

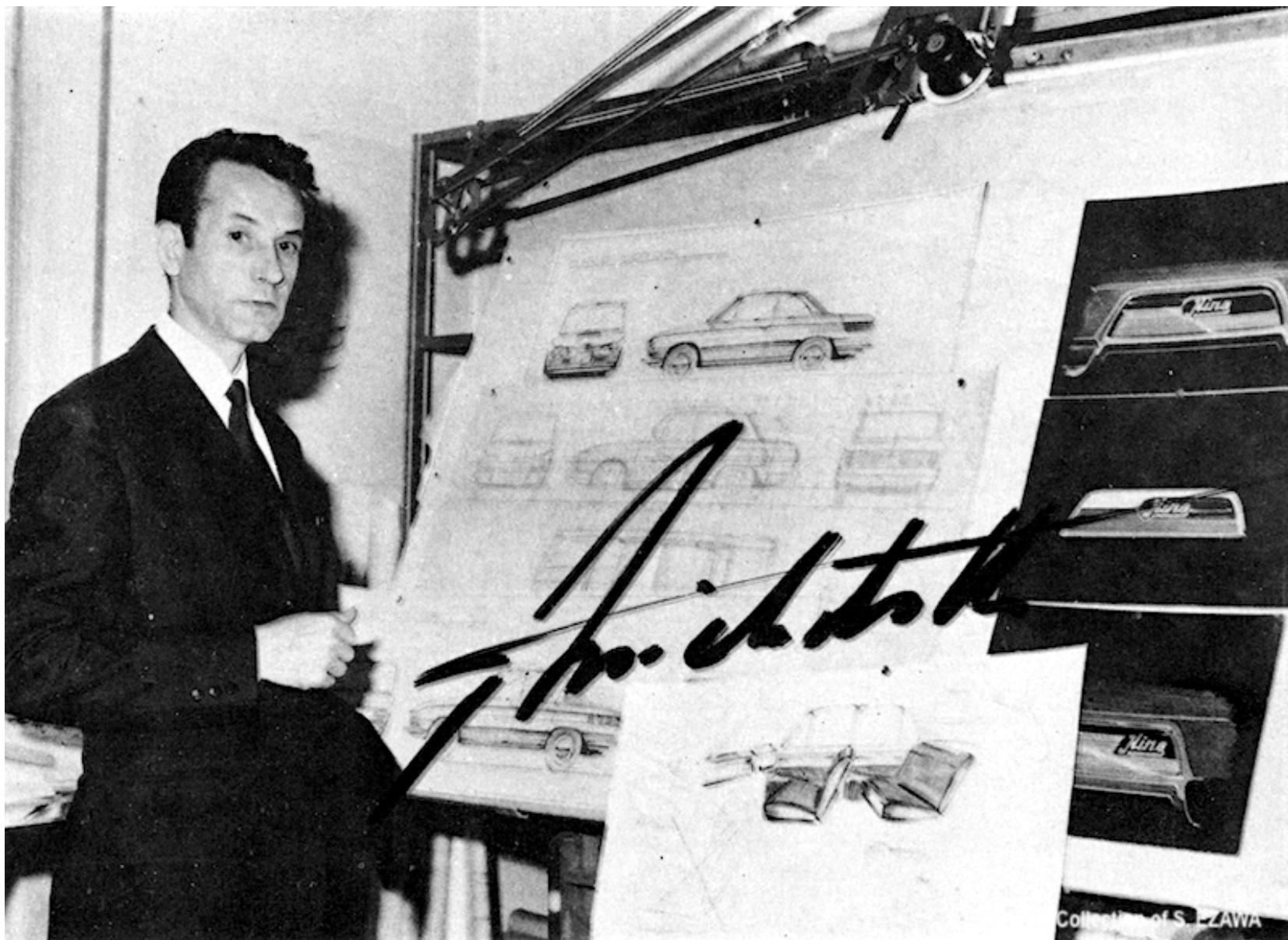
# A Research of Mr. Giovanni Michelotti on Fantastic Car Styling for World Automotive Industry

In Working since 2011  
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**IN WORKING**

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Collection of S. EZAWA



# Giovanni Michelotti

1921 - 1980

Giovanni Michelotti was born in Turin in northern Italy in 1921. At the age of 16 he started work at the 'Stabilimenti Farina' design/bodywork factory as an apprentice in the engineering department. In 1937 the sole Farina designer left the Stabilimenti, and the 17 year old apprentice had the chance to prove himself as a designer. He impressed immediately while working on a design for an Alfa based car, ordered by Graf Revelli.

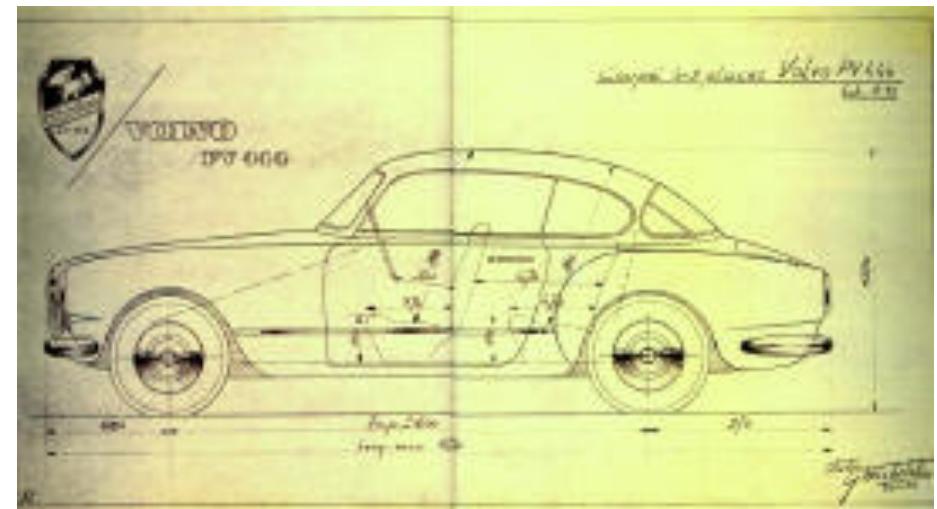
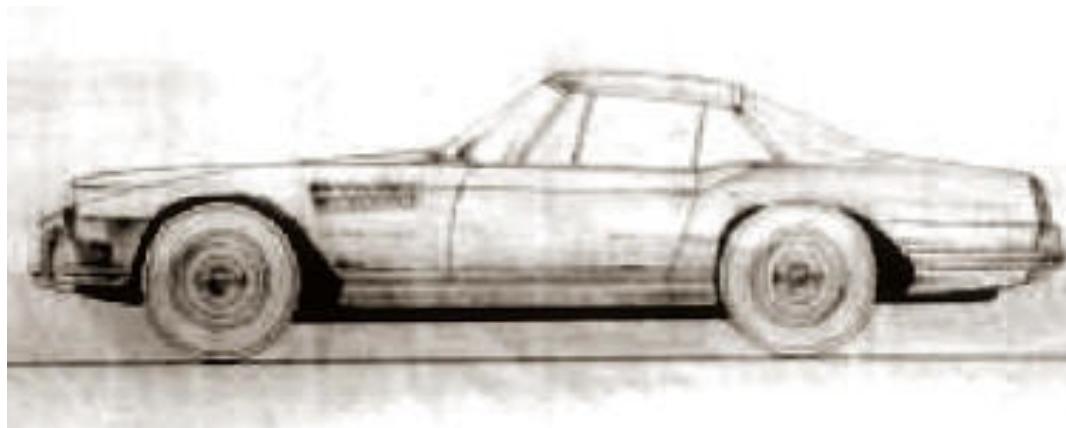
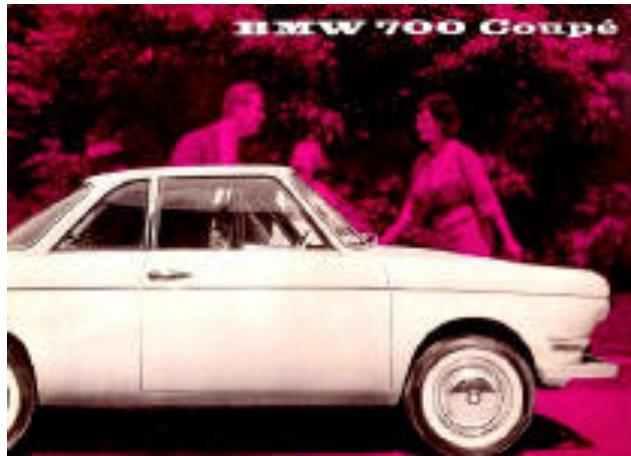
After the second World War in 1949 he set up his own business. Unusually he started a design studio, and left the bodywork factories to fabricate his designs. His clients included Vignale, Alleman, Bertone, Ghia and Ferrari. In 1958 he became connected with Triumph, and worked as the house designer.

Designs penned by Michelotti include the Maserati 5000, the BMW 700 and the Alpine A106. And for Triumph he designed the TR4 and TR5, the Herald, Spitfire and GT6, the Toledo and Dolomite, and the 2000 and Stag.

In 1960 Michelotti produced his first car as a manufacturer, the Osca 1600 coupe. It had a pagoda roof, indicators on the corners of the wings and additional brake lights on the side of the car. In 1963 he produced a coupe at the Geneva motor show, based on a D-type Jaguar racing car chassis. With work increasing Michelotti moved his company to Orbassano. At this time he was designing cars for Daf, Fiat and Matra.

Michelotti continually demonstrated cutting edge design in his cars, producing in 1972 a turbo BMW, and the Pulsar based on a Fiat chassis. The Pulsar was one of the first cars to feature shock absorbing bumpers. In 1974 he penned the Beta Mizar, a car with four gullwing doors, and the Lem, a small electric town car.



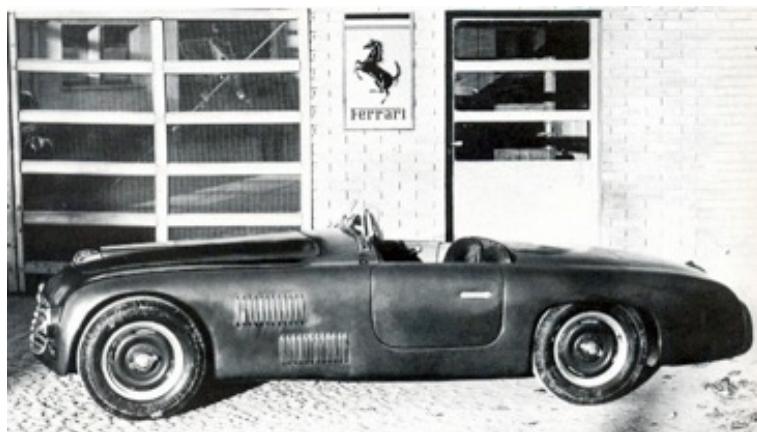


## Giovanni Michelotti

(1921 - 1980)

Italian designer born in Turin, Michelotti began his career as an apprentice with Carozzeria Farina in Cambiano (today Pininfarina S.p.A.); in 1950's he worked for several Italian design studios working closely with Alfredo Vignale, owner of Carrozzeria Alfredo Vignale (est. 1948 - closed 1974, although name Vignale has been given to later cars); Michelotti was known for his daring designs for Triumph (as Spitfire and TR4); working closely at BMW with Wilhelm Hofmeister - Michelotti designed BMW 600 (Isetta development), a small sports car BMW 700 and in 1958 BMW 3200 Vignale - a prototype of modernized and cheaper version of BMW 507 presented on 31 of Oct. 1959 in Turin and called today BMW 3200 Michelotti Vignale, the cars still exists as coupe; however the most important Michelotti's contribution to the BMW's tradition, was the two door version of the New Class BMW 1600 (1600-2, later 1602) and the revolutionary in its aesthetics BMW 2002 - both were essential for the positioning of the BMW on the market as the sports cars manufacturer; Michelotti also designed the first BMW station car called from now on traditionally a touring

< BMW 700 << Michelotti's drawing for the new BMW 507 (1957), so called later 3200 Michelotti Vignale <<< Michelotti's logo <<<< a blue print drawing by Michelotti (for a Volvo PV 444 sports version)



## Coachbuilders from past to present Allemano Allemano Ferrari 166S Spyder #001S

### Allemano Ferrari 166S Spyder #001S

The 166 was the culmination of Ferrari's early racing and development. It achieved unprecedented competition successes that formed the foundation of the Ferrari legend.

The original 1 1/2 liter Ferrari 125 V12 was successful but postwar racing regulations soon adopted a two liter limit for Formula 2. Ferrari increased the 125's 55x52.5mm bore and stroke to 60mm bore and 58.8mm stroke, bringing the Ferrari V12 to nearly the optimum two-liter displacement: 166.25 cc per cylinder, 1,995 cc in all.

First produced for Scuderia Ferrari with cycle fendered Spider Corsa bodies adaptable to both Formula 2 and sports car competition, Ferrari also built two long wheelbase (2620mm) 166 Sports, one of which was this Spyder by Allemano.

In November 1947, Count Bruno Sterzi became the first private owner of a Ferrari: the Allemano bodied 166 Spyder Corsa #001S. This car was raced by equipes Clemente Biondetti / Igor Troubetskoy and Bruno Sterzi / Nando Righetti. In 1950 it was sold to Baron Stefano La Motta, Sicily and was also raced by equipe Stefano La Motta / Gino Alterio.

In 1951 Baron Stefano La Motta was killed. After the crash the car was destroyed and scrapped.

