



GINO MOTTA COLLECTORS CAR INVESTMENT FUND

Two ways to participate. One shared value-building platform.

A clearer introduction to capital participation, car contribution, shareholder status and the routes through which value may be created.

THE PROPOSITION

A Fund built around capital, significant cars and active value creation.

The Gino Motta Collectors Car Investment Fund is being developed as part of the Scuderia Milano automotive ecosystem. Participation is designed around two distinct routes: a standalone capital investment or the contribution of an eligible collector car.

01

Standalone capital participation

A EUR 10,000 participation creates a shareholder position. The primary economic return is participation in distributable profits through dividends, subject to the Fund's results, reserves, approvals and definitive documentation.

02

Collector car contribution

An eligible car enters the programme at an agreed value. The contributor automatically receives a shareholder position and participates in the car's value-building strategy as well as the wider shareholder economics.

The two routes can stand independently. A participant does not need to contribute a car to invest EUR 10,000, and an accepted car contribution itself establishes the shareholder position defined in the final agreements.



TWO PARTICIPATION ROUTES WITHIN ONE PLATFORM

Gino Motta Car Fund concept

ROUTE ONE / EUR 10,000

Capital participation: shareholder status and dividend return.

The standalone EUR 10,000 route is intended for participants who want an economic position in the Fund without entering a vehicle.

- The investment establishes a shareholder position in the final Fund or holding structure.
- The shareholder participates in distributable profits through dividends when profits, liquidity, reserves and formal approvals allow a distribution.
- The return is therefore linked to the Fund's realised performance rather than a fixed interest coupon.
- No specific dividend percentage or payment date is stated until the legal structure, portfolio, costs and distribution policy have been completed.
- Shareholder information, voting or consent rights, transfer restrictions and exit provisions will be defined in the definitive documents.

Return logic

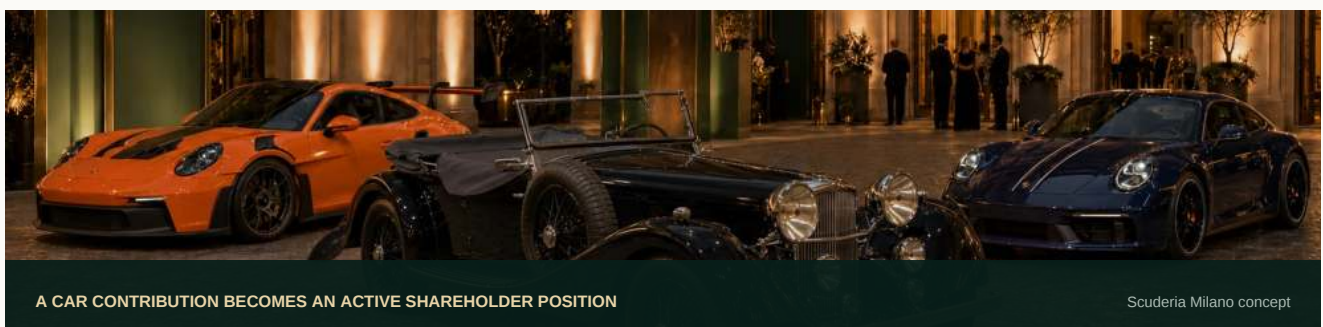
Capital contribution -> shareholder position -> participation in realised and distributable Fund profits -> dividend, when formally declared. This is the intended economic pathway; it is not a guaranteed yield.

ROUTE TWO / CAR CONTRIBUTION

Enter an eligible car and become a shareholder automatically.

For the right collector car, participation is not limited to passive storage. The car enters a documented programme designed to protect it, use it intelligently and strengthen its provenance and market relevance.

- Admission begins with identity, title, provenance, condition, documentation and an agreed entry valuation.
- Once accepted and contracted, the car contribution automatically creates the shareholder position described in the definitive structure.
- The vehicle receives a written value-building plan covering preservation, preparation, selected events, presentation, content and the eventual route to market.
- The contributor's return can combine an increase in the value of the entered car with the shareholder's entitlement to declared dividends.
- Event participation can add history and provenance; where appropriate, a car may later be offered with a secured or recognised event entry attached to its story.
- Ownership, custody, insurance, use, costs, withdrawal and sale authority are documented before the vehicle enters the programme.



A CAR CONTRIBUTION BECOMES AN ACTIVE SHAREHOLDER POSITION

Scuderia Milano concept

HOW VALUE IS CREATED

The return is built through discipline, access and provenance - not promises.

01**Select & value**

Admit cars with quality, relevance and a credible thesis. Establish the entry position and the owner's objective before work begins.

02**Protect & prepare**

Inspect, document, insure and recommission only where the work supports authenticity, usability or market confidence.

03**Use & activate**

Place selected cars into appropriate member experiences, exhibitions and prestigious international events to build context and provenance.

04**Realise & distribute**

Choose the right buyer, sale route and timing. Realised economics can then support the car contributor and, where declared, shareholder dividends.

There is no fixed or guaranteed ROI. The EUR 10,000 route is designed around dividends from distributable profits. The car contribution route adds the potential value increase of the entered car to the shareholder dividend position.

THE PARTICIPATION CONVERSATION

A clear route from interest to documented participation.

01**Private review**

Choose capital participation, car contribution or both.

02**Due diligence**

Confirm participant, asset, valuation, source of funds and suitability.

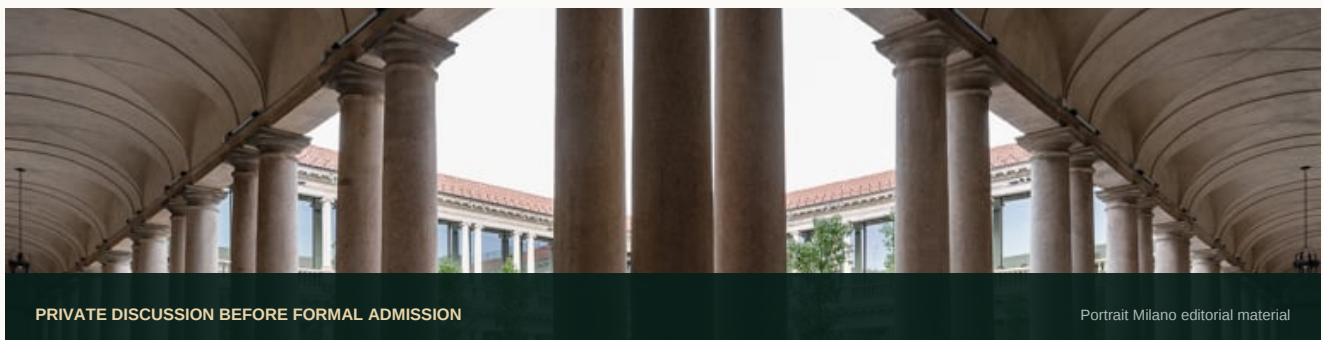
03**Terms**

Agree shareholder rights, dividends, custody, costs, use and exit.

04**Admission**

Complete the contribution and begin the agreed programme.

Important: This document explains the intended commercial model. It is not an offer, prospectus, financial promotion or guarantee of return. Participation, dividends, valuation outcomes and shareholder rights remain subject to compliant legal, tax and financial structuring and signed definitive agreements.



PRIVATE DISCUSSION BEFORE FORMAL ADMISSION

Portrait Milano editorial material