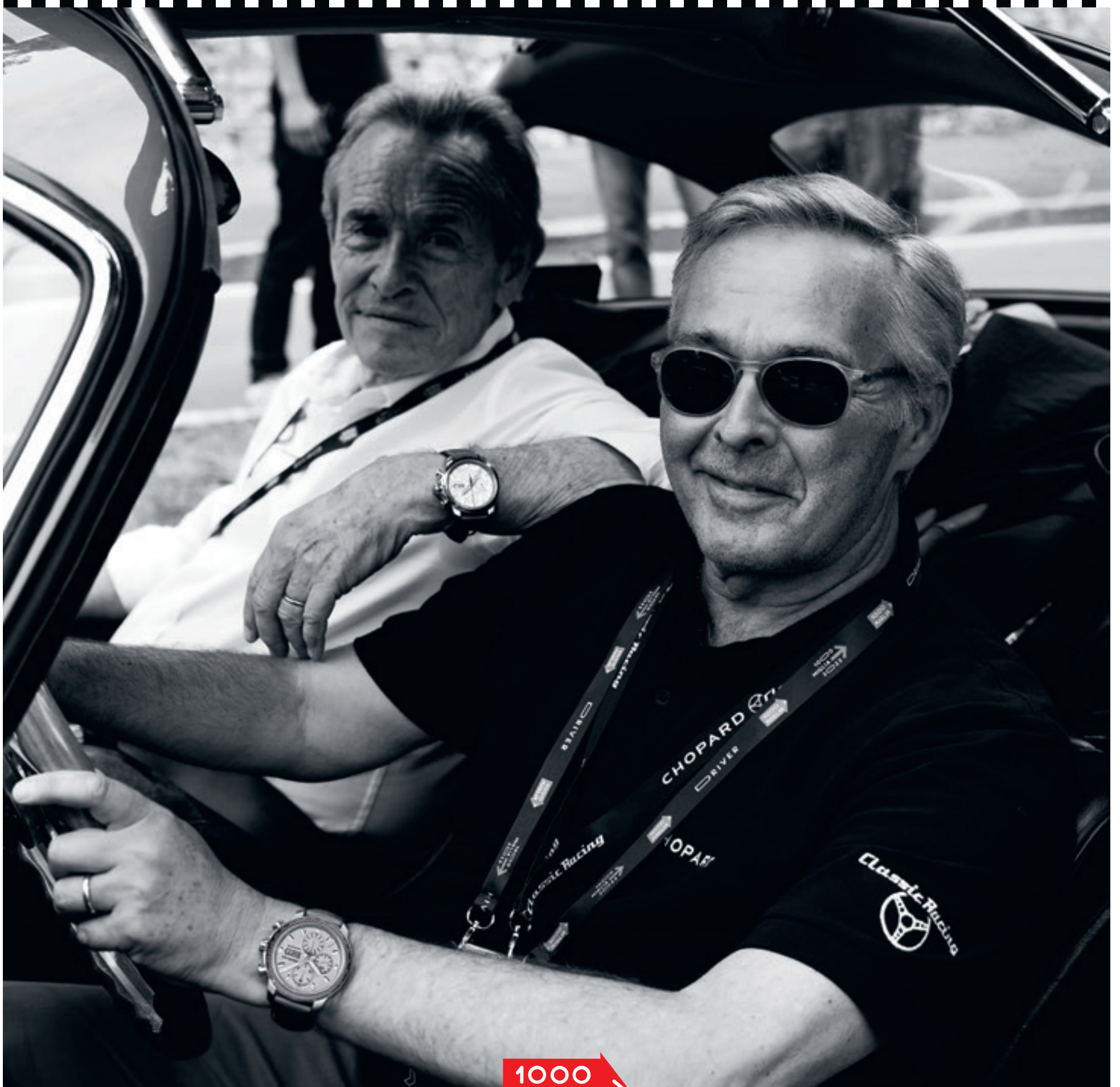


LA GAZZETTA DI CHOPARD



SURPASSING ONESELF

Chopard

THE ARTISAN OF EMOTIONS - SINCE 1860

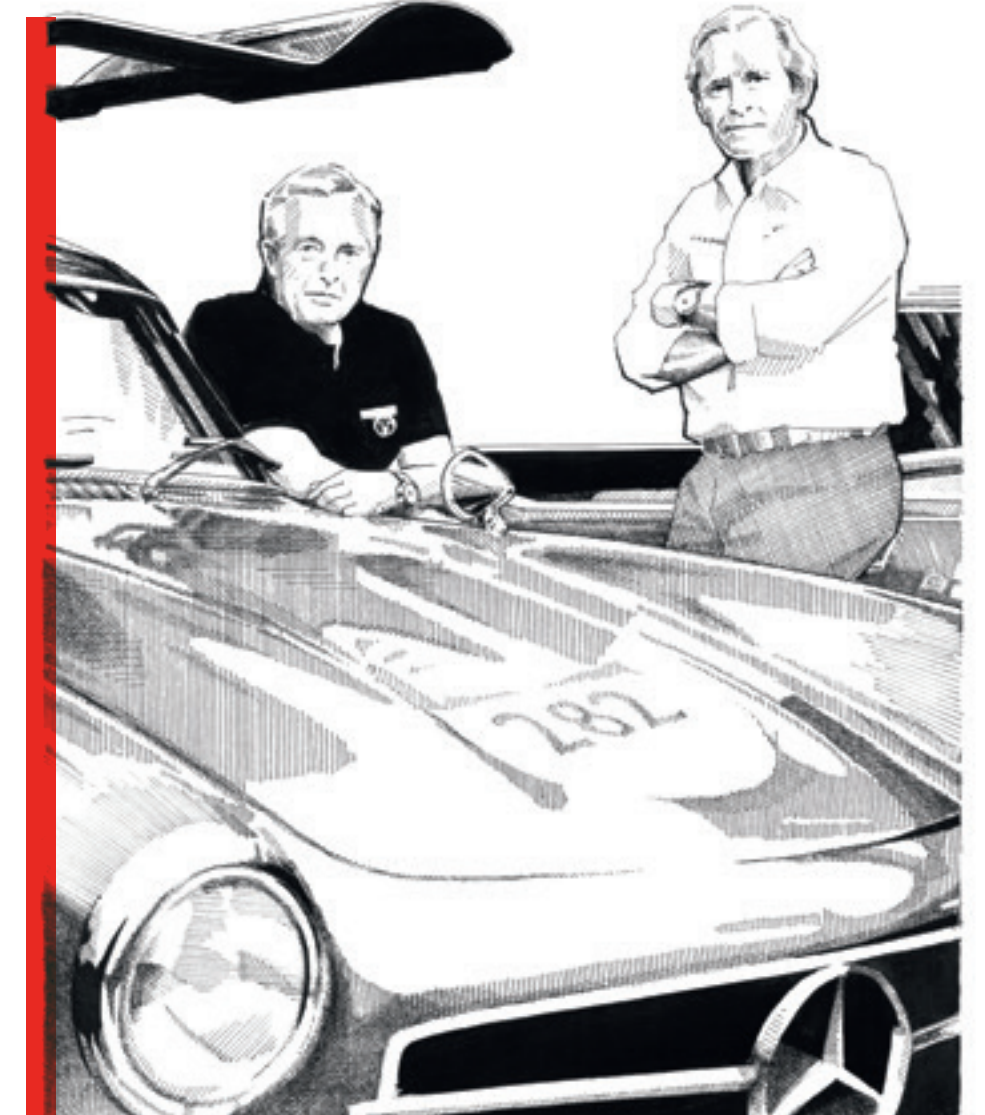


THE 2024 1000 MIGLIA IS SET TO BE EVEN MORE SPECIAL FOR ME THAN USUAL

The 2024 1000 Miglia is set to be even more special for me than usual. Not only is it my 35th participation in this wonderful celebration of the classic motor car, it also marks 50 years of marriage to my wife, Christine. The meaning that the 1000 Miglia has to us as a husband and wife of three decades is significant – because it was in the 1994 event, just three weeks before our wedding, that Christine first accompanied me as co-driver – as you can discover by looking at the comic strip on pages 14 and 15 of this edition.

Thinking about it recently, I realised that while the 1000 Miglia is very much about beautiful old cars being driven as they were intended to be driven, about traditions being kept alive and about the spirit of competition, it is, above all, about people. During the 35 years that I have taken part in the event, the wonderful relationships it has helped me to establish have been countless. Without the passion, commitment, dedication and spirit of the drivers, navigators and, importantly, the spectators, the 1000 Miglia would never have become the magnificent event that it is today. And it would certainly have never happened at all without the willingness of the countless enthusiasts who, through the decades, have worked tirelessly to help prepare the route to ensure it is as safe and as exciting as possible for everyone, whether taking part or watching from the sidelines.

This year, both the organisers and the volunteers have excelled themselves with a particularly spectacular route that takes in several locations



1st Leg / 11th TUESDAY

Brescia → Turin

2nd Leg / 12th WEDNESDAY

Turin → Viareggio

3rd Leg / 13th THURSDAY

Viareggio → Rome

4th Leg / 14th FRIDAY

Rome → Bologna

5th Leg / 15th SATURDAY

Bologna → Brescia

that are either entirely new to the 1000 Miglia or have not been part of it for many years. After starting in Brescia, the cars will head anti-clockwise to the first overnight stop in Turin before hugging northern Italy's west coast the following day, arriving (for the first time) in the vibrant Ligurian capital of Genoa for lunch. That second day finishes halfway to Rome in Viareggio, with the crews then heading inland the next morning via the beautifully preserved and historic town of Lucca before making it to the 'Eternal City' by nightfall. The fourth leg, meanwhile, takes in the thrilling and testing Prato, Futa and Raticosa passes before the next day's final run back to Brescia where the chequered flag awaits.

So, as we put the finishing touches to our cars before the flag drops on Tuesday afternoon, let's look forward to further friendships being established because of our shared passion for old cars, the wonderful and testing roads of northern Italy and the fact that, because of 'people,' the most beautiful race in the world has been kept alive.

