



The "Camel" prototype. Distinguishing features include the two-tone color scheme, the traditional Lancia shield-shaped grille, and the split bumpers with recessed turn signals.



The GTZ. Note the "double bubble" roof, the covered headlights, the fins on the rear fenders, and the body side molding.

History of the Appia Zagato — Jeff Burk

In 1955, Lancia's ill-fated Grand Prix venture was over and the company was in serious financial trouble. The Turin plant had 5,000 employees, but less than 6,000 cars were to leave the factory that year. The Aurelia B12 Sedan was discontinued, leaving only three models in production: the Aurelia B20 Coupe, the B24 Spider/Convertible, and the 1st Series Appia Sedan. It had become vitally important to increase production and draw more customers into the showrooms.

The new Technical Director, Antonio Fessia, sought to breathe new life into the Appia by designing an improved 2nd Series Sedan, introduced in 1956. At the same time, a special Appia

chassis platform (Type BH12.00/01) was developed for Coachbuilder's prototypes. Finished designs were submitted by such famous *carrozziere* as Pininfarina, Vignale, Allemano, Ghia, Boano, Motto, and of course Zagato. The production models of the Pininfarina Coupe, Vignale Lusso, and Vignale Convertible came as a direct result of these prototypes.

The Zagato design, nicknamed the "Camel" due to its distinctive humps on the hood, roof, and trunk lid, did not make it into production. But Zagato did not give up: a completely redesigned version, the GTZ, went into limited production in 1957, to be followed by yet another version, the GT, in 1958.

Approximately 75 cars had been built by September 1958 when the body was once more modified to become the GTE (Gran Turismo Esportazione).

Zagato was obviously a very prolific designer, this being the fourth version in less than three years! The GTE was a particularly attractive design, quite similar in appearance the early Flaminia Zagato, with its graceful curves and headlights faired in behind plexiglass covers. About 35 of the early GTE's were imported into the US during 1959 and 1960 by the Hoffman Motor Company in New York, retailing for a little over \$4500 at that time.

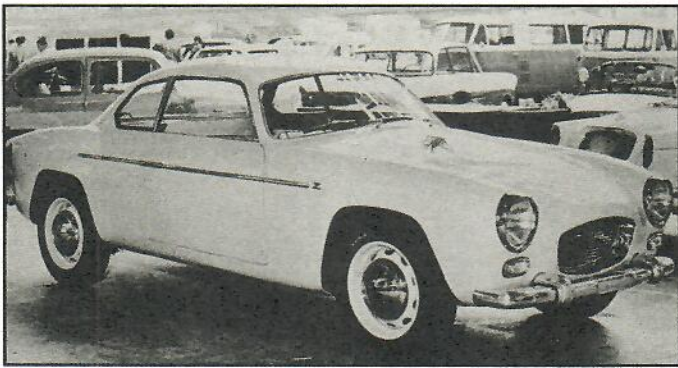
According to the best figures now available, the first 167 GTE's had covered headlights. In July 1960 the nose was modified slightly to eliminate the headlight covers, and the next 144 cars were produced in this style. In March 1961 the final version of the Appia Zagato, the Sport, entered production. This model had a wheelbase 160 mm shorter than the GTE, a more rounded tail, and headlights mounted flush on the nose. 200 of these were made; production ceased in September 1962.

There were many minor variations on the various models, e.g. grills, bumpers, door handles, and lighting equipment. All of the cars were left hand drive 2 seaters with all aluminum bodies.

Zagato did not have the capacity to



The author's Appia Zagato GTE under restoration at Pete Lovely Racing. Photo taken January 1990 by Jeff Burk.



