



Pininfarina at the 2004 N.A.I.A.S. in Detroit

Pininfarina is present at the 2004 edition of the N.A.I.A.S. in Detroit through two cooperations which confirm its industrial role as flexible full service provider, offering a state-of-the-art technology: on one hand, the collaboration in the styling field with Ferrari, that officially presents on its stand the 612 Scaglietti by Pininfarina, and with Maserati, that shows for the first time in the U.S. the Quattroporte (which already made its debut in Frankfurt), by Pininfarina as well; on the other hand, the one with GM, that exhibits as world premiere two concepts, Saturn Curve and Chevy Nomad, built by Pininfarina on the Client's style.

FERRARI 612 SCAGLIETTI

The 612 Scaglietti is the perfect marriage of sporty thoroughbred Ferrari berlinetta performance and excellent onboard comfort for four occupants. It is also the very first Ferrari 12-cylinder model to boast an all-aluminium chassis and bodywork construction. A mid-central engine layout also guarantees excellent 46% front and 54% rear weight distribution and ensures that the centre of gravity is kept a far back and as low as possible for a significantly improved dynamic performance. Designed by Pininfarina to clothe the engineers' technical and functional solutions in an aggressive yet elegant body, the 612 is also named after Sergio Scaglietti whose coachworks bodied some of the most beautiful Ferraris ever during the glory days of the 50s and 60s. The 6 of the 612 indicates the car's displacement (5478 cc rounded off), while 12 is the number of cylinders boasted by the engine. The 65° V12 is the absolute pinnacle of Ferrari engine design, punching out a maximum of 540 bhp at 7250 rpm.

The design fully expresses the model's new values. In fact, Ferrari made a conceptual choice with Pininfarina to ensure that the four-seater would be a genuine departure from previous Grand Tourer models. It also made a technical decision that the bodywork would have to clothe a completely innovative structural layout. The 612 Scaglietti translates this approach into wonderfully aerodynamic lines. It is softly and elegantly aggressive, sculpted to express the powerful personality of a prestigious high performance, surprisingly roomy car.

The long scallops on the 612 Scaglietti's flanks lend it character and aerodynamic elegance too. These are borrowed from another famous Ferrari, the 375 MM ordered by Roberto Rossellini as a gift for actress Ingrid Bergman. The front wheel arches are very long with a shorter overhang while the rear ones are prominent and muscular to support the C-post. The traditional Ferrari air intake is given an original twist with the wheelarches protruding slightly further than the bonnet. The rear section is big and solid-looking with the classic high tail lights. This design meets the aerodynamic demands of the slender profile that increases downforce.

A carefully designed interior also means that the 612 Scaglietti offers excellent onboard comfort and space. The layout of the cabin and the relevant components combined with ergonomic research made it possible for us to fit four seats into a roomy, elegant yet exceptionally functional space.

GM SATURN CURVE – GM CHEVY NOMAD

The Pininfarina Engineering Centre of Cambiano (Torino), inaugurated in October 2002, where new prototype workshops can at the same time manage different development programs, made it possible to further expand the range of services combining styling and niche production activities with those of engineering. Pininfarina can offer even the development of models based on style themes executed both internally and by the Client, and this applies both to industrial programs and to the show cars realisation. The



first significant results in this field are the two GM concepts, Saturn Curve and Chevy Nomad, assembled by Pininfarina in cooperation with the GM team.

The Curve signifies Saturn's evolution, both in styling and product. Saturn is growing its portfolio, planning new vehicles and exploring dynamic, refined designs. It was one of the vehicles, including the Pontiac Solstice production model, built on GM's new rear-wheel-drive Kappa architecture. Design creativity and implementation was a collaboration of GM's worldwide resources, driven by GM North America's Advanced Design Team and developed by GM's European Advanced Design Center in Sweden. The European design influence bolsters the Curve's aura of refinement.

The Nomad, based as well on GM's new Kappa architecture, represents another line of thought when it comes to leveraging a new sports car platform. Its off-the-hook styling is readily identifiable as a Chevrolet, but with a contemporary flair. The Nomad, in fact, it's not a sedan, wagon, SUV or any other categorizable vehicle, but it simultaneously conveys presence and practicality.

Building these two concepts Pininfarina is back with GM. This cooperation started in the Thirties, when the Founder Pinin Farina produced one such unique model as a spider version of a V16 Cadillac for the Maharajah of Orchha. In 1947, International Motors of Los Angeles asked Pinin Farina to design some special car bodies for General Motors models of coupes and convertibles for Hollywood stars and magnates. In 1959, the car body maker produced 200 luxury Cadillac Broughams designed by General Motors. Beginning of the 80's Pininfarina was entrusted with the responsibility to take care of the engineering, development and prototyping of the GM-200 project, from which were born three MPVs: Chevrolet Lumina APV, Oldsmobile Silhouette and Pontiac Transport. In 1983, an agreement was reached for the manufacture of a two-seat convertible Cadillac, the most prestigious General Motors trademark. This was the first time that General Motors entrusted the styling and construction of the car bodies for one of its mass produced models to an outsider. The production schedule required a daily output of Cadillac Allanté bodies transported by an airbridge from Turin to Detroit. Over 22,000 Allanté represented the fruit of this important agreement until 1993. In 1991 at the N.A.I.A.S. of Detroit Pininfarina presented the Chronos, a research concept based on GM mechanicals, in particular the ones of the Opel Lotus Omega, an extreme convertible able to match outstanding performance to equivalent styling distinction: a proposal in line with the tradition of Pininfarina sports cars, the typical feature of which have always topped out the ranges of high volume producers.

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