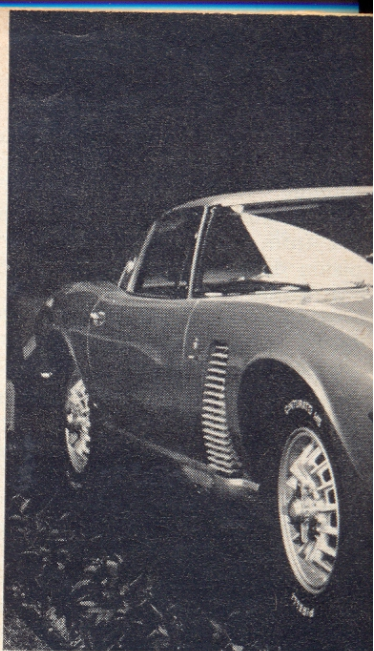
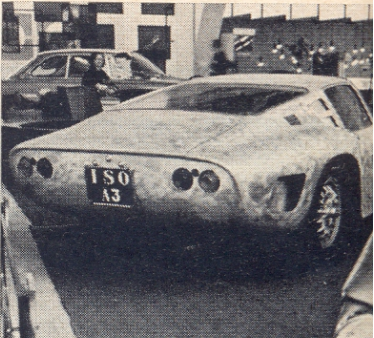


# TURIN 45° SALON Internazionale Dell'Automobile

STORY & PHOTOS BY HENRY N. MANNEY



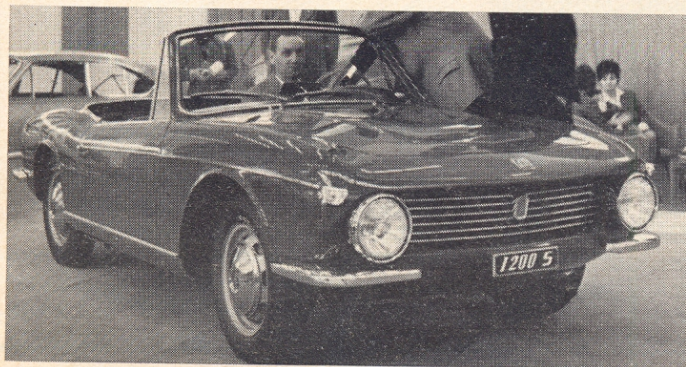
Iso A-3 with body by Drogo is a titition version of this month's Iso road test car and the GT above.



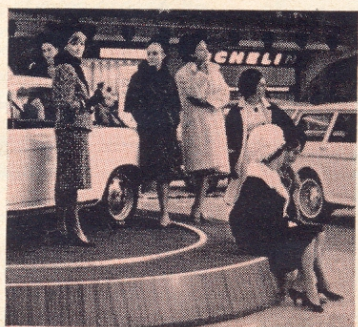
The coachbuilders, great and small, who create the world of automotive *haute couture* . . . that, gentlemen, is why the world comes to Turin

I DON'T KNOW why the editor doesn't get somebody from *Vogue* to do Turin. Generally speaking, the mechanical novelties are few and far between (not that I don't miss half of those anyway), new production machinery has been introduced earlier in the year, and the heavy vaporings about penetration of foreign makes or increased sales in the Central African market can be copied straight off the press release. All that remains are *haute-couture* discussions about the cut of somebody's grille, whether X's headlight lapels

Fiat 1200 Spider is by Osi, a relatively unknown coachbuilder.



have been borrowed from Y, if Z is showing that little black berlinetta again with a different fender length, and what the possibility is that the leading carroseries (even as Chanel, Bohan and St. Laurent) will set a trend which will be copied by others in the coming season.



There is the same sort of jealousy, such as not letting Michelotti into the exhibiting organization, the same sort of surreptitious borrowing, the same sort of warmed-over tripe, and inevitably common bad taste. Even as in fashion reporting, words are insufficient to describe the overall impact of a design. Photographs aren't much better, showing as they do a highly polished special

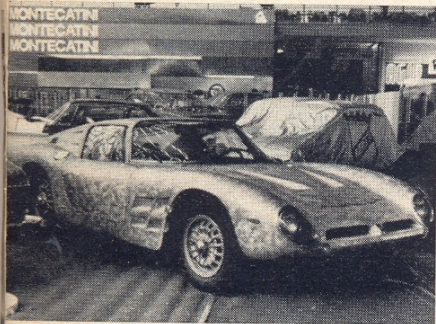
case all bound in and tied down at the back; the final truth only comes when it is seen live on the street with occupant. A suit or car which excites much comment in the salon by reason of daring cut may give onlookers the screaming abdabs parked in front of a bistro. There are times and times for that sable coat.

With such an attitude in mind, suppose we do the production machinery first and get that over with. Fiat, still hiding its replacement for the 600, contented itself with offering mechanical refinements and servo brakes on the 1300 and larger models. As Fiat makes quite good cars already, there is no reason really to change just for the sake of change. One





Iso A-3/L "Grifo" carries Bertone coachwork, as does standard 2+2. Headlights swing forward when in use.



can always look at the spectacular model-girls that Fiat trots out each year.