### Coachbuilders from past to present Allemano

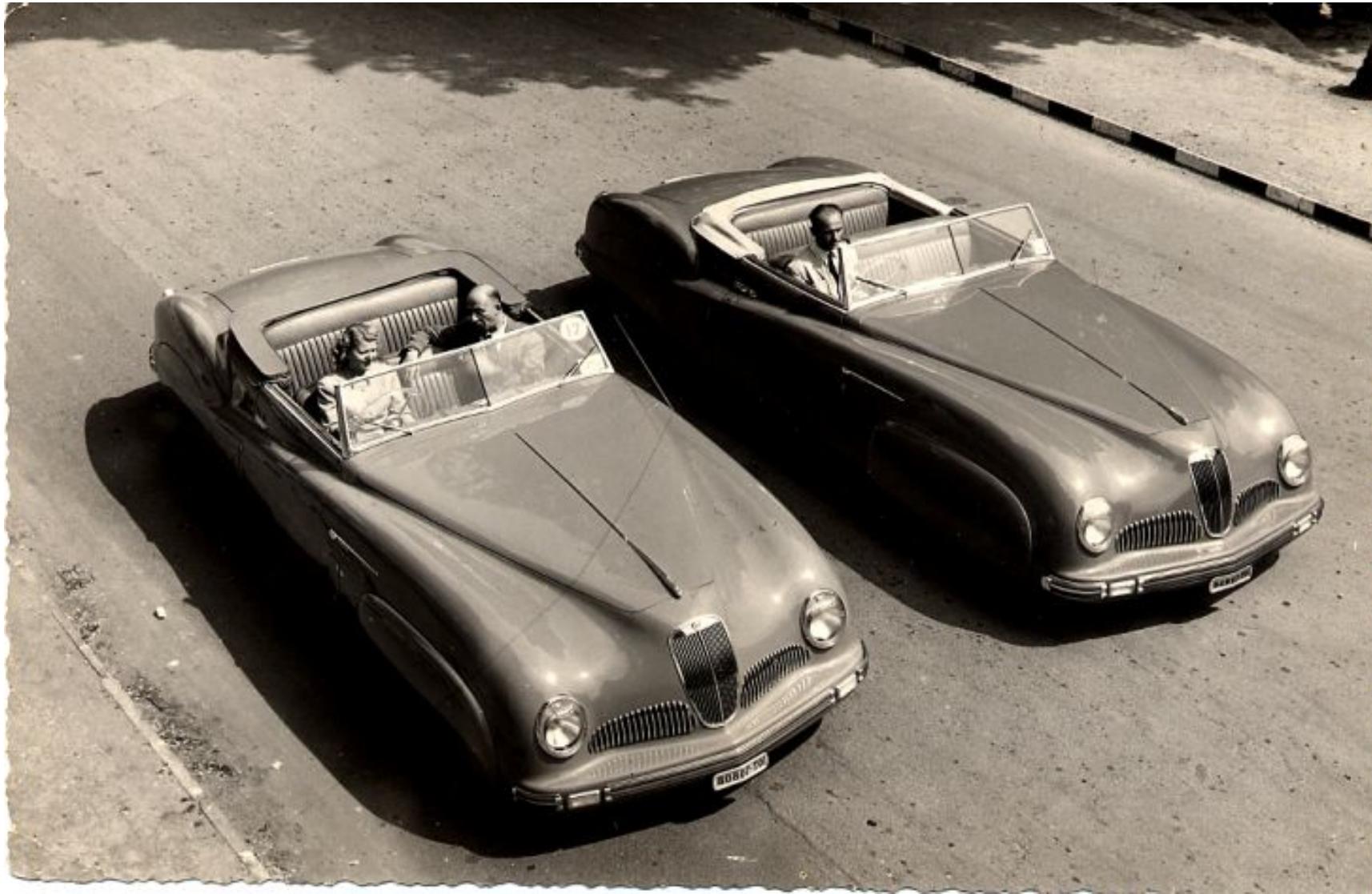
#### Allemano

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Carrozzeria Allemano ceased to exist in 1965.

1947



**Lancia Astura Coppa d'oro.** L'eleganza abbinata all'imponenza di una vettura costruita dagli Stabilimenti Farina in due esemplari nel 1947. Vinse il primo premio al Concorso di eleganza di Villa d'Este. La vettura più antica presente al Raduno. Nell'immagine collegata le due vettura fotografate all'epoca.

The Lancia Astura Stabilimenti Farina, 1947. The most veteran car of the Raduno, in a mix of elegance and majesty: this car won the Coppa d'oro in 1947 at Villa d'Este. The linked image shows the car with its twin car at the time of their building.



## Alfa Romeo 6C 2500 S Stabilimenti Farina Cabriolet

Featured is a 6C 2500 S, fitted with an one-off Giovanni Michelotti designed cabriolet body. Michelotti designed the cabriolet for Battista 'Pinin' Farina's Stabilimenti Farina. It served as a prototype for the later 'production' cabriolet body introduced in 1948. This unique Alfa Romeo is seen here at the 2004 European Concours d'Elegance.

# Allemano Ferrari 166S Berlinetta #003S 1948



## Coachbuilders from past to present Allemano Allemano Ferrari 166S Berlinetta #003S

### Allemano Ferrari 166S Berlinetta #003S

This 166S Berlinetta by Allemano was first registered to the Scuderia Ferrari in 1948. It has been raced by great names like Clemente Biondetti, Giuseppe Navone, Giampiero Bianchetti, Giulio Sala and Luigi Musso.

The 166 was the culmination of Ferrari's early racing and development. It achieved unprecedented competition successes that formed the foundation of the Ferrari legend.

The original 1 1/2 liter Ferrari 125 V12 was successful but postwar racing regulations soon adopted a two liter limit for Formula 2. Ferrari increased the 125's 55x52.5mm bore and stroke to 60mm bore and 58.8mm stroke, bringing the Ferrari V12 to nearly the optimum two-liter displacement: 166.25 cc per cylinder, 1,995 cc in all.

First produced for Scuderia Ferrari with cycle fendered Spider Corsa bodies adaptable to both Formula 2 and sports car competition, Ferrari also built two long wheelbase (2620mm) 166 Sports, one of which was this coupe by Allemano. Clemente Biondetti and Giuseppe Navone drove the car to a stunning overall victory in the 1948 Mille Miglia.

After a road accident the car was rebuilt by Carrozzeria Colli in Milan, receiving a newly styled front end, and was painted dark red. Later it was crashed again and was scrapped. The engine and gearbox went to chassis #0205EL.

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Carrozzeria Allemano ceased to exist in 1965.

1948



**Lancia Aurelia B20 Vignale**. Premiata come la più bella coupé da competizione, è un esemplare del 1953, perfettamente conservata. Linea e meccanica si fondono in un equilibrio emozionale non comuni.

Such a perfect balance from design and mechanical is not useful. The Lancia Aurelia B20 Vignale got the price to be the best competition coupé car of the Raduno.

1950

# Abarth 205A Berlinetta

The Abarth 205A Berlinetta was a limited production car built between 1950 and 1951.

Only three 205A Berlinettas were built by Abarth, they were designed at **Vignale** by **Giovanni Michelotti**. This was the first street car built by Karl Abarth after the Cisitalia-Abarth 204. This car followed the decision to build a Gran Turismo Berlinetta for a wealthy client. For this project a brand new chassis was built along with the aluminium coach. The 205-101 had a heavily tuned dry sump Fiat 1100B engine with a Cisitalia head, two Weber 32 DR SP carburetors and a Magneti Marelli MVE4 magneto. This engine was said to produce around 80 hp.



The three examples made had chassis numbers 205-101/102/103. The first one was completed in March 1950, then joined the Coppa Intereuropa on 23 march 1950. The 205-101 arrived ended the race 1st in 1100 class, driven by Guido Scagliarini (co-owner of Abarth & Co.). Abarth wanted this car to join the 1950 Mille Miglia as well, so it was provided with aerodynamics adjustments before the start of the race start. Those changes were made by Giuseppe Manera, an Abarth coachbuilder.

However, the car arrived fifth overall, behind an Alfa Romeo 2500 Sperimentale and three 2000cc Ferrari. This was a great result for a debut.

1950



## Coachbuilders from past to present Allemano **Allemano Panhard Dyna X86 Coupe**

### Allemano Panhard Dyna X86 Coupe

The Panhard Dyna was an ideal base for many people and companies who wanted to build their own car. The Dyna chassis was light, not too expensive and the engine was relatively powerful. It was also easily to obtain, because Panhard was always very willing to provide their chassis and drive train to anyone.

The Allemano Dyna X86 Coupe in these pictures was designed by Michelotti and bodied by Allemano in a small series for the Panhard importer Crepaldi of Milan, Italy. The car was first shown in 1951 at the "Salone dell'Automobile di Torino".

Coachbuilders from past to present Allemano  
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Carrozzeria Allemano ceased to exist in 1965.

1951



## Volvo Elizabeth, 1952

According to wikipedia:

Volvo Elisabeth I was a concept car designed by Giovanni Michelotti and built by Vignale in 1953 on the chassis of a Volvo P445. The lines are recognizable in the later Amazon, but it has a small triangular, Alfa Romeo-like grille.

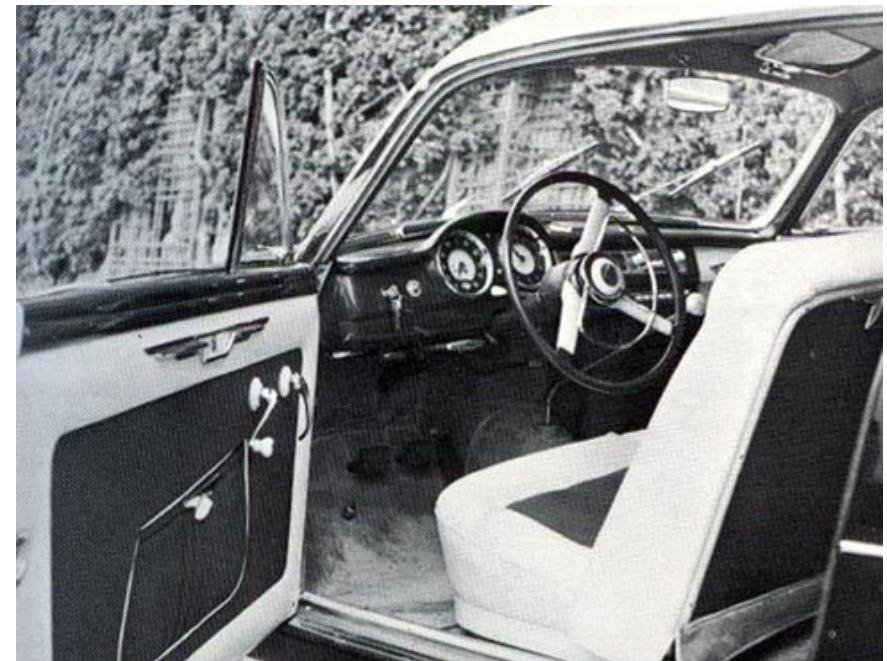
The man behind the project was the Swedish businessman Goesta Wennberg, who made contact with Michelotti in Paris 1952. Michelotti was supposed to design the bodywork of a car to be built by Ghia-Aigle, but the drawings came to Vignale, Torino, instead. The work itself took place mainly at Allemano in the same city. Because of the construction of the chassis there was no space for a back seat. This was probably one of the main reasons for Volvos lack of interest in serial production of Elisabeth I, which was Wennbergs original intention with this project. The one-off car was crashed in the early sixties.

1952

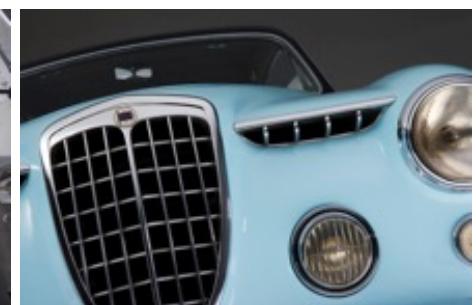
# Volvo Elisabeth I



In 1952 Gosta Wennberg had the idea to produce a PV 444 with exclusive designed bodywork, inspired by Alfa Romeo. **The car was designed by Giovanni Michelotti and build by Vignale** and was ready in 1953. It was called Elisabeth by the Swedish press (paraded by Wennberg who wanted as much publicity as possible), referring to the coronation of Queen Elisabeth II that year. Volvo liked the design of the exterior but was not happy with the interior (there was no back seat). Volvo supplied the floorpan of a standard PV 444 to Vignale which they could use for a new prototype. The second prototype was finished in 1954 but didn't match the plans Volvo had, mainly because it was too expensive. Wennberg realised the costs per car were too high (about SEK 20.000) and stopped the project. Good news for Wennberg: Wilsgaard copied many styling details to the 55 Prototype which influenced the Amazon. Read more: <http://www.volvotips.com/index.php/pv/history/#ixzz6u1jFLOfx>



## Allemano Lancia Aurelia B53 Coupe 1952



Coachbuilders from past to present Allemano Allemano Lancia Aurelia B53 Coupe  
Allemano Lancia Aurelia B53 Coupe

This one-off Lancia Aurelia B53 Coupe was a display car created for the 1953 Torino Motor Show. The body was designed by Giovanni Michelotti, who worked for a number of design houses in addition to Allemano, most notably Vignale. Michelotti's design was brought to life by the panel beaters and craftsmen of Carrozzeria Allemano in Turin. The body is mostly made out of steel, but the bonnet and doors are made of aluminium for weight saving.

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1952

Allemano Panhard Crepardi Dyna 750 Coupe 1952



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The Allemano Coupe in these pictures was designed by Aldo Bianchi. The car was built in a number of four for the Panhard importer Crepaldi of Milan, Italy. Crepaldi's racing team raced under the name "Scuderia ITAL-FRANCE" and with the equipe Guidetti/Ubezio the Allemano Panhard finished 171th (out of over 300 participants) in the 1953 Mille Miglia.

Only two out of four Allemano Crepaldi Panhard 750 Coupes are known to still exist.

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1952



Uno splendido esempio di magistrale interpretazione della meccanica sportiva **Fiat 8V**. Nel 1953 **Michelotti** realizza per Vignale questo progetto. Ora è stato riportato all'antico splendore da un Amatore di Vicenza. La foto in miniatura è dell'epoca, nella foto ampiata ecco come si presenta oggi: perfetta.

A beautiful design of Michelotti on Fiat 8V chassis. The small photo was taken in the '50, the big one is the actual conditions.

1953



## Coachbuilders from past to present Allemano **Allemano** **Aston Martin DB2/4 Coupe**

Allemano Aston Martin DB2/4 Coupe

This Allemano bodied is a unique example with coachwork designed by Giovanni Savonuzzi.

The rolling chassis was ordered by a close friend of David Brown, Mr. J. O'Hana of Casablanca, who shipped the car to Allemano Serafino of Torino.

