

1: De Tomaso Vallelunga - Wikipedia

Carrozzeria Fissore was an Italian coachbuilder located in Savigliano, near Turin History. Carrozzeria Fissore logo () The firm was founded in by the.

Originally they built horsecars and only later expanded into repairing automobiles and trucks. In Bernardo took the reins and began constructing special bodies for automobiles, funeral vehicles, mailcars, and small buses. After the war, private vehicles once again became the focus. In a Fiat -based estate appeared, called the "Giardinetta". Further Fiat-based cars appeared, helping to grow the company to the point where about people were employed by the mid-sixties. At this time, Fissore also began designing bodies for other companies and also building small series or single cars. They may not have had the reputation of Pininfarina or Bertone , but they did have a worldwide presence and a good repute. This provided a steady stream of work, although the expected orders of cars per year did not materialize until the introduction of the Safari off-roader. The volumes reached during these year forced Fissore to give up their artisan methods in favor of a more industrial mode of production. Monteverdi provided financial aid in acquiring the necessary presses, and in return received a stake in the company and ended up taking full ownership in the late seventies. When Monteverdi closed doors in , Fissore also shut down and was liquidated shortly thereafter. They chose to create their own firm rather than collaborating with her father. Fiat products[edit] Fiat Marinella In the fifties and sixties Fissore built a number of special-bodied cars on Fiat basis, some in small series. These include the following: Sabrina, a four- to six-seat version based on the Fiat Multipla with special bodywork. There was also the "Marinella", a fully open beach car version. The Fiat engine was tuned by Giannini for better performance, although the car remained a prototype. It was debuted at the Turin Motor Show. Originally it was built entirely in fibreglass over a tubular metal frame, but self-supporting pressed metal bodywork was employed from A smaller version in the same mould but based on the Fiat , called the "Poker", was also shown. Production in Greece was planned. The elegant three-box bodywork was based on the OSCA The station wagon was called the "Vemaguet". The mechanics remained unchanged. In , Fissore reworked the front and rear appearance, with twin headlights, and a new grille. The front doors were front hinged, in total about 51, of the Belcar variants were built in Brazil. Its two-stroke engine made it a hard sell in Latin America, and only about 2, were built between and These were also license-built in Argentina [6] and Spain. A Spyder prototype was also developed but did not enter production. In any case, Fissore never claimed the design as their own. The production process was convoluted: The car was then returned to Switzerland to receive the engine and other mechanical componentry and for finishing. Due to capacity restrictions a number of High Speed Monteverdis were actually constructed by the Poccardi and Embo carrozzerias. Fissore also provided the bodywork for the more successful Monteverdi Safari. Since the car only received light modifications rather than unique bodywork, it is presumed that the work was carried out entirely in Switzerland. Fissore also designed the stillborn Monteverdi 2. About cars were sold until For Alpine the same Trevor Fiore designed a wedgy proposal for a successor to the A The design was eventually adapted as the Alpine A [citation needed]. The Monteverdi Hai , although ostensibly designed by Peter Monteverdi himself, was very similar in appearance to the A Fissore built a four-door convertible prototype of the Opel Diplomat B, but it remained a single prototype which still exists. This attractive forerunner of the later Sportwagon was never listed for sale, being cancelled after Fiat took control of Alfa Romeo. Based on an Alfa 75 Turbo it was dubbed the 75 Turbo Wagon. In total seven or eight wagons were built for Alfa Romeo. Toutes les Voitures du Monde".

2: Carrozzeria Fissore | Revolv

Carrozzeria Fissore logo () The firm was founded in [1] by the brothers Antonio, Bernardo, Giovanni, and Costanzo Fissore. Originally they built horsecarts and only later expanded into repairing automobiles and trucks.