Just a little bit further uptown, Lancia kept the same outward shape as well but formally presented to the public the bored-out Flavia and Flaminia range in new colors. Flavia mechanical components also made their appearance in a commercial vehicle, the fwd Super-Jolly offering considerable cargo space, coupled with remarkable ease of loading via its low bed. Just the job for quality racing car transport. At Alfa, the new Giulia GT was of course shown to the Italians for the first time but better news for the competition minded was that the "tubolare" all-independent Giulia Zagato (slightly modified in the grille and rear bumpers) would now be produced, *omologato*, and sold in reasonable numbers.

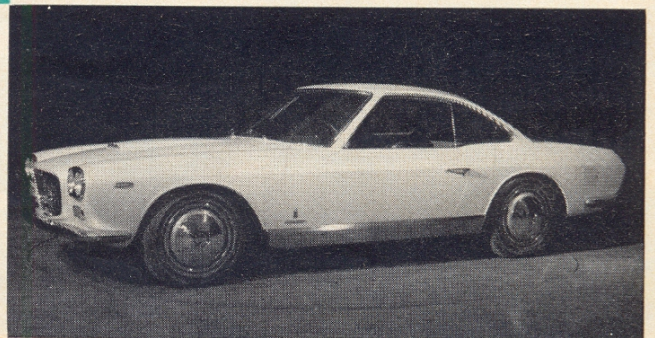


Among the specialist manufacturers on the main floor, Auto-Bianchi stepped up a notch from its chunky little 500 Fiat-based townsters, bringing out the 600-powered Stellina. Drop-snooted and torpedo-shaped, this little plastic roadster will sell at a competitive price for that sort of thing in Europe and is certain to be in demand as a Lydie's Runabout. Perhaps those customers who plan to go a bit quicker to the Riviera can take it over to Abarth, where they had in the flesh the bored-out "595" Fiat good for 75 mph and the

two Simca-Abarth 1150 sedans reported on at the Paris Show. Going a bit bigger, Innocenti was drawing a sizable crowd with its cleaned-up version of the Morris 1100, Morretti showed the same 2300 coupe as in 1962 but now as a convertible (or is it the other way around?), and Siata had 1500 and 1500 TS coupes, sold in Germany as the Neckar-Fiat, that betrayed considerable resemblance to the Triumph 2000 around the front end. Ferrari, for the first time in living memory, had nothing new to make us drool besides the 250-LM shopping-car, although there was a slightly changed Superamerica on Pininfarina's stand. A big GT is planned, along with a new 2 plus 2, and we will know more after his conference in January.

There were new big-bangers, but they came from across the hall. Iso-Rivolta, besides a quasi-competition coupe on

Elegant Lancia Flaminia coupe was in Pininfarina exhibit.



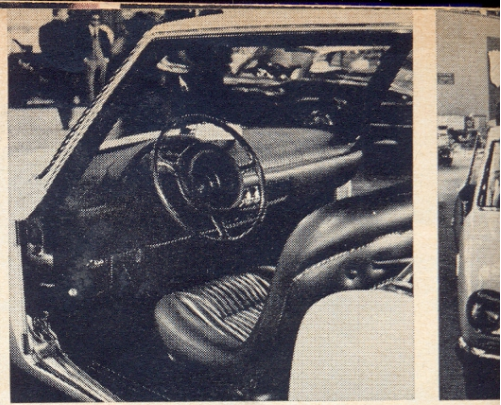




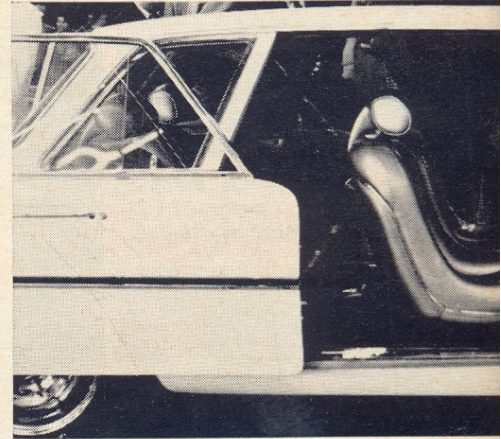
# TURIN

## 45° SALON

### Internazionale Dell'Automobile



Pininfarina's "Sigma" was an exercise in design, a safety car. Interior is completely padded.

