Hamann

CLASSIC CARS

1954 PEGASO
Saoutchik Coupe


GASOLINA
ACEITE


CARROSSÉ PAR SAOUTCHIK • PARIS


Pegaso

A brief history of Pegaso

Total Production: 86 between 1951 – 1958

Named after Pegasus, the winged horse of Greek mythology, the Pegaso Car Company produced very rare and exotic sports vehicles. The Barcelona native Wilfredo Ricart was one of Enzo Ferrari's colleagues at Alfa Romeo's race department designing race-car and aero engines. However, the two of them were not exactly friends. Enzo Ferrari disliked the very well dressed University graduated Spaniard and made often fun of him. Ricart left Alfa Romeo after the war and was appointed by the Spanish government to establish a national truck manufacturing company. He teamed up with various engineers and technicians to begin working on their own sports car. This eventually resulted in 1951 in the Pegaso Z102. astonishing the automotive world that such highly advanced sports car came out of Spain.

A very modern race bread V8 engine was placed in the Pegaso Z102 which made it a supreme competition for the Ferraris built in Maranello, Italy. The Pegaso was fitted with double overhead camshafts, a feature that had been confined to competition vee-type engines, though they were utilized on Jaguar's famous XK120 inline six. The engine also featured sodium-filled exhaust valves for cooling, an oil cooler and dry-sump lubrication while also using extensive use of light alloy. The option of one, two or four Weber carbuteors could be fitted while compression ratios ranged from 7.8:1 to 9.0:1 to keep up with post-war Spain's unpredictable gasoline octane levels.

Receiving the elite status of being the only Spanish automobiles to receive international supercar status during the 1950s, the Pegaso Z102 was introduced in 1951 at the Paris Auto Salon. With a top speed of 140 mph, the vehicle featured 250 horsepower at 6300 rpm. The Pegaso Company had extensive experience construction large 9-liter coaches. No one expected such a cutting edge sports car from a bus and truck company. A total of only 86 Pegaso Z102 were produced, with 25 of them receiving bodywork from Saoutchik.

The Pegaso was a replacement for the esteemed Hispano-Suiza and was created to be a sports vehicle of the highest quality. Producing up to 300 hp, all Pegaso models were powered by dry-sump V8 engines that ranged from 2.5 to 3.2 liters and featured torsion bar suspension, de Dion rear axle along with arear mounted 5-speed gearboxes with ZF limited-slip differentials. The 2.5 liter Z102 achieved 50 mph in just 8.3 second and 0-100mph in 35.0 seconds and 18.2 seconds for the ¼ mile from stand still.

A Pegaso with a Touring Spyder bodywork with single screen for the pilot , equipped with a super charged 2.8 Litre engine set the new flying mile speed record on the famous Belgian Jabbeke autoroute between Ostende and Ghent of 243 km/h with a standing start kilometer of 159 km/h (151 mp/h).

That speed record for the flying mile was broken shortly after by Jaguar test and race driver Norman Dewis with a specially modified Jaguar XK120 Roadster Prototype. Dewis achieved a record breaking top speed of 277 km/h (172 mph)

The Z102 range comprised of various Coupe and Spyder body styles , in the beginning with in house designs but eventually with Saoutchik and Touring designs.

The ambitious Wilfredo Ricart tried also to establish Pegaso automobiles as successful competitors in motor racing. The effort was rewarded by dominating national Spanish track events and hill climbs. Establishing Pegaso in international races proved to be difficult as the drum brakes had problems with the relatively heavy Pegasos. Pegasos entered at the Monaco Grand Prix in 1952 and Le Mans ended in early retirement and the Carrera Panamericana with an accident.

The Pegaso Z102B featured an increased engine with 2,816cc by 1953. And some cars used for competition were fitted with 3.2 litre engines. Competition cars were often fitted with superchargers, in one case even with dual super chargers. All Pegaso models including the non-competition cars were fitted with a variety of Weber carburetor setups from one, two or four as in this Saouthchik Coupe from 1954.

During the last days of Pergaso manufacturing sports cars “for the Connoisseur” as the Pegaso slogan was, Ricart worked on a continuation model of the Z-102, the Z-103. Only three examples were built though with advanced V8 engines with 3.9 litre, 4.5 littre and even 4.7 Litre engine displacement. The 4.7 litre V8 had a poweroutput of not less than 300 bhp at 5,500 rpm and 347 lbs torque at 4,500 rpm.

Pegaso models were largely hand-built and very innovative and advanced for their time. Only 86 models were ever built but larger production numbers were not achieved, most likely due to their extremely high price and limited funding. The government owned company was interested in a profitable operation producing trucks and busses and not exclusive and fast sports cars for privileged international clientele.

Production ended in 1958 and the Pegaso resumed exclusively producing trucks and buses. The Pegaso truck company became part of IVECO.

Pegaso Tipo Z-102B 2.8 Saoutchik Coupe Speciale Chaasis

The Pegaso Z-102B on display here was displayed on the Pegaso stand during the 1954 Paris Auto Salon and purchased during the show by a Mr. Lamy de Caen of Paris, France. Monsieur de Caen competed in at least two motors sport events. One in the Rally Panamoricaine in 1954 with start #65 and in May 1955 in the Rally Sable Solmes with start # 83 where he finished 1st over all. Eventually this Pegaso found it's way to the States in the late 50's when a Mr. Don Rickert of Alabama purchased the car. In May of 1964 he sold this beautiful Pegaso to the famed Harrah's Collection in Reno, Nevada. When Bill Harrah passed away in 1978 Holiday Inn purchased his land including his car collection of not less than 1,300 cars. With the exception of 150 cars, which Holiday Inn planned to use for a Museum they were going to build, all the acsr were sold or auctioned off including this Pegaso 102B. In 1987 chassis 1500 146 was eventually purchased by the Imperial Palace Collection of Las Vegas, Nevada. During the ownership of the Imperial Palace the car was restored to absolute Concours show quality and meticulously maintained until Don Williams of the Blackhawk Museum in Danville, California purchased the car. Although still in excellent condition the Blackhawk collection performed yet another Concours show quality restoration.

Having changed owners in 2017 the new owner decided to restore this Pegaso Z102B to the highest Pebble Beach Concours show quality. The color scheme was changed from a rather boring looking red to the exciting color scheme in true Pegaso spirit it is presented here today. Also the interior was restored again using period correct materials and paying attention to even the smallest details.

The red wall tires compliment this beautiful automobile very well and were especially manufactured per order to fit this outstanding Pegaso. Now, after 36 years it has found it's way back to Paris where it was fitted by the Paris based coach builder Saoutchik , displayed at Paris Auto Salon in 1954 and delivered to a wealthy Parisian.

Chassis number I021500146It is one of only five Examples of the Z-102B Saoutchik Series II Coupe built.

El Saoutchik de Pegaso participando en rallies en 1955.


Pegaso Z-102
EMPRESA NACIONAL
DE AUTOCAMIONES, S.A.
SPAIN
LAGASCA, 88
TELEPHONE 25 93 95
MADRID
LA SAGRERA, 179
TELEPHONE 25 14 24
BARCELONA
CABLE ADDRESS
«AUTOCAMIONES»