International Harvester Scout â€” The International Harvester Scout is an off-road vehicle which was produced by International Harvester from to A precursor of more sophisticated SUVs to come, it was created as a competitor to the Jeep, and it initially featured a fold-down windshield. The Scout and second generation Scout II were produced in Fort Wayne, Indiana as two-door trucks with a hard top with options of a full length roof. International Harvester began building trucks and pickups in , in it added a truck-based people carrier, the Travelall. In the late s it began to design a competitor for the two-door Jeep CJ 4x4, the model year Scout 80 made its debut in late Its chief designer Ted Ornas later reflected. The only such vehicle offered in the period was the Willys Jeep. It was a flat-sided bare-bones product, and American military personnel learned to appreciate its ability to maneuver over rough terrain, in early we were directed to develop a concept proposal to enter this small market of that time. So help me, Mr. Reese, manager of engineering, there was no product definition to use as a guide. It was even proposed to use the defunct Henry J body tooling, compound body surfaces were considered too far out for this type of vehicle. The military jeep was thought to have the correct appearance and our design sketches with the flat-side, no contour look never excited the executive committee. One night while sitting at our table, I dashed off this rough sketch on a piece of scrap mat board. It had contoured sides and was designed for plastic tooling, the next morning it was shown to a committee member. He reviewed it with controlled enthusiasm, but revived interest in the program, Goodyear produced many plastic parts for WWII and had formed a large plastic engineering group. We entered a program with them, a model was vacuum formed to simulate body assembly. This model received executive approval for appearance, by July , Goodyear completed their costing and, because of the high costs, the plastic program was cancelled. By this time the design met with executive approval and a decision was made to convert the body design to steel. Starting in late July a full size model was completed 2. Coachbuilder â€” A coachbuilder is a manufacturer of bodies for automobiles or a manufacturer of complete horse-drawn vehicles. Coachwork is the body of a vehicle, a horse-drawn coach or carriage, or, by extension. The term is reserved for bodies built on a separate chassis. With reference to motor vehicles, auto body is the term in North American English. Coachbuilders are, carrossiers in French, carrozzeria in Italian, karosseriebauer in German, a British trade association the Worshipful Company of Coachmakers and Coach Harness Makers, was incorporated in Some British coachmaking firms operating in the 20th century were established even earlier, rippon was active in the time of Queen Elizabeth I, Barker founded in by an officer in Queen Annes Guards, Brewster a relative newcomer, formed in This chassis would be delivered by the manufacturer to the coachbuilder of the buyers choice, the chassis would be a rolling chassis which included the chassis frame, drivetrain, brakes, suspension, complete steering system including the wheel, radiator, scuttle and dashboard. The manufacturer delivered the chassis with lighting system, spare wheel, front and rear mudguards, the very easily damaged honeycomb radiator, later enclosed and protected by a shell, became the main visual element identifying the chassis brand. The manufacturer retained an element of control over bodies, bodies not approved by the chassis manufacturer would lose the chassis manufacturers chassis warranties. Until the second World War it would not have been unusual to order the most popular cars as only a chassis and have a local coachbuilder put a body on it for you, the Austin 7s of the s and s were favourite subjects. For example, Fisher Body built all of Cadillacs closed bodies in the s, though automobile manufacturers brought body building skills in-house, the practice of bespoke or custom coachbuilding remained in favour among the wealthy, who continued the habit of centuries past. Other examples include the Bugatti Type 57, Cadillac V, Ferrari , Isotta Fraschini Tipo 8, delahaye had no in-house coachworks, so all its chassis were bodied by independents, who created some of their most attractive designs on the Type Murphy Rollston Willoughby 3. Turin â€” Turin is a city and an important business and cultural centre in northern Italy, capital of the Piedmont region and was the first capital city of Italy. The city is located mainly on the bank of the Po River, in front of Susa Valley and surrounded by the

