of Le Mans in 1964, the former headmaster became the local hero of the Targa Florio after winning the race in 1965, then again in 1971 and 1975, by which time it was no more a World Sportscar Championship event. He also drove the big V12-powered Ferrari 512S in a heroic yet ultimately losing effort in 1970, damaging the car in the final stages of the race.

Nino took part in five World Championship Grands Prix, debuting on 10 September 1961. He also participated in several non-Championship Formula One races.

Doug Nye



Doug Nye (born October 1945) is an English motoring journalist and author. He lives in Farnham, Surrey. He is generally recognised as a world authority on competition cars of any period from 1887, and is a consultant to the Bonham's auction house, the Collier Collection in the USA and sits on the Advisory Council of the British National Motor Museum at Beaulieu.

Doug has also consulted for The Dutch National Motor Museum, the Brooklands Museum in England, McLaren International and McLaren Cars Limited. He was a founding consultant to the SpeedVision TV network in the USA and to the Donington Collection of single-seater racing cars, and is Historical Consultant (founding) to Goodwood Motorsport – creators of the Goodwood Festival of Speed and the Goodwood Revival Meeting.

At the age of 18, Doug went straight from grammar school to the staff of Motor Racing magazine based at Brands Hatch. Since then, he has written more than 70 motor racing books. He has also presented assorted TV programmes covering motor racing and collectors' cars, and since 2004, with colleague David Weguelin, has produced the *Motorfilms Quarterly* series of 90 minute archival movie DVDs/video tapes.

Doug is a regular contributor to the Daily Telegraph and Motor Sport magazine.

PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

About the Filmmakers

Tilling Creative (Tilling Productions Ltd)

Tilling Productions Ltd is an award winning creative production agency who worked in association with Upfolds Media Ltd. They produce great film content for global brands, corporate communications, broadcast channels and digital marketing. Tilling Creative supplied pre and post-production facilities for *Pistons, Passions and Pleasures: A Sicilian Dream*, and the film's Director, Assistant Producer and Editor all worked for them during the production.

Philip Walsh, Writer and Director Tilling Productions Ltd

Philip is a creative director, film director, executive producer and strategist in video content creation. Working regularly with global brands, his principle work involves creative strategy development, leading delivery teams and ensuring best business and project direction.



After directing and producing broadcast and corporate films for Imagicians (the production arm of the Molinare group), he worked for two years as lead director for Sound and Picturehouse, followed by representation for commercials through Simpson Kennet London Film Co. After establishing Fusion Films in 1994, he then consulted and directed for blue chip brands, production companies and advertising agencies until joining Tilling Productions Ltd as Creative Director in November 2012.

Recent awards include:

- **Cannes Corporate Media & TV Awards 2014**
Gold Award
- **The Stevie International Business Awards 2014**
Gold Award
- **Hermes Creative Awards 2014**
Platinum & Gold Award
- **US International Film & Video Festival 2014**
Creative Excellence Award

David Biggins PhD, OBE
Producer and Promoter
Upfolds Media Ltd

David Biggins had a life time career in the oil and gas industry as Managing Director of Sovereign Oil & Gas PLC, a quoted independent exploration and production company. Restoring and racing vintage and earlier cars has been an essential part of his other life, culminating in the making of this film.



David is a long term enthusiast who's been involved with old motor cars since he was 18 years old. The inspiration for the *Pistons, Passions, Pleasures* project arose after several trips to Sicily and winning the Centenary of the first Targa Florio race in 2006. This was followed by a trip to the Centenary of the Giro in 2012 and a further visit in 2014, driving his unique 1913 Nazzaro Tipo 3 Corsa.

Research for the film has included visits to many museums and archaeological sites, and interviews with Princess Nicoletta Lanzi Tomasi Di Lampedusa and Gioachino Lanza Tomasi about the Leopard novel. David was also proud to interview and feature local Sicilian hero Nino Vaccarella, who won the Targa Florio no fewer than three times.

Simone Maggi, Producer
Tilling Productions Ltd (now with Saatchi & Saatchi)

Simone was born in Italy and now works as a film producer in London. He has always loved the art of editing and has been studying it since the very start of his training, alongside learning how to operate today's vast camera systems. He believes that having an understanding of the technical side of filming makes him a better producer, as it allows him to push the creative boundaries alongside the technical requirements.