And who knows – this year's edition may even result in a marriage or two! Drive well, drive safe. And we look forward to seeing you along the route (and, barring brake trouble and electrical problems, back at the finish in Brescia!).

Karl-Friedrich Scheufele

Karl-Friedrich Scheufele, Chopard Co-President



THE CHOPARD 1000 MIGLIA COLLECTION

THIRTY-SEVEN YEARS OF PARTNERSHIP AS WORLD SPONSOR & OFFICIAL TIMEKEEPER



1988 | 1989 | 1990 | 1991 | 1992 | 2003 | 2004 | 2005 | 2006 | 2007

1993 | 1994 | 1995 | 1996 | 1997 | 2008 | 2009 | 2010 | 2011 | 2012

1998 | 1999 | 2000 | 2001 | 2002 | 2013 | 2014 | 2015 | 2016 | 2017



2018



2019



2020



2021



2022



2023



2024



A BLACK AND WHITE 'LA GARA' DIAL, TIMELESS SYMBOL OF THE COMPETITIVE SPIRIT

MILLE MIGLIA CLASSIC CHRONOGRAPH IN LUCENT STEEL™

Chopard's Mille Miglia collection welcomes a new design for the Mille Miglia Classic Chronograph model. Its 40.5 mm case in Chopard's exclusive Lucent Steel™, made with a recycling rate of at least 80%, frames a dial inspired by the black and white chequered flag marking the arrival of a motor-race winner. Symbolising the competitive spirit, this dial is called 'La Gara', the Italian word for race. It is topped by a superb 'glass box' crystal ensuring optimal opening onto the dial and hence maximum legibility. Competitive spirit and sense of camaraderie; energy and dynamism; speed and style: such are the attributes epitomising Italy's celebrated 1000 Miglia Italian classic car race that Chopard has been annually expressing for the past 36 years through the watches of the Mille Miglia collection. The new 2024 model is no exception to this philosophy.



40.5 MM LUCENT STEEL™ WATCH | TWO-TONE SILVER AND BLACK "LA GARA" DIAL | AUTOMATIC CHRONOGRAPH MOVEMENT | 54-HOUR POWER RESERVE | CHRONOMETER CERTIFIED (COSC) | HOURS, MINUTES AND SMALL SECONDS COUNTERS AT 6, 9, 3 O'CLOCK RESPECTIVELY | DATE BETWEEN 4 AND 5 O'CLOCK | CASE-BACK EMBOSSED WITH THE 1000 MIGLIA LOGO | WATER RESISTANT TO 50 M | BLACK PERFORATED CALSKIN STRAP



MILLE MIGLIA CLASSIC CHRONOGRAPH IN LUCENT STEEL™ WITH LA "GARA" DIAL
REF. 168619-3005



A "LA GARA" DIAL INSPIRED BY A SYMBOL OF MOTOR-RACING VICTORY AND OFFERING PERFECT READABILITY APPRECIATED BY ATHLETES

Preserving strong cues from the automotive world, and inspired by race cars, Karl-Friedrich Scheufele envisioned a two-tone dial with a circular satin-finish silver-toned base, punctuated by snailed black counters. Named 'La Gara' (the Italian term for the race or the competition), this dial picks up the colours of the chequered flag waved at the end of a motor race to salute the first car crossing the finishing line. The three black counters, as well as the shape of the hands and Arabic numerals are also nods to the characteristic design of collector's car dashboards.

