

Event>>goodwood: Exotics On The Grass

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The Goodwood Festival of Speed attracts some of the coolest cars on the planet and some of rarest. The Cartier "Style et Luxe" exhibition had two sub themes that combined these two qualities, cool and rare. Titled "Dawn of the SuperCar" and "The Shape of Things that Never Came" the participants drew crowds who appreciated the presence of some really special machines.



In the first category there was a good example of how letting the emotions get the better of common sense will cost a lot of money. After an almighty row in 1961 a group of disaffected workers left Ferrari to set up a rival, Automobili Turismo Sport, or ATS. Led by Carlo Chiti and Giotto Bizzarrini they made a disastrous entry into F1 and as a sideline produced a mid engine V8 coupe. Only 12 cars were said to be completed and are as might be expected extremely rare. The organisation lasted no more than 2 years with Chiti going on to form Autodelta and Bizzarrini making his own cars.



A much more successful concept car is the 1971 Lancia Stratos HF Prototipo that was displayed in its bold orange livery.



Powered in the end by a V6 Dino Ferrari engine the descendants of the car went on to score many race and rally victories. Even some 30 plus years on the car has a dramatic effect on all that see it.



After the failure at ATS Carlo Chiti joined Autodelta which then became the Competitions Department for Alfa Romeo. In 1967 the Italians launched the Alfa Romeo 33 Stradale which was based on the racing car of the same name.



Featuring dihedral doors and curved windows the car is the very epitome of 60's Italian chic.



Giotto Bizzarrini also continued in the supercar business after ATS' demise producing cars that bore his own name, including 4 mid engined cars intended for racing but aside from an unsuccessful Le Mans effort in 1966 this came to nothing.



This particular car, the Manta, became the basis for the initial project of ItalDesign, Giorgetto Giugiaro's design house. Truly a one off now restored to full glory.



A mix of Italian flair and American muscle created the elements for the De Tomaso Pantera. This example, the Series II prototype, made its debut in 1974 and was powered by a V8 borrowed from the Ford Mustang and the 5-speed transmission came out of a GT40. The reasoning was to mass-produce these easily assembled cars but the oil crisis of the 70's put paid to that plan and Ford soon abandoned the project.