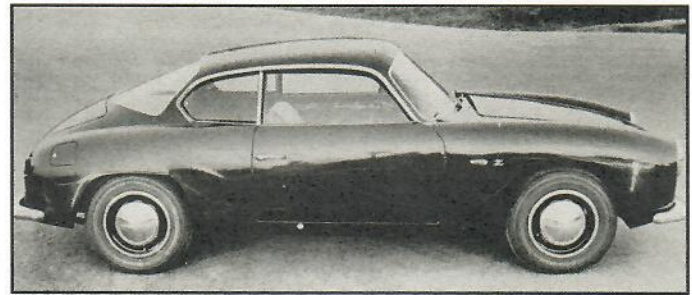
The GT. The fins are gone, and the headlights and turn signals have been redesigned.



The GTE (late). The headlights have been moved slightly forward and are no longer covered.



The GTE (early). One of Zagato's prettiest designs, at 40 inches high it's 8 inches lower than the Appia Sedan. Note the covered headlights and flush-mounted door handle.



The Sport. The shorter wheelbase gives the car a "stubby" look. The headlights are no longer recessed, and the rear roofline is different.

produce a large number of bodies; the total output was less than 600 units from 1956 to 1962. Although few were made, it helped to give the small Appia model a sporting image not previously enjoyed, and brought favorable publicity to the marque during a troubled period in its history.

While the Series 2 Appia Sedan engine developed 43.5 BHP, the Type 814.00 engine used in the Zagatos gave 54 BHP at first, later raised to 60 BHP through changes in carburation, manifold, cylinder head, and pistons; top speed was 93 and 100 MPH respectively. Dry weight was under 1800 pounds thanks to the aluminum body, hand formed over "bucks" in the Zagato tradition. A great number of the mechanical parts came directly from the Sedan, and were subject to the change from Series 2 to Series 3 at chassis #2756 in May 1959. Due to the lighter weight, the front and rear springs were slightly different from the Sedans, and the final drive ratios were modified to take advantage of the better aerodynamics.

Right from the start, the Zagatos

were popular for racing in the "up to 1150 cc" classes in Italy. Engine tuners such as Nardi, Facetti, and Degrada were eventually able to get 75 BHP or more from highly modified units. A few streamlined "Berlinetta Specials" were produced for competition, and had very satisfactory results in class. The Appia Zagato took the Italian GT title for "up to 1150 cc" three years running, from 1959 to 1961, and competed with some success in numerous road races and hillclimbs through 1963. A pair of GTE's were entered in the 1959 12 Hours of Sebring, one of them co-driven by Walter Cronkite; they finished 35th and 40th in a field of 65.

The competition cars were usually fitted with special racing seats, plexiglass side and rear windows, and lightweight wheels.

A few of the cars are still involved in vintage racing events across the country, notably the examples of Anatoly Arutunoff, Dan Gardner, and Jarl de Boer.

As with most special-bodied Lancias, rust has taken a fearsome toll over the years with the Appia Zagatos. The

electrolytic reaction of water, steel chassis, and aluminium body causes massive corrosion in the sills, floorpan, and door frames, necessitating complex (and expensive!) fabrication work to rectify the damage. While most mechanical parts can be renewed reasonably easily, it is virtually impossible to locate body and trim items if they are missing or damaged.

Approximately 40 Appia Zagatos are known to exist in the United States today, but it is likely that less than half of them are in running condition. There are several restorations in progress, and hopefully these cars can be saved.

In recent times the (advertised) value of the cars has risen dramatically. Only a few years ago a decent, running example could be purchased for about \$5,000 asking price for a first-rate example today is approaching \$50,000!

The cars are largely unknown to the average enthusiast. To the best of my knowledge there has never been a road test or feature article in any American magazine, so they remain a "hidden treasure".

Mr. C. Joel Shapiro

October 10th, 1989

Hello again;

I received your letter and check in the mail this morning, thank you for writing. I particularly appreciate your sending me the chassis number, since it is a "new" number on our register. After all of my work on the project, I know of only 6 of the "Sport" models here in the States, including yours. Apparently the importer did not bring ⁱⁿ any of them - all of them seem to be private imports. I would be interested to know more about the early history of your car - is it indeed the one previously owned by Arthur Vitarelli? I'd be willing to bet that it is.