western Alpine arch. The population of the city proper is , while the population of the area is estimated by Eurostat to be 1. Turin is well known for its Renaissance, Baroque, Rococo, Neo-classical, many of Turins public squares, castles, gardens and elegant palazzi such as Palazzo Madama, were built between the 16th and 18th centuries. This was after the capital of the Duchy of Savoy was moved to Turin from Chambery as part of the urban expansion, the city used to be a major European political center. Turin was Italys first capital city in and home to the House of Savoy, from , it was the capital of the Duchy of Savoy, then of the Kingdom of Sardinia ruled by the Royal House of Savoy and finally the first capital of the unified Italy. Turin is sometimes called the cradle of Italian liberty for having been the birthplace and home of notable politicians and people who contributed to the Risorgimento, such as Cavour. The city currently hosts some of Italys best universities, colleges, academies, lycea and gymnasia, such as the University of Turin, founded in the 15th century, in addition, the city is home to museums such as the Museo Egizio and the Mole Antonelliana. Turins attractions make it one of the worlds top tourist destinations, Turin is ranked third in Italy, after Milan and Rome, for economic strength. Turin is also home to much of the Italian automotive industry, the Taurini were an ancient Celto-Ligurian Alpine people, who occupied the upper valley of the Po River, in the center of modern Piedmont. In BC, they were attacked by Hannibal as he was allied with their long-standing enemies, the Taurini chief town was captured by Hannibals forces after a three-day siege. As a people they are mentioned in history. It is believed that a Roman colony was established in 27 BC under the name of Castra Taurinorum, both Livy and Strabo mention the Taurinis country as including one of the passes of the Alps, which points to a wider use of the name in earlier times. In the 1st century BC, the Romans created a military camp, the typical Roman street grid can still be seen in the modern city, especially in the neighborhood known as the Quadrilatero Romano. Via Garibaldi traces the path of the Roman citys decumanus which began at the Porta Decumani. The Porta Palatina, on the side of the current city centre, is still preserved in a park near the Cathedral 4. Piedmont “ Piedmont is one of the 20 regions of Italy. It has an area of 25, square kilometres and a population of about 4. The name Piedmont comes from medieval Latin Pedemontium or Pedemontis, i. Other towns of Piedmont with more than 20, inhabitants sorted by population and it borders with France, Switzerland and the Italian regions of Lombardy, Liguria, Aosta Valley and for a very small fragment with Emilia Romagna. The geography of Piedmont is The Po collects all the waters provided within the semicircle of mountains which surround the region on three sides, from the highest peaks the land slopes down to hilly areas, and then to the upper, and then to the lower great Padan Plain. There are 56 different national or regional parks, one of the most famous is the Gran Paradiso National Park located between Piedmont and the Aosta Valley, Piedmont was inhabited in early historic times by Celtic-Ligurian tribes such as the Taurini and the Salassi. They were later subdued by the Romans, who founded several colonies there including Augusta Taurinorum, after the fall of the Western Roman Empire, the region was repeatedly invaded by the Burgundians, the Goths, Byzantines, Lombards, Franks. In the 9th“10th centuries there were incursions by the Magyars. Other areas remained independent, such as the powerful comuni of Asti and Alessandria, the County of Savoy was elevated to a duchy in , and Duke Emanuele Filiberto moved the seat to Turin in In , the Duke of Savoy became King of Sardinia, founding what evolved into the Kingdom of Sardinia, the Republic of Alba was created in as a French client republic in Piedmont. A new client republic, the Piedmontese Republic, existed between and before it was reoccupied by Austrian and Russian troops, in June a third client republic, the Subalpine Republic, was established in Piedmont. It fell under full French control in and it was annexed by France in September , in the congress of Vienna, the Kingdom of Sardinia was restored, and furthermore received the Republic of Genoa to strengthen it as a barrier against France. Piedmont was a springboard for Italys unification in “, following earlier unsuccessful wars against the Austrian Empire in “ and this process is sometimes referred to as Piedmontisation. However, the efforts were countered by the efforts of rural farmers 5. Fiat “ The Fiat is a small family car produced from to by the Italian car manufacturer Fiat. It was introduced in as Fiat C or Balilla , under the new body the C had more modern and refined mechanicals compared to the , including independent front suspension and an enlarged overhead valve engine. The Fiat C was first introduced in and it was powered by a 1, cc four-cylinder overhead-valve engine rather than the earlier Balillas 1-litre unit. Power was up by a third, to 32 PS at 4, rpm. Drive was to the