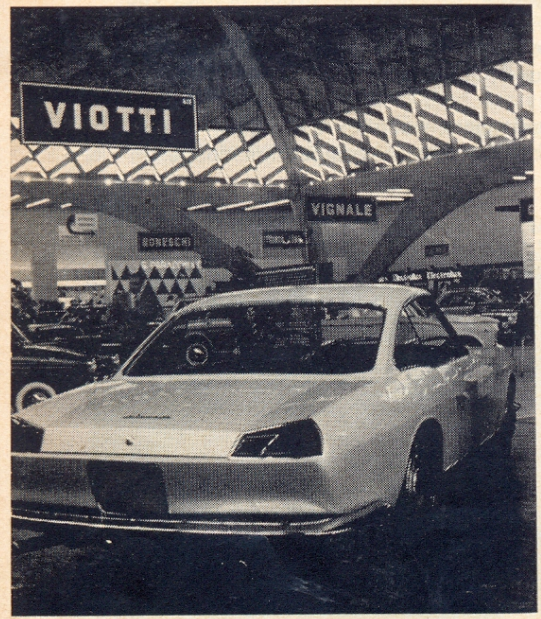


Bertone's stand, showed a hastily completed aluminum example of considerably more piratical shape on its own wicket. Banged out at the last minute by Piero Drogo of Modena to resemble his immortal "bread vans," this forceful coupe is definitely slanted toward competition, with Webers on crossover manifolds for the big set-well-back Chevy, Amadori mag wheels, tanks mostly fitted in along the sides or down low, and everything anchored well into the semi-monocoque structure. Big trunk, too, for the inevitable spares or tool box. M. Drogo informs me that this was built with Le Mans in mind . . . of course beating Ferrari is a trifle

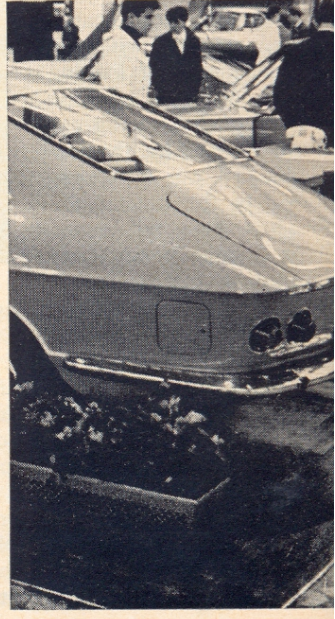
difficult but it has been done before. Cost? Between 7 and 8 million lire (\$11,200-12,800), at a guess.

The ancient house of Maserati, by comparison, has turned its back on racing (although profiting by the experience) and made a significant contribution to the luxury 4-door sedan market. After all, it isn't everywhere you can find a 240-bhp 4-liter dohc V-8, five speeds, disc brakes, and de Dion rear end in your daddy car. Maserati has had a Jaguar Mk 10 hanging around the works for some time, while the engineers saw what they did or didn't like, and it is interesting that they have decided (like Jaguar, Ferrari,