For a while, three of the six Sports were up here in my area. Bill Stebbins had one, Fred Armbruster had one, and Robert Janz had one. Paul Tullius bought the first two and they are now in California. As far as I know Janz still has his (he hasn't responded to my letter yet).

The register form I sent you really was more applicable to the GTE than the Sport. All 200 of the Sports were virtually identical, unlike the GTE's which ^{had} numerous differences on apparently similar cars. If you get the opportunity to fill in the form someday I'd like to see it, but the chassis number was the most important thing.

My own GTE is a typical "rust bucket" and it is now almost completely stripped to have the damage repaired. I have a friend who does outstanding fabrication work, and he will be cutting out all of the rusted areas and welding in specially made sections. It's very complicated work and will be quite expensive, but I don't have much of a choice. It's complete, has less than 30,000 miles on it, has never been wrecked, has good glass, etc. It just wasn't properly cared for and wasn't rustproofed at all.

Mike and I hope that you will enjoy the booklet and find it informative. If you have any questions, comments, corrections, compliments, or complaints, they can be sent to either Mike in England or to myself.

Kind regards,


Jeff Burk
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IDENTIFICATION OF THE CAR

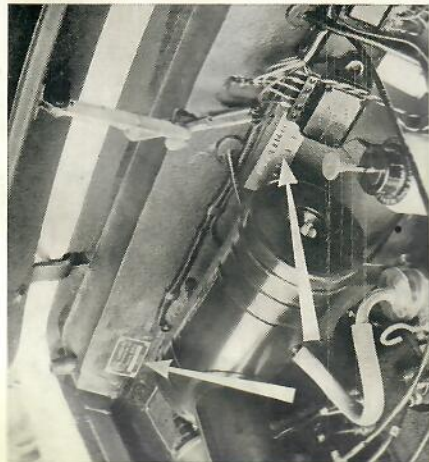


Fig. 27 - Chassis

The identification number is stamped at the centre of the dashboard, under the bonnet; it is also shown on the plate located on the right of the engine compartment.

Es.:

812.01 * 4974 * (Convertible)

812.02 * 4512 * (Lusso)

812.03 * 4926 * (G.T.E.)

812.04 * 4918 * (Coupe)

812.05 * 1005 * (Sport)

812.05 - 1182

Engine

The identification number has the prefix 814.00 and is stamped on the right side of the crankcase (see fig. 1 bis).