wheels through a 4-speed gearbox, and for the period, its comfort, handling. Exterior styling recalled the Fiat and the Fiat Topolino, the main body style for the Fiat C was a 4-door pillarless saloon with 4 side windows, and suicide doors at the rear. Other body styles listed by Fiat were a 4-door convertible saloon, a 4-door torpedo, a 2-door 4-seat cabriolet, and, for a brief period, in Fiat put on sale a long-wheelbase six-passenger variant, named L. Besides the mm extended wheelbase, other differences from the C were wider wheels and tyres and a final drive ratio. The L was sold as a 4-door, 6-window saloon, pillarless and with rear-hinged aft doors like the C, able to carry six passenger thanks to two foldaway seats. Additionally there was a 4-door, 6-window taxi version, which differed in possessing a B-pillar to which all four doors were hinged and a partition between the driver and passenger compartments, indeed, most L saloons saw service as taxis or livery cars. The lengthened L also formed the base for two commercial vehicles, a van and a platform lorry. Again in a sports model was introduced, the 42 PS C Mille Miglia, in the car underwent a restyling of the front end and became the Fiat , also inappropriately known as A to distinguish from the later variants. Available body styles were six, all carried over from the model, saloon, convertible saloon, cabriolet, sports berlinetta, long-wheelbase saloon. No significant changes were made to the cars mechanicals, after World War II, in , the received some mechanical and interior upgrades, and was renamed B. The revised type B engine produced 35 PS at 4, rpm thanks to improved inlet and exhaust manifolds, inside the cabin there was a two-spoke steering wheel instead of the previous three-spoke one, new instrumentation and new trim. The B was available as saloon, long-wheelbase saloon and taxi, in total 25, were made between and 6. Fiat The Fiat is a small family car produced from to by the Italian manufacturer Fiat. It was an all-new unibody replacement for the Fiat E, the was changed steadily and gradually until being replaced by the new Fiat in There were also a series of commercial versions of the built, with later models called the Fiat T. The Fiat D also found a life in India. Like other manufacturers, after World War II Fiat continued producing and updating pre-war types, the first blank sheet design was the , the first with unibody Fiat, which took place of the Fiats intermediate offering between the and the diminutive was the E, the last evolution of the C Nuova Balilla first launched in Unlike the E it replaced, the had a modern four-door saloon pontoon body topping new unibody construction, if the s body was all-new, its engine was well-tested, having debuted in on the predecessor of the outgoing , the C Balilla The 4-speed manual transmission had synchromesh on the top three speeds and a shifter, fashionable at the time. The former was available in a grey-brown paint colour, had separate front seats instead of a bench, reduced, non-chromed exterior trim. Later in , compression ratio was raised further to 7. A distinguishing trait of the TV was a single front fog lamp, inset in the grille, specific exterior trim included thicker chrome spears on the sides with TV and Fiat Carrozzerie Speciali badging, a taller bonnet ornament, specific hubcaps, and whitewall tyres. As standard the TV was painted in a livery, with the roof. At 1, Italian lire the TV was markedly more expensive than the standard Tipo A and B saloons, a new body style was introduced at the Geneva Motor show, a 5-door estate named Familiare on its home market. The rear door was side-hinged, and the rear bench could be folded down to form a flat loading surface 7. The company and brand is one of the companies of the modern day Audi company as one of the four companies that formed Auto-Union. Its successor, the four-stroke F, was marketed under the Audi brand, dKW-badged cars continued to be built under license in Brazil and Argentina until and respectively. DKW cars were made from until , apart from an interruption caused by the Second World War, dKW's always used two-stroke engines, reflecting the companys position by the end of the s as the worlds largest producer of motorcycles. More significant was a series of cars built km to the south in Zwickau in the plant acquired by the companys owner in when he had become the majority owner in Audi Werke AG. Models F1 to F8 were built between and , with successor models reappearing after the end of the war in and they were the first volume production cars in Europe with front wheel drive, and were powered by transversely mounted two-cylinder two-stroke engines. Displacement was or cc, claimed power was initially 15 PS.