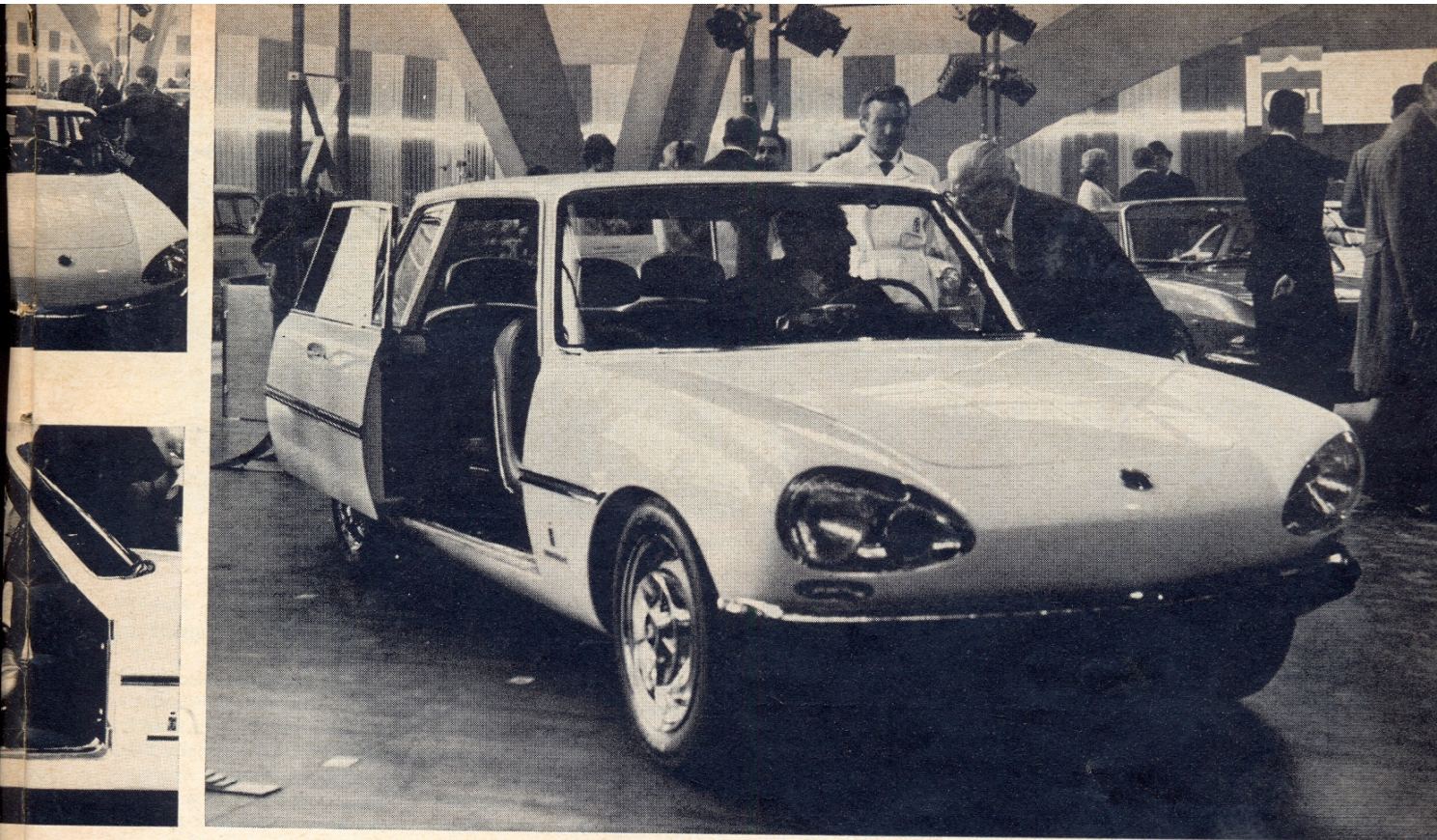
*Stern view of Pininfarina's Lancia.*



*Fiat 1500 by Vignale has crisp lines added to the jello mold.*





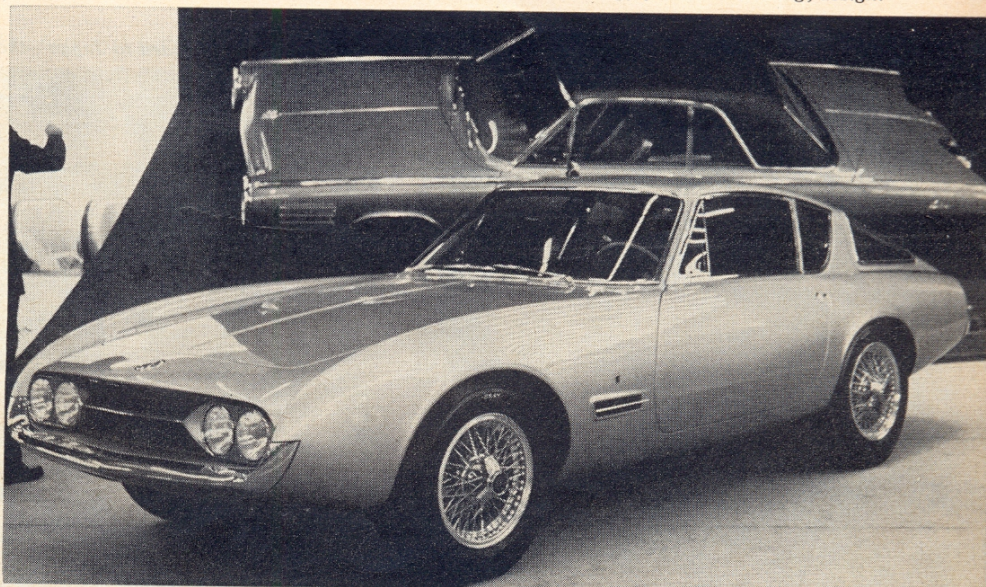
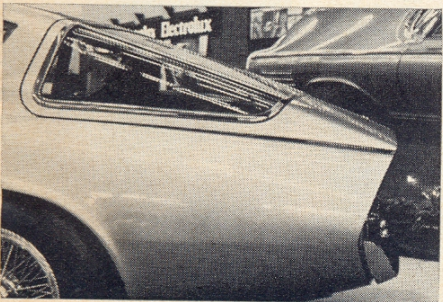


or Alfa) that race-bred ohc engines are also the best wear for private customers. Price is supposed to be about \$9100, and don't wait for them to make enough to homologate it. In case you need only two seats, Ing. Alfieri also revamped the venerable 6-cyl 3.5 GT with a new and shapely body for just a little bit more loot than the sedan. Maserati's financial health is now much better, thank you, and the only black aspect of their going straight is that the rumored 12-cyl GP engine may not now be seen.

Abarth is still race-oriented, though, showing a twin-cam F-II engine for sale and ATS had a new and slightly differ-

ent version of the rear-engined V-8 GT on tap. There were some long faces from Bologna (ATS) looking at the Ferrari 250-LM, but not as long as those we saw at ASA, where there was a definite smell of defeat. With the popular Giulias and Abarths close by, one can't expect that big a market for the Ferrarina. There is always someone else who is willing to try, however, and de Tomaso appeared at the Salon for the first time to show his Ford Cortina-engined Vallelunga sports. Very neatly done in the current mode (as was the young lady on his stand), this smooth silver roadster was backed by its chassis stuck on the wall for all to see. Some ➤➤➤

*Ghia's efforts on the Fiat 2300 produced a well executed and pleasing, if not outstanding, design.*