Es.: MOT. 814.00 * 4789 *

MOT. 814.00 X 6054

INSTRUMENTS AND CONTROLS

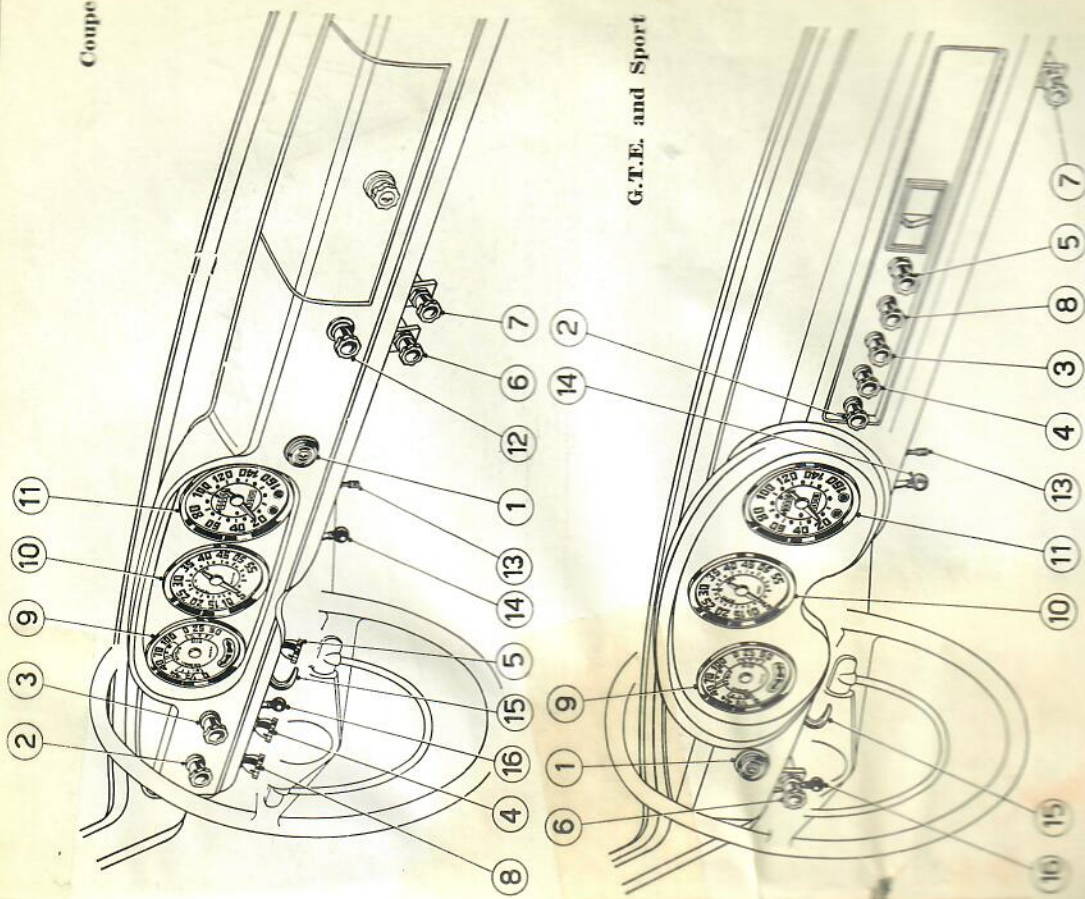


Fig. 28 - Instruments and controls (Coupe - G.T.E. - Sport)

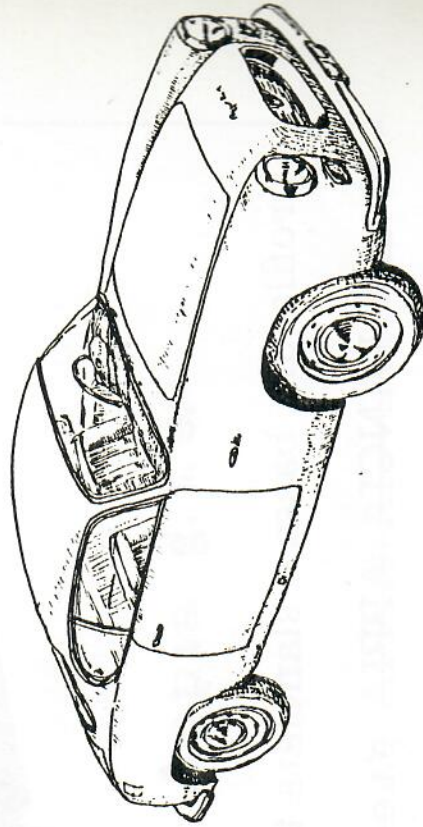
1. Key switch for services, ignition and starting - 2. Parking and headlights
3. Instrument panel lights - 4. Windscreen wipers - 5. Windscreen sprayer
6. Heater hot water cock - 7. Front air intake - 8. Acerator fan - 9. Fuel gauge (with reserve warning light); oil pressure gauge; water temperature gauge
10. Revolution counter - 11. Speedometer - 12. Cigar-lighter - 13. Trip recorder (rev. reset (never reset while running)) - 14. Carburettor starter control lever
15. Hand brake control lever - 16. Bonnet release lever.

The "SPORT"

In 1961, the Appia Zagato finally evolved into the Sport. The 3rd Series chassis was shortened by about 9", and given the designation 812.05, unique to this model. 200 were made in the period from March 1961 to September 1962, initially alongside the last version of the GTE. All were virtually identical, unlike the previous types.

