



VEHICLES ON DISPLAY

LAND ROVER AZIZA 3 109 (1967)

photographies by Nino Cirani

Aziza, Arab for “sweetheart” is the name chosen by the Italian photo-reporter Nino Cirani for the Land Rovers he used for his expeditions all over the world. **Aziza 3** is a petrol engine Land Rover 109. From July 22nd to March 15th 1969 this car took part in that year's **north to south crossing of the American continent**: an incredible 326-days journey through 18 countries – starting from Alaska and ending at Cape Horn (102.000km – about 63.500 miles). During this journey, the longest car adventure race ever at that time, the Aziza 3 also set the record for the highest point ever reached by a motor vehicle, climbing the Cerro Rico mountain on the Bolivian Andes up to 5.007 metres (16.427 feet) above sea level. Aziza's setup for the race required 800 working hours, and cost 900.000 Italian liras (in addition to the car's original price). It was equipped with a folding tent, several jerry cans filled with fuel, two spare tyres, extra headlights, and it carried photographic gear, a refrigerator, camping stoves, a 12mm Franchi rifle and a 22mm Jager carbine and a special drinking water supply system with double tank and water taps.

FIAT CAMPAGNOLA (1952)

The **FIAT Campagnola** 4X4 cross-country vehicle was barely one year old when in 1951 Fiat decided to use two of these cars on the **Algiers – Cape Town and back Raid**, in order to demonstrate the vehicle's sturdiness and its great worth. The two stock vehicles were set up and modified for improving their performances and increasing the passengers' comfort. Each of them was equipped with three extra headlamps, a rooftop cargo carrier, fuel jerry cans, repair tools and spare parts. Trailers were added for carrying video equipment. Starting on November 25th 1951 until January 14th 1952, the two Campagnola travelled for 15.000 km (9.300 miles) through Algeria, Niger, Nigeria, Cameroon, Congo, Zambia, Zimbabwe and South Africa, establishing on the way to Cape Town a record for the fastest crossing of the Sahara (3800 km in six and a half days) by a trailer vehicle.

LAMBRETTA D (1956)

The **Lambretta D** was first presented to the public during the 1954 Milan Motor Show, and was produced until 1956. The vehicle on display here – now property of Milan's National Museum of Science and Technology “Leonardo da Vinci” – was piloted by **Cesare Battaglini** in his round-the-world journey from 1956 to 1959. This Lambretta was specially set up for such an exploit in the Innocenzi experimental centre, where its autonomy was increased by applying two extra fuel tanks, improving the air filter and modifying the engine. In his journey Battaglini visited all of the continents, covering a total 160.000 km (about 100.000 miles). This unique endeavour was not a simple rush around the world, but rather an exploration of each continent, from Tierra del Fuego to Canada, from South Africa to the Mediterranean.



JEEP WILLYS MB (1943)

This **Willis MB** is one of the more than 640.000 Jeep built during the Second World War. Made in Toledo (Ohio), in 1943, it was delivered to the U.S. Army just one month before the Allied invasion of Sicily. In **2013** it was the heart of *Operation Homecoming*: the pilots Vittorio Argento and Gregory Alegi drove about 1.200 km (750 miles) in order to get the Willys Back to the factory where it had been built seventy years earlier. The car was shipped from Naples to Newark (New Jersey), then it crossed four American states and reached her destination – Toledo – travelling mostly on unpaved roads (better suited than highways for this cross-country vehicle). On her way to Toledo, the car stopped at President Franklin D. Roosevelt's estate; at the headquarters of Bantam – the first company which conceived a 4x4 vehicle for military use; at Poughkeepsie (NY) where FIAT, now owner of the JEEP brand, opened its first factory in the U.S. in 1908. During a stop in Cleveland, the family of private Richard R. Radigan was given the soldier's ID plates, recently found on the shores of Bracciano lake, north of Rome. This 5-days journey was completed at an average speed of 50 mph.

ALFA ROMEO 6C 2500 SPORT FRECCIA D'ORO CARRERA PANAMERICANA (1950)

This car was assembled in Alfa Romeo's plants on April 1st, 1950, with the extremely demanding *Carrera Panamericana* in the manufacturer's mind. The *Carrera* is an international road rally held in Mexico from 1950 to 1954. The race ran from Mexico's northern U.S. border to its border with Guatemala, a 3000-km (186 miles) track crossing the whole Mexican territory. The race's great length and dangers, the extreme road conditions and the fierce competition amongst America's and Europe's biggest car manufacturers captured a great attention from the public all over the world. Alfa Romeo took part in the race with two similar vehicles, driven by the pilots Felice Bonetto (followed by the mechanic Bruno Bonini) and Piero Taruffi. Bonetto, number 103, won the 8th place, placing first in the very difficult stage 7. This vehicle was then sold in Mexico, and only recently came back to Europe, where it was refurbished and painted in its original livery.