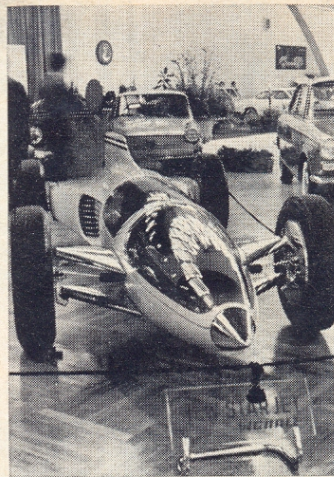




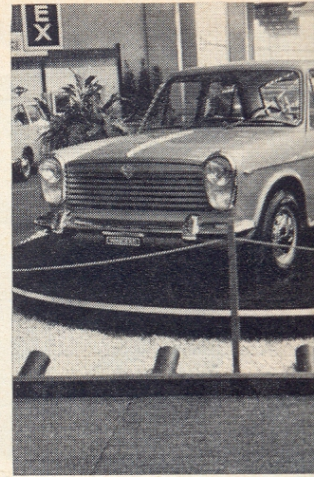


doubts were entertained among my colleagues about whether the engine held the frame together or vice versa but I am not engineer enough to tell. They said Chapman was crazy, too. In case de Tomaso needed reassuring, though, there was another new boy right across the hall called a Lamborghini. Backed by a wealthy tractor manufacturer (is there any end to the rich Italians who want to compete with Ferraris?) and laid out by an ex-Ferrari and ex-Maserati engineer, it also boasts a V-12 but with an increase in size to 3.5 liters and different layout of the inlet ports. To keep from looking like Ferraris, all the new contenders have to adopt bodywork which is easily recognizable, to say the least, but these profiles will make life easier for us if they ever come racing.

Among the furriners, Renault and Simca staged a brave showing with every possible model; they have every reason to, as Italy is now one of France's best customers in automobiles. After all, there must be Italians who get tired of just Fiats. Ford made a bid to increase its meager share, appealing to the Italian love of performance with the international range set out on what was clearly a racing track, headed by



Vignale's "New Jet Star."



Italian made (by Innocenti) M

Jo Schlessler's successful Ford-powered Brabham Jr. Nobody said anything about the Lola coupe, with Indy engine in circulating quietly at Monza.

At Rootes, they were trying to get the Imp's toe into Italy's market waters, offering on the other side of the stand the Sunbeam Alpine (with fins slightly trimmed by assemble Touring) as well as the plush Venezia that you already have read about. Brian Rootes (I know him personally) also confirmed that there would be big Fords in little Alpines, most likely put together by the fine old firm of Jensens in England. As the "Sunlaine" ["Thunderbolt" for the U.S. market.—Ed.] will have the Ford engine and gearbox but Salisbury rear axle, I rather imagine that it will be a street machine [Not entirely—Ed.].

Passing by the startling Corvair coupe, which would cause no end of comment if it were only Italian, and a Scaldia which looked like a Moskvitch to me but was dead cheap we went off to see how the Italians were taking to the newly introduced Triumph and Rover 2000s. The cheaper of the two seemed to be doing better, possibly because the Italian Rover importer thought that the Rover name was worth about \$1000 more. That it may, if nobody in Italy knows the UK prices, as there seems to be an awful lot of money about in what I would call a poor and overpopulated country. Perhaps in that case Milt Brown will find a few dozen customers for his Buick-engined [soon to be Fords, we hear

The Falcon "Clan" by Ghia.



Vignale's efforts extended to Japan—the Daihatsu.



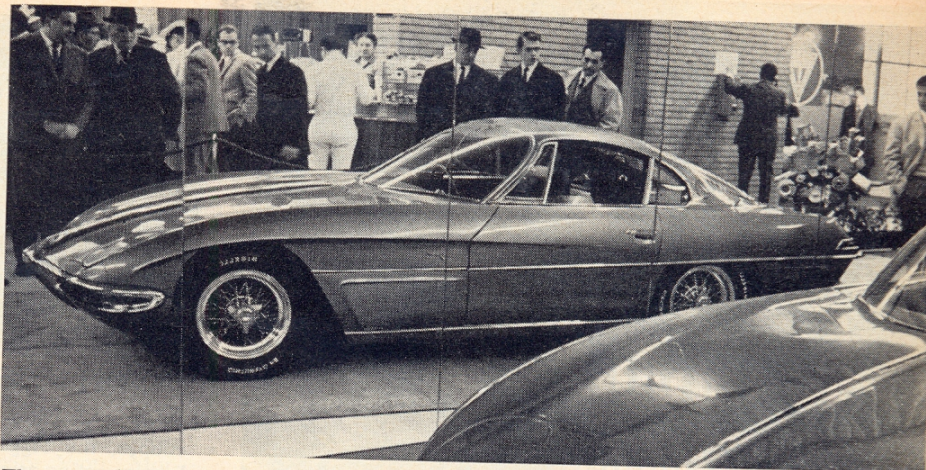
Maserati 3500-GT cou







100. Osca 1600-GT with body by Boneschi.



The mirrored reflection of the Lamborghini GT—Italy's newest Gran Turismo.