3: Carrozzeria Fissore | hobbyDB

Carrozzeria Fissore - Carrozzeria Fissore was an Italian coachbuilder located in Savigliano, near Turin. The firm was founded in by the brothers Antonio, Bernardo, Giovanni, originally they built horsecars and only later expanded into repairing automobiles and trucks.

Nach dem Krieg wandte sich Fissore wieder Zivilfahrzeugen zu. Fiat als auch bei Alfa Romeo z. Es folgten weitere Modelle auf verschiedenen Fiat-Fahrgestellen. Daher investierten Fissore und Monteverdi in eine jedenfalls teilweise industrielle Produktion mit Blechpressen u. Einige von ihnen wurden in kleinen Serien produziert. Der Motor vom Fiat war von Giannini getunt worden, so dass das Auto recht spritzige Fahrleistungen bot. Das Auto steht heute in Italien. Der Scout war ein recht erfolgreiches Auto, das auch in Deutschland zu erhalten war. Autokinitoviomihania Ellados aus Griechenland erhielt eine Lizenz. Daneben gab es zwei Fahrzeuge, die als Cabriolet aufgebaut wurden. Insgesamt wurden etwa Zwischen und wurden nicht mehr als 2. Kurz darauf entwarf Fissore eine geschlossene Version, die in etwa 50 Exemplaren bis Mitte der er Jahre hergestellt wurde. Jedenfalls hat Fissore die Behauptung Monteverdis nie bestritten. Der Produktionsablauf war kompliziert. Ob daneben auch der Monteverdi Sierra , eine Abwandlung des Dodge Aspen , bei Fissore gebaut wurde, ist nicht gesichert. Es blieb bei den vier Exemplaren. Otas , ein kleiner Sportwagen auf der Basis des Autobianchi A Paolo Fissore, Carrozzeria Fissore, Italienische Pkw-Automobilmarken ab

4: Category:Fissore vehicles - Wikimedia Commons

Carrozzeria Fissore Italian coachbuilder history. History. The firm was founded in by the brothers Antonio, Bernardo, Giovanni, and Costanzo Fissore.