The minutes track and tachymeter scale – essential elements in making speed and distance calculations – are both prominent, while the dial markings along

with the hours and minutes hands are coated with white Grade XI Super-Luminova® to ensure a high degree of legibility. The central sweep-seconds hand is red-tipped both for practical and aesthetic purposes – as well as to complement the famous red '1000 Miglia' logo applied to each dial.

A true exercise in 'practical beauty', the dial is protected by a deep, glass-box sapphire crystal secured by a slim bezel. Watch glasses of this type procure an obvious aesthetic advantage by giving the dial a sense of perspective. They serve to maximise the depth of the dial opening, as light pours in from above as well as from the sides, creating exquisite shimmering effects.



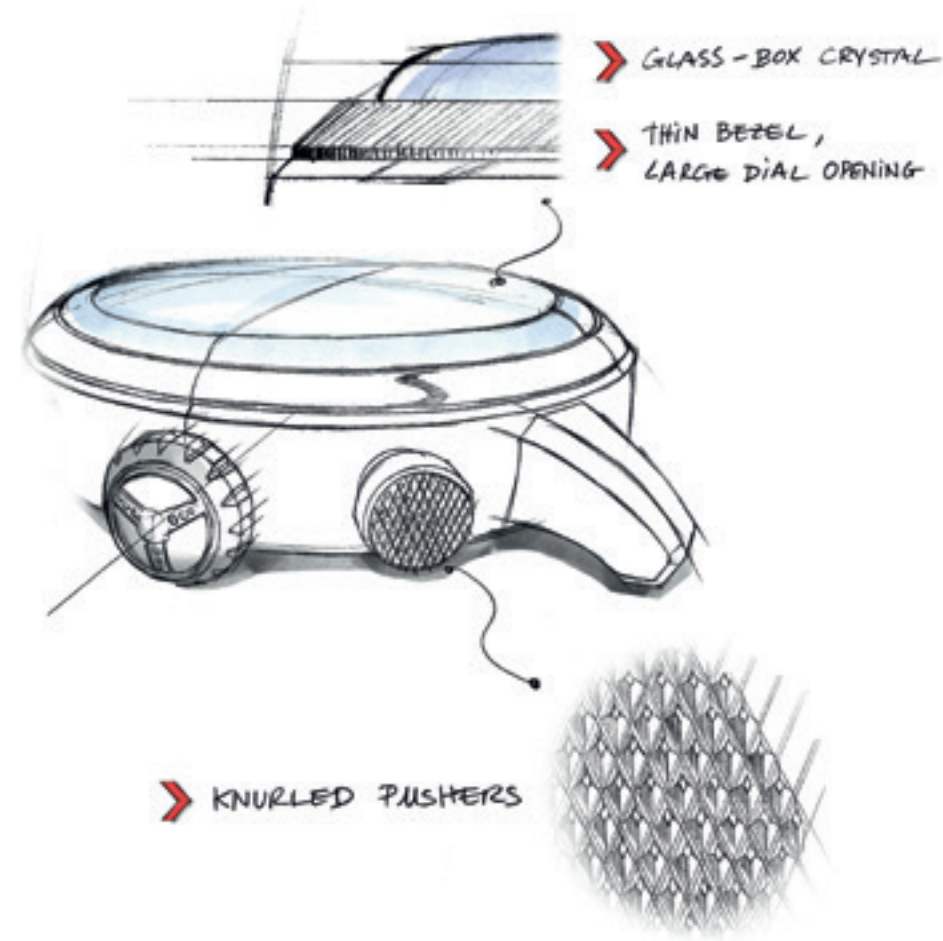
A WATCH 'ENGINE' WITH CERTIFIED PRECISION

The back of the watch is fitted with a sapphire crystal affording a view of the self-winding chronograph movement certified by the Official Swiss Chronometer Testing Institute and endowed with a 54-hour power reserve.

A competitive driver himself, Karl-Friedrich Scheufele recognises the importance of being equipped with an accurate chronograph while taking part in events such as the *1000 Miglia*, where a few fractions of a second can mean the difference between success or failure in a timed stage.

During the heat of competition, racers will appreciate the 4 Hz frequency of the movement, the stop-second function, a tachymeter scale as well as the layout of the three 12-hour, 30-minute and small seconds subdials.

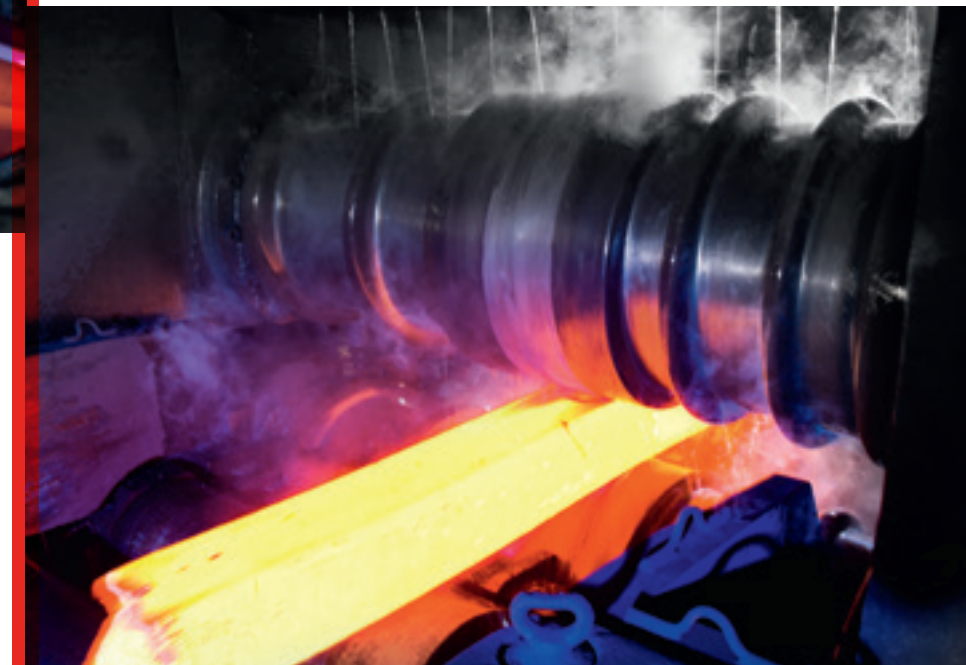
This model is clearly intended for drivers seeking to surpass themselves – much in the spirit of the Maison's legendary ambassadors Jacky Ickx and Romain Dumas.



