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استمتع بتجربة قوة الإبداع الإيطالي

CARROZZIERI ITALIANI 2011 - QATAR SPECIAL EDITION
ANFIA CAR COACHBUILDERS GROUP

كاروزيري إيطالي 2011 - نسخة خاصة بقطر
مجموعة (انفيا) لتصميم وتصنيع هياكل السيارات

GRUPPO CARROZZIERI ITALIANI

ANFIA

Qatar Motorshow
AUTOSTUDI - أوتوستودي
BERTONE - بيرتون
CASTAGNA MILANO - كاستانا ميلانو
CECOMP - سيكومب
FIORAVANTI - فيورافانتي
IDEA INSTITUTE - معهد تنمية هندسة السيارات
PININFARINA - بينينفارينا
PROTOTIPO - بروتوتيبيو
SALT - سولت
SPADACONCEPT - سبادا كونسبيت
TESCO GO - تيسكو جو
TOURING SUPERLEGGERA - تورينج سوبرليجيرا
ANFIA – Associazione Nazionale Filiera Industria Automobilistica - was founded in Turin on 20 March 1912 (it was one of the first Italian Trade Associations), to set up a more effective dialogue between the Italian motor vehicle industry on the one hand and the Public Administration and the Italian political bodies on the other, with regard to all issues linked to the automotive world and the road traffic.

In over ninety years, the history of the Association has continuously progressed, keeping in line with the development of the motorisation in Italy, the growing issues involved in the expansion of the automobile sector and in the increased road transport and collective and private mobility.

As spokesman of the companies operating at high level in Italy, in the sectors of the manufacture, transformation and equipment of motor vehicles for the public and private transport of passengers and goods – ANFIA has been one the leading Italian Trade Associations member of CONINDUSTRIA, the General Confederation of the Italian Industry. Actually, it represents the very strategic benchmark between the automotive sector as a whole, and the political-institutional context at Italian and international level.

The Association cooperates at national level with innumerable bodies and institutions, e.g.: ACI Automobile Club of Italy, ASSTRA, Italian Transport Association, CSAI, Italian Automobile Sport Commission, CUNA, Technical Commission for the Standardization in the Motor vehicle, Federambiente, Italian Federation of Public Environmental Services, and ICE, Italian Institute for the Foreign Trade.
MEMBERSHIP STRUCTURE

ANFIA gathers more than 280 companies, with a manpower of around 130,000 workers and a turnover of nearly €60 billion/year. The Association is structured in 9 groups by products, chaired by a President and led by a Board: Motor vehicles, Sports and Special Cars, Car Coachbuilders, Buses, Motor Caravan Manufacturers, Commercial Vehicles Coachbuilders, Components, Trailers, Tyres.

Of these nine, the Italian Coachbuilders embody the great tradition of Italian car design, continually stimulated by immense creativity and the highest level of cutting-edge technological development. The activities of the Group in the area of design have for some time progressed beyond the narrow concept of research into aesthetic solutions with capacity for comprehensive global planning. The capacity for innovation is not limited to creative and technical aspects but is also seen in the industrial side of the activity. All of this is based on an ongoing commitment to R&D, and human resources and their training: fundamental prerequisites to ensure cutting-edge success in a world of high added value products and services.

SECTORS OF ACTIVITY

The main areas covered by the Association’s mission are:

• Safeguarding associate members’ interests
• Market analyses and statistics concerning the various automotive segments
• Marketing, communication and promotion of the industry
• Support for stands and organization at exhibitions, shows and events
• Organization of meetings and discussions among the nine ANFIA Groups
• Consultancy and training as regards Quality-Environment-Safety and in technical-regulatory and legislative-economic areas
• Activities to inform and create awareness aimed at the media and public opinion

Hierarchical Structure

ANFIA’s hierarchical structure is a reflection of the size and complexity of the automotive industry in Italy. The Association is structured into 9 groups based on product categories, each chaired by a President and led by a Board: Motor Vehicles, Sports and Special Cars, Car Coachbuilders, Buses, Motor Caravan Manufacturers, Commercial Vehicles Coachbuilders, Components, Trailers, Tyres.

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An intense agenda of activities that implies a dialogue with and the involvement and participation of associate members.
A process based on an ongoing exchange of information in order to investigate and analyse the economic, legislative and technical framework within the automotive field.