Simone's awards include:

- **New York Festival's World's Best TV & Films 2015**
Editing – Silver Medal
- **Hermes Creative Awards 2014**
Video Marketing (Product) – Platinum Award
- **US International Film & Video Festival 2014**
Advertising/Marketing: Business-to-Consumer – Creative Excellence Award
- **5th Cannes Corporate Media & TV Awards 2014**
Marketing Communications – Gold Award
- **The Stevie International Business Awards**
Video & Film Category: Sales (Technology) – Gold Award

Sheila Hayman

Producer

Sheila is a BAFTA and International Emmy winning producer/director and a series producer of dozens of shows for BBC, Channel 4 and others. She has run a number of big, multilingual productions, including a 2011 project for an audience of 150 million in China, France, Germany, Austria and the rest of the world. Many of her films have been Pick of the Day in the UK press.



Recently, Sheila has moved into mobile and online film, having made several successful web-based films for Universal Media, worked on apps about animation and classical music, and shot an interactive documentary with the world-renowned Orchestra of the Age of Enlightenment. She has also written and directed a major online education project for the London Symphony Orchestra/Barbican, and shot a 60' documentary on her own PMW200.

Sheila was heavily involved in writing, producing and editing *Pistons, Passions and Pleasures*, helping to organise the film's costume, makeup, actors, local extras, a four camera crew and £25 million worth of vintage cars during a month's filming in Sicily.

Honours and awards include:

- **REACT" Future Documentaries Sandbox Grant, 2013**
Arts and Humanities Research Council
- **Grierson Award for the Arts 2010, Grierson Trust**
Runner up for Grierson Award, Best Arts Documentary
- **BAFTA Fulbright Fellowship, BAFTA and Fulbright Foundation**
Scholarship for UK's most promising film maker to spend a year at film school in USA.
- **International Emmy**
International award for Best Documentary for 'China's Child'
- **Young Journalist of the Year, Evening Standard**
Award for most promising journalist

David Meadows

Director of Photography

With a degree in Visual Arts, David has become one of the UK's most sought after cinematographers over the past two decades. His projects have included feature films, commercials, promos, brand films, documentaries and TV dramas.



The experience that David gained shooting documentaries including *Modern Times*, *Timewatch* and *Cutting Edge* led to his first short film, *The Last Post*, being nominated for a BAFTA. His recent work has included feature film box office releases *Total Siyappa* (a Bollywood feature) and the infamous *Human Centipede II* and *III*, closely followed by the cult favourite *Strippers vs Werewolves*, starring Steven Berkoff.

David's commercials include films for Coca Cola – 2014 World Cup, the Premier League, Tata, Bentley and Bartlett potatoes. He has worked in over 40 countries around the world.

His filmography includes:

Date Production / Director / Producer

2013 Prostate Cancer commercial / Daryl Goodrich / JA Digital
2013 Mercedes Challenge-Citan Van-Phil Hawkins / Prodigious
2013 Coca Cola commercials x 4 World Cup / Daryl Goodrich / Deju Vu
2013 Sport Wales / Richard Crombie / Edge Picture Company
2013 Human Centipede III (feature) / Tom Six
2013 Battersea Power Station / Barnaby Logan / Merchantcantos
2013 Bartlett Potatoes commercial / D Goodrich / Sneezing Tree
2013 AKA Bollywood (feature) / 1500 Screen World cinema release
2013 Cancer Research UK commercial / D Goodrich / The Bank
2013 World Holocaust Viral / Richard Cousins / BDA / IVCA Gold
2013 'The Vision' Battersea Power station / Chris Petchner / New Moon
2012 The Journey / Daryl Goodrich / CH4 Paralympics
2011-2013 Top Gear (various episodes)
2011 The Sweeny / (feature) (2nd unit) James Bryce & Nick Love / Vertigo
2011 Strippers vs Werewolves (feature) / Jonathan Glendenning / Black & Blue Films UK
2011 Human Centipede II (feature) / Tom Six / Six Entertainment
2010 Freestyle (feature) (2nd unit) Kolton Lee / B19 Media UK
2007 Grim Reaper / Steve Bookbinder / The Edge / IVCA Grand Prix
2006 Scenes of a Sexual Nature (feature) / Ed Blum / Vadim Jean UK
2006 Bobby Joe Long (TV feature) Gabriel Range / Granada UK
2006 Sitting Ducks (feature) / G Fox

Zoran Veljkovic

Director of Photography

Zoran was classically trained in Eastern Europe where he studied the art and craft of cinematography. A Director of Photography since 1985, Zoran has since assembled a serious body of work.

His feature films have won BAFTA and EMI nominations as well as prestigious festival awards in the UK, America, Italy, Spain, Japan, Holland and Yugoslavia. These include the Best Cinematography Award at the 2011 Wide Rose Film Festival for his work on feature film, *After Fall, Winter*.



