

## National Automobile Museum – October 12, 2017 – Turin, Italy

I am anything but a car fanatic but for some reason the Lonely Planet's two paragraph write up on the Museo Nazionale dell'Automobile caught my attention. Then Nancy suggested we take the "hop-on, hop-off" tour bus that listed a stop at the Automobile Museum, which solved the issue of transportation to the Museum.

For those following our travels you already have come to the conclusion we don't always follow the rules. Today is one of those days. Today is our last day in Turin and it is the day we finally take the time to tour the city on a "hop-on, hop-off" tour bus. Most people take these tour buses on their first or second day in a city so as to get the lay of the land so to speak. Not us, we have waited until our ninth and last full day in Turin to take an overview tour of the city.

Inventor of the automobile Karl Benz's 1893 Victoria. And you thought spoke wheels were a new design element for cars.



Turin is the home of Fiat. Next car for your viewing pleasure is an 1899 Fiat. This is one of two left in the world. It doesn't qualify as a fast car since it only has a four horsepower engine.



La FIAT, tre mesi dopo,  
era automobile.  
cristiane solo due.  
months later



Eight years later Fiat is producing the Itala with a 35/45 HP engine capable of a speed of 95 km/hr (60 mph).

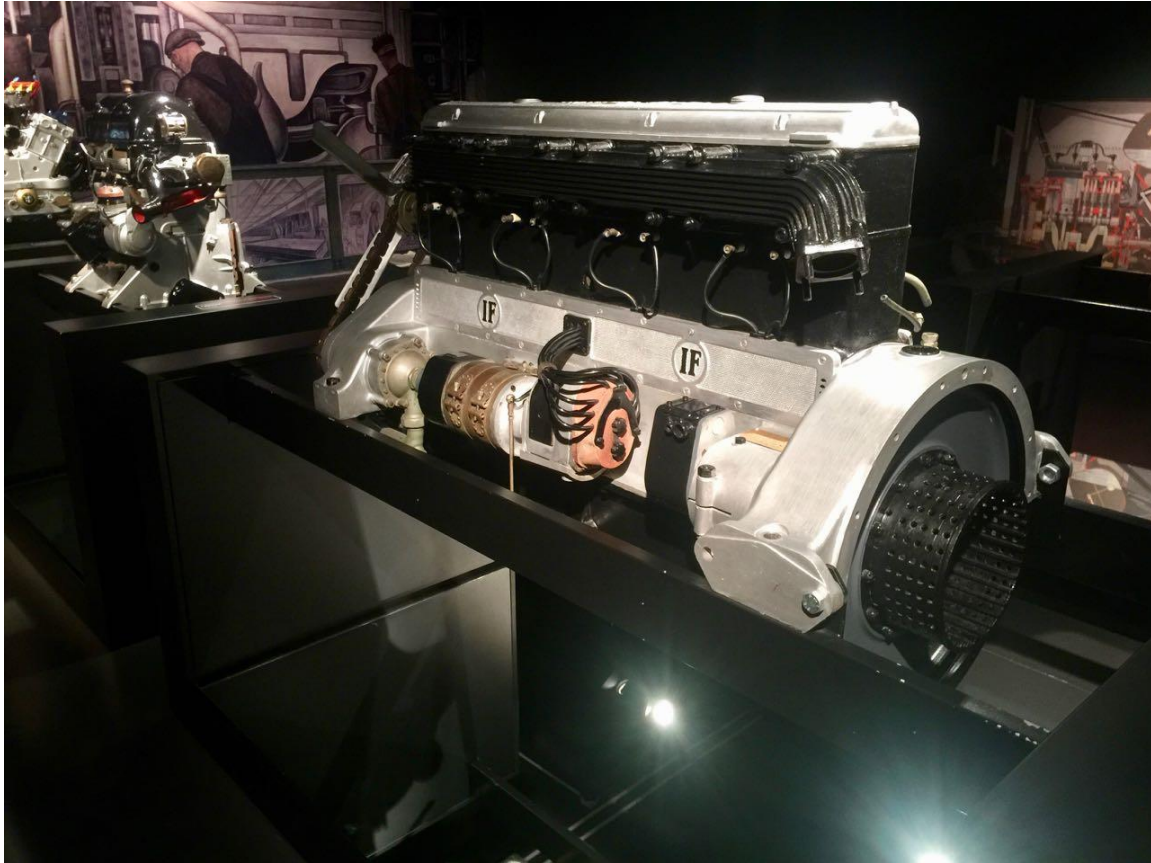








If you have wondered why the older cars had such large engine compartments it wasn't just for design. Some of the old engines were very large. A 1927 Isotta Fraschini engine.



