


# CLASSIC DRIVER



## 1971 Lancia Fulvia

|                                  |  |              |   |
|----------------------------------|--|--------------|---|
| Estimate                         | <b>USD 12 810 - 15 139</b><br>EUR 11 000 - 13 000 (listed) | Lenkung      | Links   |
| Baujahr                          | 1971   | Zustand      | Gebraucht   |
| Landesspezifische Mehrwertsteuer | IT   | Standort     |  |
|                                  |  | Außenfarbe   | Grau  |
|                                  |  | Automobiltyp | Coupé   |

### Beschreibung

- Only two owners till 2008.
- Partially restored.
- Excellent condition.
- Saottini collection.

i: This lot is subject to VAT.

The model

Fulvia was presented in 1963 at the Geneva Motor Show. The Coupé was derived, in 1965, from the sedan and it had a huge commercial success, thanks to the line and its numerous victories in rallying. Designed by Piero Castagnero, inspired by the Riva motorboat, the Fulvia Coupé is a sporty 2 + 2 berlinetta, elegant, with refined finishes and sports performance. There were also many similarities to the Giovanni Michelotti prototype shown at the Salone di Torino in 1961. Made on the shortened chassis of the sedan, it was powered, at its debut by a 1216 cc 80 HP version of the V4. The engine underwent near constant evolution and was offered in multiple versions of power and displacement. In the 1.6-liter version of the HF (called "Fanalone", due to the larger embedded headlights) achieved great success and allowed Lancia to win the 1972 World Rally Championship. In 1969 the Lancia had been acquired by Fiat. The Fulvia Coupé was at the peak of its career, but costs

had to be reduced; This was the main purpose of the restyling of 1970. On an aesthetic level, the changes were minimal (new thinner and more linear mask, bumper with black rubber protective band), while technically there were the adoption of the 5-speed gearbox was also adopted on the 1.3 S Coupe (with a 1298 cc 90 hp engine), and improvement in the brakes and geometry of the front suspension. 140,454 Fulvia Coupé were produced. With 10,275 being 1.3 S which were only produced for a year, from 1970 to 1971.

#### The car

The Lancia Fulvia Coupé chassis number no. 818.630\*005788\*, is a 2nd series model, 1.3 S version. This model underwent a deep stylistic revision of the front and adopted a new "horizontal" grille. The writing on the tail panel are in capital letters scored by a line. The headlights are iodine. It maintains the front end with tubular upper arms. The Lancia shield on the grille shows a flag staff with three attaching points. The external rear view mirror is positioned on the driver's side door. The oil cooler absent and the power drops to 90 hp (from the 93.5 hp of the 1.3 S Rallye from which it derives mechanically). The steering is collapsible. The braking system is Girling with brake booster. The grille is in chromed plastic, like the small grill on the hood. The vehicle in question was registered in February 1971 in Brescia and is a model from the first year of production (1970-1971). Later examples, adopt the front end with upper arms moulded and the writings on the tail panel contained in a small bar. Steps taken to reduce costs were notable, such as the disappearance of the wood veneer of the dashboard and the use of steel for bonnets and doors instead of aluminum. Out of a total of 50,155 Fulvia Coupé 1,3 S 2<sup>^</sup> Series, 10,275 were of the model from 1970 to 1971. The car at auction's bodywork was restored in the late 1990s, the interior is preserved; it is in an excellent state both bodywork and interiors, with the bodywork in metallic Longchamps Bronze color and interiors in beige "panno (cloth) Lancia". The mechanics are in order. Some attention is required to the front seats and the brake system, since the car has been stationary for some time. It has its original black plates and service booklet. Only two owners are registered until 2008, when the car became part of the Saottini Collection.

#### State of the art

Bodywork restored at the end of the 1990s, mechanically it is in good condition, interior is preserved. Some maintenance is required.

#### Litterature

#### Documents

Italian registration, original black plates and (pages) logbook.

#### Eligibility

Giro di Sicilia.

Targa Florio.

Goodwood Revival.

Rallye Monte-Carlo Historic

Coppa d'Oro delle Dolomiti.

Coppa delle Alpi by 1000 Miglia.

Winter Marathon.

Nürburgring Classic.

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