Apollo coupe. Certainly the trend seems to be for big slow-turning V-8s in businessmen's expresses. Wish I could afford one.

We have spoken before of the black hole of Calcutta in which the Italians hide their choicest examples of exotic carrosserie. One might think it was because the ripples would be safe from close scrutiny, as on the evening used-car-lots in Los Angeles, but in fact most of the offerings display very clean work. It's the production iron that needs to be down there. Even so, the radar nose of the Manney Mamiya took us straight to the Boneschi stand as a start to picture taking, a hectic affair when nothing is ready the night before and the hounds are about to be loosed any minute. Mebbe you know now why these show reports are so scrappy. Boneschi is always one of my favorites, however, and almost makes this mad business worthwhile. This time he had shaved an Alfa 2600 sprint even more rectangular than anyone else, finishing off the job by putting the headlights behind blue glass like a Parisian desk clerk. Chrome valances above the wheel arches showed that he was watching Mercedes or that Mercedes was watching him, wrap-around bumpers protected the immaculate white paint front and rear, and only the Alfa wheels and the round badge in the grille betrayed the car's ancestry. Vedly nice, as was the perennial Osca coupe which suffered a change of grille and headlights to bring it up to date. Osca has reportedly been bought by the

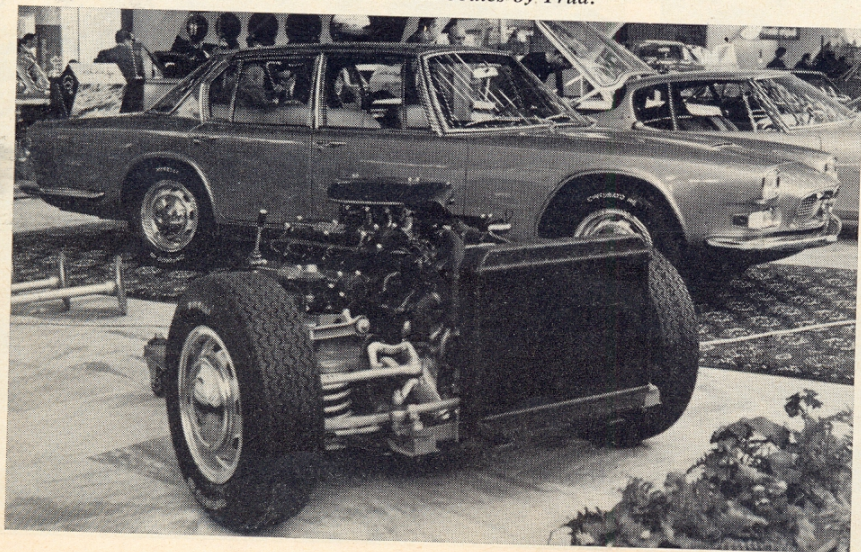
MV-Agusta motorcycle firm, which is said to have plans for racing F-II in 1965; perhaps now we shall see some Oscas on the road instead of only at the Show.

The next constructor of note was Ghia, who always seems to combine a mixture of good taste and bad as far as I am concerned. The Chrysler turbine car's body hung on the wall, a significant indication of the Turinese firm's long association with Detroit, while next to it was a very shapely Fiat 2300 coupe in silver with fashionable concave back end.

Finishing up the stand's offerings was a lurid Ford Falcon wagon with grilles in the fender tops, chrome roof rails, slats on the back, and phoney borronneys. If this is what Ghia thinks the Americans like, God help us.

Another collection of oddities was just across the aisle at Vignale, who seems to have lost his touch in recent years. Besides his relatively normal production offerings, he showed a rounded-off red Maserati convertible reminiscent of the Austin-Healey 3000, a fat orange 1500 Fiat GT coupe, a delightful seagoing Fiat "Jolly" beach car all done up in wood and nautical paint, and a bright green Daihatsu sports coupe with tomato-slicer grille. Daihatsu always seems to me like one of those fake Japanese operas that Sid Caesar used to put on but I am informed that it is a respectable Japanese automobile with engine derived from the Dauphine. If so, it has a heavy load to pull but the work is nice. In addition, we found offered for our delectation one of the two Show

... the dohc V-8 powered sedan; both with bodies by Frua.



The ultimate family car?





# TURIN 45° SALON Internazionale Dell'Automobile



Eggs (our annual joke), in this case somewhat stretched out into a bright yellow "Newstar Jet" and looking really Japanese. A racing car, I think, with fins at the back sporting elevators but no rudder, handlebar steering, wheel discs, and a set of well-worn R-5 Dunlops. One rude fellow said that the chassis was that of Clark's Lotus, in durance vile since 1961, but that the motive power was an old Maserati. The grille at back reportedly hid a pop-chute, thoughtful indeed as the Newstar Jet still had drum brakes. Undoubtedly somebody loves it.

