

Pierfrancesco [As Frauchini] | Inceolima | Praxi Engineering |
Trion | Fondmetal | Materialise

Hyperion – A New Custom-Built Car



The Hyperion takes up the legacy of other Rolls-Royces designed by Pierfrancesco: the Silver Dawn saloon of 1987 and the Corniche coupe of 1975.

Pierfrancesco has presented the Hyperion, a one-off custom-built car derived from the Rolls-Royce Drophead Coupe, which made its world debut at the Concours d'Élégance at Pebble Beach (USA). The secret of the Hyperion lies in its harmony between mass and volume, and the balance of every proportion. Structurally, the developers moved the driving position further back (400 mm) and took out the rear seats. A new hood was designed, which folds behind the seats under a wood-lined cover. The bodywork is made of carbon fibre, while the details are applied using a technology extracted from boat building. The doors are made of solid wood by craftsmen who specialise in creating components for luxury boats.

This is another aspect of the programme of Pierfrancesco's special cars offering customers unique stylistic and technical solutions that are not

possible on mass-produced cars. Some of the best international firms contributed to the realisation of the project: As Frauchini for the carbon, foaming for the glued surfaces, Praxi engineering for the drawings of the car, Trion for the lights and headlights, Fondmetal for the wheel rims and Materialise for components created using laser prototyping. In order to repeat the proportions of these cars is short tail end and magnetic bonnet that "surges" forward, the roof needed to be extended and the rear end to be shortened. To balance the volumes, the Pierfrancesco designers tried to achieve soft, fluidly flowing surfaces. The front sports the classic Rolls-Royce grille, which has been slightly inclined. A tapered plane creates a more aerodynamic dashboard, while the reserved yet serene headlights and LED technology convey sportiness and elegance.

IN BRIEF

Managers' Trend has increased Ringroad production at the Alpha Ring manufacturing plant in Madison, Tennessee (USA), by 25 %. This increase will accommodate domestic and global growth. The Madison facility added 14 % more Ring roads to handle the growth in the North American market. The Madison plant is scheduled for further expansion in 2009.

Pirelli Tyre has purchased minority stakes of its two Turkish subsidiaries from Isbank. In detail, the Group bought a 25.75 % stake in Pirelli Tyre Lantibler (car and industrial vehicle tyre manufacturing and sales) and a 48 % stake in Gelisim (steel rod manufacturing and sales). Under the transaction, Pirelli also purchased a further 1 % stake in Gelisim from other shareholders. The overall amount of the transactions amounted to approximately €3 million euros.

Aston Martin

The Twenty Twenty Concept

The Aston Martin Twenty Twenty, the concept car designed by Italdesign Giugiaro that was premiered at the 2007 Geneva International Motor Show, was on display at the Astoria Quattrocento stand at the recent 2008 Moscow International Automobile Salon. The architecture of the Twenty Twenty splices follows the lines of the Capsule (1982) and the Structure (1986), in which the superstructure resting on the platform made its own design statement as the prototypist's dominant styling feature. This new proposal goes one step further, because it might be described as possessing a "tearing" aesthetics in a literary and technical sense. The aluminium structure is proudly on display, setting the key and the base of all subsequent developments in the design. The bodywork parts are laid open the structures without concealing them. Lines and shapes, skilfully modulated by light reflecting on the surfaces, are here traced by the extruded aluminium structural sections. "An evocative surface treatment," comments Giugiaro Giugiaro, "often solves volume and trends but may present the product as 'feline', like a big toy." With the Twenty Twenty, the car can return to its roots as a complete, meticulous piece of engineering."



The architecture of the Twenty Twenty splices follows the lines of the Capsule (1982) and the Structure (1986), in which the superstructure resting on the platform made its own design statement as the prototypist's dominant styling feature.



Emanuele Filippi
senior editor, Italian automotive business
Auto News