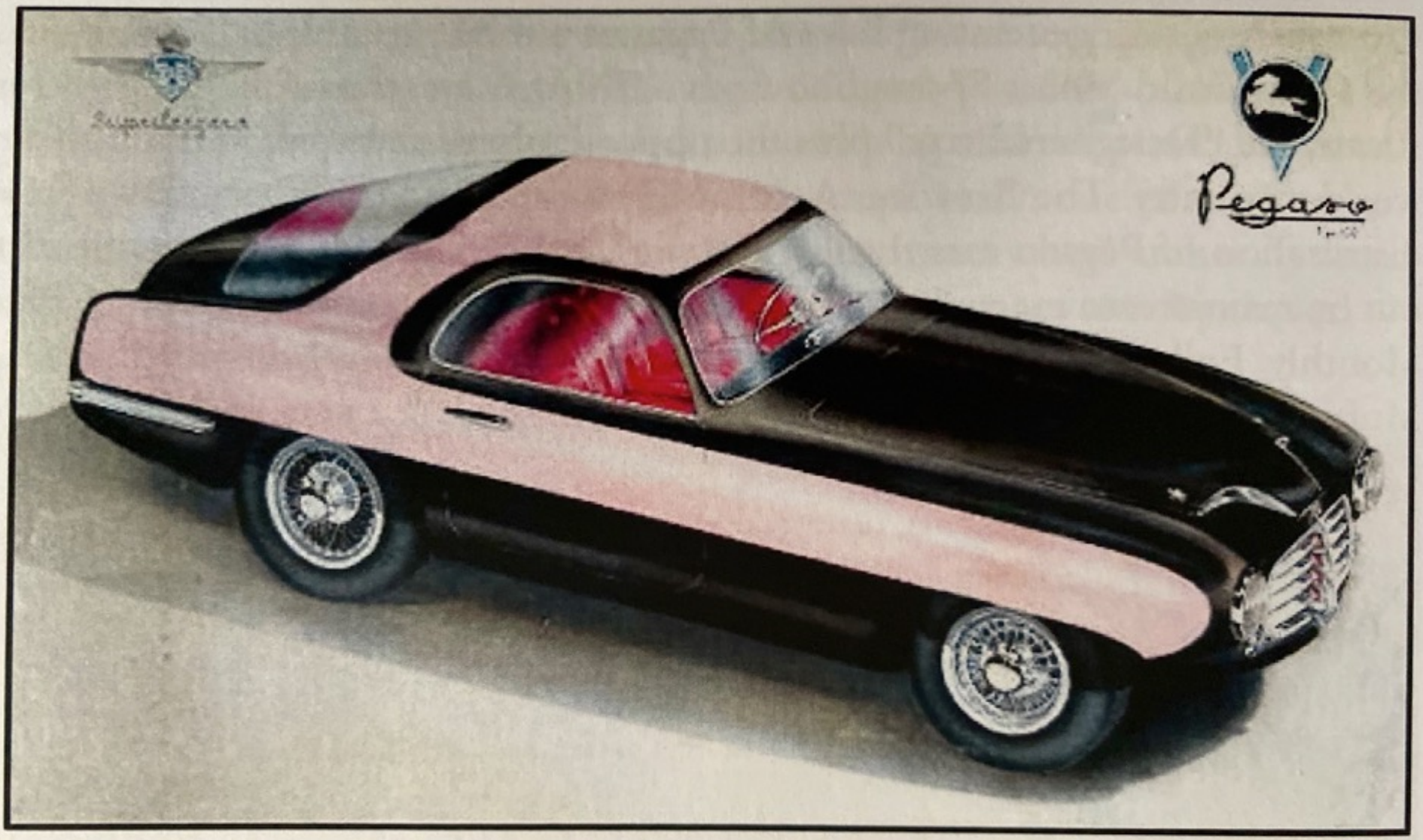
THE NEW SAFETY FIRST AERODYNAMICAL PEGASO

Pegaso

TIPO 102

WITH *Thrill Berlinetta* BY TOURING

The car for the connoisseur


Pegaso

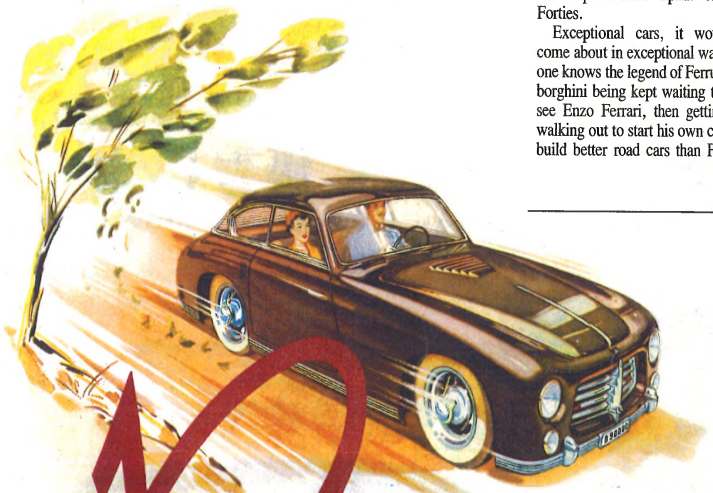
Pegaso

From myth to machine.

BY ROGER BARLOW WITH ROBERT CUMBERFORD

Pegaso! The winged horse of Greek mythology . . . what a splendidly evocative name, what a perfect symbol for a car meant to be both as incredibly strong and as incredibly swift as the great creature born to Poseidon and Medusa. The Pegaso would be the fastest, the most beautiful, the best-made car in the world, its creators claimed. And, astonishingly, it was. Everything that was intended was fully achieved, not by an established maker in a country with a long automotive tradition but by a start-up company in an underdeveloped agrarian backwater of Western Europe, the impoverished Spain of the late Forties.

Exceptional cars, it would seem, come about in exceptional ways. Everyone knows the legend of Ferruccio Lamborghini being kept waiting too long to see Enzo Ferrari, then getting up and walking out to start his own company to build better road cars than Ferrari did.



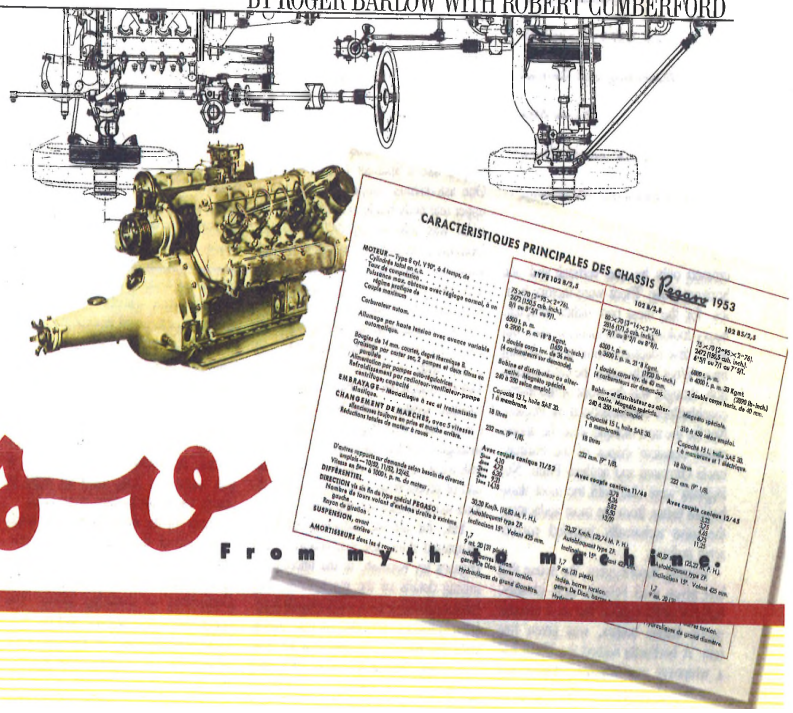
That story, resonant of mythology itself, may or may not be true, but it is incontrovertible that the Pegaso Z102, one of the finest exotics ever made, was created simply to help train a generation of technicians so that industrially backward Spain could become a force in the production of trucks! It was an intriguing concept, selling the students' practice work to defray educational costs, rather like operating a three-star restaurant and cooking school under one roof. "We are a poor country," said Wilfredo Ricart, technical director of ENASA (Empresa Nacional de Autocamiones SA), "so we must make jewels for the rich."

A jewel it was. The Pegaso was first seen at the Paris show in 1951, a fabulously improbable object in those gray postwar years in a slowly recovering Europe. Its specification was so advanced, its appearance so attractive, that press and public alike were immediately convinced that it would take a permanent place among the great sports cars. It clearly seemed capable of being developed into a contender at Le Mans, and some even spoke of its engine's potential for Grand Prix racing. At a time when Ferrari was still making a tiny handful of totally impractical road cars, when a big Maserati was a two-liter, when Porsches were no more than fragile Volkswagen hot rods, before Mercedes had barely moved aside enough rubble to begin thinking about the 300SL, when Aston Martins were still small cars and Jaguar had just begun to be taken seriously with its first Le Mans win, the Pegaso had everything the most audacious dreamers might have imagined for a car of the future.

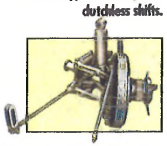
The magnificent Z102 was as surrealistic as a dream: a fantastic, futuristic machine that, like a nova, briefly appeared, shone with dazzling brilliance, and then winked out as though it had never existed. Few car lovers ever saw a Pegaso outside a motor show, but cars *were* sold, albeit mostly in Spain. Pegasos were not only ahead of their time technically; their prices were so far out of the prevailing norm that they were incomprehensible in the early Fifties. Some Pegasos were sent to the United States, but all returned unsold to Spain, victims of a precocious version of sticker shock.

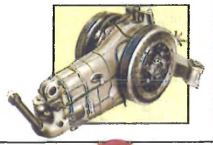
By the standards of today's bloated supercars, the Pegaso was tiny, its wheelbase ten full inches shorter than an XK120 Jaguar's at a mere 92 inches. As was the habit in those days, track was kept down as well to 52 inches in front, 51 in the rear. Its V-8 engine configuration was unique in Europe at the time. Its cams, four of them, were overhead. There was no chassis frame at all in the classic sense, but an enormously strong steel punt-type chassis—common today, virtually unknown then—on which the best bodybuilders of the day could erect their most imaginative creations.