From there we went over to Savio, usually the harbinger of some good ideas. This time he had a couple of Fiat

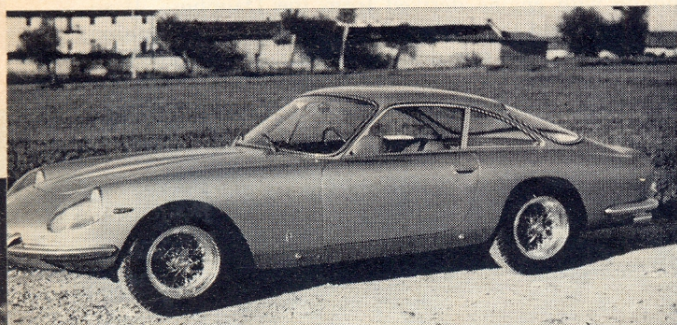


*Alfa 2600 with body by Boneschi reflects U.S. styling.*

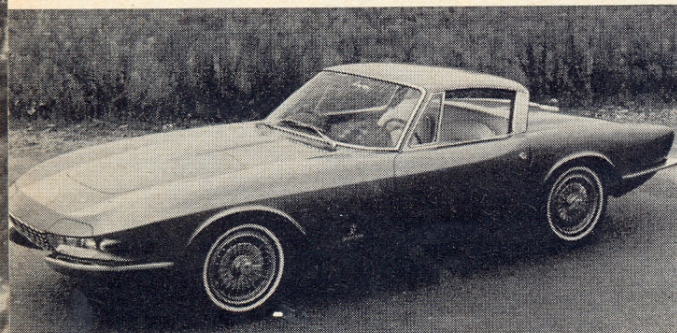
coupes, the bigger (1600) of which featured a mass of louvers acting as a grille. Of notch-back configuration, it also had an interesting kickdown on the window sill just forward of the door which lightened that flat line a bit. Its companion, in dark green, was swallowed by the poor light but betrayed sound workmanship in rounding off Fiat's square lines without losing too much marque identity. Ellena and then Scioneri, the next along, were not as successful but Sibona-Basano in the corner at least gave us something to talk about again. They have gone to work on Simca 1000 chassis, a refreshing change at least in Italy, and their designer seems to be full of ideas. There are some good ones, as in the rear-engine grilles formed around the taillights, general line, interesting window-winding handles, wrap-around bumpers, and the nose on one car but unfortunately he has slightly overdone it.

Before coming to grips with the other big boys, we thought that we would wander about and just see what the little ones were up to. Zagato, of all places, was an island of tranquility with only the production line of Lancia and Alfa to populate the stand. Perhaps the completion of the new factory will stir up invention once again. Touring as well had nothing particularly striking, although they showed a bulky gray Maserati GT with egg-crate grille of 300 Chrysler shape,

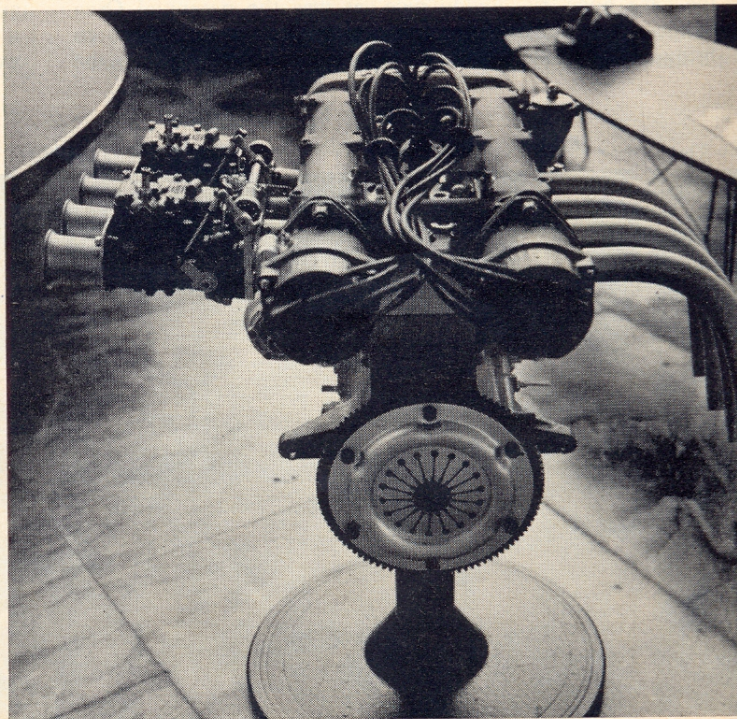
*Ferrari 250-GT Berlinetta by Pininfarina.*



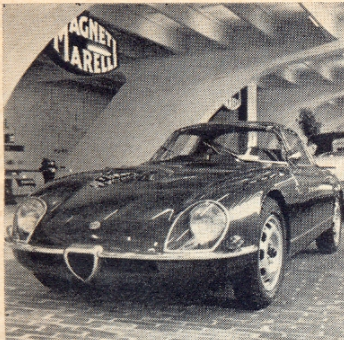
*Corvette "Rondine" by Pininfarina is as seen at Paris.*



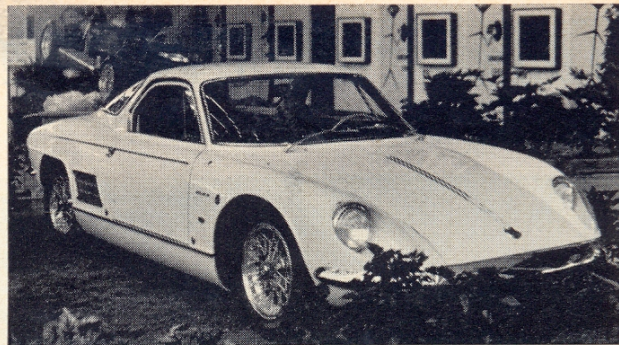
*Abarth Formula II (1000-cc) engine which is to be offered for sale.*







Alfa Giulia SZ has tube frame, independent suspension, disc brakes.