With a new Berlinetta body and an engine with DB3 specifications, Mr. O'Hana enjoyed driving and racing the car in Casablanca.

After a thorough restauration, the car won first prize in 'Italian Coachwork Class' at the 1994 Pebble Beach Concours.

Aston Martin Historian, Roger Stowers said about this car "This car must be the best example of foreign coachwork on any Allemano Aston Martin DB2/4 Coupe 1953".



## Coachbuilders from past to present Allemano Allemano

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## Allemano Fiat 1100 Coupe 1954



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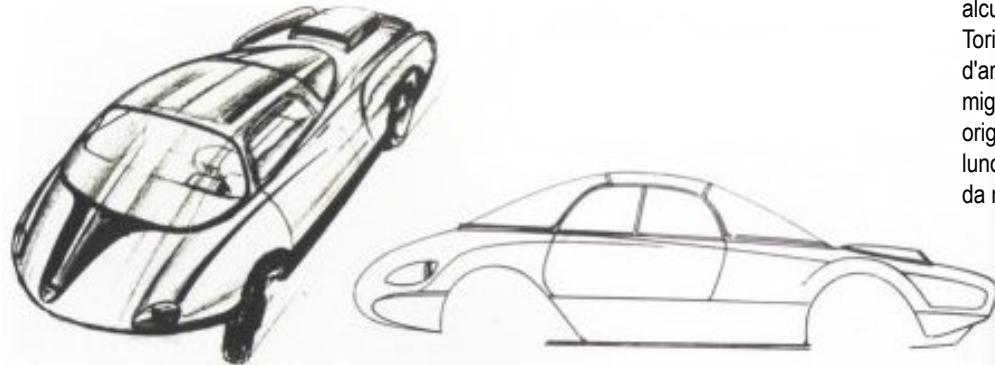
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1954

# Triumph TR3

The Triumph TR3 is a British sports car produced between **1955 and 1962** by the Standard-Triumph Motor Company of Coventry, England. A traditional roadster, the TR3 is an evolution of the company's earlier TR2 model, with greater power and improved braking. Updated variants, popularly but unofficially known as the "TR3A" and "TR3B", entered production in 1957 and 1962 respectively. The TR3 was succeeded by the **Michelotti-styled**, mechanically similar Triumph TR4.





Article from Auto d'Epoca:

### 1957 ABARTH 750 VIGNALE

Michelotti

Fu Vignale, nel 1956, a sottoporre a Carlo Abarth il disegno dello stilista Michelotti, che sembrava un ottimo studio aerodinamico e piacque subito ad Abarth che all'epoca non aveva ancora preso decisioni definitive per la carrozzeria del coupè da realizzare sul pianale della Fiat 600. Il disegno di Michelotti appare decisamente originale per l'epoca, ma bisogna considerare che in quel momento imperversava la moda delle microvetture, le "bubble cars" come l'Isetta o la Heynkel Kabine. L'idea fondamentale alla base di questo tipo di forme aerodinamiche è sempre la goccia e lo stesso Michelotti riprenderà questo tema per la sua Alfa Romeo Giulietta Sprint.

Il prototipo fu presentato al Salone di Ginevra del 1957 destando grande sensazione, sia per la linea, sia per alcune idee innovative come l'apertura delle porte ad ala di gabbiano. Un secondo prototipo apparve al Salone di Torino, ma questa volta aveva le porte convenzionali, il cofano era incernierato in alto anziché in basso, la presa d'aria posteriore era di dimensioni maggiori, due piccole aperture ovali erano state messe sotto i fari per una migliore ventilazione dei freni ed aveva un solo tergiluce invece di due. La vettura era caratterizzata dalla originale forma della carrozzeria, con sbalzo molto limitato all'anteriore e linea continua fra cofano e parabrezza. Il lunotto aveva grosso modo lo stesso andamento del parabrezza e solo la coda, molto pronunciata e caratterizzata da molte aperture per la circolazione dell'aria nel vano motore, interrompeva la filante forma a goccia.



La meccanica era esattamente la stessa delle versioni più elaborate della Fiat-Abarth 750 e quindi anche del coupè Zagato. Le prove in circuito rilevarono una grande efficienza aerodinamica per quanto riguardava la penetrazione pura, e di conseguenza la velocità in rettilineo. In curva la vettura invece non era molto stabile. Altro grosso problema fu il raffreddamento: la linea continua della carrozzeria impediva all'aria di entrare nella presa d'aria del motore. Si cercò di ovviare al problema sostituendo il parabrezza con uno con inclinazione maggiore, ma il progetto fu bruscamente interrotto e della piccola vettura non si parlò più. Corsero per qualche anno nelle gare di velocità, e poi tutto



1957



Abarth's by Vignale

### 1957 Abarth 750 Coupé Vignale

Michelotti

Extremely original coupé using the engineering of the Fiat/Abarth 750.

It created a lot of interest because of its high aerodynamic quality.

No attempt to market this car was made.



1957

# BMW 600 (Pullman Isetta)

Must View On Black

Itsy Bitsy Teenie Weenie... (German)

From 1957/58, I guess. The bigger Version of the BMW Isetta - therefor called "Pullman Isetta".

On the Right you can see an old Badge of the Austrian Car-Drivers-Club ARBÖ (Automobil-, Motor- und Radfahrerbund Österreichs).

A wonderful contemporary Document.

## DESCRIPTION:

The BMW 600 was a four-seat microcar produced by BMW from mid-1957 until November 1959. Partially based on the BMW Isetta two-seater, it was BMW's first postwar four seat economy car. It was not a sales success, but it began the design process for its more successful successor, the BMW 700.

BMW needed to expand its model range, but they did not have the resources to develop an all-new car with an all-new engine. Therefore, it used the Isetta as starting point for a new four seat economy car.[4]

Right side view, showing side door

BMW needed to expand its model range, but they did not have the resources to develop an all-new car with an all-new engine. Therefore, it used the Isetta as starting point for a new four seat economy car. As a result, the 600 used the front suspension and front door of the Isetta. The need to carry four people required a longer frame, a different rear suspension, and a larger engine. A new perimeter frame was designed, using box section side members and straight tube crossmembers. The rear suspension was an independent semi trailing arm design; this was the first time BMW had used this system. The chassis had a wheelbase of 1,700 millimetres (67 in), a front track of 1,220 millimetres (48 in), and a rear track of 1,160 millimetres (46 in).

The 600 was powered by the 582 cc (35.5 cu in) flat-twin engine from the R67 motorcycle/sidecar combination. This engine, which delivered 19.5 horsepower (14.5 kW) at 4,500 revolutions per minute, was mounted behind the rear wheels. A four-speed manual gearbox was standard, while a Saxomat semi-automatic transmission was available.

Access to the rear seats was by a conventional door on the right side of the vehicle.

The sales figures for the 600 did not meet BMW's expectations. During production from August 1957 to 1959, about 35,000 were built. This is attributed to competition with more conventional cars, including the Volkswagen Beetle.

The 600 played a direct role in the design of its successor, the BMW 700. Wolfgang Denzel, the distributor of BMW cars in Austria, commissioned Giovanni Michelotti to prepare concept sketches based on a lengthened BMW 600 chassis. Denzel presented the concept, a 2-door coupe with a slanted roof, to BMW's management. The concept was generally well received, but objections were raised about the limited passenger space. BMW decided to produce two versions, the coupe, and a 2-door sedan with a taller, longer roof.[7]

Another legacy of the 600 was its independent semi-trailing arm rear suspension. This was BMW's first use of this suspension system and, with the exception of the BMW M1, it was used on every BMW production automobile introduced afterward up to 1984. It was eventually supplanted by the "Z-axle" multi-link suspension introduced with the BMW Z1 in 1988. The last BMW cars with semi-trailing arm suspension were the BMW Compact and the BMW Z3.



## Standard Vanguard



### Standard Ensign and Ensign De Luxe

A basic model, the Standard Ensign, with 1670 cc engine, was announced in October 1957 restyled by [Michelotti](#). The Ensign shared its body with the Vanguard Series III, but had a cheapened specification in various respects, including a mesh front grille and a simplified instrument panel and dashboard. Despite the generally lower specification, the Ensign was the first Vanguard-based car to have a four-speed gearbox. The gear lever was moved from the column to the floor, and overdrive was optional. Many were bought for company fleets and for the armed forces. [ Production ceased in 1961 with 18,852 examples having been produced. Production included 901 Mk II versions, produced only in 1961

1957



**BMW 3200 Michelotti Vignale (1959)**

<http://www.allsportauto.com/english/bmw-3200-michelotti-vignale.php>

**1959**



BMW 3200 Michelotti Vignale

<http://www.flickr.com/photos/bigblogg/sets/72157625183881866/detail/>

1959



**ITALIA 2000** coupé A supreme expression of British



Italian  
Bodywork at  
its Best

coupé

British  
Tradition in Sports car  
Engineering at its Finest

## Triumph Italia

From Wikipedia, the free encyclopedia

Triumph Italia

Manufacturer Ruffino S.p.A., Naples

Production 1959–1962

329 made

Predecessor none

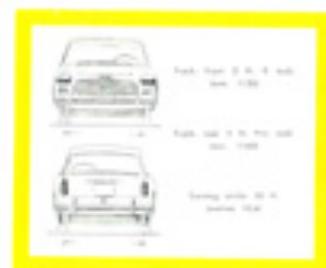
Successor none

Class Sports car

Engine 1991 cc Straight-4

Designer Giovanni Michelotti

The Triumph Italia 2000 Coupé was built between 1959 and 1962, during which time 329 cars were produced. Designed by Giovanni Michelotti, the TR3 chassis and mechanical components were supplied by the Triumph Motor Company in the United Kingdom, and built by Alfredo Vignale in Turin, Italy.



Italian industrial collaboration



1959



## The 700 story

By the end of 1959 BMW presented the '700'. It soon proved to be the beginning of a new era for BMW...

The driving force behind the '700' project was not only the BMW development department but in particular the Viennese BMW importer Wolfgang Denzel, a friend of the then BMW board chairman, Dr. Richter-Brohm. Largely on his own initiative, Denzel began to develop a sporty small car for BMW, having had some experience of automobile construction himself. The technical basis was to be provided by the chassis and the engine of the BMW 600. This small four-seater, derived from the Isetta, had remained somewhat unsuccessful due to its unorthodox body, not because of technical shortcomings.

Denzel entrusted the Italian designer Giovanni Michelotti with the design of the body. In mid January 1958, Denzel then received the official development contract, and a body design was developed in his workshops.

On July 30th 1958, Denzel presented the finished prototype of the Coupé to the BMW board of directors, as developed by himself in collaboration with Michelotti. All in all, the car's modern Italian influenced style was well received. However, a certain amount of criticism was expressed, in particular on the question of suitability for economical manufacture. The BMW design department under Wilhelm Hofmeister was then instructed to come up with a competing design, though retaining the characteristic stylistic elements of Michelotti prototype. At the same time, Helmut-Werner Bönsch, the new BMW director of product planning and marketing, encouraged the development of a saloon version.

On November 21st 1958, the BMW chief designer Wilhelm Hofmeister presented the adapted Coupé under the project code 107, after which the board decided to build the new BMW in this form. Meanwhile, the engine developers under von Falkenhausen had turned the 19bhp horizontally opposed engine of the BMW 600 into a power unit with 700 ccm and 30HP. An initial roadworthy experimental version of the BMW 700 Coupé was completed by the middle of February 1959.

On the occasion of the 39th IAA, BMW presented the new BMW small cars to the general public, the 700 Coupé and Limousine. Several versions of the sporty Coupé in various pastel colours and one Limousine were on display for public to admire and they could even be test driven in the grounds in front of the hall.

The 700 Coupé was not a typical BMW, but it was certainly well in line with contemporary taste. Even the obligatory "kidney grille" at the front was missing, but this would have been merely for show since the spare wheel and luggage compartment were located at the front, and not the engine. The technical components of the BMW 600 had mainly been used for this serial production Coupé. Apart from the improved engine, the chassis was also taken directly from the luckless front opening four seater. However, the car had a front axle with longitudinal members which followed the direction of the wheels, as in the Isetta, and as a particular delicacy the modern semi trailing arm rear axle features which ensured very sporty yet safe driving qualities with good suspension comfort. Improved brakes and agile rack and pinion steering contributed to the motor enjoyment provided by this BMW.

With the 700 Coupé, BMW conquered the hearts of a large number of motorists for the first time since the end of the war.



Scorpioncino: ecco il nome di un coupé sportivo che non ha eguali. Un motore Fiat 600 portato da Carlo Abarth a 850 cc, era la regina delle corse in salita. Un grande appassionato la conserva con religiosa attenzione.

### The Fiat 600 Abarth 850

"Scorpione", racing car was the most sport car of the Raduno. The owner is a special enthusiastic friend who keeps the car in religious way.

1959

Allemano Abarth 850 Coupe 1959



Allemano Abarth 850 Coupe 1960



Coachbuilders from past to present Allemano

## Allemano Abarth 850 Coupe

Allemano Abarth 850 Coupe

The Abarth Coupe in this gallery is built on Fiat's 750/850 GT chassis, powered by an 850 cc engine coupe, and fitted with a body by Carrozzeria Allemano of Torino, Italy. The exact number built is not known, but it is generally agreed that the total is less than 200. Currently, less than 10 are known to exist in North America. In the book The Italian Car Registry by John de Boer, less than 30 of the nearly 600 Abarth 750/850 GT cars listed are Allemano coupes. In its day, the Abarth Allemano Coupe was very well received but sold in very small numbers. At a price of \$3,385, it was in direct price competition with the Porsche Speedster and Alfa Romeo Giulietta Spyder.



Coachbuilders from past to present Allemano  
Allemano

Carrozzeria Allemano was an automobile coachbuilder in Turin, Italy, founded in 1928 by Serafino Allemano.