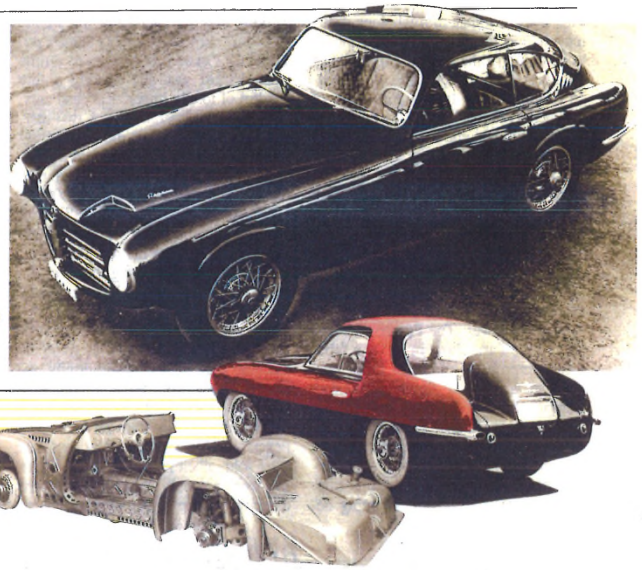
In styling, too, the Pegaso was in advance. Long before Jaguar dared to offer the E-type without a grille, many Pegasos had a trapezoidal air intake



Styling by Touring produced these unusual Pegasos. Transaxles were constant-mesh type, allowing fast, dutchless shifts.







Pegasos were clad with the most flamboyant forms from the most audacious *carrozzeria italiana.*

crossed only by one vertical and one horizontal bar. There were factory bodies, for the most part rather lumpish, heavy-looking coupes made in steel, but also a few roadsters with fairly elegant lines. What really made the car's reputation, though, was the work of the Italian coachbuilder commissioned by Pegaso. Not for the new marque were the understated classical shapes of the Farinas, uncle Giovanni and nephew Pinin. No, Pegasos were clad with the most flamboyant forms from the most audacious, the most technically founded *carrozzeria italiana*.

Touring Superleggera, the house that had given road Ferraris their identity, builders of the lightest and most aerodynamic Italian bodies, was given free rein. A berlinetta named the Thrill had a wrapover rear window, finned rear fenders, and handsome flying buttresses in 1953, long before any of the other styling houses played with such roof forms. A charmingly whimsical design notion was to fit the 1952 Paris show roadster with a frameless windshield shaped like a Spanish woman's comb. One astonishing coupe with the entire upper rear body made in transparent material was sold to the dictator of the Dominican Republic, Trujillo, at a price variously reported to have been from $35,000 to $50,000, equivalent to at least ten times that amount in today's dollars, although in fact the bare chassis cost only (only!) $5600 in 1954, and a car with factory coachwork about $8400. Saoutchik of Paris, famed for baroque styling excess beautifully executed, did a few Pegasos and for once managed to keep his tendency to go for billowing curves in check. Toward the end of production, José Serra in Barcelona made bodies for the cars.

Yet, for all the attraction of their sculptured skins, the true beauty of the Pegasos lay beneath, in the uncompromising details of the mechanism. The front suspension arms were elegant forgings, splined to two longitudinal torsion bars, one running aft, one forward. The hubs were splined for knock-offs, and Pegaso made everything—the shocks, the hubs, the wheels themselves—to the highest standards. The engines were truly magnificent and very much in the modern idiom, with oversquare bore and stroke ratios. For a "production" car, there were a lot of variables. Buyers could choose from a wide range of compression ratios, for instance, to suit fuel availability in their countries, and an optional 106-inch wheelbase was mentioned in catalogs, although it is not clear if any were actually built. Sixteen-inch alloy-rim wheels were standard, but seventeens could be ordered. A coil and battery ignition was standard, but you could order a Bosch magneto. Several steering ratios allowed a quick 2.5 turns lock to lock or an ultraquick 1.7 turns. You could have a radio, air conditioning, fitted luggage, and a fuel tank holding 26 gallons or 43 or even 55, if you wanted to drive hard all night in places where no stations were open.

Made for the dreadful Spanish roads of the period, the Pegaso's chassis provided a reasonably soft ride once it got up to speed, without yielding a bit of roadholding or cornering power. The engine was well forward, and the five-speed transaxle was all the way back behind the rear-wheel center line. A

STUART DAY

This elegant and handsome Pegaso is the factory's last surviving Z102, seen here with Wilfredo Ricart, the man directly responsible for the Pegaso program, and some of his design team.

SEEING THE LAST PEGASO

A visit to the factory finds the memories alive and well.

I was in Spain early in 1968, working as director of photography on the film version of Peter Shaffer's play *The Royal Hunt of the Sun*. During a lull in pre-production activities, I asked one of the film's Spanish secretaries to call the Empresa Nacional de Autocamiones to ask whether I, as a sometime automotive journalist, might be able to talk with someone about the long-since-shut-down sports car program. That afternoon, a call came back that Señor Barlow could meet with the now retired engineer who had guided the Z102 project, Wilfredo Ricart himself. The next morning, photographer Stuart Day, an interpreter, and I called at his consulting office.

The interpreter was not needed; the impressively erect septuagenarian was multilingual—fluent in all the Romance languages and surprisingly at ease in English, with only a few lapses in technical terminology. I quickly learned that, although an initial run of 200 cars was planned, only 100 were built between 1951 and 1957. Asked why such a complex, sophisticated, and expensive vehicle was chosen rather than a car for the Spanish mass market, Señor Ricart explained the rationale behind the Z102 when it was planned in the late 1940s. There were three considerations: First, it was to be a striking and effective demonstration of the capability of the Pegaso design staff, enhancing the firm's prestige in the growing Latin American truck and bus export market; second, such an expensive car would not reach high volumes and so would not interfere with the vital production of heavy vehicles and diesel engines, lifeblood of the company; third and most important, the development and manufacture of a complex, high-quality car would provide invaluable training and hands-on experience for a number of key Pegaso engineers and craftsmen while making minimal demands on facilities and materials. Making Z102s must have been one of the most exciting apprentice training programs the world has ever seen.

When I asked if it would be possible to actually see a Z102, or even an engine, in Madrid, Señor Ricart's eyes twinkled as he replied, "Señor Barlow, if you can spare the time tomorrow, I will arrange for us to visit the Pegaso research department, where there are a few Z102 components still to be found." That visit to the Pegaso factory was something like being taken by the pope on a tour of the Vatican. Although he was officially retired, Ricart was still very much *el señor grande*. Everyone knew him, and respect and affection for him were evident in every shop and office.

Eventually, we reached a section where half a dozen men were obviously awaiting our arrival. Introductions established that they—engineers, mechanics, and a test driver—had all been active in the sports car effort. With a flourish worthy of a torero, a mechanic whipped away a dust cover to reveal an immaculate white Pegaso two-seater. Gleaming and sparkling, it was every bit as impressive in reality as it had been in the pages of European car magazines seventeen years earlier.

In a nearby dynamometer room, rumbling away at idle on the test bed, hooked up to a maze of tubes, wires, and hoses, was a V-8 engine completely unlike the four-cam unit in the car. Had the sports car program continued, this big 4.5-liter pushrod engine, a sort of Chrysler Hemi done with more engineering style, would have taken over from the high-revving and incredibly noisy four-cam engine. With peak power developed at 1000 to 1500 fewer revs, and with far more torque available at all speeds, the bigger engine would have suited the sort of buyer who today chooses the Porsche 928, a machine not unlike the Pegaso in mechanical layout.

One of the Pegaso people put me in touch with an American in Madrid, W.D. Tellman, who had acquired a fairly well-used Pegaso coupe to take back to Texas. We met for an hour on a Sunday afternoon just before his departure, and he took the time to give me a ride and then let me drive the Pegaso for a few minutes. We were inside the city, not on the open road I would have preferred, but it told me a lot about this wonderful thoroughbred.

The ride was similar to the 1985 Corvette's, overly firm at low speeds but able to corner squarely with every indication that it could proceed at twice the speed. The odd shift pattern, with first on the right and fifth on the left, was inhibiting for the short time I drove the car, and I never came to terms with the gearbox itself. As it was not my car, I could not bring myself to ignore the clutch and snap the lever from ratio to ratio with the speed demanded by the dog-clutch arrangement of the gears. I'd been conditioned by too many years of easy living with leisurely synchromesh boxes. But the engine played its exciting concerto of gears, cams, and valves.

In every way, the then-fifteen-year-old car lived up to my romantic expectations, and I would have bought it in a flash had it been for sale. Even now, I would delight in having a 1954 Pegaso to drive every day. Apart from its drum brakes rather than discs, and carburetors in place of electronic fuel injection, it would be as up to date in mechanical specification as any new sports car, despite being thirty-five years old. As to the comfort air conditioning and a stereo are supposed to bring, I'd be content to put the top down and listen to that engine.—Roger Barlow

long extension behind the turbine-cooled single-plate clutch fed the drive to a short, carefully balanced driveshaft mated to an input shaft extending forward from the differential (a ZF limited-slip design made under license by the Pegaso apprentices). That input shaft passed under the diff, and a two-shaft constant-mesh box fed the drive forward to the ring gear. A de Dion tube ran from hub to hub, passing above the driveline ahead of the differential and the huge inboard rear brakes. Radius rods ran from the wheel hubs aft to a common point on the center line of the car, eliminating any need for a slip joint in the axle tube itself.

