

STANGUELLINI FORMULA JUNIOR



In 1957 a new racing formula was proposed in Italy, initially to serve as a training facility for Italian Grand Prix drivers, but also as a low cost entry to motor racing providing almost the performance and excitement of the larger cars. The idea quickly gained acceptance and a number of factory – built cars and specials were prepared for the 1958 season. The formula required cars to be based on production push rod 1100cc engine blocks, production suspension, and to be above a 380kg weight limit.

Stanguellini in Turin was one of Italy's oldest Fiat dealerships and for many years had modified customer's cars for racing and at the same time built sports and racing cars under their own name. A 750cc monoposto built in the mid-50s was very similar in specification to the new formula and the company quickly adapted it. The result was a very attractive and very successful Formula Junior that was virtually unbeatable and went on to win the 1958 and 1959 Championships. By offsetting the drive Stanguellini achieved a low seating position

when all others were still sitting over the tailshaft. The cars were built to a very high standard and although expensive to buy were popular in Europe and USA. By 1960 Lotus and Cooper in England were also building cars specifically for Formula Junior, with rear engined chassis layouts similar to their Grand Prix cars. The front-engined cars were simply outclassed. Stanguellini made one rear-engined car but quietly faded from the scene. They continued to build special road cars until 1965 and still exist today as a Fiat dealership. A museum is located within their showroom and some of the famous cars retained are still used in historic racing.

This car was purchased from the factory by Roberto Delfino Spiga. He raced under the name "Robur" and won at Monza on 19th March 1960. Robur retired from racing in 1963 and the car has been stored and not driven since then. It was found in 1999 in southern France by Ean McDowell of Newport, Victoria, as the result of a passing comment "I would love to have a Stanguellini", and was imported into Australia. The car has not been restored but started easily and is in good mechanical condition. This car was one of the last built.

SPECIFICATION : Fiat 1100 engine block with Stanguellini/Nardi head, sump, crankshaft, rods, pistons, camshaft and valves. Approximately 80bhp at 7000rpm. Fiat 1100 4-speed gearbox with close ratio gears. Offset Fiat 1100 rear end. Stanguellini / Fiat brakes. Fiat 1100 steering. Borrani wire wheels. Tube chassis with aluminium body. Performance: Approximately 220kph top speed with good acceleration and very good handling.