MADE FROM LUCENT STEEL™

Made from Lucent Steel™, this 'bodywork' features all the characteristics associated with Chopard's exclusive alloy that took a full four years to develop. Named after its luminous, gently reflective appearance that gives it an almost incandescent shimmer, Lucent Steel™ is not only of surgical quality and naturally anti-allergenic –

ensuring it is dermo-compatible and pleasant to wear – as well as 50% harder than conventional steel – making it more than capable of handling the knocks, bumps and scrapes of competitive driving. Lucent Steel™ is responsibly made with a recycling rate of at least 80%.



[MILLE MIGLIA CHOPARD WEBSITE]



THE PART OF A CAR THAT A DRIVER LOOKS AT MORE THAN ANY OTHER?



Throughout the 1000 Miglia, competitors rely on the dashboard.

Most people would agree that the engine is the heart of a classic car, the bodywork its clothing and the sound of the exhaust its voice. But what about the dashboard, the part of a car that a driver looks at more than any other?

Throughout the *1000 Miglia*, competitors rely on the dashboard and its array of gauges to ensure their car's engine is in a healthy state – i.e., running at the right temperature, with its oil pressure at the correct level, its electrical system charging as it should and its fuel supply plentiful.

The speedometer is vital both for ensuring a driver is 'on the pace' and also for maintaining the optimum rate during 'special stages'. For its part, the rev counter or 'tachometer', gives a visual indication to prevent over-revving or straining the engine (although anyone who is at one with their car knows whether or not it is 'happy' simply by the way it sounds...).

But where did the word 'dashboard' come from, and how did it evolve?

In fact, the term 'dash-board' dates back to the mid-19th century, more than 40 years before the first motor car. At the time, it was used to describe the wooden panel at the front of a horse-drawn sleigh that stopped mud and slush being flicked up onto the driver by horses' hooves.

The name also described a similar component fitted to horse-drawn carriages, with the same type of 'dash-boards' being used to keep oil and road dirt off the occupants of the very first motor cars when they had open bodywork and exposed engines.

As car design rapidly progressed, the area in front of the steering wheel grew taller as it became integral to the bodywork and came to be known as the 'bulkhead', with the by then un-hyphenated 'dashboard' coming to serve as the logical place to mount instruments.

Inevitably, form followed function and designers began to make dashboards a focal point, with the shape, style and layout of the various instruments often reflecting the prevailing styles of the era, from the art deco of the 1920s to the jet age of the '50s and the more funky looks of the '60s and '70s, when sports car rev counters and speedos were often highlighted with striking red, yellow or orange details.

In today's touch-screen age, the often aesthetically beautiful dashboards of old seem all the more attractive with their arrays of toggle switches and graphics-rich instruments with titles such as 'Fuel', 'Temp', 'Oil Press' and so on.

This is an aspect of beauty that has not been lost on Chopard, which has drawn inspiration for its Mille Miglia watches both from the look and detail of such instruments and from the dashboards of the types of cars that typically compete in the legendary event.

While many cars had dashboards adorned with elaborate veneers or trimmed in leather, those of the functional 1000 Miglia racers were often made simply from metal, painted in the same colour as the bodywork – colours that Chopard has adopted for the dials of some of its Mille Miglia Classic Chronographs.

Is there one to match your car?



CHOPARD AND THE 1000 MIGLIA, 30 YEARS AGO...

KARL-FRIEDRICH SCHEUFELE MAKES A CALL TO HIS FATHER.
TIME TO REGISTER FOR THE 1000 MIGLIA, SO CAN I COUNT YOU IN AGAIN AS CO-DRIVER THIS YEAR?

WHY NOT ASK YOUR FIANCEE, CHRISTINE TO BE YOUR CO-DRIVER INSTEAD?

NOT SURE IF OLD CARS ARE REALLY HER SCENE. I MIGHT PUT HER OFF ME.

WELL, YOU'RE DUE TO BE MARRIED IN A FEW WEEKS SO IT WOULD BE A SHARED EXPERIENCE AUGURING WELL FOR A GREAT FUTURE TOGETHER!

A LITTLE LATER AFTER...
CHRISTINE, FANCY A DRIVE AROUND ITALY WITH ME?

THAT SOUNDS LOVELY. WHAT'S THE CATCH?

WE'LL BE IN A RACE CALLED THE 1000 MIGLIA AND YOU'LL HAVE TO NAVIGATE.

IT'LL BE A FIRST FOR ME, BUT I'LL GIVE IT A TRY. SO LONG AS YOU DON'T BLAME ME IF WE GET LOST.

NO WORRIES, GETTING LOST IS AN IMPORTANT PART OF THE ADVENTURE!

THE 1000 MIGLIA START RAMP.
SURE YOU WANT TO DO THIS? I SHOULD TELL YOU THIS CAR IS A RECENT ACQUISITION AND PROBABLY NEEDS A BIT OF FINE-TUNING...

THANKS FOR THE HEADS-UP, BUT NOW IS A BIT LATE TO CHANGE MY MIND, ISN'T IT?

FOUR HOURS LATER...
IS THAT ALL? WHAT A SHAME. I'M LOVING IT,...

ONLY TWO MORE HOURS TO GO AND WE SHOULD BE AT THE OVERNIGHT STOP.

HOTEL RECEPTION 11.55 PM.
IT'S A BIT LATE FOR DINNER, BUT WE'LL HAVE TIME FOR A QUICK BREAKFAST BEFORE WE SET OFF.

FINE, SO ABOUT 08.30 THEN?

ER, I'M AFRAID THAT MIGHT BE A BIT LATE AS OUR START TIME IS 05.17...

THE FOLLOWING MORNING...
WE HAVE ALMOST 400 KM TO COVER TODAY, MOST OF IT IN THE MOUNTAINS, INCLUDING A FEW SPECIAL STAGES THAT INVOLVE PRECISE TIMING...

I'M GOOD WITH A STOP WATCH, SO JUST CONCENTRATE ON DRIVING...

WHY ARE YOU STANDING UP? IT'S MAKING ME NERVOUS...

ER, NO NEED TO BE NERVOUS. BUT THE BRAKES DON'T SEEM TO BE WORKING TOO WELL SO I'M STANDING ON THE PEDAL...