First shown with a 2.5-liter engine fitted optionally with one carburetor, four carburetors, or a Roots blower, the Z102 later acquired a 2.8-liter variant of the basic four-cam design, and, as the Z102SS, a 3.2-liter. At first the engines had chain-driven camshafts, but later a complex geartrain, source of a lot of the noise a Pegaso produces, was made standard on the DOHC engines. The later Z103 models, with pushrods rather than overhead cams, were said to have been offered with four engine sizes: 3.7, 4.0, 4.5, and 4.7 liters. None were mild workaday engines, as you may gather from the 1953 brochure (printed in English in Madrid). Talking of "the two-seater sports model designed by Touring Superleggera for Pegaso," the factory simply said, "This body fitted to the 102BS, which develops over 250 bhp, makes a light, small car, stoutly built and easily handled, an unrivaled combination which is universally admired." Yes, indeed!

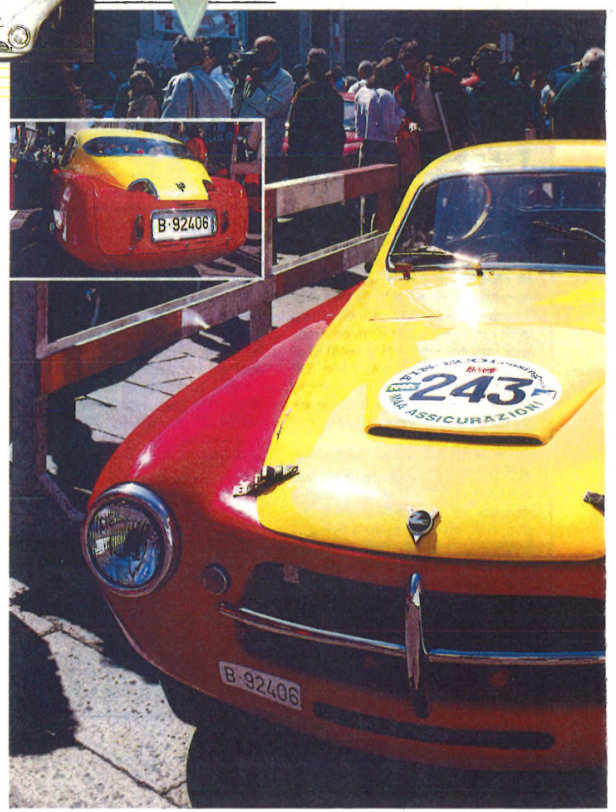
How many Pegasos were there? In 1968, people at the factory suggested that about 100 of a planned run of 200 were made. A 1955 article in *Car Life* reported that fifty cars were made in 1952, 150 in 1953 (of which seventeen cars were sent to the United States and twelve to France), 300 in 1954, and that 200 were scheduled for 1955, implying 700 or so, which seems far too high. The car stayed in production until 1958, when Ricart retired from ENASA, but it was always a hand-built work of art, not a true production item. It is almost certain that no two Pegasos were exactly alike, but at the same time one can admire the rigor of the design process, which assured that each car was made to a fixed design, not just improvised al-fresco as were so many Maseratis, say, or indeed as were most early Ferraris.

When reading old reports on Pegasos, one is struck by the persistent effort to link the Pegaso to the Hispano-Suiza. Forget it. The "Spanish-Swiss" that the world admires was a *French* car, and the factories in Spain carrying the revered name turned out the Iberian equivalent of those "red flag" state official's cars the Chinese build today, that is to say, old-technology cars for people who are driven in them, not for private owners or enthusiastic drivers. True, the Pegasos were first made in a factory building that once carried the Hispano-Suiza name, and Wilfredo Ricart once made some dull side-valve cars called Ricart-Hispano, but there really is no substantive link between the two great marques.

In truth, the brilliant Ricart, born in Barcelona in 1897, was an Alfa Romeo man. He was employed in Milan in 1936 as an "adviser for technical subjects and tests" and designed a V-6 diesel engine. In 1940, he was given a new contract as technical adviser to general management and made manager of the Special Studies Department, a post he held until 1945, when he returned to Spain. During his nine-year tenure, he designed the Alfa 512 Grand Prix car (a flat-twelve, blown 1500cc design that did not go beyond a single prototype), the successful Tipo 162 V-16 racer, and an amazing V-16 mid-engined sports car, the Tipo 163, in 1941. He also did two major aircraft engines, the 1100-bhp V-8 1001 and the 2000-bhp, 28-cylinder four-row radial, the Alfa 101. And during the time he spent in Milan, he was surely exposed to the Tipo S11 prototypes designed by Bruno Trevisan, cars with 2.3-liter four-cam V-8s. In taste, finish, thoroughness of design, and mechanical complexity, the Pegasos seem more closely related to the Alfa tradition than to that of the elegantly simple, even austere designs that Hispano's Marc Birkigt always employed.

Technical background apart, the Pegaso was very Spanish indeed—in its near-total local content, in its attention to detail and finish reminiscent of Spanish arms made at the height of that country's Imperial power, and in its aristocratic disregard for cost. It was meant to be the best, so it was: Made virtually to measure, it carried a total three-year guarantee. If all of that made it expensive, so be it. Today, the only luxury-performance equivalent to the Pegaso is the Porsche 959. All things considered, one of Wilfredo Ricart's masterpieces is probably more desirable. ●

Pegasos were first made in a factory building that once carried the Hispano-Suiza name.



ALLAN ROSENBERG

PEGASOS IN RACING

Few opportunities, fewer successes.

On paper, the Pegaso should have been *the* racing sports car of the early Fifties. It was genuinely fast—official timings of 151.0 mph in Belgium and 161.6 in Spain attest to that—and it was entered in the biggest and most important events of its era. But nothing good ever happened. The pair of cars prepared for Le Mans in 1953 burned up in a factory fire just before the event, and the standard models rushed to Le Mans as substitutes did not distinguish themselves. After one crashed disastrously in practice, the other was withdrawn, and the Pegaso never showed up on the Sarthe circuit again.

The 1954 Carrera Panamericana saw two competition model Pegasos entered. Factory tester Joaquin Palacio ran top speeds of nearly 189 mph before he crashed in one of the many places where spectators had torn down warning signs before blind curves. Palacio was almost killed, and the second Pegaso then crashed at exactly the same spot, virtually on top of the first. Aside from local Spanish races against small-time amateur competition, the Pegasos never had any other opportunities to prove their mettle.

—Robert Cumberford

1955 PEGASO TIPO Z-102B 2.8 SAOUTCHIK COUPE SPECIALE

ID# I021500146

Car History

This car was first delivered to Mr. Lamy de Caen of Paris, France in 1954.
Then the car was purchased by the Harrah's Auto Collection in May of 1964 from Mr. Don Rickert of Montgomery, Alabama. The car was sold again and purchased by the Imperial Palace Auto Collection in 1987, where it was first restored to show quality and well maintained until sold to Don Williams of the Blackhawk Collection, Inc. The car remains on display at the Blackhawk Museum, Danville, CA in pristine condition. The car has been well maintained to Pebble Beach show quality and restored again in 2007 and has been kept in show quality ever since.

The Pegaso was first introduced at the 1951 Paris salon. The Pegaso was relased in various models which quickly gained high regards international for their advanced design and advanced engineering. While not originally built as competition cars, Pegaso's were built in essence and ingenuity to be the best grand prix racers. The light alloy engines were with larger bore strokes; reduced linear piston speed and was very advanced for the time. What truly embodies Pegaso's cars and his vision is his slogan about the Pegaso: "the car for the connoisseur". To be truly "exotic", a car must be supremely fast, display brilliant engineering, be produced in limited numbers, sport futuristic styling – all characteristics embodied by the Pegaso.

Comparison Analysis

1954 Pegaso Z-102 Berlinetta Series II by Saoutchik

- Chassis no. 0102-150 0148
- Engine no. 0102-017 014
- One of five surviving LHD Saoutchik-bodied Series II Berlinettas
- The 1954 Paris Auto Salon show car
- Estimate $900,000 to 1.4 million
- Sold for $880,000 at the 2016 RM Auctions in Monterey

The Pegaso offered shown for comparison here is chassis number 0148, one of 18 later cars produced in two series with extravagant bodywork by the renowned coachbuilder Carrosserie J. Saoutchik. The most desirable of Pegasos, these cars featured dramatic styling, with a low roofline and exotic curved fenders. This car is sister car to the 1955 Pegaso id#1021500146 but more of a driver quality car good for the occasional cruise or rally. Restoration wise this example is not show quality compared to its sister given that the restoration took place at an earlier date.

Comparison Analysis

1954 Pegaso Z-102 Cabriolet

- Coach Work by Saoutchik
- Dramatic Low-Cut Windshield
- Very rich Motor Show History
- Estimate $900,000 to 1.4 Milllion
- Sold for $990,000 at the Gooding Auction

This 1954 Pegaso Z-102 Cabriolet is stunning and in great condition. The car has an extensive show and event history with the rare Saoutchik body, which is rare for the cabriolet model. This vehicle is a good comparison because of the quality of the car compared to ours. This car is comparable to our vehicle but still lacks quality in bodywork and other aspects, still not a daily driver but phenomenal vehicle.