LANCIA FULVIA COUPÉ 1300 (1971)

The only Italian car in the 5th edition of the Peking to Paris vintage car race, this 1971 **Lancia Fulvia Coupé 1300** covered, on that occasion, more than 12.000 km (7500 miles) in just one month: **from May 28th to June 29th 2013** this vehicle, piloted by Gianmaria Aghem and Piergiorgio Fiorio, completed an incredible journey through eight countries (China, Mongolia, Russia, Ukraine, Slovakia, Austria, Switzerland, France). Today's **Peking to Paris** is a re-enactment of the original rally, which first took place in 1907. It features over 600km-long stages, as well as special speed contests. This Lancia Fulvia, having the least powerful engine amongst all of the participating vehicles, was specially set up for facing the demanding road conditions. It eventually won the 8th place amongst the vehicles built from 1942 to 1975.



612 SCAGLIETTI – MAGIC INDIA DISCOVERY (2008)

In 2008 this **Ferrari 612 Scaglietti** took up the challenge of India's uneven roads and difficult traffic conditions, taking part in a spectacular race: a 13.000 km (8.000 miles) journey through the vast, mysterious and fascinating Indian subcontinent. Starting in Mumbai (Bombay), the **Magic India Discovery** tour was composed of 12 stages to be covered in 72 days, the finish line being in Mumbai as well: 50 journalists from all over the world piloted the car in the various stages, passing by 57 cities, among which the former Portuguese colony of Goa; Trivandrum, southernmost Indian town; Bangalore, Indian pole of technology and innovation; Kolkata (Calcutta) – once seat of the East India Company; the sacred induist city of Varanasi on the river Ganges; and Khajuraho, a UNESCO World Heritage Site. In this occasion, the Ferrari Scaglietti performed just as well as it did in every other Ferrari-organised race, suffering no issues, not even in the most difficult high mountain trails.

612 SCAGLIETTI – CHINA FERRARI 15.000 RED MILES (2004)

This **Ferrari 612 Scaglietti 2+2**, presented at the 2004 North American International Auto Show, took part in the 2005 **China Ferrari 15.000 Red Miles**, an epic journey throughout China, from Beijing to the Gobi Desert, from Kashgar – the famous Silk Road marketplace visited by Marco Polo – to Lhasa, passing by Chengdu and Langzhou before reaching the finish line in Shanghai. The itinerary runs through many diverse landscapes, each of them challenging the vehicles with various difficult weather conditions, uneven roads and environmental hardships. During the two-months long tour, journalists from the most important newspapers in the world piloted the vehicle, getting past difficulties which would have seemed impossible to overcome for a sport race car.

IVECO – OVERLAND TANKER TRUCK

The **Overland** project starts in 1995. Its ambitious goal is sketching a portrait of our planet, by exploring Earth's remotest corners and realising a travel account which will be broadcast by the Italian national TV (Raiuno) in 162 episodes. **15 expeditions in 19 years, over 441.000 km** (274.000 miles, or about 10 times the Earth's circumference) covered in more than 1500 days of travelling past the borders of 378 different countries in a variety of geographical zones and climates. Overland is part of Beppe Tenti's project aimed at rediscovering *over-land* journeys as opposed to today's fast passenger flights. Famous all over the world for their OVERLAND adventures, the **Iveco 330.30 ANW 6x6** trucks are very simple vehicles, first conceived for working in quarries and construction sites, but they were prepared with the latest technologies and the best materials to help them withstand temperatures of up to -60°C for the Arctic version, and of over 50°C for the tropical one. The four trucks share the same body structure, implemented with different equipments depending on each vehicle's destination, in order to make them true self-sufficient moving villages. The truck on display is the tanker, the only one not provided with sleepers. Storage for spare parts is arranged around a 4000-litres diesel fuel tank, which brings the entire convoy's autonomy to 4000 km – more than enough to face any unexpected situation!