WELL IF I LEAN ACROSS, I CAN PULL THE HANDBRAKE UP AT THE SAME TIME...

WAS HOPING YOU'D SAY THAT...

THE START LINE OF A "SPECIAL STAGE"!
WE HAVE TO COVER THIS 2.3 KM STAGE AT AN AVERAGE SPEED OF 37 KPH, SO YOU'LL HAVE TO TELL ME HOW LONG IT SHOULD TAKE...

EASY! THREE MINUTES AND SEVEN-AND-A-HALF SECONDS. GO!!

NOT BAD, THREE MINUTES AND FIVE SECONDS!

WE MAKE A GOOD TEAM, DON'T WE?

I THINK WE HAVE POTENTIAL...

SEVERAL HOURS LATER...
THE BATTERY DOESN'T SEEM TO BE RE-CHARGING SO IT'S LUCKY WE BROUGHT A SPARE. BUT WE'LL DRIVE DOWN THE MOUNTAIN WITH THE LIGHTS OFF. SO THIS NEW ONE MIGHT LAST A BIT LONGER...

IS THAT WHY THE ENGINE WAS SPLUTTERING?

WE'RE ALMOST THERE. ANOTHER 10 MINUTES, SORRY IF IT'S BEEN A BIT SCARY.

THERE SEEMS TO BE SOMETHING WRONG WITH THE STEERING WHEEL AND IT WON'T RETURN TO THE MIDDLE...

WELL, I CAME FOR AN ADVENTURE AND WE'RE CERTAINLY HAVING ONE!

LAST DAY TOMORROW. ARE YOU SURE YOU WANT TO GO ON?

YOU'RE NOT SUGGESTING WE GIVE UP, ARE YOU? LET'S PUT ANOTHER NEW BATTERY IN AND THEN GO FOR DINNER...

THAT'S OK, BUT WHY DO WE KEEP VEERING OFF THE LEFT? WE ALMOST WENT OVER THAT CLIFF...

I THINK YOU'RE EVEN MORE COMPETITIVE THAN I AM...

THE FOLLOWING DAY...
WELL, WE MADE IT. I HOPE YOU ENJOYED IT, BUT I DON'T SUPPOSE YOU'LL WANT TO DO IT AGAIN...

NOT NEXT YEAR, BECAUSE I KNOW YOU'VE ALREADY PROMISED THE NAVIGATOR'S SEAT TO JACKY LICK. BUT YOU CAN COUNT ON ME FOR THE YEAR AFTER THAT, I PROMISE...

1000 MIGLIA Arrivo!

I DON'T THINK THIS REALLY IS THE FINISH, IS IT?

NO. FOR US, IT'S ONLY THE START...

THE 1000 MIGLIA. IT'S A PEOPLE THING...

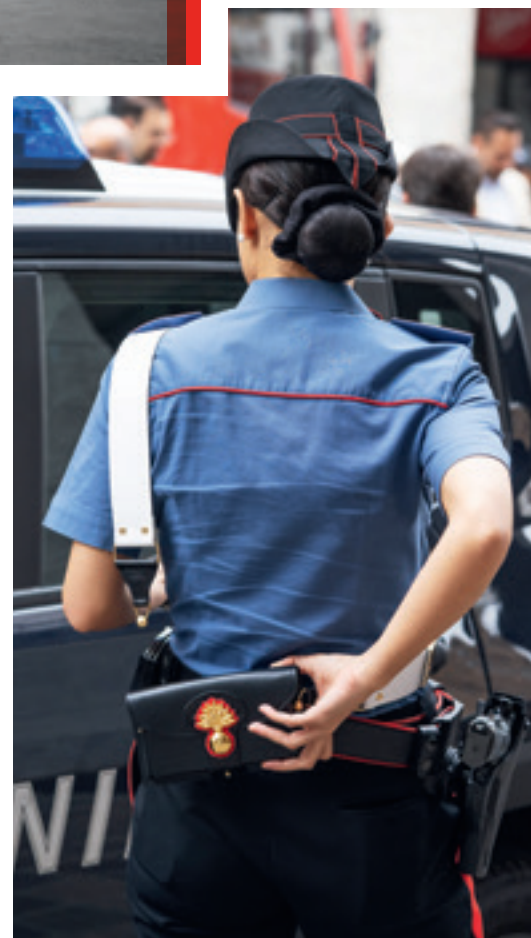


1200
ROUTE MARSHALLS

2000
VOLUNTEERS

80
TRAFFIC OFFICERS

MORE THAN 400
POLICE FROM THE MULTIPLE
MUNICIPALITIES



As Karl-Friedrich Scheufele highlights in his introductory letter to this year's Gazzetta di Chopard, the *1000 Miglia* is as much about the people involved in it as it is about the cars that compete.

It goes without saying that without people, this key happening in the annual classic motoring calendar would never have got off the start line in the first place – and the fact that it has become so eagerly anticipated bears testament to the passion of the almost 2,000 volunteers who ensure it runs like a well-oiled machine.

Perhaps the most important aspect of the *1000 Miglia* is its safety, and to reduce the likelihood of the event being marred by accidents, injuries or major hold-ups, no fewer than 60 dedicated traffic police from the Lombardy region serve as security crew, monitoring and attending the route in relays from start to finish.

In addition, a further 20 traffic officers from Lazio marshal the always hectic entry into Rome in advance of the cars being displayed for the public, while more than 300 police from the multiple municipalities through which *1000 Miglia* passes work tirelessly to ensure a smooth passage for the cars – more than 400 of which have been accepted for this year's edition.

On top of that, we need to add around 1,200 route marshalls and a further 200 helpers recruited from local volunteer associations who provide invaluable help to the professional *1000 Miglia* crew members and police.

Co-ordinating so many people on a route of 1,000 miles represents a major logistical exercise, so much so that each *1000 Miglia* requires more than 12 months of planning – meaning work had already got underway on the 2025 edition before this year's cars had even made it to the start ramp!



EVERY MILE HAS ITS CHALLENGES

There is no part of the *1000 Miglia* that could be described as 'easy', not least because the 1,000-mile event demands total concentration and physical resilience on behalf of the crews and - as far as the cars are concerned - sufficient mechanical durability to be driven hard for hours on end while remaining reliable.

But while every mile has its challenges, some stretches of the course have proved to be exceptionally demanding over the years.

Here are five historic sections that will be remembered for being famously testing.

THE BRESCIA START. Setting off from the start ramp was one of the tensest moments of the original *1000 Miglia* for many drivers. The more highly-tuned cars needed substantial revs to pull away cleanly, and a stall could instantly lose valuable seconds - but while the aim was always to get away as fast as possible, progress was often hindered by the vast crowds swarming around the Viale Venezia.