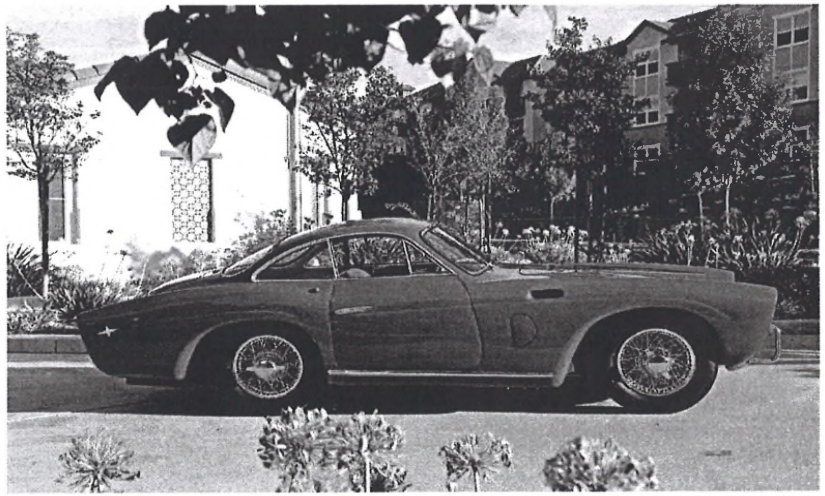
1955 Pegaso Z-102 Berlinetta Series II by Touring

- Chassis no. 150-0170
- Engine no. 0102-019-0170
- One of 10 Cars built in 1955 with 3.2 liters engine
- Sold for 900,000 Euros

This Pegaso was first delivered to a Spanish race car driver Pablo Menzel. Mr Menzel raced this Pegaso frequently until 1957 when the vehicle was sold. The car had two additional owners and spent 20 years in Japan and was shown a events frequently. The car would later return to Europe and have 3 additional owners until the vehicle was in possession of a famous Spanish collector. This particular Pegaso was built in 1955 and is similar to ours but with a touring body, which diminishes the value. The vehicle is in good condition but could use a light restoration to get car to at least show quality.

1955 Pegaso Tipo Z-102B 2.8
Saoutchik Coupe Speciale

Vehicle Images



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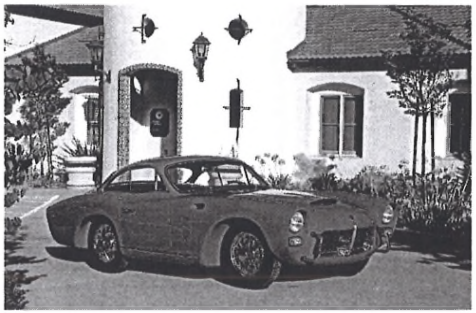
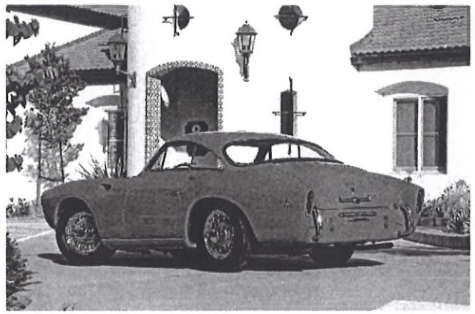
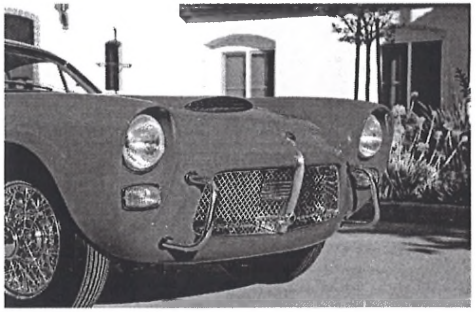
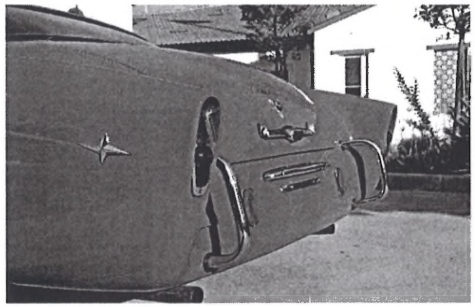
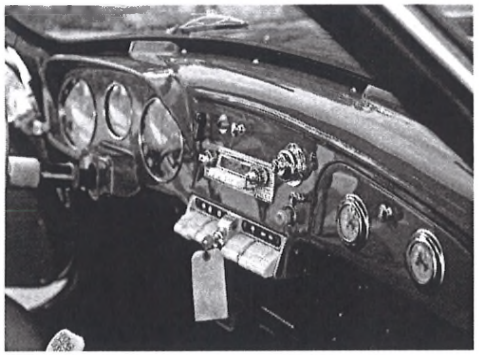


PEGASO
EL CABALLO VOLADOR DE ESPAÑA

by NICHOLÀS FRANCO, Jr.

Spanish motorcar production is expanding extraordinarily, not so much in the number of units produced as in the range of makes and models. But in Spain we lack a car authentically intended for sport, a car with brilliant performance; nor is such a car being manufactured by any of our numerous foreign licensees. For this reason we find a curiously nostalgic irony in the fact that when Spain did not produce any cars under foreign licenses—referring to last twenty-five years—she built one of the best GT and sports cars of that time, and, moreover, it was of Spanish design. It was, of course, the Pegaso.

At the end of the Second World War, Spain was isolated from the rest of the western world, and our country therefore needed to create its own national motor industry. To support the national economic structure, Spain's motor road transport needed urgent development to counter the shortage of commercial vehicles and the old age of most of those that were still in use. For that reason the government's Instituto Nacional de Industria (I.N.I.) created E.N.A.S.A. (Empresa Nacional de Autocamiones, S.A.), for the manufacture of Pegaso trucks, at first with gasoline engines and later on with Diesel power units. Don Wifredo P. Ricart, who had worked for Alfa Romeo for several years, was then Pegaso's chief engineer. The Italian influence was noticeable in the first trucks, the cab of which was very similar to that of the Italian vehicles. Spain's political and commercial situation changed slightly around 1950, and it was then considered desirable to produce something that could demonstrate Spain's technical capabilities, thereby generating commercial prestige that could open new markets to Spanish products. E.N.A.S.A. considered that the best way to bring

this about was to manufacture a GT car, possessed of the latest technical developments and of luxurious appointments.

This was not the first time that Wifredo Ricart had designed a motorcar, but it was his only modern automobile design ever to reach the production stage. Born in Barcelona, on May 15, 1897, Ricart had become by 1920 the proprietor of a firm building industrial engines, the Sociedad Anonima Motores Ricart y Pérez. By 1922 Ricart y Pérez had produced a neat little sporting four-cylinder car with twin overhead cams and four valves per cylinder. Of 1498 cc, it developed 58 hp at 5,600 rpm, which gave it some success in Spanish events. Ricart designed a twin-cam six-cylinder competition car in 1927, also of 1½ liters, called the Ricart España. Political circumstances closed down this project in 1931.

In the early Thirties Don Wifredo was engaged in the design of two-stroke Diesel engines and also in bus system operation. In October, 1936, he was hired by Alfa Romeo as an engineering consultant in the Diesel engine area. Ricart became a technical advisor to the managing director's staff at Alfa Romeo in April, 1940, which, in effect, gave him responsibility for both current and future designs.

Shortly before Ricart's promotion, in 1939, Enzo Ferrari had severed his connection with Alfa's racing activities, in part because Ricart had become involved with the design of the Alfa Romeo racing cars. In his memoirs, excerpted in Volume III, Number 1 of AUTOMOBILE *Quarterly*, Ferrari has left us a devastating portrait of Ricart, who, he said, "appeared almost surreptitiously" at Milan. Ferrari was critical of Ricart's racing car designs, recording in his book that on one of Ricart's new cars "when the steering wheel was turned to the right, the front wheels turned to the left; and, as for the engine . . . the crankshaft revolved like a skipping-rope." None of Ricart's Alfa Romeo racing cars, the Types 512, 162 and 163, ever reached a starting line.

Don Wifredo's consultation contract with Alfa Romeo concluded on March 31, 1945. Thereafter he returned to Spain, there to join E.N.A.S.A., which was occupying the sometime Hispano-Suiza premises in Barcelona. In 1946 the firm produced only thirty-eight trucks, mainly by hand. In 1949, when thoughts were beginning to turn to passenger cars, 169 Pegaso trucks were built.

Ricart is a persuasive and influential man in his native Spain; observers have noted "the charm of his manner" and "the acclaim that greets his appearance wherever Spaniards meet socially." He was certainly a key figure in the decision to design and build the Pegaso sports car, with the added objective of providing training for the engineers and artisans of E.N.A.S.A. During 1950, design work was begun on the first Pegaso car, the Z-102, and its first public showing came at the Paris Salon in October of 1951, where a coupé, as well as

a rare convertible model, were shown.

So ambitious was the engineering of the Pegaso Z-102 that it made a tremendous impression then, an impression that still remains, quite justifiably, today. Its mechanism was literally that of a racing car, fitted within a two-seater sports car shape, and almost without alteration for the exigencies of normal road use.