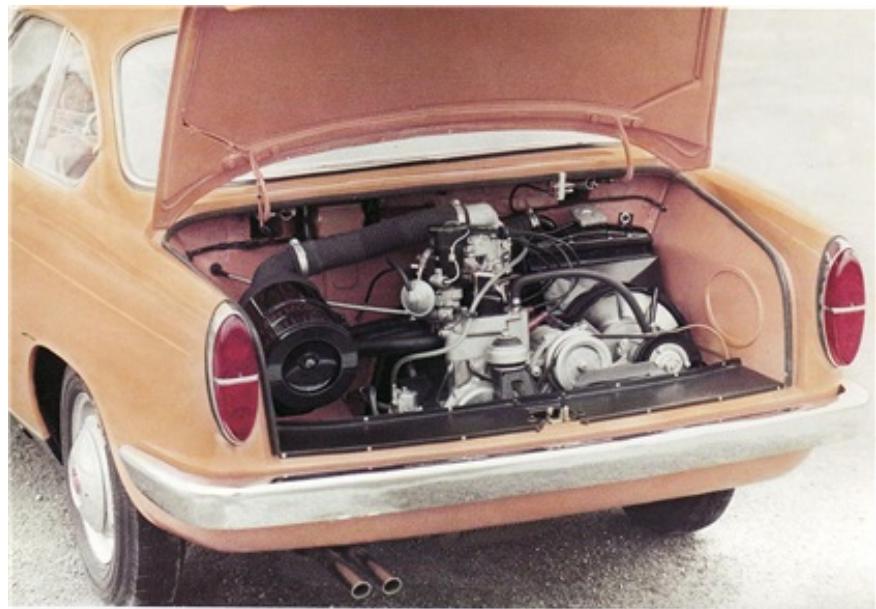
Allemano made various cars based on their own designs, and in some cases, externally made designs, such as those by Michelotti. Some of the earlier cars were Ferrari 166S, Alfa Romeo 2500 and Lancia Aurelia. For Fiat Allemano created three Fiats 1100 TV, some Fiats 600, 850 and 2200 and a few Abarths 750. For Maserati it made 21 Maseratis A6G 2000/54, prototype designs for Maserati 3500 (1957), and 22 Maseratis 5000 GT (1959-1965), many of these designed by Michelotti. There was also a Jaguar XK140, an Aston Martin DB2/4 (1953) a Panhard Dyna, as well as Renault Dauphine specials. Carrozzeria Allemano ceased to exist in 1965.

1959



**Abarth 850 Coupé Scorpione (Allemano), 1959 (1/3)**  
[https://www.carstyling.ru/en/car/1959\\_abarth\\_850\\_coupe\\_scorpione/](https://www.carstyling.ru/en/car/1959_abarth_850_coupe_scorpione/)

1959



**COUPÉ  
SCORPIONE  
760 - 800 - 850**

which is always in the vanguard; their mechanical parts are perfect, thanks to severe testing both during production and on the road.

**TOP SPEED  
OVER  
100 m. p. h.**

Overtaking other cars, in hill-climbing, at traffic lights you will feel the



amazing acceleration and realise how easy the ABARTH cars are to handle.

The high-precision instruments fitted in the cars are positioned to ensure that they can be read with perfect safety even at the highest speeds.

**Abarth 850 Coupé Scorpione (Allemano), 1959 (2/3)**  
[https://www.carstyling.ru/en/car/1959\\_abarth\\_850\\_coupe\\_scorpione/](https://www.carstyling.ru/en/car/1959_abarth_850_coupe_scorpione/)

**1959**



Design Sketch by Giovanni Michelotti, 1959

**Abarth 850 Coupé Scorpione (Allemano), 1959** (3/3)  
[https://www.carstyling.ru/en/car/1959\\_abarth\\_850\\_coupe\\_scorpione/](https://www.carstyling.ru/en/car/1959_abarth_850_coupe_scorpione/)

1959



## Maserati 3500 Spider

(1959-1964)

The Maserati 3500 Spider was produced from 1959 to 1964.

The data with 2 different engines from 3,5 to 3,5 liters and powers from 225hp to 235hp, are below.

242 units produced.

Le design de la Maserati 3500 GT Spyder (GTs) est confié au carrossier Vignale et les propositions de Touring et Pietro Frua sont donc finalement refusées. Dessinée par Giovanni Michelotti, elle est officiellement présentée au Salon de Paris de 1960 avant d'entamer sa production en 1961. Tout aussi beau que le coupé, la 3500 GT Spyder remporte de nombreux prix dont celui du prestigieux Concours d'élégance Amelia Island. En 1963, dernière année de sa production, 242 exemplaires seront produits.

## Abarth 2200 Spider 1959

General image of a 1960 Abarth 2200. Picture credit: Anonymous user. Send us a photo of a 1959 Abarth 2200 Spider.



<http://www.ck-cabrio.de/verdecke/cabrioverdecke-von-a-z/abarth-16002200-allemano-spider-59-60/> Lytebox Example Gallery Abarth 1600 / 2200 Allemano Spider '59 / '60 Bei Abarth denkt der Kenner automatisch: Klein, leicht, schnell! Aber der gebürtige Wiener Karl Abarth, der sich Carlo nannte, nachdem er in bella Italia Wurzeln gefasst hatte, konnte auch anders: Die bei Allemano gebauten Abarth Spider spielen in der Liga von Alfa Touring Spider und Lancia Flaminia und haben eine ebensolche Grandezza. Außerdem erscheint das Auto seiner Zeit um mindestens zehn Jahre voraus! Andiamo a Portofino! Das Abarth Allemano Spider-Verdeck kann in Sonnenland-Berline, Sonnenland-Classic und allen Farben der Color-Line gefertigt werden. Interessant ist auch ein HAARTZ-Stayfast-Material in der Farbe „Charcoal“. Es sieht leicht gräulich gealtert aus, ist aber absolut lichtecht. Beim Jaguar XKR ab Bj.2006 ist es in der Erstausstattung, obwohl uns es da deplatziert erscheint. Wir halten es auch von den Stoffeigenschaften her ideal geeignet für Oldtimer/Youngtimer . Qualitativ ist es mit dem Sonnenland-Classic auf Augenhöhe. Lassen Sie sich bei Interesse ein Muster schicken! Unsere weitere Empfehlung: Sonnenland Berline. Das hat eine sehr ähnliche Optik wie die seinerzeit bei in Italien, Frankreich und GB verwendeten Originalstoffe, aber alle Vorteile des Sonnenland-Materials. Die seitlichen Teenax Beschläge werden mitgeliefert, müssen aber selbstverständlich im Zuge der Montage im Verdeck positioniert werden. Die entsprechenden Stellen sind zur besseren Orientierung und Arbeitserleichterung markiert.



1959

[http://www.ck-cabrio.de/fileadmin/pdf-files/Abarth\\_Alemano\\_Spider-Info.pdf](http://www.ck-cabrio.de/fileadmin/pdf-files/Abarth_Alemano_Spider-Info.pdf)

## Abarth 1600/2200 Allemano Spider '59 / '60

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Bei Abarth denkt der Kenner automatisch: Klein, leicht, schnell! Aber der gebürtige Wiener Karl Abarth, der sich Carlo nannte, nachdem er in bella Italia Wurzeln gefasst hatte, konnte auch anders: Die bei Allemano gebauten Abarth Spider spielen in der Liga von Alfa Touring Spider und Lancia Flaminia und haben eine ebensolche Grandezza. Außerdem erscheint das Auto seiner Zeit um mindestens zehn Jahre voraus! Andiamo a Portofino! Das Abarth Allemano Spider-Verdeck kann in Sonnenland-Berline, Sonnenland-Classic und allen Farben der Color-Line gefertigt werden. Interessant ist auch ein HAARTZ-Stayfast-Material in der Farbe „Charcoal“. Es sieht leicht gräulich gealtert aus, ist aber absolut lichtecht. Beim Jaguar XKR ab Bj.2006 ist es in der Erstausstattung, obwohl uns es da deplatziert erscheint. Wir halten es auch von den Stoffeigenschaften her ideal geeignet für Oldtimer/Youngtimer . Qualitativ ist es mit dem Sonnenland-Classic auf Augenhöhe. Lassen Sie sich bei Interesse ein Muster schicken! Unsere weitere Empfehlung: Sonnenland Berline. Das hat eine sehr ähnliche Optik wie die seinerzeit bei in Italien, Frankreich und GB verwendeten Originalstoffe, aber alle Vorteile des Sonnenland- Materials.



1959

Abarth 1600 coupè 59

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1959 Abarth 1600 Coupe by Allemano  
In 1959, the Abarth Michelotti Allemano trinomial unveiled in the same register, but with more "virile" bodies, the Fiat Abarth 1600 Coupé and Spyder, equipped with the new Osca engine of the recent Fiat 1500 convertible. On my records three is for sure in existence, two dark blue and a silver one in my report photos.

<https://www.facebook.com/media/set/...>

<https://www.facebook.com/.../1959-abarth-1600-coupe-by-allemanoin-1959-the-abarth-michelotti-allemano-trinomi/3610397202407411/>

1959

## abarth allemano 2200 coupe

« on: September 24, 2009, 04:42:07 PM »



1959

# Triumph Herald



The **Triumph Herald** is a small two-door car introduced by Standard-Triumph of Coventry in **1959** and made through to **1971**. The body design was by the Italian stylist **Giovanni Michelotti**, and the car was offered in **saloon**, **convertible**, **coupé**, **estate** and **van** models, with the latter marketed as the **Triumph Courier**. Total Herald sales numbered well over half a million. The **Triumph Vitesse**, **Spitfire** and **GT6** models are all based on modified Herald chassis and running gear with bolt-together bodies.

<http://www.motoringinvestments.com/abarthpage.htm>

## 1960 Allemano 750 Spider

SOLD

Photo links towards the bottom.

It is very unusual that a 40 plus year old car has had just one registered owner however that is just the case with this very rare Abarth. This car was purchased new in San Francisco in 1960 and is still on its original California "Pink Slip". This is the old style California title that has not been produced in many, many years. It even came with its original California black & yellow license plates. Incredibly, the front license plate has never been installed and so is in absolutely NEW condition and is still in its original envelope in which it was sent by the California Department of Motor Vehicles.

This is a "coach built" Abarth by the Carrozzeria Allemano. The body is hand formed aluminum on a steel frame.

The interior is original and virtually pristine. This car even has the original canvas top in good condition. Just one of the many rare and unusuatuoplj.jpgl features is the removable aluminum hard top. This top features a glass rear window. I have spoken to several Abarth authorities and they have told me that they have never heard of nor seen one. It is definitely a factory item and was definitely made for this car. Could it be that this hard top was ordered new from Allemano the coach builder for this car and is the only one?

We did more of a preservation of this car rather than a restoration. The paint was old and cracked in some areas so we stripped it down and applied a new finish in the original color of black. The chrome was re-plated as needed (you can see the original pieces if you click on the link: Hardware photos ) The odometer reads 13,800 miles, which due to the limited wear to the interior and pedals and the original condition of many soft items we believe to be accurate (even the soft top, in canvas, is original).

Please note this car has been sold.



1960

960 850 Allemano coupe race car

SOLD - Thanks

Fresh 1000cc engine. Once owned by racer Harry Woodward of Sebring, Florida. Seems to be about all here except for maybe a fuel cell.

\$21,200

<http://www.classiccarforsale.co.uk/classic-car-page.php/carno/102382>

This is a superb little jewel of a car. It is a 1961 Cisitalia Abarth 850 Spider by Allemano, a very rare car indeed with only a tiny number thought to have been built. Our car is fully restored, registered in Germany and ready for its next proud owner to show or race.

Several Italian coachbuilders deployed their talents on the Fiat 600 chassis modified by Carlo Abarth in 1955. Zagato's berlineettes, and Allemano's coupés and spiders, stand out. Between 1957-59, Allemano designed three variants of the Riviera Gran Sport Spyder. The car presented here was one of the last to be built. At the same time, Allemano also designed the Scorpione coupé - a berlinette of equally sober, elegant design with a very light interior. Neither model comes on the market often: only 30 coupés were ever made and even fewer Riviera Spyders - according to Peter Vack's Abarth Buyer's Guide, Allemano produced just 2 or 3! Other authors have no hesitation in calling the Riviera Spyder the 'most handsome rear-engine Abarth cabriolet ever made' - the accepted wisdom being that anyone lucky enough to find one should buy it whatever the price!

The Riviera Spyder and Scorpione coupé were powered by Fiat 600 rocker-arm engines raised to a capacity of 833cc by increasing the cylinder circumference and clearance.

They were first unveiled at the Geneva Motor Show in 1959, and commercialized by Abarth & C°.

With a compression ratio of 9:1, and a 32mm carburettor, the 850 engine yielded 52bhp at 6000rpm (57bhp in the 850/S version); the Spyder's total weight in working order was 630kg. Although only a tiny number of Spyders were ever made, that had nothing to do with the car's quality - quite the contrary: one Spyder cost the price of two Porsche 356s! Contemporary testing measured its top speed at 96mph, with a standing-start kilometre time of 35 seconds; the test-driver vaunted its agility, light steering and quality finish, noting its rainproof qualities.