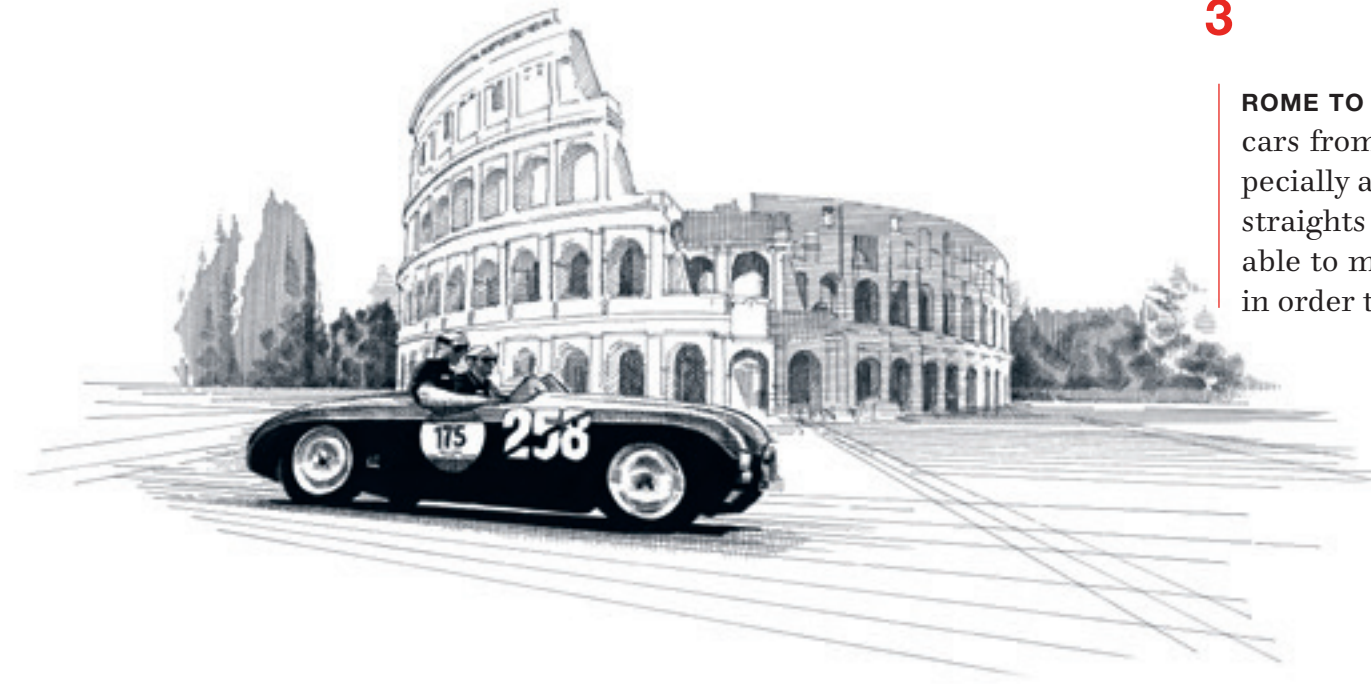


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2

VERONA TO VICENZA. Not far out from Brescia, crews would quickly reach what was one of the fastest and most terrifying sections of the course, that from Verona to Vicenza. Although covering a distance of little more than 50 kilometres/30 miles, it was taken more or less flat-out all the way - which, in the case of the most powerful cars, meant speeds of up to 270 kph /170 mph.

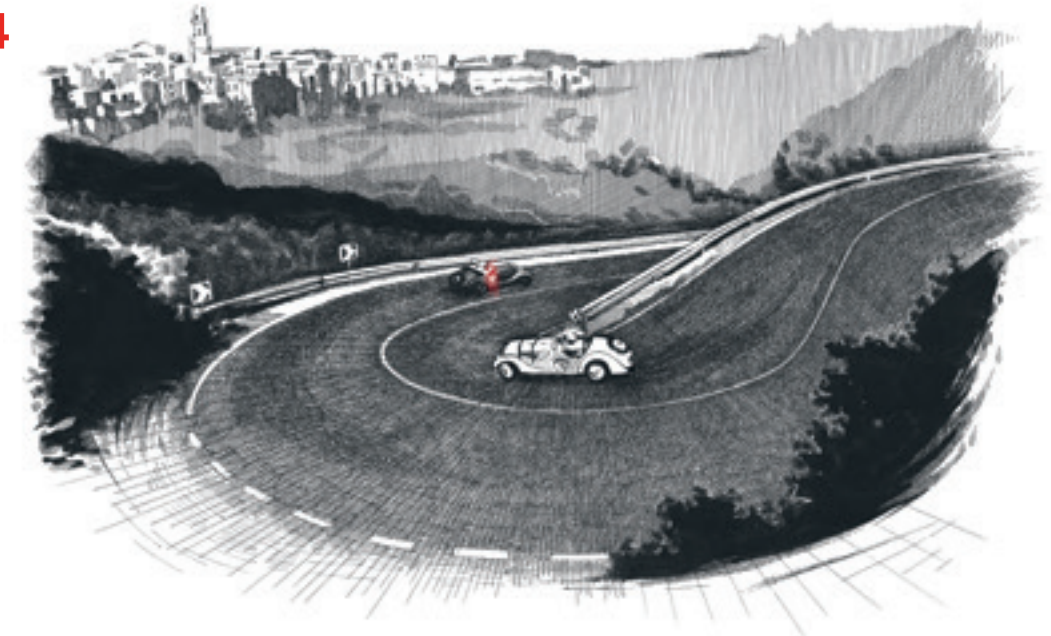


3

ROME TO FLORENCE. Part of the 1950s route often took cars from Rome to Florence, a section that proved especially arduous because the roads used had barely any straights - but drivers of the faster cars needed to be able to maintain an average speed of around 100 mph in order to be in with any chance of success.

FLORENCE TO BOLOGNA. No sooner had crews recovered from the challenge of negotiating the fast roads to Bologna than they were faced with crossing the heart of the Appenine mountains by way of two of Italy's most notorious passes - the Futa and the Raticosa (which was celebrated in 2021 with a limited edition Chopard Mille Miglia watch). The Futa runs for an exhausting 58 km/36 miles and rises to a height of more than 900 metres. The Raticosa is shorter at 12.9 km/ 8 miles, but reaches a height of 968 metres.