Zoran's rigorous early training enables him to push the envelope of modern technologies. He easily moves between the worlds of features, dramas, commercials, and TV series.

His filmography includes:

Date Production

- 2014 Love Is Thicker Than Water
- 2013 Bridge
- 2013 Verona (Short)
- 2014 Cleaning Process (Short)
- 2014 Deadly Virtues: Love.Honour.Obey.
- 2013 The Landlady (Short)
- 2013 Dante's Daemon
- 2012 Hollow Feet (Short)
- 2012 A Night to Remember (Short)
- 2011 The Hero's Mask (Short)
- 2011 After Fall, Winter
- 2011 David Rose (Short)
- 2009 MysteryQuest (TV Series documentary, 1 episode)
- 2009 Jack the Ripper

Christopher Hird
Executive Producer
Dartmouth Films Ltd

Christopher Hird is a leading figure in UK independent documentary-making. As the founder and managing director of Dartmouth Films, he has pioneered new ways of funding, producing and distributing documentaries in the UK, as well as promoting the work of new and emerging filmmakers.



Prior to his film and TV career, Christopher worked as a journalist for *The Economist*, *The New Statesman* and *The Sunday Times*. He is a visiting professor at City University in London, and a Trustee of the Centre for Investigative Journalism, The Wincott Foundation and One World Media.

His recent filmography includes:

Date Production / Credit

2015 The Last Boat (Documentary) (executive producer) (filming)
2015 Dressed as a Girl (Documentary) (executive producer)
2015 Death of a Gentleman (Documentary) (executive producer)
2015 The Divide (Documentary) (executive producer) / (producer)
2014 Still the Enemy Within (Documentary) (executive producer)
2014 In the Shadow of War (Documentary) (executive producer)
2014 Lessons in Dissent (Documentary) (executive producer)
2014 Growing Up Down's (TV Movie documentary) (executive producer: Dartmouth Films)
2013 Basically, Johnny Moped (Documentary) (executive producer)
2013 Utopia (Documentary) (executive producer)
2013 Autism: Challenging Behaviour (Documentary) (executive producer)
2013 Bette Bourne: It Goes with the Shoes (Documentary) (executive producer)
2013 Fire in the Blood (Documentary) (executive producer)
2012 The Fade (Documentary) (executive producer)
2012 The World Tomorrow (TV Series) (executive producer - 3 episodes)
2012 Correa (executive producer)
2012 Marzouki (executive producer)
2012 Horowitz-Zizek (executive producer)
2012 McCullin (Documentary) (executive producer)
2012 How to Re-Establish a Vodka Empire (Documentary) (executive producer) / (producer)
2011 Cocaine Unwrapped (Documentary) (executive producer)
2011 The Collectors (Video documentary) (executive producer)
2011 For Your Tomorrow (Documentary) (executive producer)
2011 Just Do It: A Tale of Modern-day Outlaws (Documentary) (executive producer)
2011 The Flaw (Documentary) (executive producer)
2010 The War You Don't See (Documentary) (executive producer)

PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Credits

An
UPFOLDS MEDIA
Production

In Association With
TILLING CREATIVE

A Film By
PHILIP WALSH

Written and Directed By
PHILIP WALSH

Produced By
DAVID BIGGINS
SIMONE MAGGI
SHEILA HAYMAN

Original Script By
CAROLYN SAUNDERS

Executive Producers
CHRISTOPHER HIRD
PETER GAFFNEY
ANTONIO LOMBARDI

Executive Producers
KEITH NORTHROP
ROBERT SHANKS
CHRIS TILLING
NICK TILLING

Directors of Photography
DAVID MEADOWS
ZORAN VELJKOVIC

Edited By
LAWRENCE BARRACLOUGH

Featuring
FRANCESCO DA MOSTO
ALAIN DE CADENET

Also Featuring
NINO VACCARELLA
DOUG NYE
SILVANO PALADINO

Production Manager
PAMELA SEALY

First Assistant Director
MATT LAWSON

Archive Researcher
PAUL GARDENER

Production Co-Ordinator
ADRIANA PENATI

Production Assistant
BELLA HILL

PARTICIPANTS

SILVANA PALADINO
GIOACCHINO LANZA TOMASI
GIUSEPPE VALENZA
ANTONIO CATANZARO
ANTONINO VENTURELLA
NUCCIO SALEMI
GILLIAN CARR
RICHARD MORRIS
CHARLES JOHN MILNE ATKINSON
PENNY MORRIS
DAVID BIGGINS
JANE BIGGINS
MICHAEL NEW
CAMILLA FRASER
HICKY HICKLING
ROSADELE FACETTI
DOUG NYE
PIETRO CASSANITI