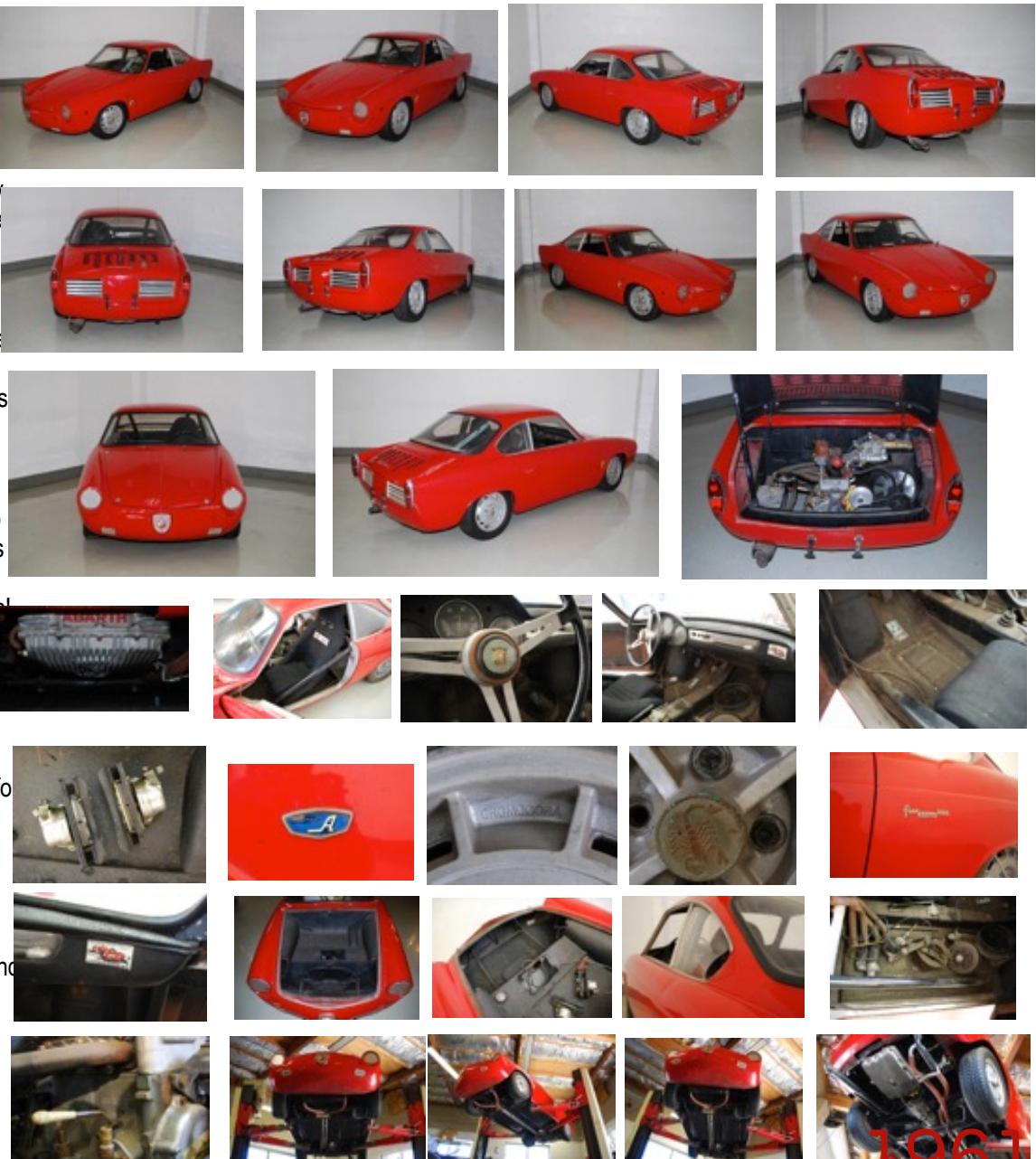
The cars not sold in Europe were sent to Piero Dusio's firm Cisitalia Argentina I.C.S.A., and commercialized in Argentina as Cisitalia Abarth Gran Sport Spyders. They were identical to the original Abarth versions, but renumbered in Argentina as series 701xxx for the Spyder, and 801xxx for the Scorpione coupé.

The car presented here, red with black interior, is one of these rare Abarth Cisitalias shipped to Argentina, and in a fully restored condition. It comes with its German registration document and a small history folder.

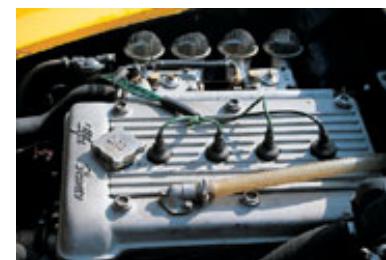
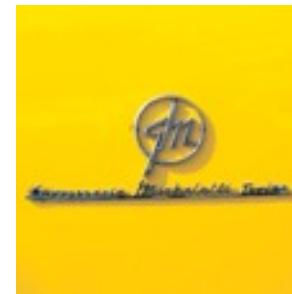
The car drives beautifully, is extremely fast and would form the centrepiece of any coachbuilt Italian, Argentinian collection. The combination of names, Cisitalia, Abarth, and Allemano is a very rare mixture!

A wonderful restored car to be enjoyed and we guarantee you will not see another for some years!

This particular car is no longer listed for sale and we do not keep contact details.  
(e.g. sold, withdrawn, or awaiting approval)



1961



## Alfa Romeo 'Goccia'

The following is an edited extract from Auto Italia magazine, July 2004. For access to the full feature, plus articles on the Lamborghini Gallardo, Ferrari 250GT Lusso, Maserati Spyder Cambiocorsa and much more, see [www.auto-italia.co.uk](http://www.auto-italia.co.uk). Michelotti (1921 – 1980) designed cars – lots of cars. Have a guess how many: 50? 100? Nope. Michelotti penned 1,200 cars including 190 Ferraris. In the 1954 Turin Show, more than 40 cars were by Michelotti. He has designed cars for Ferrari, Maserati, BMW and countless others. In the UK he is perhaps best known for his Triumphs – the Herald, TR4, 5, 6, Spitfire, GT6 and 1300, 1500, Toledo, Dolomite, 2000 and Stag. His last design to see production was the Reliant Scimitar SS1. Cars don't come much rarer than this Alfa Romeo Michelotti Connero. Tipped off by Abarth guru Tony Berni, we travelled to Brescia to find this original yellow one-off, supplied to us by Fiat main dealer Pierangelo Pasini, of Franzoni Auto. We drove to nearby Villa Badia Piccola for our photo location. Michelotti made the camera lie, as the proportions of this coupe are that of a big car. Pictures make it look Alfa 2600-sized but it is actually the size of the 1956 Giulietta Sprint Veloce (1,300cc) underneath. Nicknamed 'Goccia' (pronounced gotcha) it is Italian for 'drop', as in teardrop. It was in 1961 that the car acquired its Michelotti body and Connero motor. Definitely not a Motor Show poseur, this car has period competition history. Driven by Munaron and De Leonibus, it ran at Monza in 1961 in the Coppa Ascari 6-hours where it vied for the lead against the works Alfa SZ of Sanesi before a transmission problem dropped the 'drop' to seventh. Monza races apart, other outings include a class win in the 1961 Aosta-Pila Hillclimb.

Its two-seater brief means that there is plenty of room for 'design'. The rear haunches are predominant and the large diameter (15-inch) wheels give a modern body-to-wheel ratio. The voluptuous bumperless shape is in aluminium with Carrozzeria Michelotti Torino badges on the front wings. Alfa Romeo heritage has been retained with the distinctive front end although the headlamps under glass do impart a studious, bespectacled appearance. A slight tint and they would be designer shades. The wheels and finned drum brakes are so Alfa. I recognise the windscreen as that beautiful quarter-elliptical shape of the Alfa Romeo Giulia/Giulietta SS. The rest of the windows are in plexiglass with the overall weight of our yellow machine down at just 750kg.

Getting in and out is difficult and reminiscent of the Alfa SS. Both seats are slim with the one on the driver's side being a low-back bucket type. No belts are fitted. The big steering wheel extends down too close to the seat making it very difficult to get in. With such light steering (due to the lightness of the whole car) the Michelotti Alfa would benefit greatly from a smaller, period steering wheel. Not necessarily a design fault on the part of Michelotti who was stuck with the layout. It is a 750/101 Series Giulietta/Giulia Coupe fault but I'm amazed how drivers can live with such an easily solved discomfort.

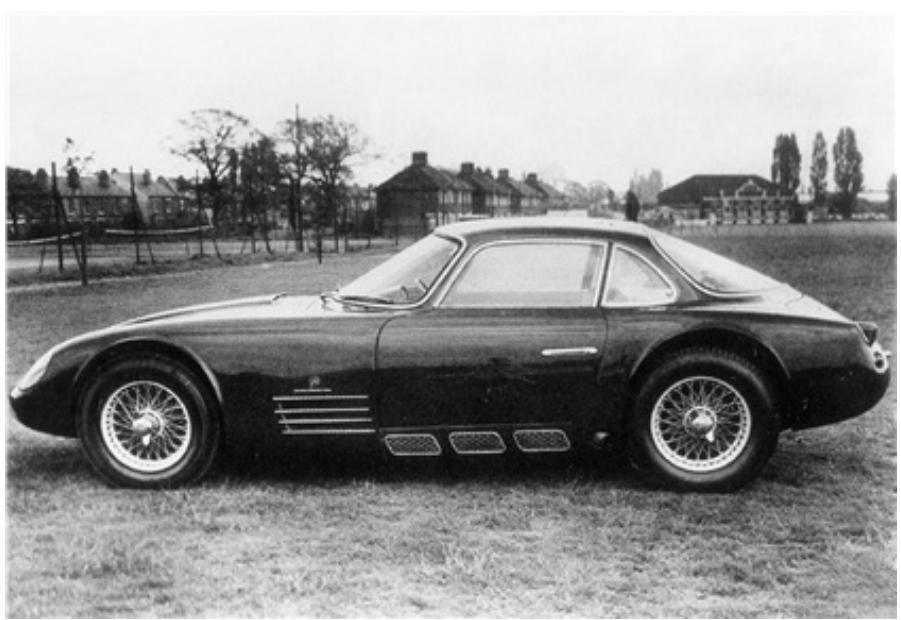
Italy has only been a united country since 1871. Before that, the separate states fought or competed with each other – a legacy which still exists through a strong sense of regionalism. So when Michelotti, a Piemontese from Turin, wanted an engine builder, he went to Connero – also Torinese. The engine work was carried out by Riccardo Michi of Connero who remembers the excellent job they made of the engine – high power with high torque. The Lombardians (from the Alfa Romeo Milano factory) would have felt peeved that the Piemontese had been messing about with 'their' car. Connero/Michi reworked the 1,300cc twin cam to produce 130bhp. Achieving 100bhp per litre in those days was hard enough for a race engine. That it had to be capable of road use is even more impressive. Weighing just 750kg, this means a power-to-weight ratio of 173bhp per tonne. Enough for a 0-60 time of 9 seconds and a top speed of 135mph. The 4-speed gearbox (with a 1:1 top gear ratio) has since been replaced by a 5-speed box, making use of the taller fifth gear.

The driving experience is typical Giulietta: lively and communicative, but more so. Body roll – although less than that of a Giulietta – is still high by modern standards but for the period it was brilliant. The body roll means it can cope with poor surfaces while maintaining traction. The clutch is light, and quick downchanges demand spirited toe-heeling if the synchros are to survive. Below 5,500rpm the Goccia delivers an even spread of power but nothing special. The real power band is between 6,000 and 7,700rpm where the teardrop flies. That power band also complements its low drag coefficient.

The open inlet trumpets and straight-through exhaust compete with mechanical thrash to overwhelm the car's rudimentary sound insulation. Busy and purposeful and a guarantee of exclusivity to its new owner – whoever that will be. Yes, this beautiful teardrop of racing and design history is for sale and I have no idea of its value. Entries to the best historic racing events are hard to come by – but cars like the stunning one-off Goccia are in demand.

1961

## 1961 Triumph Conrero Le Mans (Michelotti)



### **Built for Le Mans with a design by Giovanni Michelotti. One-off.**

Born in Turin, Italy in the last year of World War I, Virgilio Conrero served as a mechanic in the Regia Aeronautica during the next global conflict. He established the Autotecnica Conrero in 1951 and was one of the most successful Alfa Romeo and Lancia tuners (though often overshadowed by the work of Abarth) and produced a small number of Conrero-Alfas that are prized today for the performance and good looks.

His reputation led Standard-Triumph to commission his assistance to produce a four car team for the 1961 24 Hours of Le Mans. Unfortunately, only one car was produced and that single unit was not finished until 1962. With a tubular spaceframe and aerodynamic bodywork, the Triumph Conrero took full advantage of the tuned Sabrina engine – that made a reported 165bhp with a surfeit of torque – to reach almost 150 mph on the M1 motorway in England.

As so often happens with the history of Triumph, the Leyland takeover scuttled what could have been a class winning effort at Le Mans in 1962. The car, however, survives and represents another chapter in the Book of What If for British sports cars.

Source: [www.mossmotoring.com](http://www.mossmotoring.com)

[https://www.carstyling.ru/en/car/1961\\_triumph\\_conrero\\_le\\_mans/](https://www.carstyling.ru/en/car/1961_triumph_conrero_le_mans/)

1961



## Maserati 1961

3500 GT Touring coupe (3485 cm<sup>3</sup>)  
3500 GT Vignale Spider (3485 cm<sup>3</sup>)  
5000 GT (4938 cm<sup>3</sup>, 325 bhp)

Early 1961 some minor modifications of 3500 GT were made, many of which are optional. A five-speed ZF gearbox is standard. Introduction of the 3500 GTI with a Lucas direct fuel injection system with power increased to 235bhp. The first Allemano bodied 5000 GT, designed by Giovanni Michelotti, was displayed at the Turin Motor Show and became known as the 'Indianapolis' in honour of Maserati's victories at the 'Indy 500' in 1939 and 1940.



3500 GT Frua



3500 GT Spyder

Maserati 5000 GT by Michelotti

1961

## Allemano Maserati 5000 GT 1961 #103.020



## Allemano Maserati 5000 GT 1961 #101.028 "Indianapolis"



Allemano Maserati 5000 GT 1962



Coachbuilders from past to present Allemano Allemano Maserati 5000 GT

Allemano MaAllemano Maserati 5000 GT 1962 #103.046serati 5000 GT

The Maserati 5000 GT sports car was truly a car 'Fit for a King', for it was the Shah of Persia, now Iran, who instigated the making of this true supercar. Reza Khan Pahlavi, a great Maserati enthusiast, had apparently been greatly impressed with the performance of the 3500 GT after being taken for a drive by Maserati's test driver Guerino Bertocchi and it was the Shah who gave impetus to this project. This car became known as the 5000GT 'Shah of Persia' and gave rise to a limited production of 'custom made' 5000GTs designated Tipo 103 by the factory. While the Shah was taking delivery of his 5000 GT (#103.002) in Teheran, Maserati were displaying a similar 5000 GT 'Scia di Persia' (#103.004) at the Salone di Torino. This car was purchased by Basil Read, a South African businessman and owner of the Kyalami race circuit.