4

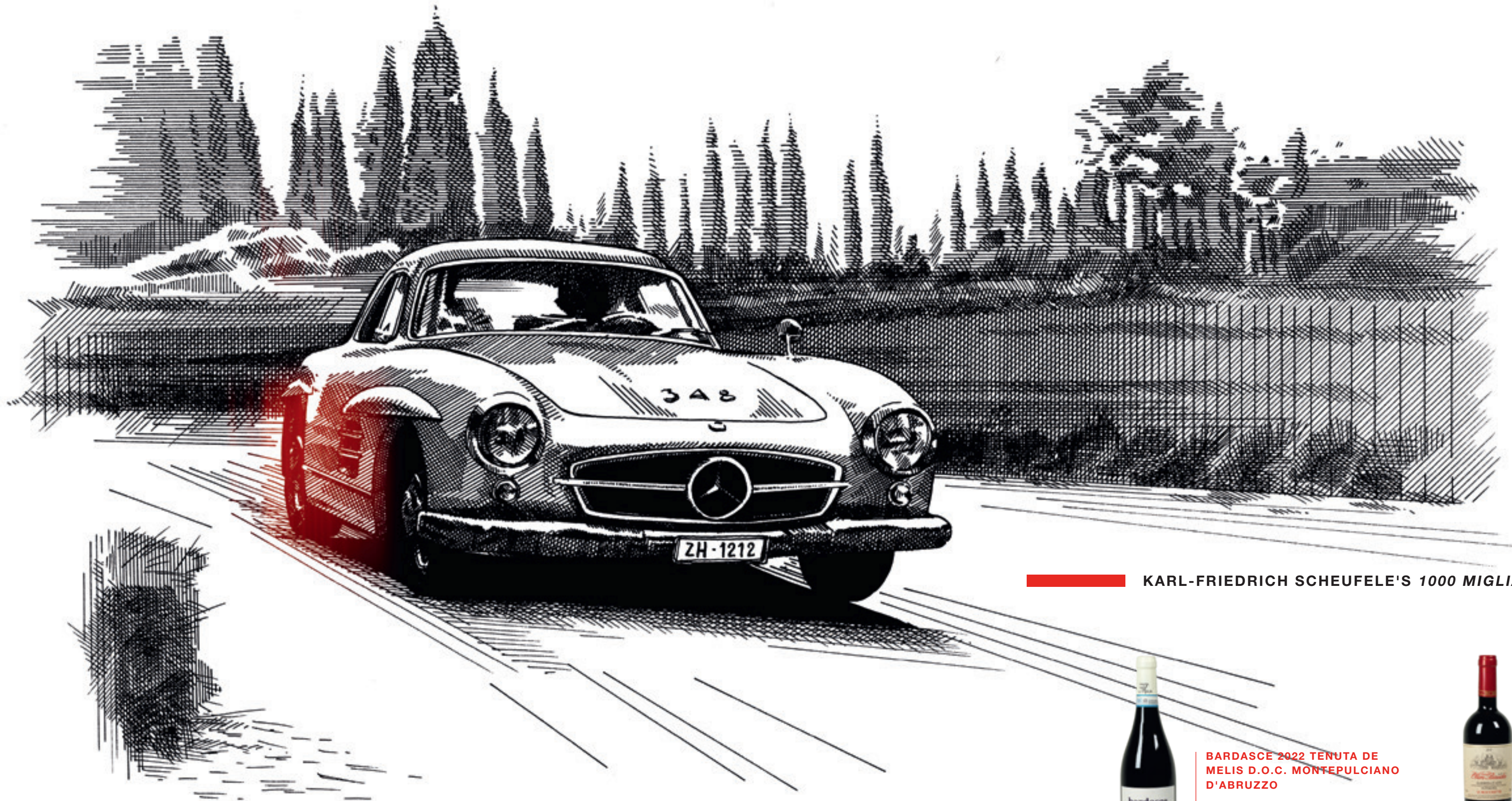


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LA CITTA ALTA, BERGAMO. In the days of the original *1000 Miglia*, crews had to stop at points along the circuit to have their time cards stamped in order to prove they had followed the correct route without taking short-cuts. The modern event incorporates a series of difficult time trials, in which drivers must pass between two control points within a strict time and precise frame. One of the most challenging of such trials at this year's event will be staged at La Città Alta - making it a good spot for spectators.



THE 1000 MIGLIA - IT CAN BE A LONG AND WINE-DING ROAD...



"Always remember, - don't drink and drive!"

KARL-FRIEDRICH SCHEUFELE'S 1000 MIGLIA WINE SELECTION

Among the many delights of competing in the 1000 Miglia is the one of the true delights of taking part in the 1000 Miglia lies in discovering the often stunning countryside through which it passes. Indeed, all but the most victory-focused crews might find it difficult not to become distracted from the job in hand by the sights, sounds and smells encountered en route.

And for any wine lover, among the greatest distractions of all are the numerous, often historic vineyards which are to be seen regularly along the way.

So, if you happen to be a 1000 Miglia competitor who is not so much 'in it to win it' as to enjoy a truly epic drive with time set aside for a spot of shopping, here are a few of the truly spectacular wines you might be able pick-up along the way - as selected by lifelong oenophile Karl-Friedrich Scheufele. Just don't forget to make those checkpoints on time....



BARDASCE 2022 TENUTA DE MELIS D.O.C. MONTEPULCIANO D'ABRUZZO

The nose opens with notes of violet, evolving into a bouquet of undergrowth and spices. The palate is silky and fresh, with a harmonious character and a hint of spice.



LE ROCCHETTE 2019 TENUTA OLIM BAUDA D.O.C.G. BARBERA D'ASTI SUPERIORE

The nose is fine, complex and intense. Notes of ripe fruit, plum, cocoa and spices. Dense and well-balanced on the palate. Fine tannins provide an elegant structure.



CASE DI TERRA 2022 CANTINE POLITI I.G.T. MARCHE ROSSO

The nose is characterised by notes of wild berries, evolving into a subtle spicy bouquet. Pleasantly round on the palate, with well-balanced, mellow tannins and a spicy, aromatic character.



AMARONE DELLA VALPOLICELLA 2018 VIVIANI D.O.C.G. AMARONE DELLA VALPOLICELLA

An opulent, full-bodied, intense and elegant wine. It offers typical aromas of ripe grapes, with hints of aromatic herbs and wild flowers, underpinned with a lovely thrust.



PERSIERA 2018 AZIENDA AGRICOLA SARA VEZZA D.O.C.G. BAROLO

An intense, elegant bouquet, with notes of red berries, spice and chocolate enhanced with a hint of balsamic. Red berry aromas mingle with spicy and tobacco notes on the palate. Refined tannins offering an elegant finish with excellent depth.