MODUS VIVENDI

TRAME DI VIAGGI



MOTO GUZZI STELVIO 1200 NTX (2004)

On a midsummer evening in **August 2011**, Gisella Montabone and Gianni Reinaldo finished loading their luggages onto their **Moto Guzzi Stelvio 1200 NTX**. Even just the bare essential made the vehicle very heavy. Still, the air-cooled, two cylinders, 1200 c.c. engine was powerful enough to carry the grand total of 560kg (about 1200 pounds) and the two travellers for a very long way. After only a few hours of sleep, the wheels finally started rolling eastward. Their adventure – christened the “**Gengis Ride**” - resulted in a 20.500 km, 31 days journey, during which they crossed 9 countries and 7 time zones, relying just and only on themselves and on the wanderer's lust for discovering what's after the next turn. They set off from **Mandello del Lario** (on Lake Como in northern Italy) and arrived to **Ulaanbataar, Mongolia** – and back: on their way there they crossed Poland, Belarus, Russia and Siberia, finally entering Mongolia from Lake Baikal north of its capital city. This enormous country only has 300km (186 miles) of paved roads. A lightweight tent, a camp stove and a few dried soup bags were all they needed in those nights filled with stars, new moons, wolves' howls and smiles.

MONCENISIO - PORSCHE CAYMAN S TYPE 981 Arctic Experience (2014)

The **Porsche MONCENISIO**, latest creation of *StudioTorino* – a workshop specialising in sports cars restyling and special setups, founded by Alfredo Stola in 2005 – was presented to the public on March 21st 2014. In **January 2015** it took part in an incredible adventure: a journey from **Rovaniemi** on the Polar Arctic Circle to **Nordkapp**, the world's northernmost town reachable on paved roads, and back. The MONCENISIO was the first prototype to reach the Globe at North Cape during winter, covering 1459 km (about 900 miles) in four days. *“A long climb uphill, really breathtaking. Visibility is sometimes close to zero, due to the storm. The studded tyres might be not enough, but the PDK gearbox helps the grip. Our Moncenisio closes the convoy, the snowplough and three Land Rover Defender precede us, only the safety vehicle follows. We catch a first glimpse of the observatory, lateral winds are fierce. The gate, usually closed to cars, opens wide: we're at the Globe”* (Alfredo Stola, travel diaries).

PANDAKAR

The **PanDakar** took part in several editions of one of the most difficult car races of all times, the **Dakar Rally**. This race, formerly known as *Paris-Dakar* and run in Africa, has now been held in South America each year since 2009. Since its very first adventure in 2007, when the pilots Miki Biasion and Bruno Saby drove it from Portugal's capital Lisbon to Senegal, traversing Spain, Morocco, Mali and Mauritania, the PanDakar faced itineraries which would seem impossible for a tiny city car. PanDakar's latest competition saw the team *Orobica Raid* - namely Dakar's veterans Giulio Verzelletti and Antonio Cabini – driving the car from **Rosario, Argentina** to **Valparaiso** on the Chilean coast, traversing Bolivia. Totalling 13 stages and **9.374 km** (about 5800 miles), the 2014 edition was one of the toughest in the Rally's history: while hot weather alone made things difficult, the two-weeks itinerary only allowed for one day of rest.



MODUS VIVENDI

TRAME DI VIAGGI



MONGOL RALLY 2014 (Torino – London – Ulaanbaatar)

The **Mongol Rally** is a non-competitive charity race starting from London and ending in Ulaanbataar, Mongolia's capital city. The only rule is using cars as old and unequipped as possible, with an engine size of less than 1000 c.c.. The Mongol Rally allows no support nor backup vehicles, and doesn't feature any set route: the desire to have an adventure exploring central Asia on unpaved roads is all you need to take part in it.

The vehicles on display here took part to Mongol Rally in 2014.

The **Rust&Dust Team** (Stefano Conz, Tommaso Piazza and Giovanni Testa) entered the rally with this **1979 Fiat 127 900 c.c.**. Small yet extremely sturdy, in little more than 45 days it crossed 20 countries, waiting many hours at each border, covering 17.500 km (about 10.000 miles), for the most part on unpaved roads and desert tracks. Rust&Dust Team chose the longest possible route: they crossed Iran and the world's hottest desert in Turkmenistan, climbed up to 4.665 metres (about 15.000 feet) above sea level for getting to the Pamir pass in Tajikistan, and finally reached Mongolia and its last 2000 km of steppes bordering the Gobi Desert.

The **Racing Club 19** (Guido Lageard, Alberto Pellegrino, Angelo Rollino) chose to enter the rally with a **1986 Renault 4 TL 965 c.c.**. The *quatrelle* – nicknamed after the French pronunciation of “4L” – a very rugged car despite its small size, was first produced in 1956 and presented to the public in 1961. Afterwards, the following models' bodywork and layout stayed mostly unchanged until production was stopped in 1993. In the Mongol Rally, this 34 HP Renault covered 15.000 km (9300 miles) from London to Ulaanbataar, crossing East Europe, Turkey, Iran, Turkmenistan, Uzbekistan, Kyrgyzstan, Kazakhstan, Russian and Mongolia. Overall it visited 19 countries in 40 days.