Originally they built horsecars and only later expanded into repairing automobiles and trucks. In Bernardo took the reins and began constructing special bodies for automobiles, funeral vehicles, mailcars, and small buses. After the war, private vehicles once again became the focus. In a Fiat -based estate appeared, called the "Giardinetta". Further Fiat-based cars appeared, helping to grow the company to the point where about people were employed by the mid-sixties. At this time, Fissore also began designing bodies for other companies and also building small series or single cars. They may not have had the reputation of Pininfarina or Bertone , but they did have a worldwide presence and a good repute. This provided a steady stream of work, although the expected orders of cars per year did not materialize until the introduction of the Safari off-roader. The volumes reached during these year forced Fissore to give up their artisan methods in favor of a more industrial mode of production. Monteverdi provided financial aid in acquiring the necessary presses, and in return received a stake in the company and ended up taking full ownership in the late seventies. When Monteverdi closed doors in , Fissore also shut down and was liquidated shortly thereafter. They chose to create their own firm rather than collaborating with her father. Fiat products Fiat Marinella In the fifties and sixties Fissore built a number of special-bodied cars on Fiat basis, some in small series. These include the following: Sabrina, a four- to six-seat version based on the Fiat Multipla with special bodywork. There was also the "Marinella", a fully open beach car version. The Fiat engine was tuned by Giannini for better performance, although the car remained a prototype. It was debuted at the Turin Motor Show. Originally it was built entirely in fibreglass over a tubular metal frame, but self-supporting pressed metal bodywork was employed from A smaller version in the same mould but based on the Fiat , called the "Poker", was also shown. Production in Greece was planned. The elegant three-box bodywork was based on the OSCA The station wagon was called the "Vemaguet". The mechanics remained unchanged. In , Fissore reworked the front and rear appearance, with twin headlights, and a new grille. The front doors were front hinged, in total about 51, of the Belcar variants were built in Brazil. Its two-stroke engine made it a hard sell in Latin America, and only about 2, were built between and These were also license-built in Argentina[6] and Spain. A Spyder prototype was also developed but did not enter production. In any case, Fissore never claimed the design as their own. The production process was convoluted: The car was then returned to Switzerland to receive the engine and other mechanical componentry and for finishing. Due to capacity restrictions a number of High Speed Monteverdis were actually constructed by the Poccardi and Embo carrozzerias. Fissore also provided the bodywork for the more successful Monteverdi Safari. Since the car only received light modifications rather than unique bodywork, it is presumed that the work was carried out entirely in Switzerland. Fissore also designed the stillborn Monteverdi 2. About cars were sold until For Alpine the same Trevor Fiore designed a wedgy proposal for a successor to the A The design was eventually adapted as the Alpine A The Monteverdi Hai , although ostensibly designed by Peter Monteverdi himself, was very similar in appearance to the A Fissore built a four-door convertible prototype of the Opel Diplomat B, but it remained a single prototype which still exists. This attractive forerunner of the later Sportwagon was never listed for sale, being cancelled after Fiat took control of Alfa Romeo. Based on an Alfa 75 Turbo it was dubbed the 75 Turbo Wagon. In total seven or eight wagons were built for Alfa Romeo. Toutes les Voitures du Monde".

5: Carrozzeria Fissore | eBay

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Conception[edit] In most cases, the Monteverdi models of the high-speed series are technically described as uncomplicated. This explains the number following the vehicle name. Variants[edit] Between and Monteverdi presented a variety of variants of its High Speed model. All of these models have been uniformly designated by the factory as High Speed ; they each received name additions for coupes on standard wheelbase, short coupes, convertibles and sedans. In general, two series can be distinguished. The first series, produced from to , included a handful of coupes, designed by Pietro Frua in Turin, whose bodywork was built in the Frua factory. The second, much larger series debuted in the summer of and ended in . These are vehicles that were largely but not exclusively built at the Carrozzeria Fissore in Savigliano. The first vehicles built by Carrozzeria Fissore still had a body in Frua design; from there was an independent Fissore body, from which various modifications were derived. Some sources claim that the similarities go so far that individual components of these cars, such as glass sections and doors, are interchangeable. As late as , regular production started, which was designed to be work-sharing. The roadworthy chassis was then delivered to Turin, where Frua put on the body and completed the car. The ready-to-drive vehicle was then returned to Monteverdi. The sideline and the roof section had been significantly changed. The prototype was shown in public in , but afterwards remained at Monteverdi in the factory. High Speed [edit] Coinciding with the S, Monteverdi announced [10] the production of an even more powerful model with a 7. The car never materialized and such a model with a Frua body was never produced. The end of the collaboration with Frua[edit] In the spring of , Peter Monteverdi considered a significant increase in annual output; Around vehicles were planned per year. These numbers did not match the capacity of Atelier Frua, whose bodies were purely hand built, and who had no capacity to build such high numbers of vehicles. Frua then suggested outsourcing the production to Carrozzeria Maggiora , where some Maserati models were already built and capacities for a partially automated production existed. But Monteverdi rejected this step, because it was associated with high investments, especially for pressing tools. Instead, he was looking for another body shop that could do the purely manual production of the desired quantities. This he found in Carrozzeria Fissore in Savigliano near Milan, a smaller and less prestigious design studio of the northern Italian level, which in the s designed the De Tomaso Vallelunga and some DKW models for the South American market. At the same time Peter Monteverdi denied the payment of royalties to Frua, whereupon this Monteverdi had the use of his design prohibited by court order. Monteverdi then had to design a new body, which was available in . Until then, Monteverdi could not sell off all the bodies built by Fissore in Frua style; The last of these rare models were sold off in . Pietro Frua used the basic features of the Monteverdi in a modified form also in later other designs. So in he designed a fastback coupe based on the Dodge Challenger , which repeated many features of the . The Challenger Coupe still exists today and is regularly shown at European exhibitions. The Fissore Models[edit] For Monteverdi had to put as a consequence of the lawsuit with Frua a new body for his coupe on the legs. On the occasion of this new beginning, Monteverdi changed his concept. Accordingly, the High Speed L should be the base vehicle of the Monteverdi range. In the next eight years, the bodies were to be produced predominantly, but not exclusively, at Fissore in Savigliano. The new body in its proportions corresponded exactly to the Frua model, but featured an angular design at the front and rear. The front end showed strong chrome-framed double round headlights, which were later replaced by rectangular broadband headlights in a few cases. At the rear, tail lights from the Alfa Romeo Giulia Berlina were used. Who was the designer of this model is unclear. Peter Monteverdi claimed to have designed the body itself, [4] Fissore never denied it to him. It is likely that Fissore worked out the details according to Monteverdi sketches and Monteverdi relinquished the rights to the design, as if in return for the production order. High Speed L Peter Monteverdi highlighted in a sales brochure [5] from , the style of the vehicle and the outstanding performance. The German magazine Auto Motor und sport tested a high-speed L with a 7. Thus, the Monteverdi was about at