And as long as you have a long engine compartment why not a long horn? A 1912 Itala 25/35 HP automobile. “The snake-like horn and lively styling concealed a sound aristocratic vehicle”.



Or maybe you are more the sports car person. How about a 1936 540K Mercedes Benz and an open highway where you can do 100 mph?

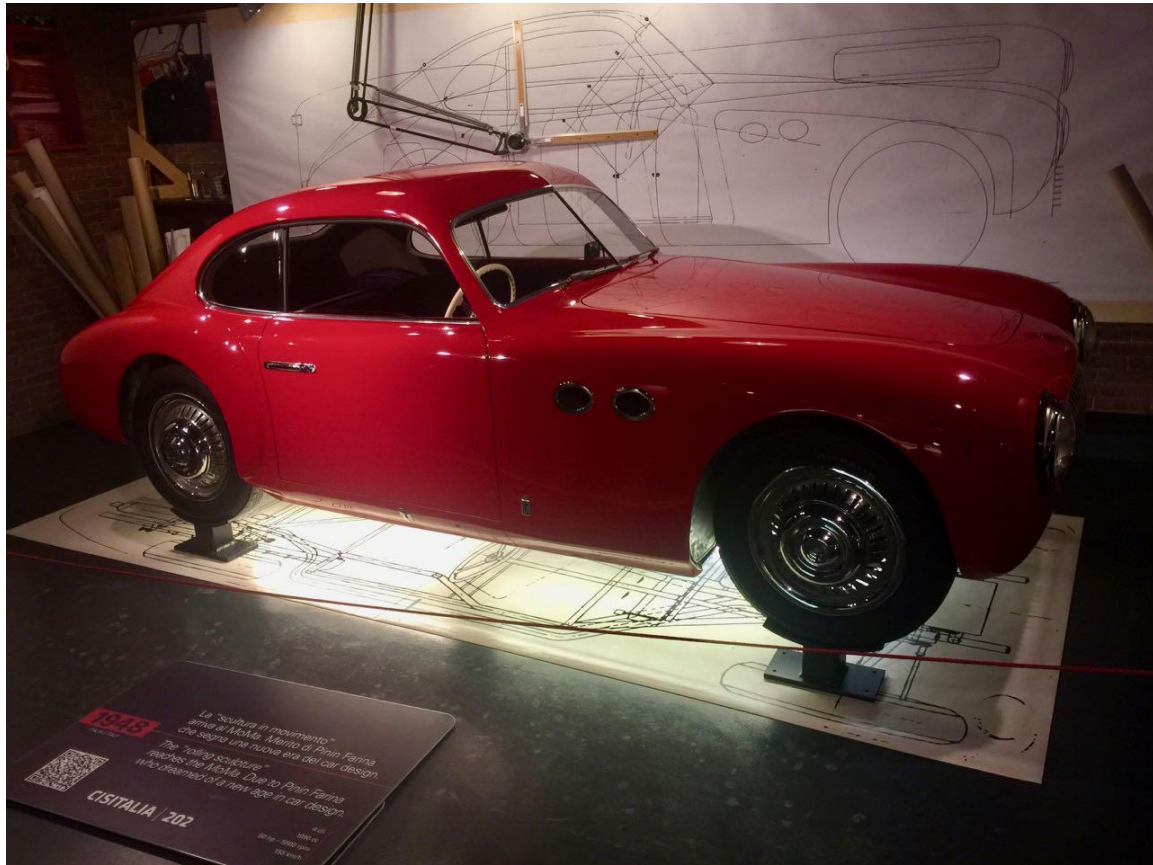




World War II changed the automobile design to something more practical. The iconic 1941 Ford Jeep.