ANFIA PARTNERSHIP AT INTERNATIONAL LEVEL

Within the European Union, ANFIA has cooperated since 1960 with CLCA, today known as ACEA - European Automobile Manufacturers Association, and participated in the working activity of the European Commission and the ECMT - European Conference of Ministers of Transport.
In 1972 it joined CLEPA, the European association of automobile component manufacturers and then the ECF, the European federation of manufacturers for plein air vehicles, and the CLCCR, the committee that unites all commercial vehicle coachbuilders and trailers.

At worldwide level, as from 1919, ANFIA has been member of OICA (International Organization of Motor Vehicle Manufacturers), which is the international institution that gathers all the major automobile Associations of the world, through which ANFIA can develop its activity within ECE/UNO framework.
ANFIA currently holds the Vice Chairmanship of OICA and, within this organization, the Economic and Industrial Policy Committee, also attending the Exhibition Committee. Furthermore, ANFIA also chairs the Liaison Committee of ACEA, an organization that coordinates activities to represent the sector’s interests at national level, and holds the Vice Chairmanship of CUNA (Technical Commission for Motor Vehicle Standardization).
PROFILE OF THE CAR COACHBUILDERS GROUP

The Car Coachbuilders Group was founded in 1927. In 1946 the companies in the Group produced 700 coaches. 50,000 were manufactured in 1961 as the sector entered the phase of large scale industrial production. The features, size and the aims of Coachbuilders, both large and small, have changed over time in keeping with developments in the vehicle market.

The Coachbuilders Group has today moved beyond the national sphere, branching out from initial partnerships with Italian manufacturers to collaborate with international manufacturers, and at the same time extending its areas of operation.

To the original activities involving the conversion of mass produced to custom-built products and the manufacture of niche products, the Group has gradually added on the one hand cutting-edge research activities, as well as engineering and planning of production systems, and on the other, activities such as the direct production of coaches, and in particular the manufacture of complete vehicles.

Today there are around twenty companies in the Group, the majority of which are located in Piedmont. The Group is divided into three sections, based on the principal area of operation:

Styling & Design: styling consultancy, production of models and show cars, design, prototyping and master models.

Production: production of vehicles, chassis, assemblies, production parts and tools. Conversions: design and production of special commercial vehicles, civil and military vehicles, vehicles for disable people, ambulances and armoured plated vehicles of all types.

Endorsing vehicles for manufacturers the world over, the Coachbuilders Group exhibits the winning characteristics of global planning: flexibility, cost competitiveness, market forecasting and product quality, that together continue to guarantee the success of Made in Italy.
Based on several presentations made by every single company present at the collective area of ANFIA Car Coachbuilders Group on the occasion of the 1st edition of the Qatar Motor Show (Doha Exhibitions Centre from 26th to 29th January 2011), “Carrozzerie Italiani 2011” will be issued by ANFIA this year as a special edition, like a real visit card, of its well-known publication concerning the sector of the Italian Car Design, of which ANFIA is the most authoritative representative.

The 2011 edition of the Qatar Motor Show – the first international exhibition dedicated to the automobile and to the world of motor vehicles – is organized by the Qatar Tourism Authority (QTA), in partnership with q.media events and GL events, and under the patronage of HE Sheikh Hamad Bin Jassim Bin Jabor Al Thani, Qatar’s Prime Minister and Minister of Foreign Affairs.

The exhibition is a real window on the rich markets of the Persian Gulf and Middle East; Qatar represents itself an important international market for sports and luxury cars. In this area there is a great demand for unique and personalized models, and this request, combined with the undeniable fascinating feeling of the Italian Style, offers very interesting possibilities also from a commercial point of view.

ANFIA publication “Carrozzerie Italiani 2011” has been achieved thanks to the contribution of the associate members of “Style and Engineering” section participating in the initiative, and that have supplied both texts and pictures, and also to the collaboration of ANFIA staff, responsible for the editorial activity, together with GL events.

In particular, this year’s edition is addressed to car design fans and car lovers in general, with the express purpose to support, promote and cherish a lively memory of the first edition of a high-profile event, basically targeted to achieve success on the major international motor show landscape.

Eugenio Razelli
President of ANFIA

أوجينيو رازيلي
رئيس انفيا
A NEW MEANING

For our Car Coachbuilders Group something new is emerging, something of innovative, greater and noteworthy significance.