All 34 5000 GTs carried custom coachwork by Italy's coachbuilders: Frua, Touring, Pinin Farina and Bertone were among those to fashion bodies for the 5000 GT chassis. However, Allemano, a small coachbuilder with a long association with Maserati, fashioned, what many consider the most elegant and coherent design of all - one which suited the car's aggressive performance and air of exclusivity. The design was penned by Giovanni Michelotti and his characteristic touch shows through in each line, long overhangs and thoughtfully executed details.

The first Allemano bodied 5000 GT (#101.028) was displayed at the Turin Motor Show in 1961 and became known as the 'Indianapolis' in honour of Maserati's victories at the 'Indy 500' in 1939 and 1940. This car is important as it was the basis for the 'production' 5000 GTs. Allemano built 22 examples. After the 'Indianapolis', three more were built that year. In the following year, 12 cars were built, a further 4 cars in 1963 and another 2 cars in 1964.

Coachbuilders from past to present Allemano  
Allemano

Carrozzeria Allemano was an automobile coachbuilder in Turin, Italy, founded in 1928 by Serafino Allemano.

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1961



Anche cosparsa di gocce di pioggia, mantiene il suo fascino e la sua eleganza. E' una splendida Lancia Appia Lusso Vignale, perfettamente conservata da un proprietario d'eccezione.

**The Lancia Appia Lusso Vignale** shows its elegance also in the rain. Was built in production around the year '61.

# Maserati Sebring 3500 Series I/II/III (1961-)



1961

## Michelotti BMW 1500 (- 2000)



<https://www.classicandsportscar.com/gallery/24-memorable-michelotti-classics>

1961



**Maserati 5000GT - Ghia-Michelotti - 1962** - Pebble Beach, 1999

[http://www.maserati.org.au/gallery/MASERATI/ROAD\\_Cars/5000GT\\_gallery.html](http://www.maserati.org.au/gallery/MASERATI/ROAD_Cars/5000GT_gallery.html)  
[http://www.maserati.org.au/images/MaseratiPhotos/ROAD\\_Cars/5000GT/5000GT\\_62Michelotti\\_BrenerPB99.jpg](http://www.maserati.org.au/images/MaseratiPhotos/ROAD_Cars/5000GT/5000GT_62Michelotti_BrenerPB99.jpg)

1962

## Allemano Maserati 5000 GT 1962 #103.034



Coachbuilders from past to present Allemano Allemano Maserati 5000 GT  
Allemano MaAllemano Maserati 5000 GT 1962 #103.046serati 5000 GT

The Maserati 5000 GT sports car was truly a car 'Fit for a King', for it was the Shah of Persia, Reza Khan Pahlavi, a great Maserati enthusiast, had apparently been greatly impressed by Maserati's test driver Guerino Bertocchi and it was the Shah who gave impetus to this and gave rise to a limited production of 'custom made' 5000GTs designated Tipo 103 by the Maserati factory. (#103.002) in Teheran, Maserati were displaying a similar 5000 GT 'Scia di Persia' (#103.003).

Read, a South African businessman and owner of the Kyalami race circuit. All 34 5000 GTs carried custom coachwork by Italy's coachbuilders: Frua, Touring, Pinin Farina and Allemano. The Allemano body was built on the Maserati 5000 GT chassis. However, Allemano, a small coachbuilder with a long association with Maserati, had a coherent design of all - one which suited the car's aggressive performance and air of exclusivity. The characteristic touch shows through in each line, long overhangs and thoughtfully executed details. The first Allemano bodied 5000 GT (#101.028) was displayed at the Turin Motor Show in 1959. This car is important as it was the first Maserati to be bodied by Allemano. Maserati's victories at the 'Indy 500' in 1939 and 1940. This car is important as it was the first Maserati to be bodied by Allemano. After the 'Indianapolis', three more were built that year. In the following year, 12 cars were

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1962



## OSCA 1600 Michelotti (1962)

OSCA

Kleiner italienischer Produzent von Rennsportwagen unter der Leitung der Gebrüder Maserati.

Einzelanfertigung

Technische Daten

Technische Daten sind nur auf höheren Benutzerstufen verfügbar.



# Allemano Maserati 5000 GT 1962 #103.032



© Photo by Michel Weber



© Photo by Michel Weber



© Photo by Michel Weber

Coachbuilders from past to present Allemano Allemano Maserati 5000 GT  
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1962

# Allemano Maserati 5000 GT 1962 #103.046



© 2010 Paweł Litwinski - Courtesy of Gooding & Company



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## Coachbuilders from past to present Allemano Allemano Maserati 5000 GT Allemano Maserati 5000 GT 1962 #103.046

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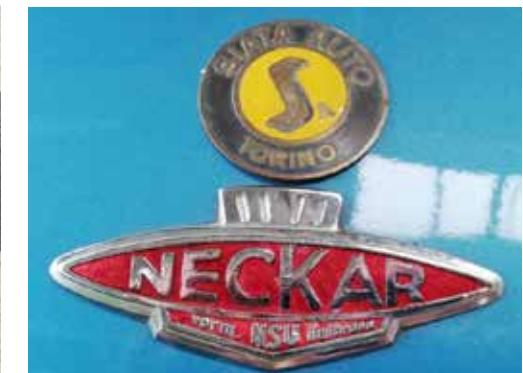
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# Neckar Mistral 1500 TS

After WW2, Fiat concentrated its efforts on supplying reliable, low-cost products to the high volume market, leaving others to serve the needs of the high-performance sector. Thus customers wanting increased performance from their FIAT had little option but to turn to independent tuning concerns such as Nardi and SIATA. SIATA (Societa Italiana Auto Trasformazioni Accessori) was founded in 1926 by Giorgio Ambrosini and specialised in modifying and tuning Fiats.

SIATA placed a small series of vehicles on the market that were directly derived from the Fiat 600 and 1100 models. Encouraged by these experiences, with the launch of the Fiat 1300/1500 medium saloon, SIATA prepared a streamlined coupé derived from this car, the bodywork of which was the work of **Michelotti** and was inspired by one of his fuoriserie built on a Jaguar XK140 chassis. The 1300TS and 1500TS naturally had an upgraded engine compared to the standard one and decidedly sportier finishing: the 1500 went from 73 to 94 horsepower.



# SIATA 1500TS



SIATA 1500TS (1962), CHASSIS N. 0108103, ENGINE: 4 CYLINDER, DISPLACEMENT: 1481 CM3, POWER: 94 BHP, BODY STYLE: COUPE', A VERY RARE "FUORISERIE"; The "Società Italiana Applicazione Trasformazioni Automobilistiche" (SIATA) was founded in Turin in 1926, and the name already contains a statement of intent to which it has remained faithful for almost fifty years. The first study of a complete SIATA vehicle dates back to 1948 and it was launched in 1949 with the name of "Amica": it had a tubular chassis and the tuned engine of the Topolino. The Daina came out in 1950, a splendid two seater spider and, in 1952, things got more intent with the 208 that was fitted with a Fiat 8V engine which was, however, equipped with a specific five gear transmission. In the meantime, SIATA placed a small series of vehicles on the market that were directly derived from the Fiat 600 and 1100 models. Encouraged by these experiences, with the launch of the Fiat 1300/1500 medium saloon, SIATA prepared a streamlined coupé derived from this car, **the bodywork of which was the work of Michelotti** and was inspired by one of his fuoriserie built on a Jaguar XK140 chassis. The 1300TS and 1500TS naturally had an upgraded engine compared to the standard one and decidedly sportier finishings: the 1500 went from 73 to 94 horsepower. Very limited quantities of this model were built and certainly only a very few examples survive today. The vehicle proposed here, which still has its original five figure number plates, is characterized by the sporty fittings that also include two valuable Jaeger instruments of the same type as those used on the Ferraris of the period. The 1500 TS cost 1,850,000 Lire: exactly the same as a saloon of a superior class like the Lancia Flavia 1800. In comparison the Fiat 1500 saloon from which it was derived only cost 1,250,000 Lire and the Flavia Coupé 2,560,000 Lire. This 1500TS has no bumpers which, in any case, are easy to find as they are the same ones used on the standard Fiat saloon. It has a very sporty red livery with black interior and is in very good order mechanically as every part has been checked. The vehicle is in excellent mechanical condition but for safety reasons, we advise the purchaser to have it checked over and to replace the fluids, filters and perishable elements.

# 1962 Moretti Fiat 2500 SS Coupe



<https://www.carrozzeri-italiani.com/listing/fiat-2500-ss-coupe-moretti/>



COUPÉ "MORETTI 2500 S.S."

Derivata autotelaio **FIAT** 2300



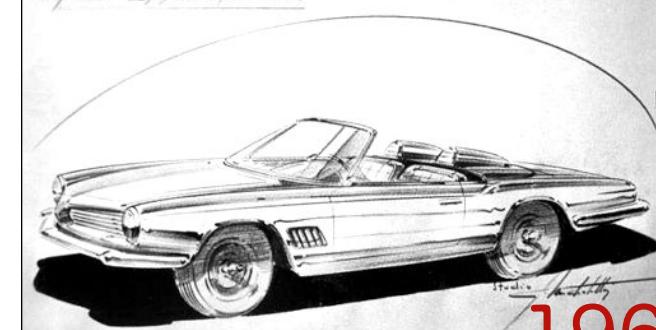
<https://www.facebook.com/GarazsMagazin/photos/pcb.1250982615072496/1250982288405862/>



<http://www.quattrofino.com/cars/1962-moretti-2500-ss.html>



1962 Fiat 2500 SS



[http://www.classiccarcatalogue.com/MORETTI\\_1962.html](http://www.classiccarcatalogue.com/MORETTI_1962.html)

1962

# 1962 Hino Contessa 900 Sprint

20260124 Added



# Triumph Spitfire



Triumph Spitfire 4 (Mark I) - 1962



Triumph Spitfire Mark II - 1965



Triumph Spitfire Mark III - 1967



Triumph Spitfire 1500 - 1974



Triumph Spitfire Mark IV - 1970

1962

## Allemano Maserati 5000 GT 1962 #103.040



Coachbuilders from past to present Allemano Allemano Maserati 5000 GT

Allemano MaAllemano Maserati 5000 GT 1962 #103.046serati 5000 GT

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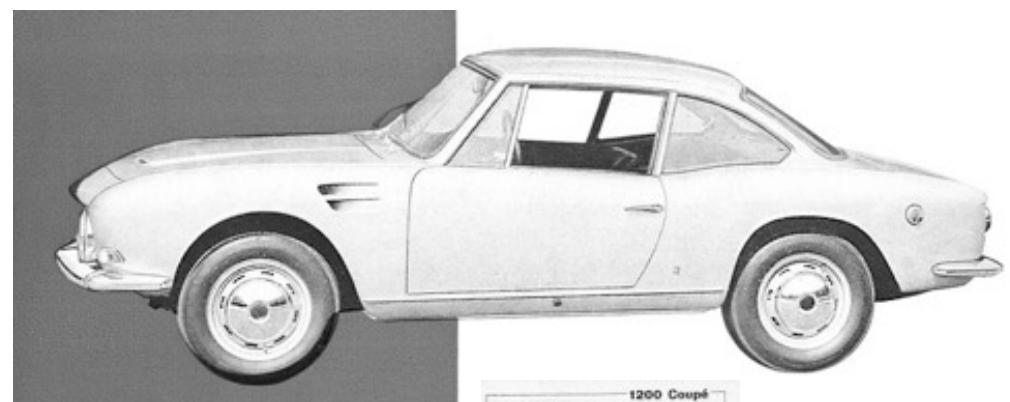
Neckar St. Trop (OSI 1200)



OSI 1200 Coupe



Neckar St. Trop / Osi 1200



OSI 1200 Coupe



Prospekte Osi 1200

1964 - 1966

## Neckar St. Trop / OSI 1200 Cabriolet und Coupe

Fiat hatte 1963 den Bau des offenen 1200er eingestellt, aber der Motor und das Fahrwerk wurde in Form des Fiat 1100 D weitergebaut.

OSI sah die Marktlücke und ließ von Michelotti einen Zweisitzer auf der Basis des 1,2 ltr. Fiat 1100 D entwerfen, der ab 1964 als Spider und Coupe in kleiner Serie gebaut wurde. Von der Deutschen Fiat wurde der OSI als Neckar St. Trop verkauft.

[http://www.zuckerfabrik24.de/fiat/fiat1200S\\_2.htm](http://www.zuckerfabrik24.de/fiat/fiat1200S_2.htm)

1964

# Triumph Fury



The Triumph Fury was a two-door convertible prototype by the Standard-Triumph Company of Coventry. It was the first monocoque sports car to be made by Triumph. Body design was by **the Italian stylist Giovanni Michelotti** and the car used components from the 2000 saloon including the 2.0L 6-cylinder engine of the time, although the use of the 2.5L 6-cylinder or the 3.0L Triumph V8 was possibly intended, had the car gone into production. The car lost out to the continuation of the separate-chassis TR series, with the Triumph TR5 being introduced in August 1967. The decision by Triumph to not develop the car was due in part to the reluctance to invest in new production line and tooling facilities required to manufacture the model, in favour of continuing with the simpler manufacturing of the separate body and chassis design of the TR series. The prototype still exists and is owned by a classic car rental business.





### Fiat 1500 Vignale by Michelotti

Giovanni Michelotti, one of the best designers of the 20th century, created this Fiat 1500 Vignale which his friend Vignale built in a small series. The 1964 built car is in outstanding condition an a true collectors car.

## Ford Anglia 105E Torino



The Ford Anglia 105E Torino was a car derived from the Ford Anglia 105E by the Italian arm of Ford during 1964 and 1965.

Although the Ford Anglia 105E was a good seller in Italy; it was Italy's best selling import in 1960 and 1961; the raked rear window and fins soon became unfashionable and demand for the car dropped alarmingly. The president of Ford Italiana was convinced that the raked rear window had to go and so a new design was requested.

The Ford Anglia 105E Torino used the chassis, doors, windscreens and all the mechanical parts of the Anglia 105E Saloon, but the outer body was of an all new design.

This new design was drawn up by Michelotti and built by Officina Stampaggi Industriali (O.S.I)

The number of Torino's sold in Italy was 1965 : 2847, in 1966 : 4220, in 1967 : 2032, in 1968 : 897 and in 1969 only 11.