As soon as the war was over car manufacturing returned to producing beautiful cars. The Italian made “rolling sculpture” or the 1948 Cisitalia/202.



My favorite car in the museum was the 1951 B52. The car has a 1951 Lancia frame but the car itself is one of eleven designed by Giovanni Michelotti and produced by Vignale in Italy.

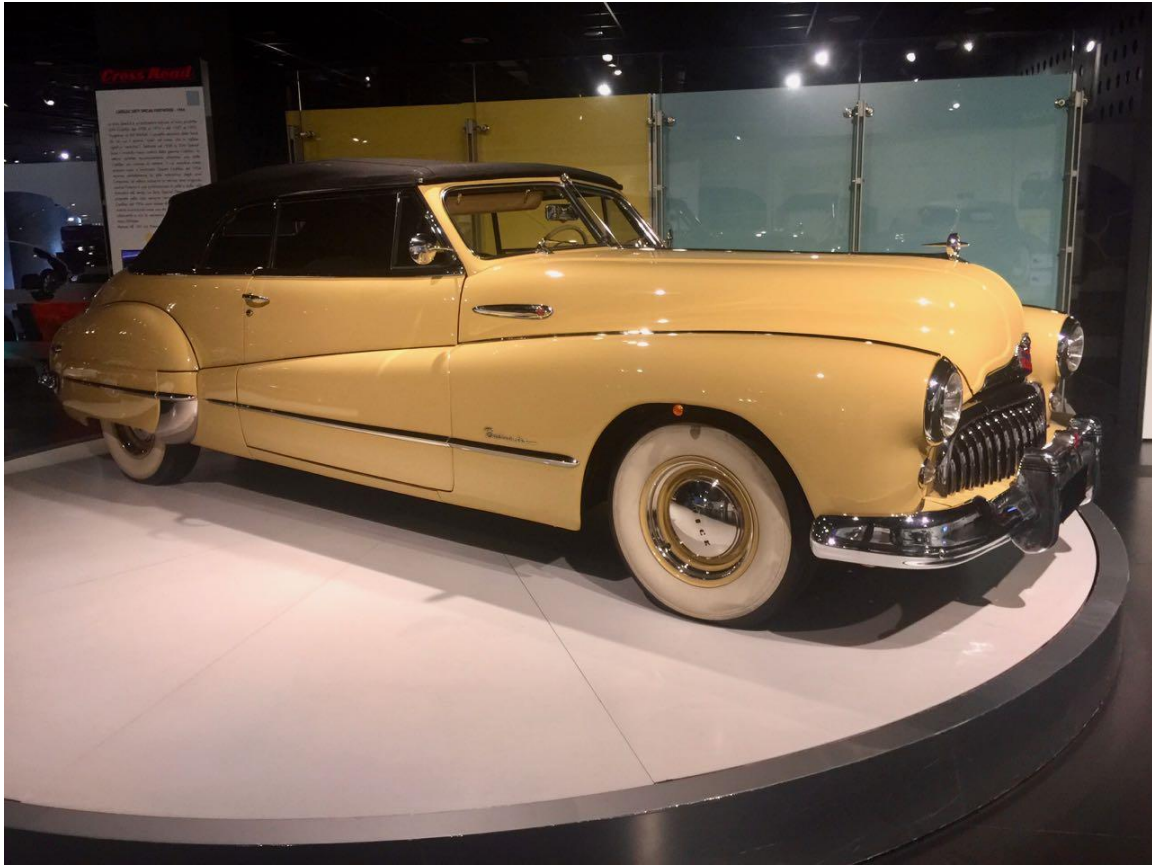




Not everyone can afford the best in class so manufacturers also made cars to get you from point A to point B as economically as possible. Nancy is standing above a 1958 Italian “auntie Vespa”.



Then came the American WWII tank-like cars. A Buick Roadmaster.



If it is big it must be a whale so add fins. A Plymouth Fury.





And finally a 1965 Lincoln Continental 4-Door Convertible with a V-8 engine producing 320 horsepower at 4600 rpm. This car model almost everyone has seen – John F. Kennedy was riding in one the day he was assassinated.



To date the most fascinating vehicles we have seen were in this museum. Each vehicle was a masterpiece of engineering, design and manufacturing.