Today there are many V-8 engines with twin overhead camshafts, some in production, like the Maserati Quattroporte, and some made by quite normal firms, like Ford, for racing. But in 1950 very few such engines had ever been made, and those that had been were strictly for racing: the M.165 Mercedes-Benz, the C.T.A.-Arsenal, the 1932 Miller V-8 and the perennial Novi. In choosing a four-camshaft V-8, then, Ricart was introducing the Pegaso into very exclusive company.

The original plan was to produce two versions of the engine. One was to have chain drive to the camshafts, a triple-roller layout, with coil ignition fired by separate four-cylinder distributors for each bank. At least one such engine was made, and was displayed at Paris in 1950, but all the evidence indicates that it was never used in a Pegaso car. The production cars used what was intended to be the "racing" version of the engine, which drove the camshafts by helical gears and used a single Bosch magneto for ignition. The engine front cover provided a mounting point for a second magneto for a dual-ignition version, but it was never made.

Weighing 398 pounds, without the clutch, the aluminum Z-102 powerplant was an engineer's delight. E.N.A.S.A. took pride in making many of the parts that could not be furnished by Spain's underdeveloped supplier industry, among these being the special aluminum bearing shells for the crankshaft, connecting rod and camshaft. The valve gear used cup-type tappets, and the exhaust valves were sodium-cooled, also having aircraft-type flaring just below the guide to deflect the exhaust gas flow away from the end of the guide.

Another exotic feature was the dry-sump oiling system, using an oil reservoir in unit with the base of the water radiator, and a multi-disc oil cooler which self-cleaned its surfaces with each depression of the clutch pedal. Carburetion was by Weber, there being no Spanish substitute for those fine Bolognese instruments. Originally, the 2.5-liter V-8 was offered with a single 36 mm two-throat Weber or, in the Z-102/2.5-S version, with four similar carburetors. This engine was built mainly in the later 2.8-liter and 3.2-liter versions (see specifications), usually with the four-carburetor equipment.

Pegasos were also unusual, in the Fifties, for their consistent espousal of supercharging. The first compressor-equipped cars were made in 1952, using two-lobe Marshall-Nordec Roots-type blowers mounted in the center vee, driven at a 1:1 ratio from front-end gears and providing a maximum boost of 9 pounds per square inch. Such low-pressure supercharging was used on the Pegaso Le Mans and Mexico entries, as well as on some record-attempt cars. Ricart also put in hand a two-stage-supercharged version of this engine, the Model BSS, which gave substantially more power but which made only infrequent race appearances in Spain.

Then, and even now, the Pegaso Z-102 transmission arrangement must be ranked as highly esoteric, with a five-speed gearbox mounted at the rear of the car, behind the final drive gears. Many racing cars had previously used rear-mounted transmissions, but the Pegaso was one of the first vehicles to put the unit behind the axle centerline, to shift more weight rearward, and also to provide more room in the

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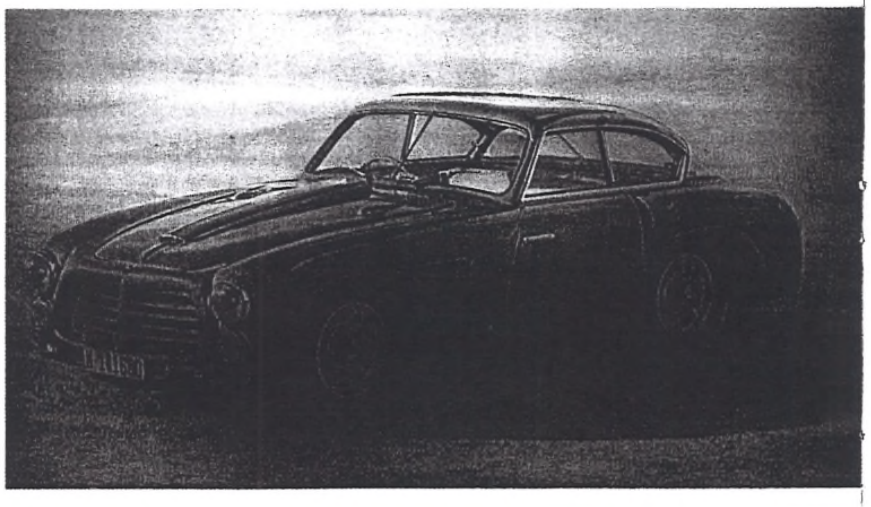
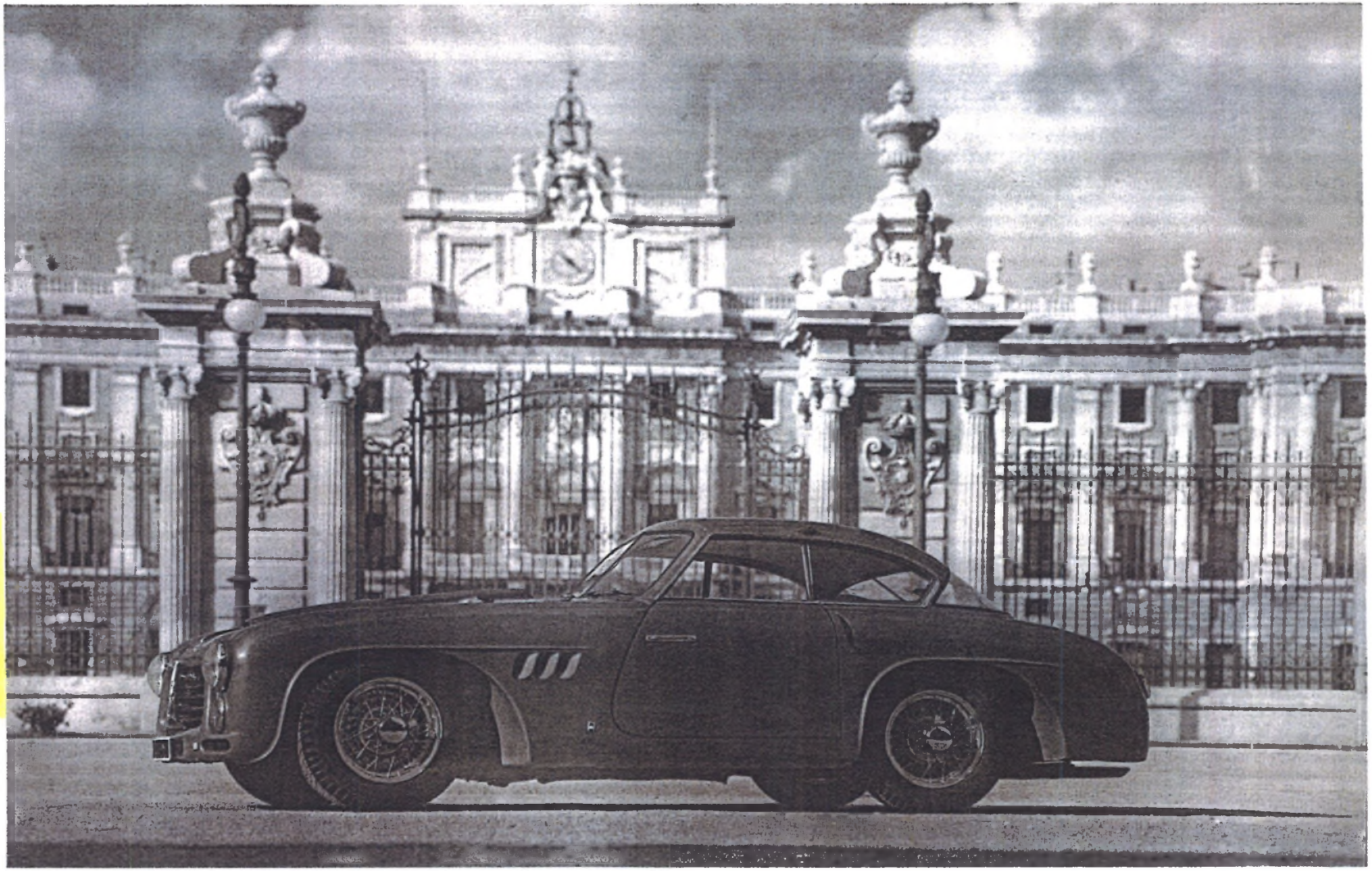


Though Pegasos were famous for their lavish coachwork, a very handsome, factory-built body was also available, as at left and below, on the Model Z-102B.