The total number of Ford Anglia 105E Torino's built is unknown, but the number sold in Italy was 10,007

This makes the Ford Anglia 105E Torino quite a rare variant of the Anglia family.

## 1964 Abarth 2400 Coupe

Carl Abarth (Carlo) was born in Vienna in 1908 and his formative years were punctuated by the two world wars. In the aftermath of the first he started racing cycles and motorcycles, which resulted in his apprenticeship at Castagna, more notable for their coachworks, designing frames for them, and even constructing his own racing machine built around a Sunbeam 600cc unit. His motorcycle-racing career took off introducing him to the leading figures in motorsport including Porsche and Nuvolari, with whom he became long-term friends and he moved to live in Italy in the early 1930s adopting the Italian version of his name. He achieved numerous successes on two wheels, culminating with him becoming European champion before his career was ended by a near-fatal accident in 1939.

Carlo Abarth's fame lay principally in performance tuning and specialist work on small-engined cars; however he made a foray into the larger luxury sector of the market in the late 1950s, producing some few models during a five year period utilizing Fiat or OSCA-based engines. The first examples were exhibited at the Turin Show in 1959 with engines bored out to 1600cc and stylishly bodied by Michelotti initially and then by Allemano and Ellena (formerly Boano). Introduced at the same show were coupe and cabriolet versions bodied by Allemano on a larger 2200 Fiat floor-pan; to be followed two years later by an even larger engined version of 2400cc styled by Ellena, while Allemano was commissioned again for 1963. It is almost certain that these cars were produced as one-off or show-cars only, as so very few seem to have been produced or even survive.

The engine for the later six-cylinder cars was the stock Fiat 1961 production unit of 2300cc, which Abarth modified by boring out to 2400cc and his tuned version was reputed to have produced about 140bhp.

The car pictured here is believed to be the 1st production machine and made especially for the Geneva Show of 1964. Allemano designed the very stylish coupe coachwork and the elegant lines are perfectly offset by the cast-alloy wheels by Campagnolo. It is sold with three pieces of fitted luggage in black leather.

It was summed up by John Bolster for the "Autosport" Motor Show report as ... "a superb high-speed touring car of considerable luxury." The car has remained in the family ownership ever since and it is offered for sale on behalf of Mrs. Abarth.

This Abarth sold for \$39,123 including commissions at the Christie's Auction held in London, November 30, 1998. The basic package under the skin of this six-cylinder Fiat dates back to 1959. First built as a 2.1 liter and eventually as a 2.3L, these big Fiats were never imported officially, leaving most stateside enthusiasts with the idea that an early Sixties Fiat looked like a 600D or perhaps an 1100D sedan. It's unusual to find a big coupe like the 2300 as a recipient for the "Abarthization" more often applied to the 750-1000cc, rear-engined Fiats.

Still, this Allemano-bodied coupe fitted with Abarth-style Campagnolo wheels and a warmed-up Fiat pushrod six would be an appealing package to Abarth collectors or collectors of limited production cars with special bodywork. The auction house estimate of \$17-25,000 sounded reasonable for a car like this if it was in superb condition (the Abarth family ownership was also factored in to that price range, I'm sure). The buyer who raised his paddle at \$39,123 could have bought a Maserati 3500 GT (with Borranis) and something resembling real horsepower. This car was most likely purchased by an Abarth collector rounding-out his collection, and for whom the thrill of owning a one-off outweighed the extra dollars spent.-Michael Duffey.



1964

# 1964 Hino Contessa 1300 Sedan & Coupe

20260124 Added



1964

# Triumph TR4A

The Triumph TR4A is a sports car built by the Triumph Motor Company at its Coventry factory in the United Kingdom between **1965 and 1967**.

**The TR4A was an evolution of the Giovanni Michelotti styled TR4.** The car had been favourably received for its overall performance and many amenities but criticized for its harsh ride. The TR4's Hotchkiss drive system was replaced with an independent rear suspension, indicated by an "IRS" badge attached to the TR4A's rear.



<http://tr4a.weebly.com/giovanni-michelotti.html>



<http://tr4a.weebly.com/giovanni-michelotti.html>



1965



## Maserati Mexico 4.2

Originalzustand! Maserati 4.2 Mexico Coupe, 1/1971 sold to Vicenza/Italia, blue celeste met/pelle Connolly beige, LHD car, chassis AM 112 \*972\*, 63000 original Kilometres and never restored, 5 speed ZF, Borranis, Pirelli P5000, Autovox Radio, Air cond, toolkit, carcover, interieur like new and never restored, Maserati shortened the Quattroporte Chassis 11cm. Responsible for the sporty and Elegant design was Michelotti at Vignale. Top speed 240 km/h (149mph). Only 305 cars were built, anno: 1971 € 59.000

<http://www.passionauto.it/annunci/dettaglio.php?idannuncio=47753>

1966

## Maserati Mexico

Sales Period 1966 - 1973  
Design Giovanni Michelotti  
Riding capacity 4  
Body Type 2-door coupe  
Engine 4.7L (4.2L) V8 290 bhp (260Bhp)  
Transmission 5-speed MT  
3-speed AT  
Drive system FR  
Suspension Front: independent suspension  
Rear: Rigid axle

Length 4760mm  
Width 1730mm  
Overall height 1350mm  
Wheelbase 2640mm  
Tare 1450kg

Mexico (Mexico) is Italy's Maserati was the development and production, luxury sports [File: MaseratiMexicoSeries1 1969a.jpg](#) car .

[ edit ] Summary

1965, Turin Motor Show in Vignale of the two-door four-seater prototype announced. Designer Giovanni Michelotti. Maserati Chuburafuremu chassis to the 4.9L V8 engine, Masonry, Maserati 5000GT was so successful in the show has been produced for the delegates decided that the Maserati Limited immediately.

In 1966 the Paris Motor Show at the production model unveiled. The development codename Tipo AM112 (Tipo AM112), the name Maserati F1 car, Cooper Maserati of Mexico attached to commemorate the victory in the Grand Prix. The engine, the Maserati tradition of DOHC V8 at 90 V, the prototype engine capacity was slightly narrowed 4709cc, 290 maximum output hp / 5000rpm maximum speed 5-speed MT 240 via a - 250km / h boasted.

Consists of the design is very elegant body line Mikerottirashiku relaxed, sophisticated finish that is Maseratirashii. Interior luxury is highly oriented, seats, door panels, leather-covered to be the center tunnel, wooden dashboard, air conditioning, power windows, Saboashisutobenchireteddo four-wheel disc brakes are fitted as standard, this car concept have clearly emerged. AT, power steering, radio selection was not an option.

In 1969, a small type, I Quattroporte lineup to make a model from the 4.2L engine diverted.

In 1973, production ended. Total production was 482 units.





## Maserati Mexico 4.7

1966 to 1972, 483 units  
4.7-litre, V8, 300 PS  
top speed >240 km/h

Designer: Giovanni Michelotti of Vignale  
[en.wikipedia.org/wiki/Maserati\\_Mexico](http://en.wikipedia.org/wiki/Maserati_Mexico)

<http://fiveprime.org/hivemind/Tags/maserati,michelotti>

<http://www.flickr.com/photos/52124449@N07/5793736954>

<http://www.flickr.com/photos/52124449@N07/5793737654/sizes/l/in/photostream/>

<http://www.flickr.com/photos/52124449@N07/5793736336/sizes/l/in/photostream/>

<http://www.flickr.com/photos/52124449@N07/5517872002/sizes/l/in/photostream/>

1966



**Mexico Coupe**, 1/1971 sold to Vicenza in Italy, celeste blue and metallic beige Connolly leather, LHD car, chassis 972 112 \* AM \* Kilometres 63,000 original and never restored, ZF 5 speed, Borranis, Pirelli P5000, Autovox Radio, Air conditioning, toolkit, carcover, like new interior and never restored.

Shortened the Maserati Quattroporte chassis 11cm. Responsible for the sporty and elegant design was at Michelotti Vignale. Top speed 240 km / h (149mph). Were Only 305 cars built.

<http://www.oldandyoungtimer.com/Classic/4177/for-sale-maserati-mexico-4-2-coupe>

1966



## 1969 MASERATI, MEXICO [4700982-71284471584-7.jpg](#)

On the Vignale stand at the "Salone di Torino" in 1965 there appeared an original 2-door 4-seater prototype designed by Giorgetto Giugiaro. The

It's appearance at the "Salone di Torino" was very well received, so much that Maserati immediately made plans to put a version into production. The car, which, by the factory, was a derivation of that original prototype, was first displayed at the Paris Motor Show a year later.

The Mexico was powered by a 4,7 litre V8 engine (slightly lower in capacity than that of the prototype) producing 290 bhp at 5000 rpm, this gave the car a top speed of between 240 and 250 kph. In 1969, in the Maserati tradition, the Mexico was also made available with a "smaller" engine. This time the 4,2 litre V8 engine that powered the original Quattroporte I version. Production of the Mexico between 1966 and 1973 totalled 482, one with the 4,9 litre engine, 305 4,2 litre versions and 175 4,7 litre versions.

This Mexico has originally been delivered in Switzerland to Mr. J. Ostersetzer. He bought the car at 28 March 1969. After a complete restoration in the late 90s in Italy, he sold the car to one of our clients. In the period 2003-2005 the car has completely been restored. The car has lots of original details, like Maserati radio, new original brakes, power steering and Michelin XWX tires. The car comes with its complete history and a fully documented restoration story which is done by Geert Jan Peeters (Kampen, The Netherlands). A complete rebuilt engine has been fitted (done by Giuseppe Gandini, Modena, Italy). Other technically things are done by "Real Art on Wheels".

This might be the best Mexico for sale at the moment.

[http://www.collectioncar.com/detailed.php?ad=3147&category\\_id=1](http://www.collectioncar.com/detailed.php?ad=3147&category_id=1)

1966



1602 (2-door)

## BMW 1600 Sedan

Production	1966–1975
Body style	2-door Sedan
Engine	1.6L I4

The 02 Series two-door sports sedans came into being at the prompting of US importer Max Hoffman, who convinced BMW that a more attractive 2-door version of the 1500 would sell much better than that decidedly Teutonic sedan had thus far. BMW agreed and turned to Italian stylist Giovanni Michelotti, noted for such successes as the Triumph Spitfire and TR4, for a design.

The 02 Series that resulted bears little in common with the 1500 sedan save running gear. A two-door 1600 (also known as a 1600-2 or 1602) made its debut at the Geneva auto show in 1966[3] and was sold through 1975. Power output of the M10 was up to 96 hp (72 kW) gross with 91 lb·ft (123 N·m) of torque. Within two years Road & Track was sufficiently impressed by the \$2676 (US) 1968 1600 to call it "a great automobile at the price".

British motoring writer Archie Vicar described the car as follows (Modern Motorist, August 1966): "The 1602 has a 4-cylinder engine driving the rear. How odd to launch a small car but still send the power hindmost. Front-wheel drive is certainly the future. With little effort the box could oversteer, requiring armfuls of opposite lock to point the nose onto the right course. The brakes are discs up front and drums at the rear and seem to be pretty good at slowing down BMW's little biscuit tin."<sup>[4]</sup> Vicar's summary of the car mirrored the general scepticism of the British motoring press about BMW's chances of success. Britain still viewed its own motor industry as a source of national pride at this time: "Triumph have the sports car market well secured and will do so for a long time if BMW can't offer more than this small crate with its few fittings, old-fashioned engineering, hard ride and curiously designed door frames. If you want for more exotic fare, then hurry to a Citroen or Lancia dealer for more interesting machines."

[4]

A limited-production cabriolet was produced by Baur from 1967 through 1971. One of these rare specimens was featured in Katy Perry's music video for *Teenage Dream*. A 2-door sedan version, the 1600ti, featured the dual Solex PHH side-draft carburetors (as found on the 1800TI) and 105 hp (78 kW) for 1967 and 1968. A hatchback 1600 Touring model was produced in 1971 and 1972.

2002 (2-door)

## BMW 2002

Production 1968–1976  
Body style 2-door sedan  
3-door liftback  
Engine 2.0L I4

The 2002 is one of BMW's most famous automobile models. While the 1500 had begun BMW's reputation for sports sedans, the 2002 may be considered[who?] its ultimate incarnation. A two liter version of the Michelotti-designed two-door 1600, it cemented the company's reputation for compact sporting sedans and served as both forerunner of the BMW 3 Series and inspiration for the new 1 Series Coupe.[citation needed]

With its 1990 cc engine, it produced 108 bhp (81 kW; 109 PS) in the 2002ti, and 130 bhp (97 kW; 132 PS) in the high-performance 2002tii, offering a top speed of 185 km/h (115 mph). Although almost exactly the same in appearance the Tii had slightly larger wheels, larger front brakes, and a number of other mechanical modifications that made the car more fun and more desirable as a collector car. One result is that many of the highly desirable "tii"s appearing on eBay and sold throughout the country[where?] are fake; it is not uncommon to see tii engines installed in standard 2002s[citation needed] because there is a significant price difference between the two cars. The 2002 Turbo was launched at the 1973 Frankfurt Motor Show. BMW's first production turbo,[citation needed] it produced 170 hp (127 kW) at 5,800 rpm, with 240 N·m (180 lb·ft) of torque.

A three-door 2002, the Touring, was also available. The Touring was not a full station wagon, resembling a modern hatchback. BMW would not offer a Touring model again until the late 1980s, with the 3 Series. A cabriolet version was produced in small numbers by Baur of Germany, which to this day as IVM Automotive, continues to convert BMWs. This version was never sold in the United States although a number were brought in by diplomatic staff, and recently they can be imported so more have come over.



## DAF 44



<https://www.curbsideclassic.com/curbside-classics-european/automotive-history-other-european-deadly-sins-part-3-daf-66-or-how-to-turn-a-tulip-into-a-swede/>

The DAF 44 is a small family car that was introduced in September 1966 by the Dutch company DAF. It was the first car to be built at the company's new plant at Born in Limburg. **Styled by Michelotti**, it represented a cautious move upmarket for the company which hitherto had produced, for the passenger car market, only the smaller slower Daffodil model (subsequently rebadged as the DAF 33 to align with the form of nomenclature introduced with the 44).