DON VINCENZO 2016 FATTORIA CASALOSTE I.G.T. TOSCANA

A wine with great personality, featuring a bouquet expressing deep notes of berries, plum, balsamic spice, sweet tobacco, cocoa and roasted coffee. Complex on the palate, with a dense, lingering tannic texture.



CLASSIC RACING ACCESSORIES

FOR COURAGEOUS AND AMBITIOUS DRIVERS

CLASSIC RACING BRACELET
REF. @95016-0315

NAVY BLUE LAMBSKIN
SILVER-TONED METAL
WITH TYRE PATTERN ENGRAVED CLOSURE
S: 19 CM / M: 21 CM

CLASSIC RACING BRACELET
REF. @95016-0317

BLACK LAMBSKIN
ANTIQUE GOLD-TONED METAL
WITH TYRE PATTERN ENGRAVED CLOSURE
S: 19 CM / M: 21 CM



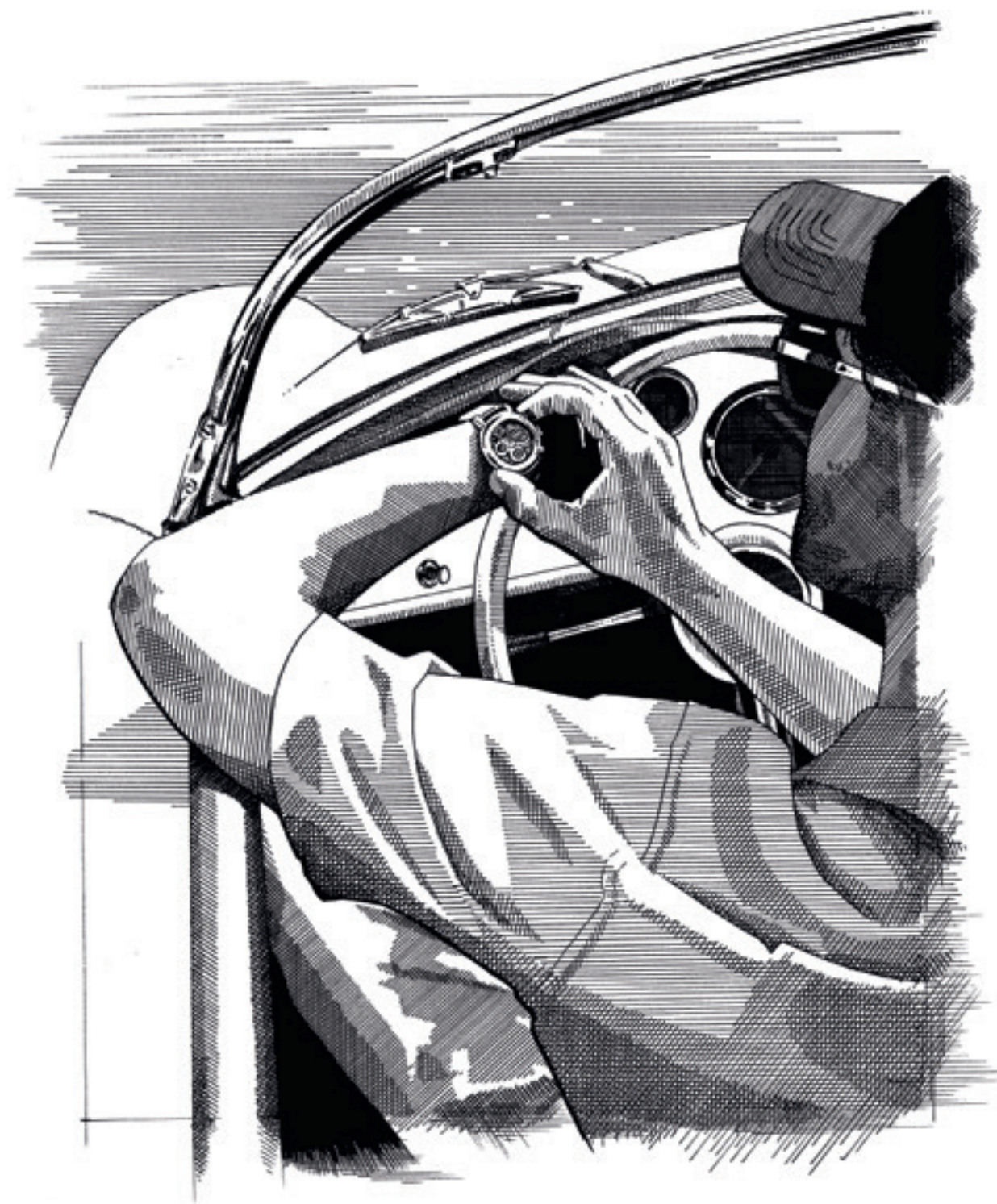
CLASSIC RACING SUNGLASSES
REF. 95217-0755

SHINY BACHELITE FRAME
SMOKE POLARISED LENSES
WITH DARK CARBON FIBRE INSERT
LENSES: 65 MM / TEMPLE: 145 MM



CLASSIC RACING TABLE CLOCK
REF. 95020-0140

QUARTZ MOVEMENT
SILVER & YELLOW GOLD-TONED CASE
'GRIGIO-BLU' DIAL
GMT COMPLICATION
Ø 8,4 CM



CLASSIC RACING 'BRESCIA'
BALLPOINT PEN
REF. 95013-0529
BLACK RESIN BARREL
DUNLOP TYRE PATTERN
ENGRAVED SILVER-TONED METAL CAP
WITH YELLOW GOLD-TONED TRIMS



CLASSIC RACING SCARF
REF. 95006-0052
NAVY BLUE
WOOL JACQUARD
30 X 180 CM

CLASSIC RACING
ROTATING STEERING
REF. 95014-0105
SILVER & YELLOW GOLD-TONED
CUFFLINKS
WITH 'GRIGIO-BLU' INLAY



G
N
C
A
B



MILLE MIGLIA CLASSIC CHRONOGRAPH

Since 1988, Chopard has been world partner and official timekeeper of the legendary 1000 Miglia, the world's most beautiful car race. As the ultimate embodiment of our passion for endurance rallies and the competitive spirit, this 40,5-mm diameter model combines a sporty design with chronometer-certified precision. Proudly developed and handcrafted by our Artisans, this exceptional timepiece showcases the finest expertise and innovation cultivated within our Manufacture.

Chopard

THE ARTISAN OF EMOTIONS – SINCE 1860