After an epoch-making watershed which has just come to an end, now all over Europe, which is considered the cradle of contents related to the above sector, the primordial function of the bodywork manufacturer has definitely died out in Italy, France and Germany, the remaining companies, glorious firms of the past still active in the field currently do not produce those coachworks they had originally imagined, then stylized and finally engineered.

Since many years the so-called "lean production" has allowed that some series of thousands-a-year have meet the case of being useful to Big Manufacturers to saturate their plants.

Bertone and Pininfarina in Italy, Heuliez in France, Karmann in Germany, for example, have then adopted other configurations, different from the original one that had made them big for more than half a century.

The other soul of the "car coachbuilders", their creativeness, is however still alive, vivid and wishing to impose its own peculiarities, a uniqueness in the world.

The global economic crisis and the complex processes of consolidation distinctive of the various Manufacturers, and crossing at international level, lead to make some considerations. First of all, how we can imagine the car of the future, an entrepreneurial interesting future, not something fantastic coming out from a crystal ball.

I personally think that in future, apart from niche productions, vehicles will certainly be weightless, more rational and aerodynamic, less expensive, more standardised particularly for mechanical environmentally-friendly components.

Platforms, suspensions, motorizations, all of them very similar and subdivided by product family according to different Manufacturers, by now largely consolidated. We cannot, however, forget that the first and most important project parameter always remains the Man.
Which will then be the criteria chosen by consumers? Function and aesthetics. Bodyworks will therefore remain a synthesis element of the project functional contents, and so its beauty will be rewarding.

Here are those opportunities that I can anticipate for the Italians, just after the crisis. We all with a natural propensity to synthesis instead of analysis, more inclined to plan simple solutions and true original ideas and rational decisions: tangibly true things...

Plato used to say that "Beauty is the Splendor of the True". How lucky Italians are, with their basic values they create Beauty. Or, at least, they are able to recognize it...

Big Manufacturers, however, own a great number of important Style Centres, this is true, but what do they have produced in these last years? A very leveling process over few free stylistic elements, imitated and reproduced so many times to conform to "dictates" like aggressiveness, fighting spirit, aesthetic equipment like video commercials within an "abnormal reality".

At the end of the crisis, however, costs will thoroughly reduced, in whatever sector. And at last the true truth of engineering right things will be definitely realized and understood. Our grounded values and independence of dreams from binding schemes of Big Companies will continue to be essential reference points.

Should we be able to Do the System, We Will be Winning: we did so in the past, occasionally and without awareness. Now we must do so, with more and more conviction and tenacity. A new weapon in the eyes of the world.

Liberty in creativeness is an economic value: this is what we want to demonstrate.

To be confident in the future is a must... starting however by believing in our own abilities and strengths.
Company profile
Since 1983 Autostudi is a design company working in automotive and industrial area based in Turin, Italy. All along presents with its innovative ideas at once keep going providing the full service to its clients: from first step of styling to the last stage of design to arrive promptly at the production. Author of own astonish concept, attractive and eco-friendly like A-trix, miniSUV, H-due. From 2010 Autostudi is out in the Italian ways with its new young and fresh model focused on a under18 target: Sonique MicroCar Greca.

Manufacture / Services / Areas of Operations
Styling Design
CAD / CAS
Engineering
Calculation and structural analysis

C-SPORT QATAR
Autostudi presents at Qatar Motor Show 2011 the world premiere of C-Sport restyling.
C-SPORT QATAR: innovative high level sport car, with clear and sinuous lines that seems a very extra luxury toy-car. Smart and dynamic with a plucky soul ready to promise unheard-of performance.
Company profile

Founded in 1912, BERTONE is one of the earliest and most prestigious car companies, always keeping step with formal and technological evolution. The major and most celebrated world manufacturers entrusts Bertone with the task of realizing car models that are able to impose themselves as cornerstones in Car Design.

From the beginning custom-made model born in the fifties (Alfa Romeo Giulietta Sprint) up to the sixties with Lamborghini Miura, from the seventies (Lancia Stratos HF, Lamborghini Countach) to the eighties (Volvo 780 Coupé and the first experimental electric cars), from the nineties to the dawn of the new Millennium (Fiat Punto Cabrio, Opel Astra Cabrio and Coupé, Alfa GT), the car designer Bertone creates products like true icons of the Made in Italy all over the world.