[https://en.wikipedia.org/wiki/DAF\\_44](https://en.wikipedia.org/wiki/DAF_44)

1966

# 1966 Hino Contessa 1300 Sprint

20260124 Added



1966



**Triumph TR5 "Ginevra"**: questa vettura dovette sostituire la Triumph Stag al Salone di Ginevra del 1967 perché la Stag piacque troppo alla presentazione ai direttori della casa di Coventry e fu poi prodotta in serie. In quindici giorni (e quindici notte) Giovanni Michelotti con la sua equipe costruì questo stupendo spider.

The Triumph TR5 "Ginevra" was built in 15 days (and 15 nights) to replace the Stag which was put in large mass production. The car is still a prototype perfectly running: the owner driven it to the Raduno from Bern

# 1967 Ferrari 330 GT Michelotti

Coupe  
Coachwork: Michelotti  
Chassis Num: 9083  
Engine Num: 9083

This 1967 Ferrari 330 GT Four-Liter Michelotti Coupe was a rolling chassis produced by Ferrari and then given to the famous coachbuilder Michelotti to be finished. The result was nothing less than spectacular and unique. Though the coachbuilding practice was on the decline for many marques, selective customers still appreciated the art of customization. Such was the case with Luigi Chinetti, the North American Ferrari importer and NART team owner, who was able to convince Enzo Ferrari to revert to the 'old' practice. Chinetti's list of accomplishments includes a victory at the 1949 24 Hours of Le Mans and was an experienced driver with sophisticated and precise tastes. He had been able to convince Ferrari to deviate from standard production to create styles and designs that would appeal to the North American style. These became referred to as Chinetti Specials.

This example carries chassis number 90831967 Ferrari 330 GT Michelotti Image and was given a beautiful body by Giovanni Michelotti. It is a one-off 330 creation which began life as on a 2+2 chassis and converted into a two-seater coupe.

Since then it has had three owners. In 1987 Rob Drew commissioned a comprehensive restoration which lasted two years. Its original metallic blue color was replaced with the current burgundy. It was shown at the 1989 Pebble Beach Concours where it took second place. It was later auctioned at the 2003 Monterey Sports Car Auction and then again in 2006. In 2006 at the Exceptional Motor Cars Christies, Monterey Jet Center it was expected to fetch between \$300000-\$400000. At the conclusion of the sale, it had found a new owner at the price of \$345000.

By Daniel Vaughan | Mar 2007



1967



**Ferrari 330 Michelotti GT Coupe**

Goodwood FoS 2010 - Ferrari 330 GT Michelotti

<http://www.flickr.com/photos/tags/michelotti/?page=3>

1967



### Ferrari 330 GT Michelotti Coupe

V12 / 3.967 cc / 305 PS / 288 lb/ft (390 Nm) @ 5.000 / 0 - 62 mph (100 km/h): 6,8 s / Vmax: 150 mph (241 km/h)

<http://onlycarsandcars.blogspot.com/2010/09/ferrari-330-gt-michelotti-coupe.html>

1967



## 330GT Michelotti

Coupe. Burgundy/Crema. 5-speed, air, power windows, power steering. Show quality restoration on one-of-a-kind Grand Touring next image Ferrari. Second in Class at Pebble Beach.

Body Type  
2-Door Coupe

Engine  
V-12 SOHC-300hp

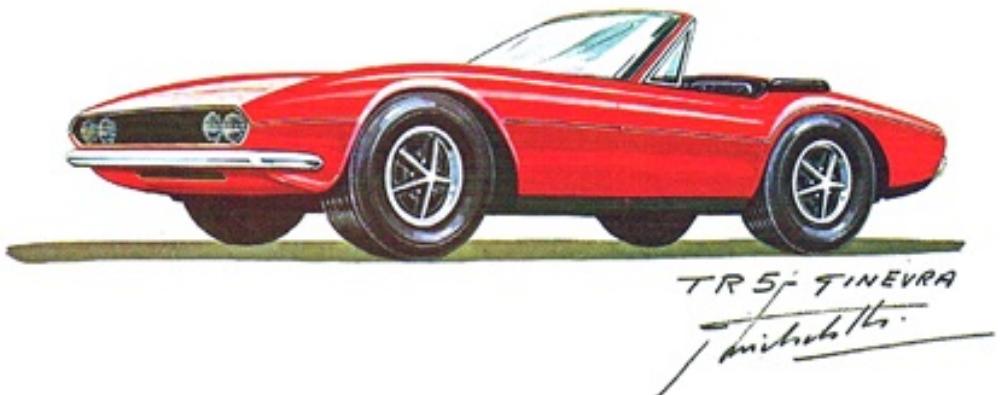
Transmission  
5-speed manual

Interior  
Creme Beige Leather

Exterior  
Burgundy



## 1968 Triumph TR5 Ginevra (Michelotti)



Just before the Geneva Motor Show in March 1968, Giovanni Michelotti was about to organise the presentation of the new Triumph Stag on his stand. But the Standard Triumph directors had a sudden change of mind and decided to put the Stag on the official Triumph stand. This left Michelotti with a vacant space. He had to react quickly, and decided to design a prototype, which he presented as the evolution of the TR5 – the future TR6! Employees, friends and family members burned the midnight oil for 15 days and 15 nights to prepare this prototype called the TR5 Ginevra (Geneva in Italian). Michelotti obtained a TR5 chassis from the factory to build his prototype numbered X760 (prototype) as well as a 2-litre straight 6 engine (not the 2.5 version) fitted with Lucas injection. It had a standard 4-speed + overdrive gearbox. After the show the Standard Triumph management entrusted the Karmann bodywork company with the task of designing the future TR6. The TR5 Ginevra remains a one-off much to the delight of its present-day owner.

This was the personal daily car of Giovanni Michelotti for some years after construction.

Source: [www.tr5passion.com](http://www.tr5passion.com)



Very Rare **Michelotti 850 Shelette** SOLD (1969)  
for sale, only 80 exemplare and very good condition  
25000€  
Advert Type: For Sale  
Category: Classic Cars  
Make: Fiat  
Model: michelotti 850 shellette  
Year: 1969  
Country: France  
Status: Private

# Austin Apache



The Austin Apache was designed by [Michelotti](#) in 1970, alongside the almost identical Austin Victoria, and was produced by Leyland South Africa at its Blackheath plant from 1971 until the mid-1970s.



## Lancia fulvia elaborazione michelotti squadra corse

contatta l'utente

Lancia Fulvia | Anno 1972 | Cambio Manuale | Carburante Benzina | Euro 1

<http://annunci.ebay.it/annunci/auto/caserta-annunci-maddaloni/lancia-fulvia-elaborazione-michelotti-squadra-corse/6145945>

1972



## Ferrari - 365 Daytona Spider NART Michelotti For Sale (1972)

The example presented here is an original Daytona Spyder, the 71st car built of a total 121. It is an original left hand drive model built for the United States market. Inspection of the build records reveals the original paint color was light red with black leather seats and a full black interior, air conditioning. Upon completion by Ferrari, 16467 was sent to Modern Classic Motors, Reno, Nevada. It was then promptly sold to a Mr. Greer.

In 1975, while being used in the filming of the movie "A Star is Born" (Warner Bros, Kris Kristofferson, Barbara Streisand), it was damaged. Upon needing substantial repair, 16467 was sold to Luigi Chinetti who repaired the car at an internal cost of \$6,000. Instead of repairing the bodywork in its original style, Luigi Chinetti commissioned Giovanni Michelotti to design and execute a special one-off body for the car. The approach to the design and construction of the car is in that typical "carrozzeria tradition"; the customer, not the maker, has gone to Michelotti, to ask him to design and build a limited number of cars. Although the Ferrari Daytona, is out of production at Maranello, Luigi Chinetti gave Michelotti the task to come up with a contemporary, exclusive spyder. Although neither probably knew it at the time, this was the last car the great Giovanni Michelotti ever designed.

Due to the large 12-cylinder engine in the front, Michelotti found designing the front a challenge, but with a thin bumper, pop up lights and straight but clean lines, Michelotti masterfully solved the problem. The interior was also redesigned with simple but contemporary lines, while maintaining a rather classic layout for the original, factory mounted instruments. The upholstering of seats is in leather, and inserted in the fascia and door panels is a warm dark brown cloth. The beige soft top is a conventional convertible design, as the car is expected to be driven in warm and sunny climates.

The newly redesigned Michelotti NART Spyder was proudly displayed on the Michelotti stand at the Torino Motor Show in 1980. From that point on, 16467 has been in the tight clutches of just a few collectors in the United States and today remains in very presentable overall condition, ready to be driven and enjoyed at all speeds.



## 1972 Fiat Flares (Michelotti)

Again a star's name in Michelotti's firmament! First presented at the 1971 Turin Auto Show and reproposed to the Geneva '72 visitors with slight changes to the tail lights (now flush with the body and no more recessed), is in time the last custom body prototype signed by the Turinese coachbuilder.

This 2 + 2 "berlinetta" is built around Fiat 132 chassis leaving its underbody and mechanics unchanged, and therefore the wheelbase, while the wider wheels do slightly augment the treads.

The suspension run has been reduced by 4 cm, but the only change of some importance regards the replacement of the gas tank with a greater-capacity one (75 L) located above the rear axle in a safer place. In the meantime the shortening by 33 cm of the rear overhang has entailed the relocation of the sparewheel from horizontal to vertical position across the tail.

Which further reduces the space available for luggage transportation, however compensated for by the possibility to obtain an additional loading plane surface by lowering the rear squab.

Worth noting is the arrangement of the instrument panel, gathering all controls within driver's reach; together with the quality of materials and upholstery layout, it provides the interior trimming of the Flares with the styling distinction lacking on the production sedan.

Like the 1971 Pulsar, the Flares was based on the Fiat 132, and was built to study aerodynamics and safety. Presented at the 1972 Turin Auto Show, the Flares was characterized by the taillights which wrapped around to the sides of the body, and the large side signal indicators. The "sawn-off" rear deck and bumpers were carry-overs from the Pulsar, which, like the Flares, seated four people. On the Flares, however, there was no all-round protective buffer.

Source: [www.conceptcars.it](http://www.conceptcars.it); Concept Car Central



## 1976 Fiat City Car (Michelotti)

Michelotti Vettura Urbana, 1976

A magic game.

First city car with sliding doors. Four seat one box car, 26 cm shorter than the Fiat 126 of which it uses the mechanics.

The 4-seat Fiat 126-based City was intended for use in urban areas. The body, with two large sliding doors and flexible bumpers, was smaller than the original 126, with a 66-inch wheelbase, a 110-inch length, and a 54-inch width. The doors slid along rails which continued onto the doors themselves as a decorative stripe.

Source: "Dream, cars of the future since 1950" exposition, Turin, 2008; Concept Car Central



1966 Hino Contessa 1300 Sprint vs. 1967 Ferrari 330 Michelotti GT Coupe (1/3)



1966 Hino Contessa 1300 Sprint vs. 1967 Ferrari 330 Michelotti GT Coupe (2/3)



1966 Hino Contessa 1300 Sprint vs. 1967 Ferrari 330 Michelotti GT Coupe (3/3)

## ALLEMANO (Carrozzeria Allemano) (1928 - 1965)

En 1928, Serafino Allemano, estableció en Turín, Italia, un taller de carrocerías de automóvil y le puso el nombre de "Carrozzeria Allemano".

La actividad de Allemano pasó desapercibida hasta después de la Segunda Guerra Mundial. A finales de los años 40 y durante los años 50 y 60, Allemano llegó a hacer varios coches basados en sus propios diseños, y en algunos casos, diseños realizados por terceros, como por ejemplo Michelotti.

Algunos de sus mejores trabajos fueron realizados en coches como el Ferrari 166S en 1948, el Alfa Romeo 2500 en 1950 o el Lancia Aurelia en 1952. El Cisitalia 202 Berlinetta de 1951 era un diseño de Scaglietti.

Para Fiat, Allemano creó en 1954 tres Fiat 1100 TV diseñados por Michelotti, el Fiat 600 (1955-1958), algunos Abarth 750, el Fiat 850 y el Fiat 2200.

Para Maserati hizo 21 Maserati A6G 2000/54, también diseñó el prototipo del 3500 en 1957, e hizo 22 Maserati 5000 (1959-1965), muchos de ellos eran diseños de Michelotti.

También carrozó un Jaguar XK140, un Panhard Dyna 750 Coupe (1952), un Aston Martin DB2/4 (1953), algún Renault Dauphine especial (1957-1958) y algun ATS 2500 GT (1963-1964).

En 1965 interrumpió la actividad.



# ALLEMANO (Carrozzeria Allemano) (1928 - 1965)

Allemano Fiat 1500 Spyder 1963



Allemano Lancia Appia Coupe 1956



Allemano Fiat 600 1958



Coachbuilders from past to present Allemano  
Allemano

Carrozzeria Allemano was an automobile coachbuilder in Turin, Italy, founded in 1928 by Serafino Allemano.

Allemano made various cars based on their own designs, and in some cases, externally made designs, such as those by Michelotti. Some of the earlier cars were Ferrari 166S, Alfa Romeo 2500 and Lancia Aurelia. For Fiat Allemano created three Fiats 1100 TV, some Fiats 600, 850 and 2200 and a few Abarths 750. For Maserati it made 21 Maseratis A6G 2000/54, prototype designs for Maserati 3500 (1957), and 22 Maseratis 5000 GT (1959-1965), many of these designed by Michelotti. There was also a Jaguar XK140, an Aston Martin DB2/4 (1953) a Panhard Dyna, as well as Renault Dauphine specials. Carrozzeria Allemano ceased to exist in 1965.

Allemano Fiat 600 Coupe 1955





[https://ja.wikipedia.org/wiki/ボルボ・PV444#media/ファイル:Armaturen\\_PV544.jpg](https://ja.wikipedia.org/wiki/ボルボ・PV444#media/ファイル:Armaturen_PV544.jpg)



1964 - Hino Contessa 1300 (PD200)



[https://en.wikipedia.org/wiki/File:Innenraum\\_Fiat\\_1300.jpg](https://en.wikipedia.org/wiki/File:Innenraum_Fiat_1300.jpg)



Hino Contessa 1300 (One of Concepts)

20260126 Added