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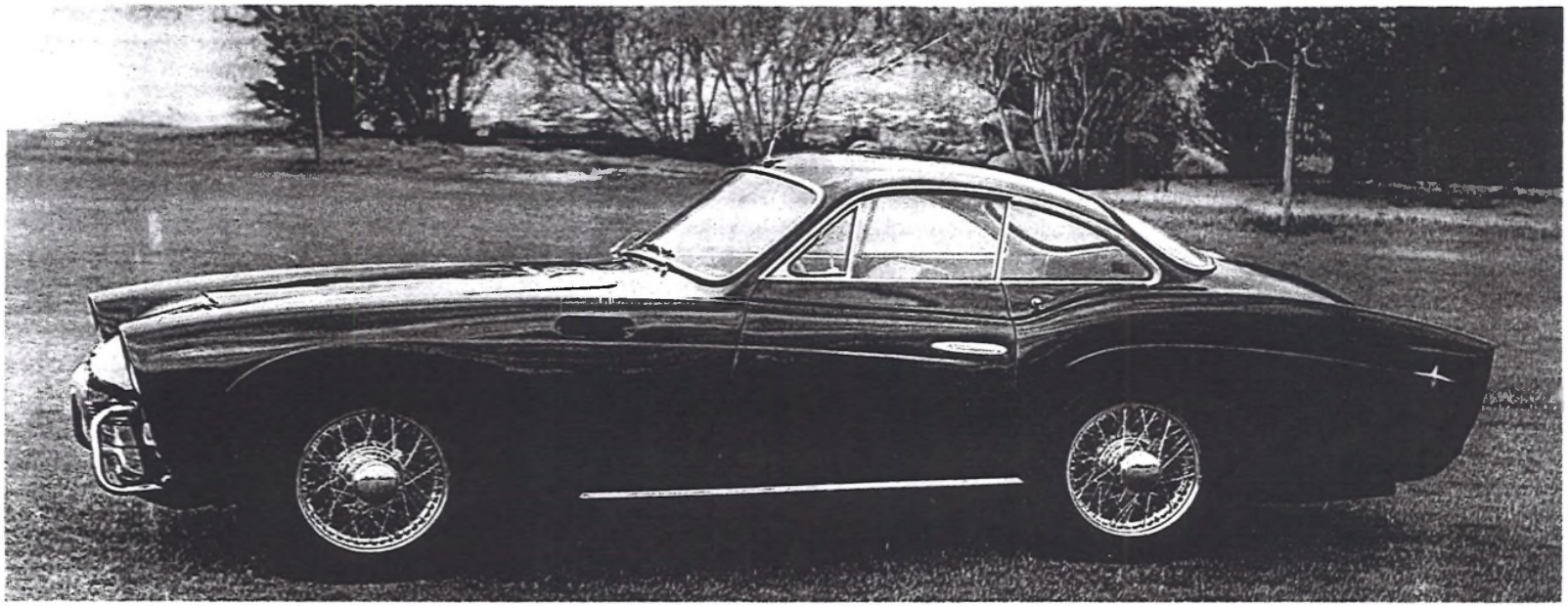


HARRAH'S AUTOMOBILE COLLECTION

passenger compartment. (It also provided less room in the trunk compartment, which it shared with the twin fuel tanks, axle radius rods, de Dion tube and spare wheel.)

Within the gearbox, Ricart used constant-mesh gears engaged by dog clutches—no synchromesh—much in the style of motorcycle transmissions. This rugged, compact, light and proven construction permitted shifts to be punched through, with startling speed, without using the clutch. This in fact was the normal method used by the Pegaso factory drivers. The transmission had its own independent lubrication system with a pump, filter and dipstick.

Like every other feature of the Z-102, the de Dion rear suspension seemed to have been taken right out of a Grand Prix car. In fact, in its use of converging radius rods to the rear, it was adapted from Ricart's design for the prewar Alfa Romeo Type 512 GP car. The de Dion tube ran forward of the transaxle and was laterally located in a groove in the front surface of the latter by a rubber-faced disc 3½ inches in diameter. Springing was by transverse torsion bars, with tubular shock absorbers of Pegaso's own design and manufacture.

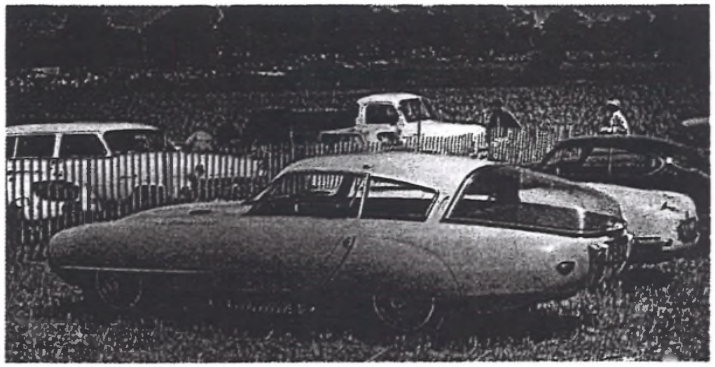
Parallel wishbones of small dimensions suspended the front wheels, the lower ones being sprung from the center of longitudinally-placed torsion bars. The worm and sector steering gear operated a rather cumbersome linkage system which gave very quick response, with only 1.6 turns lock to lock, but was prone to a small amount of free play.

All this machinery, together with the 12.8-inch drum brakes all around, mounted inboard at the rear, was accommodated in a pressed-steel platform-type frame of highly advanced conception for 1951. The central propeller shaft tunnel resisted torsional stresses, and the front-end structure was strongly braced from the cowl to the front wheel arches. The Z-102 wheelbase, only 91.5 inches, was regarded at the time as being very short for a high-speed car, and like the advanced frame concept, it surely contributed to the car's low overall weight.

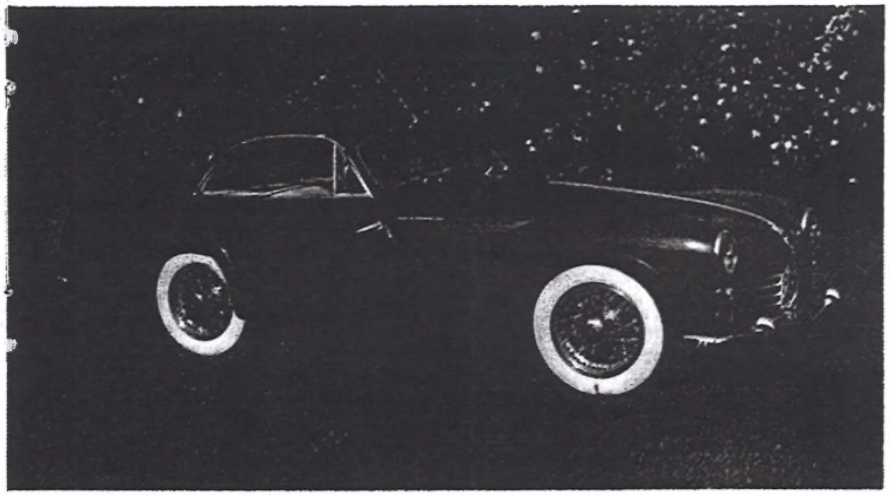
With all these brilliant specifications, the Pegaso Type Z-102 achieved a great publicity impact. Even these days, when those in motor circles speak about the Pegaso, it brings memories of a wonderful car which is unfortunately no longer in production.

Most car collectors (mainly Americans, since this is still an expensive car) wish to have at least one Pegaso in their collection, and even today orders continue to come in from America for parts. E.N.A.S.A. can still supply these since they have comprehensive stocks on hand.

The great French coachbuilder Saoutchik created the crisp coupé opposite.



"El Dominicano," also a Z-102B, was originally owned by Rafael Trujillo.



An earlier Saoutchik-built coupé, with a sunroof, on the Z-102B chassis.