Bertone is today a high technology service company (complete manufacturing-cycle) in the automotive sector, as well as in transportation and engineering fields, as well as is ICT (Information & Communication Technologies in Info Mobility) and Energy (Electric engines, Fuel Cells, Hydrogen, etc…). In the Automotive field, the two operational divisions, Style and Engineering, meet with extreme flexibility every need and requirement, within a perfect reciprocal integration, coming from all clients. Moreover, in Bertone ateliers, still nowadays – on request of the single customer – luxury custom-made models are produced, entirely hand-made, so to projecting the ancient art craft of the car coachbuilder into the future.
PANDION

The Pandion: a sporty coupé designed as a tribute to the hundredth anniversary of the Alfa Romeo marque. An extreme and controversial sports car, as only a Bertone knows how to be. The Pandion boasts a powerful and muscular shape (4620 mm in length, 1971 mm wide, 1230 mm high), and revives a few ‘family traits’ peculiar to the genetic code of Bertone’s most famous concept cars (such as the spectacular inverse scissor doors hinged to the rear hub).

Equipped with a powerful heart (4.2 litre, 440 CV 8-cylinder Alfa Romeo engine), the Pandion is also the first car produced by Mike Robinson in his new role as Bertone Design and Brand Director. A pure ‘dream car’, the Pandion takes its rightful place as a member of Bertone’s historic Alfa Romeo family: cars that have always been style icons, influencing the history of the automobile and Italian craftsmanship in their excellent design quality, proving themselves to be undisputed benchmarks for the entire world of car design.
Company profile
Founded in 1849, today Castagna Milano is still the only coachbuilder in the world producing more than 30 unique pieces a year all of which are regularly approved for motorsport in all countries.

Today, as in the past, the "Dream Factory", avails of the best craftsmen and the most sophisticated methods with which to delineate the project virtually and, from there, move on to its realization. Our Atelier realizes the dreams of our customers together with our Style Center that is available to suggest and create automotive and no-automotive projects just like in a fashion designer's boutique. No-automotive projects like Villa's, Yachts or a personal Family Logo.

Redesigning the process from the concept to the final product, we have placed the customer's project at the centre of attention leaving him free to choose and fine-tune all details.

Our Show Room is equipped with a virtual room for meetings on work in progress to show you our ideas, shapes and colours in their real dimensions and to create any variation in real time.

In the 1930's one of the mottos that cropped up continuously in Castagna Milano advertisements was "No two alike!". The same rule still applies for the three different customization methods we offer to our customers.

Light Tuning which do not alter the outer appearance of the car but which, rather, see us focus on external colours and details and on interior materials and design.

Coachbuilding is when the original exterior design is modified in order to produce a different type of vehicle. Thus for example from a Coupé we obtain a Shooting Break.

One-Off for people who don’t settle for jobs half-done but want something completely new and different. You choose an engine and a chassis and the rest is designed and built.

Passion Kit are little inventions, essential accessories for enriching your Castagna Milano vehicles, but these kits can also transform any heat engine into a hybrid or full electric engine, improving performances, key less system, special features for hawk hunting or ...

We work on the best chassis of our time, including Rolls-Royce, Bentley, Range Rover, Bugatti, Ferrari, Porsche, Mercedes, Alfa Romeo, Maserati, Corvette...
In line with Milanese mood, our vehicles are subject to the use of the most innovative solutions from the “fashion system”. Castagna Milano has always been a “tailor” transplanted in the coachbuilding world. You are warmly invited, to make an appointment, to visit our Show Room in Milan where you can start dreaming.

Manufacture / Services / Areas of Operations

One-Off
Passion Kit
Coachbuilding
Design Projects
Light Tuning

**TENDER2**

“Jolly inspired”, is a novel type of two-seater “Spigetta”, with a large rear boot in teak. After the launch of the new Fiat 500, we received many requests for customised cars, and so many proposals have been launched by our Atelier.

The new line is enriched by solid teak finishing’s, by the dark coloured wicker, by the “lifelines” in shiny steel and by many other details of nautical origin. In the middle of rear cockpit, an aluminium striped teak compartment has been carved out to house a drawer for beach-towels. On-board equipment is completed by touch screen system, fridge, chiller, sound beach-party system, shower, fold-up steel structure of the canopy and more. Other models on Fiat 500 and 500C basis are available as for ex. St.Tropez, Capri, Tender4, Wagon, WoodyWagon ...