CICCIO LIBERTO
NINO VACCARELLA
FRANCESCO RUSSO
LUCIA LA PLACA
SALVATORE MESSINEO

Sleeping Boy 01
GIUSEPPE VIZZINI

Sleeping Boy 02
DARIO DI FRANCESCA

Drummer
ANTONIO CATANZARO

Old Sicilian Man 01
FRANCESCO CACICIA

Old Sicilian Man 02
GIUSEPPE RUTIGLIANO

Old Sicilian Man 03
SALVATORE GAGLIO

Peugeot Driver
CLIVE PRESS

Lorrain-Dietrich Driver
GILLIAN CARR

Lorrain-Dietrich Mechanic
JOHN BRYDON

Cyril Snipe
PHILIP WALSH

Cyril Snipe's Mechanic
JAN VRHOVNIK

Baroness' Mechanic
JAMES RUFFELL

Baroness Maria Antonietta D'avanzo
SANTINA CAMPO

Young Enzo Ferrari
FERDINANDO CHIFARI

Bigwig 01
SERAFINO TROINA

Bigwig 02
VINCENZO SCOLARO

CAST

Young Alain De Cadenet
LILLO LO RE

Boy Vincenzo Florio
GABRIELE CASSATA

Young Boy 01
MARCO BIANCA

Young Girl 01
SOPHIA BIANCA

Nun
MARIA CAVOLI

Young Vincenzo Florio
BENNY VALENZA

Cyclist
JOSEPH VALENZA

Horse Rider
RICARDO LO BUE

Vincenzo Florio
FABRIZIO PACE

Ignazio Florio
MARCO CARBONI

Donna Franca
MARISA CARLISI

Felice Nazzaro
MIRKO GIRALUCCI

Sicilian Villager
PEPPE SAJA

Bigwig 01 / Priest MATT LAWSON	Francesco Da Mosto's Son COSIMO DA MOSTO
Bigwig 02 / Count Masetti EDOARDO RUSSO	Young Francesco Russo GIUSEPPE PROVENZANO
Elizabeth Junek ADRIANA PENATI	<u>CREW</u>
Vincent Junek / Mechanic SIMONE MAGGI	Second Unit & Steadicam Operator JAMES RUFFELL
Policeman DAVID MEADOWS	Third Unit Operator ANDREW SEGGINS
Bugatti Driver VINCENZO MARASCO	Camera Assistant & Dit JAN VHROVNIK
Louis Chiron FEDERICO CIMO	Sound Recordists DAVECHAPMAN CRISPIN LARRATT
Louis Chiron's Mechanic VINCENZO ZISA	Costume Designers MARIA FERNANDA NAVAS EDOARDO RUSSO
Achille Varzi LEONARDO CAMPANELLA	Costume Assistant GIULIA MASCI
Boy On Wall 01 SIMONE LO MAURO	Make-Up Artists TERESA BASILI JULIET GARLAND
Boy On Wall 02 GIRESI ALESSIO	Additional Writer SEBASTIAN MICHAEL
Boy On Wall 03 MARIO SCELFO	Props Balloons ROBIN BATCHELOR
Old Vincenzo Florio SERAFINO BARBERA	Props: Car Models BOB PRATI
Raimondo Lanza Di Trabia GIOVANNI PIRROTTA	Stills Photographer BECCA PARKER
Aristocrat DAVE CHAPMAN	Unit Production Manager FRANCO TURDO
Boy In Crowd LORENZO RUISI	