ATS GT coupe was seen again, much as it was at Geneva.

and, of course, the Maser GT up in the main hall. I suppose assembling Minxes takes up most of the space. Viotti, Morretti and Lombardi brought nothing worth mentioning while Fissore, trend setter last year with soft noses, seemed to be changing direction back toward the square again. It was remarkable, by the way, how most people have given up the rectangular headlamp (a couple of Maseratis being the only survivors) and gone back to work on the round lights. Two handy Giulia wagons by Colli had four of course, demonstrating incidentally that the boxy Giulia body looks much less grotesque in wagon form. Osi, a new firm, plumped strongly for two big ones on a Fiat 1200-based sportster.

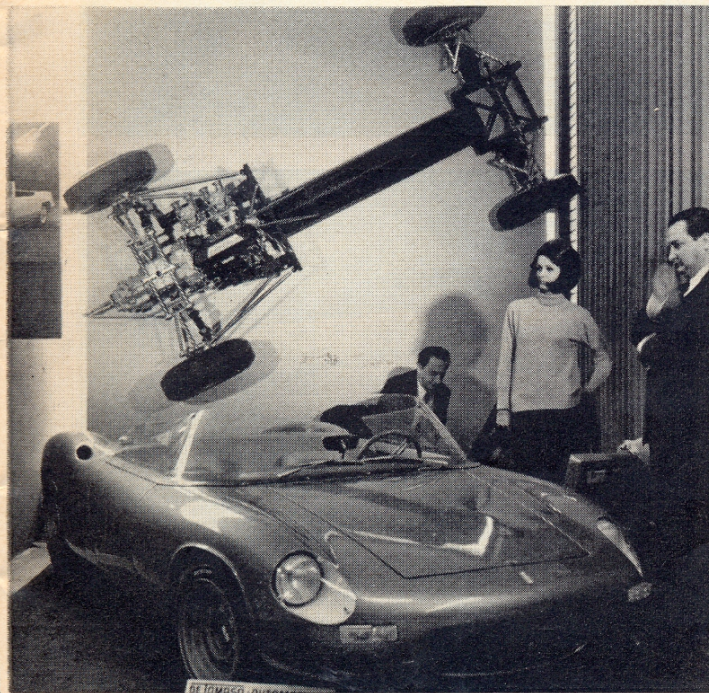
Most of these cars were on Pirelli, HS naturally, although the Dunlop SP is making its appearance on some of the faster machinery, and it is as good a time as any to report that the Pirelli BS replaceable-tread tire seems to have taken a new lease on life. Formerly there were three bands on the parent carcass; now there is one and it may be had in Cinturato pattern as well as a winter tread resembling the herringbone Swedish Goodyear. Apparently the efficient Inverno, still Pirelli's prime winter tire, did not take as well to having studs put in it . . . larger blocks are more suitable . . . and after last winter everyone is stud-conscious. The BS costs about 30% more than the normal cover on the Italian

market, but the carcass is said to be good for 100,000 miles.

The two remaining big guns, Bertone and Pininfarina, didn't seem quite as spectacular this year, or perhaps I'm getting old. I really craved Bertone's 1962 GT Ferrari, but his sleek Iso-Rivolta "Grifo," splendid as it was in gray metallic paint, didn't quite strike the same chord. Certainly the Grifo takes Chevrolet's Sting Ray theme and carries it a bit further with swing-down lights, grille over the exhaust header, Pontiac-like nose, and long lean line.

Pininfarina as well had no Ferraris, barring the Super-america on the stand. Here was the other publicity-getter, a "Sigma" safety car that garnered a good deal of newspaper space through its sensible provision of sliding doors, well-padded interior, and extra-strong bulkheads that deflect engine or suspension under the passenger compartment in case of accident. I say it's spinach, and prefer the graceful "Losanna" Fiat coupe in green, celebrating Lausanne's exhibition next year, the Paris show Corvette, or the beautiful pearlescent cream Flaminia coupe. With its rear fenders gently swallowtailed in the back like his Corvette, the Lancia's contours flowed into each other so seductively that it was a pleasure just to stand and look at it. One charming line led unerringly to another. That, gentlemen, is bodywork and why the world comes to Turin.

The de Tomaso—well turned out in the current mode.



Sibona-Basano, a new firm, exhibited variations on the Simca.







22 ROAD & TRACK