the level of the British Jensen Interceptor , but did not match the performance of cars such as the Aston Martin V8 or the Maserati Indy. During the production period, minor or major improvements or changes were made to the series. Until then, with a lot of wood and classical instruments, it was more like traditional English chic, but now the Monteverdis presented themselves in a sportier style in a black velour design. Since the entire High Speed series originated in handcrafted one-off production, it can not be ruled out that Monteverdi was also directed at individual detail designs to individual customer requirements. This car received a bodywork that was significantly changed, with recessed headlamps and six round taillights. Between and , a total of six short coupes were made with Fissore bodies. One of them belongs today to the extensive car collection of the American talk show host Jay Leno. The tubular frame has been reinforced for improved torsional resistance; The car received a new front end with a narrow, over the entire width of the car radiator grille. Monteverdi emphasized the increased passive safety of the Berlinetta. Unlike the S, the convertible did not carry six round taillights, instead, like the L, using tail lights from the Alfa Romeo Giulia. The initially painted yellow C was presented to the public at the Geneva Motor Show. The purchase price was given there at 75, Swiss francs. Overall, only two copies were made. One was sold to a client, while the second copy remained at the factory and was converted in using body parts of the Monteverdi Berlinetta to the convertible Monteverdi Palm Beach. With a consistent front end joined from the A-pillar four wide-opening doors with door handles from the Fiat , a sharply drawn roof section and an extended trunk, the top of the belt line continued straight. The interior was covered with leather, air conditioning, power windows and on request a Sony TV; the car could be used without restrictions as a chauffeured limousine. Individual copies were accordingly delivered with a partition between driver and passenger compartment. External details were repeatedly object of change, sometimes Monteverdi also followed the customer request. For example, a late model was delivered with two rectangular headlamps borrowed from the Ford Granada , a matte black radiator grille and rubber-covered bumpers. Newspapers and Magazines[edit] Automobil Revue, Katalognummern , und technische Daten auto motor und sport: Mark Siegenthaler und Marco Schulze: Swiss Car Classics Nr.