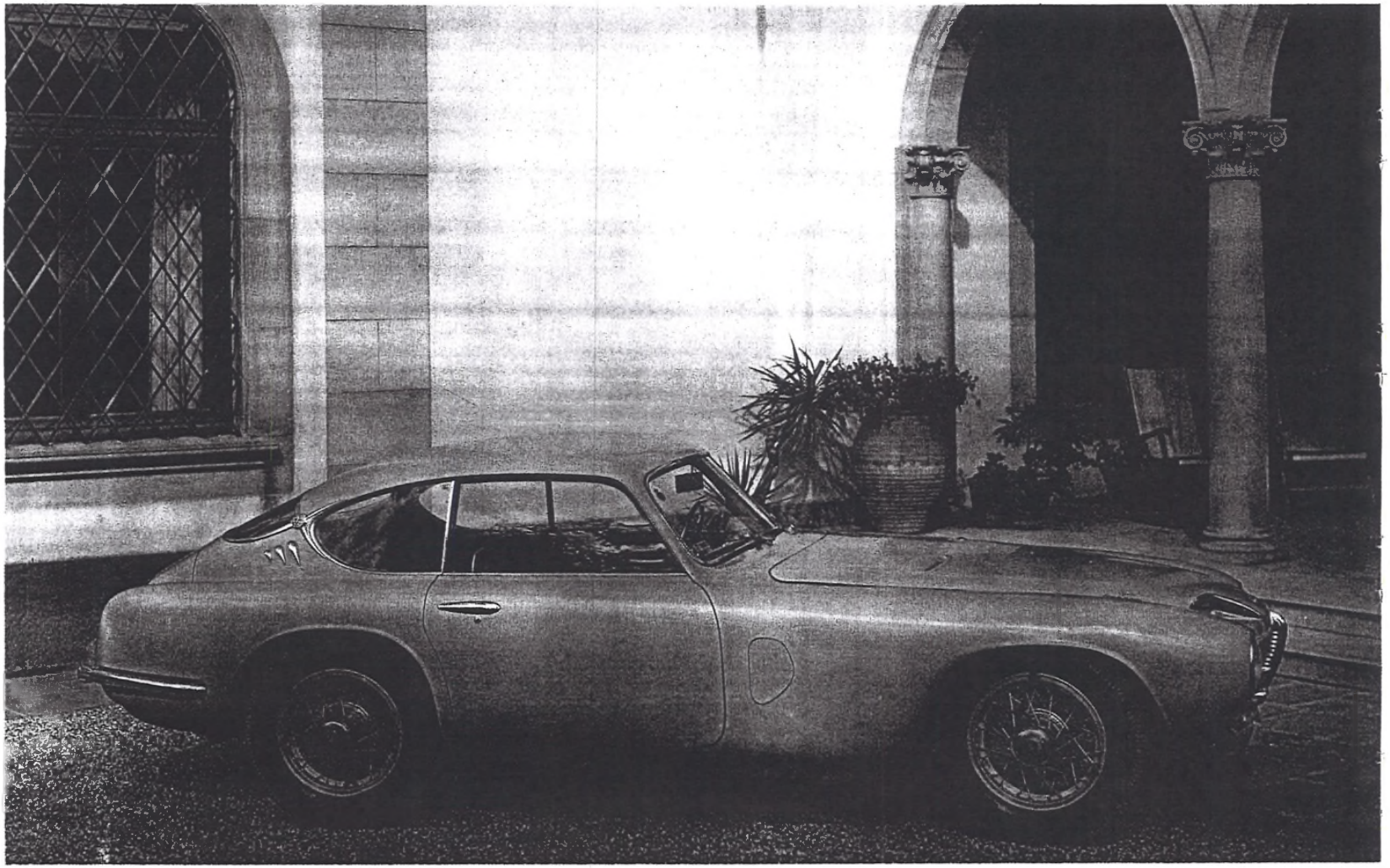
The total number of cars produced was about 100, very few with the 2.5-liter engine (only 3 or 4), and a similar number of the 1956 Z-103 model. The 2.8- and 3.2-liter models, with different bodies and horsepower, were thus the basic ones in production. All the cars were delivered after being run in for 5,000 miles by factory drivers. The guarantee covered a period of three years. All the new parts introduced to improve the car were fitted free to earlier models, and, of course, to those that took part in competition.

Everything went according to plan, except on the economic side. It was difficult to say whether there was profit or loss, since the later Z-103 was being built in a very short series, as a prestige car and not a sports car, with two-plus-two bodies by Touring. For this reason the Z-103 engine, while maintaining hemispherical combustion-chambers, had a single central camshaft, which was less costly. Ricart did add some cost, however, by using automatic hydraulic valve clearance adjusters, which altered the pivot positions of the Chrysler-type rocker arms.

The Pegaso was an expensive car but not overly so, considering its specifications. The price ranged from 375,000 pesetas (about $9,500, with Saoutchik body in the early Fifties) up to nearly 600,000 ($15,000, Touring body in the final years), of which 300,000 pesetas ($7,500) were for the body, since it was necessary to send the chassis frame to Italy to have the body fitted, and finally to pay custom duties on the body. When the young Catalan designer José Serra started designing and building the bodies, the cost of the popular Spyder body could be lowered to about 75,000 pesetas ($1,900) which, of course, meant a cheaper car.

Why did the Pegaso car disappear? The answer is at once simple and practical: The growth and success of E.N.A.S.A. caused the death of the car. The Pegaso was built in the same workshop as the commercial vehicles, and in order to build the cars, the production of trucks had to come to a halt. A factory was set up in Madrid, but in the Barajas installations it still remained difficult to manufacture the occasional car without hampering normal truck production. This explanation will comfort no one, least of all enthusiasts of fine motorcars, but it is a fact that must be faced. As recently as 1959 Ricart was dreaming of building a new six-seater Pegaso—but for the time being there is no possibility that Pegaso will again spread its speedy wings.

Some have said that the Pegaso was a car better fitted to exhibitions in motor shows than to the achievement of good racing results. This is not fair. It is true that Pegasos were exhibited in all the shows that the commercial policy of the firm considered convenient, and that their elaborate transparent plastic show chassis, display engines and lavish



 Probably the best looking Pegaso of all was this fine GT coupé which was in limited production by Carrozzeria Touring. Cost, F.O.B. New York, was over $15,000.

coachwork evoked admiration quite out of proportion to their limited production. But the quality of a car has nothing at all to do with the number of units made.

Pegaso cars were far from inactive in competition. The basic problem that remained to be solved was the lack of powerful brakes, or, to be more precise, the weight of the car was excessive in relation to the brakes available, which were by no means small. One has to bear in mind, however, that disc brakes only appeared on Grand Prix cars in 1952, and on sports cars in 1953.

In 1952, two 2.8-liter Pegaso coupés were entered for the Twenty-Four Hour race at Le Mans, and were to be driven by Fabregas/Iglesias and Palacio/Jover, but at the last minute it was decided that the cars were not properly prepared and they did not take part. For the 1953 French classic the factory prepared two cars of unique "catamaran" shape, the driver being housed in his own "bubble" behind the right front wheel. Power was to be provided by two-stage-supercharged 2.5-liter engines, but these cars were destroyed by a fire shortly before the race, and were replaced by normal, single-blower 2.8-liter roadsters for Palacio/Reh and Metternich/Jover. The team established itself in the stables of a chateau at Grand Luce, where the winning Bugatti of 1939 had been garaged.

During pre-race practice the braking system created new problems, and for this reason the car driven by Palacio/Reh was withdrawn. Juan Jover had a serious accident on Thursday, striking the banking just past the Dunlop Bridge when another competitor at lower speed blocked his way. Otherwise the cars exhibited good stability and great speed.

For the Pan American race of 1953 a special body was ordered from Touring, called "el Panamericano," but it did not arrive in time. Some positive results were achieved that year, however. On September 25, Celso Fernández, a works driver, set several records on the Belgian Jabekke motorway, breaking records set up by a Jaguar a few months before. The records were the following: one kilometer standing start at 85.75 mph, one mile standing start at 98.80 mph, and the flying kilometer and mile at 151.0 mph and 149.76 mph. The car used was a Touring-bodied roadster of Le Mans type, with a 2.8-liter supercharged engine. Also in 1953, a Pegaso was runner-up in the climb to Vue des Alpes.

In the 1954 Pan American road race, Palacio took part with a 3.2-liter supercharged roadster. After a mediocre performance on the first three stages, the car left the road and suffered a serious accident.

In general, Pegasos have done well in hill climbs, due to the short chassis and responsive handling, with plenty of power and stability, and avoiding the necessity of using the brakes to the maximum. In France and Switzerland particularly, Pegasos achieved honorable placings in hill climbs.

It was a brief, but brilliant history. And with only slight modifications the Pegaso could still be one of the world leaders. Disc brakes, wide-based wheels and tires, perhaps fuel injection, and the latest bearings available, plus the knowledge acquired in the last fifteen years relating to suspension geometry, would have been more than enough to keep the Z-102 at the forefront of GT cars. But all this is very doubtful. We are only left with rich and happy memories of a glorious car to which we may pay respectful homage. ⊕

PEGASO ENGINE SPECIFICATIONS

Z-102 MODEL B 1951-1958

	2.5 Liter	2.8 Liter	3.2 Liter
Engine Type	*V-8, dohc*	*V-8, dohc*	*V-8, dohc*
Bore x Stroke, mm	*75 x 70*	*80 x 70*	*85 x 70*
Displacement, cc	*2,472*	*2,816*	*3,178*
Compression Ratio	*8.0:1*	*7.8:1*	*8.0:1*
Horsepower @ rpm	*165 @ 6500*	*170 @ 6300*	*195 @ 6000*
Torque, lb/ft @ rpm	*138 @ 3900*	*160 @ 3600*	*183 @ 3500*

MODEL BS: SUPERCHARGED

Compression Ratio	*6.5:1*	*6.0:1*	*6.0:1*
Horsepower @ rpm	*225 @ 6800*	*250 @ 6500*	*285 @ 6500* *350 @ 6800**
Torque, lb/ft @ rpm	*239 @ 4000*	*250 @ 4250*	*307 @ 4500*

Z-103 1956-1958

	4.0 Liter	4.5 Liter	4.7 Liter
Engine Type	*V-8 pushrod*	*V-8 pushrod*	*V-8 pushrod*
Bore x Stroke, mm	*88 x 82*	*93 x 82*	*95 x 82.55*
Displacement, cc	*3,988*	*4,450*	*4,681*
Compression Ratio	*8.0:1*	*8.0:1*	*8.0:1*
Horsepower @ rpm	*247 @ 5800*	*285 @ 5500*	*300 @ 5500*
Torque, lb/ft @ rpm	*218 @ 3500*	*254 @ 3500*	*276 @ 3500*

**Model BSS: Two-stage supercharged*