Location Managers

MARCO DE ROSSI
CARMELO DOLCE

Production Assistants

ANTONIO CATANZARO
PIETRO CASSANITI
ANTONINO VENTURELLA
MAURIZIO CONDORELLI
PENNY MORRIS
GIOVANNI LUPARELLO

Casting Co-Ordinator

FRANCESCA BALLISTRERI

Post Production

TILLING CREATIVE

Edit Assistant

TOM SPARKS

Assembly Editor

SARA COPPOLA

Graphics Design

ALON ZIV

Visual Effects Artist

DAVE SMITH

Colourist

NARDUZZO TOO

Audio Post Production

5A STUDIOS LONDON

Sound Supervisor

CRISTINA ARAGON

Dubbing Mixer

MICHAEL KODERISCH

Adr Mixer

NICK ROBERTS

Sound Design

JACK WHITNEY

DRIVERS, PASSENGERS & CARS

DAVID BIGGINS

JANE BIGGINS

CLIVE BARTON

GEORGE PITT

1913 NAZZARO TIPO 3, 1913 DAIMLER

MERCEDES RENNWAGEN

BILL SYKES

SIOBAN WATSON

1906 FIAT TARGA FLORIO TIPO 24/40

ROBIN HANAUER

DAVID PARKER

1908-09 STRAKER-SQUIRE

CLIVE PRESS

JO LANGFORD-YATES

ERIC STENSON

1913 PEUGEOT TYPE 148 GRAND PRIX

ANDREW HOWE DAVIES

PATRICK ALLEN

1911 SCAT TYPE C RACER

DAVID WHITE

JANET WHITE

1911 ABBOTT DETROIT VANDERVILLE CUP

RACER

GILLIAN CARR

RICHARD MORRIS

JOHN BRYDON

1904 LORRAINE-DIETRICH AUTOMOBILE DE

COURSE

MICHAEL NEW

CAMILLA FRASER

RICHARD BLACK

1903 PANHARD (PARIS-MADRID)

CHARLES JOHN MILNE ATKINSON

PENNY MORRIS

1908 DAIMLER 58H

TONY LEES

1913 VAUXHALL VIPER SPECIAL

HICKY HICKLING
CAMILLA FRASER
1911 SUNBEAM 16/20

JOANNE WHITE
RON BIRKETT
1909 FL SPORTS

ALAIN DE CADENET
1931 ALFA ROMEO 8C

KLAUS EDEL
LILLO LO RE
1960'S FIAT ABARTH / 1969 ABARTH 1300 SP

ANTONIO MARASCO
BUGATTI

GIOACCHINO VERCIO
FIAT BARCETTA 508

GIOVANNI PIRROTTA
FERRARI 348 TS

NICHOLAS PELLETT
1899 DE DION-BOUTON

CLIVE PRESS
GEORGE PITT
PERIOD BICYCLES

WITH SPECIAL THANKS TO

FRANCO ACCARDI
CHICO PALADINO
SERGIO MONTALTO
SEBASTIAN SAVA
JULIET WALKER
GEORGE FOOTE
ROBIN COTTEE
MIKE LINFIELD
BARNABY FOX

Acacia Resort
CESARE AUGUSTO MADIA

Palazzo Lanza Tomasi
NICOLETTA POLO LANZA TOMASI

Borgo Garbonogara
SERGIO FATTA DEL BOSCO

Grand Hotel Villa Igiea
GIOVANNI MANCINO

Grand Hotel Delle Terme
MARIA ANTONIETTA DI GESU

Tenuta Regaleali, Tasca D'almerita
SACHA STANCAMPIANO

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Automobile Club Palermo
ANGELO PIZZUTO

Fondazione Targa Florio
ANTONIO MARASCO

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Financial Services
GORDON SIMMONDS
CANNON MOORCROFT

CAMPOFELICE DI ROCCELLA
CALTAVUTURO
CEFALU
CERDA
COLLESANO
ISNELLO
PALERMO
PETRALIA SOPRANA
SCLAFANI BAGNI
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MASSIMO VARZI

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Offentlichkeitsarbeit Und Presse Historisches
Archiv (Gomi)
DIETER GROSS

PORSCHE HISTORICAL ARCHIVE

DAVID WEGUELIN

AUTODIVA

SICILIA MOTORI



PISTONS PASSIONS PLEASURES

A SICILIAN DREAM

Find out more

Watch the trailer

Please visit www.siciliandreammovie.com/trailer to view the theatrical trailer for the film.

Visit the website

Please visit www.siciliandreammovie.com to find out more the film and the accompanying book, *The Belle Époque of the Targa Florio Races 1895 – 1914*, by David Biggins.

Attend the premiere

The premiere *Pistons, Passions, Pleasures: A Sicilian Dream* will take place at the Prince Charles Cinema, Leicester Square, London on 19 October 2015 at 6:30pm. Guests of honour will be the film's protagonists, Francesco da Mosto and Alain de Cadenet, who will be joined by Nick Mason of Ten Tents and Pink Floyd fame.

Please visit the film's website for more details and a link to purchase tickets.

Request photos

You are welcome to use of any of the low resolution images available in the Gallery section of the website for online reviews and articles about the film. To request high resolution versions for print media, please contact David Biggins at Upfolds Media:

- Email: david@upfolds.com
- Tel: 01306 621 204

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