6: Carrozzeria Fissore

*Carrozzeria Fissore [Paolo Fissore] on www.enganchecubano.com *FREE* shipping on qualifying offers. The milestones in the history of Carrozzeria Fissore are all included from the founding in when the factory first produced carriages and farm carts until the four Fissore brothers began to take an interest in the new horseless carriage. 8 color and b&w illustrations.*

Originally they built horsecars and only later expanded into repairing automobiles and trucks. In Bernardo took the reins and began constructing special bodies for automobiles, funeral vehicles, mailcars, and small buses. After the war, private vehicles once again became the focus. In a Fiat -based estate appeared, called the "Giardinetta". Further Fiat-based cars appeared, helping to grow the company to the point where about people were employed by the mid-sixties. At this time, Fissore also began designing bodies for other companies and also building small series or single cars. They may not have had the reputation of Pininfarina or Bertone , but they did have a worldwide presence and a good repute. This provided a steady stream of work, although the expected orders of cars per year did not materialize until the introduction of the Safari off-roader. The volumes reached during these year forced Fissore to give up their artisan methods in favor of a more industrial mode of production. Monteverdi provided financial aid in acquiring the necessary presses, and in return received a stake in the company and ended up taking full ownership in the late seventies. When Monteverdi closed doors in , Fissore also shut down and was liquidated shortly thereafter. They chose to create their own firm rather than collaborating with her father. Fiat products Fiat Marinella In the fifties and sixties Fissore built a number of special-bodied cars on Fiat basis, some in small series. These include the following: Sabrina, a four- to six-seat version based on the Fiat Multipla with special bodywork. There was also the "Marinella", a fully open beach car version. The Fiat engine was tuned by Giannini for better performance, although the car remained a prototype. It was debuted at the Turin Motor Show. Originally it was built entirely in fibreglass over a tubular metal frame, but self-supporting pressed metal bodywork was employed from A smaller version in the same mould but based on the Fiat , called the "Poker", was also shown. Production in Greece was planned. The elegant three-box bodywork was based on the OSCA The station wagon was called the "Vemaguet". The mechanics remained unchanged. In , Fissore reworked the front and rear appearance, with twin headlights, and a new grille. The front doors were front hinged, in total about 51, of the Belcar variants were built in Brazil. Its two-stroke engine made it a hard sell in Latin America, and only about 2, were built between and These were also license-built in Argentina [6] and Spain. A Spyder prototype was also developed but did not enter production. In any case, Fissore never claimed the design as their own. The production process was convoluted: The car was then returned to Switzerland to receive the engine and other mechanical componentry and for finishing. Due to capacity restrictions a number of High Speed Monteverdis were actually constructed by the Poccardi and Embo carrozzerias. Fissore also provided the bodywork for the more successful Monteverdi Safari. Since the car only received light modifications rather than unique bodywork, it is presumed that the work was carried out entirely in Switzerland. Fissore also designed the stillborn Monteverdi 2. About cars were sold until For Alpine the same Trevor Fiore designed a wedge proposal for a successor to the A The design was eventually adapted as the Alpine A The Monteverdi Hai , although ostensibly designed by Peter Monteverdi himself, was very similar in appearance to the A Fissore built a four-door convertible prototype of the Opel Diplomat B, but it remained a single prototype which still exists. This attractive forerunner of the later Sportwagon was never listed for sale, being cancelled after Fiat took control of Alfa Romeo. Based on an Alfa 75 Turbo it was dubbed the 75 Turbo Wagon. In total seven or eight wagons were built for Alfa Romeo. Toutes les Voitures du Monde".

7: Carrozzeria Fissore â€“ Wikipedia

Carrozzeria Fissore was an Italian coachbuilder located in Savigliano, near Turin (Piedmont).. The firm was founded in by the brothers Antonio, Bernardo, Giovanni, and Costanzo Fissore.

8: Simon Cars - Carrozzeria Fissore

Carrozzeria sorta nel a Savigliano (Cuneo) per iniziativa di quattro fratelli, Antonio, Bernardo, Costanzo e Giovanni Fissore, che avviano la costruzione di carrozze a cavalli e di carri agricoli.

9: Carrozzeria Fissore - Wikidata

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