The Sport is sometimes confused with the GTE 2 version, but it may be identified by the set-forward uncovered headlights, teardrop shaped indicator repeaters mounted behind the "Z" badges on the fenders, "Appia Sport" script on the nose, and front and rear minor light groups that are recessed into the bodywork.

The Sport and later GTE's both have the 60 BHP engine and Weber 36DCD5 carburetor combination.

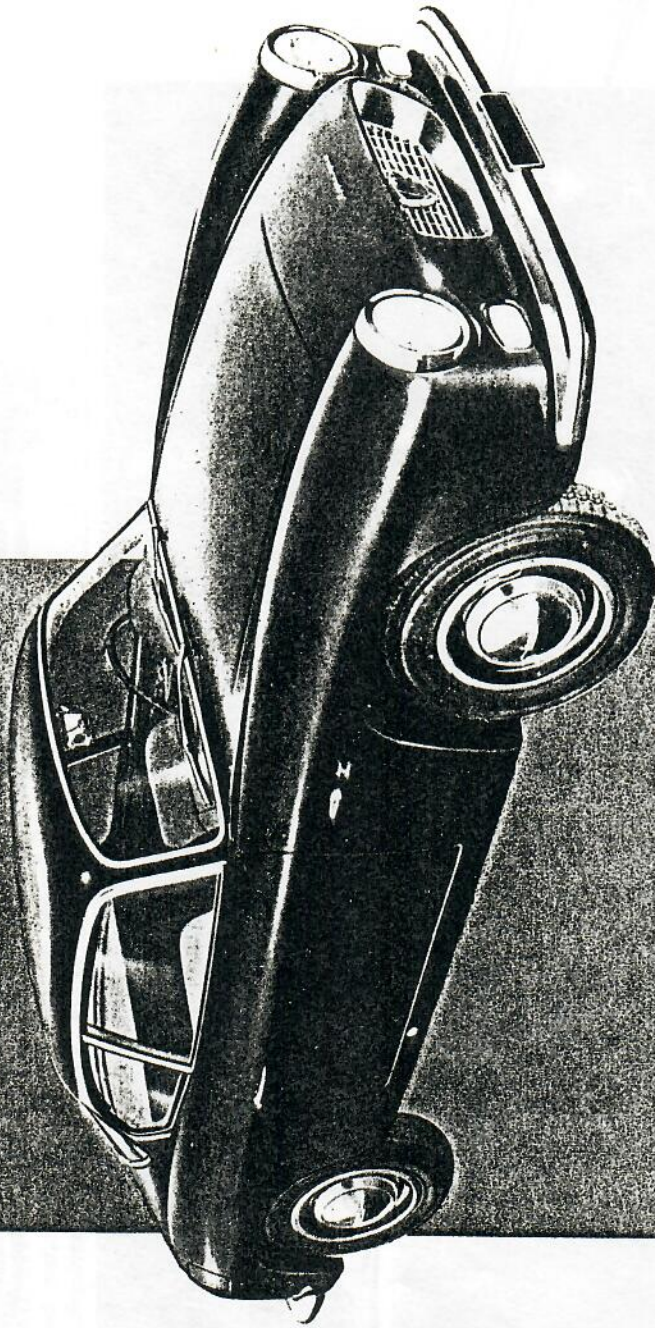


L'Appia Sport" a Passo Accorciato -

Oltre alla nota "Appia GTE" la Lancia produrrà anche un "Appia Sport", sempre dovuta a Zagato, ove la innovazione più notevole è il passo accorciato. La riduzione del passo è di 26 cm. (da m.2,51 a 2,35); invece in lunghezza totale la "Sport" è più corta della "GTE" di 24 cm.

Lievemente modificata nella zona dei proiettori, la "Sport" ha un aspetto più piacevole perché meno sproporzionatamente allungato.

(from "Quattroruote"; 4/61.)



Lancia Appia sport