

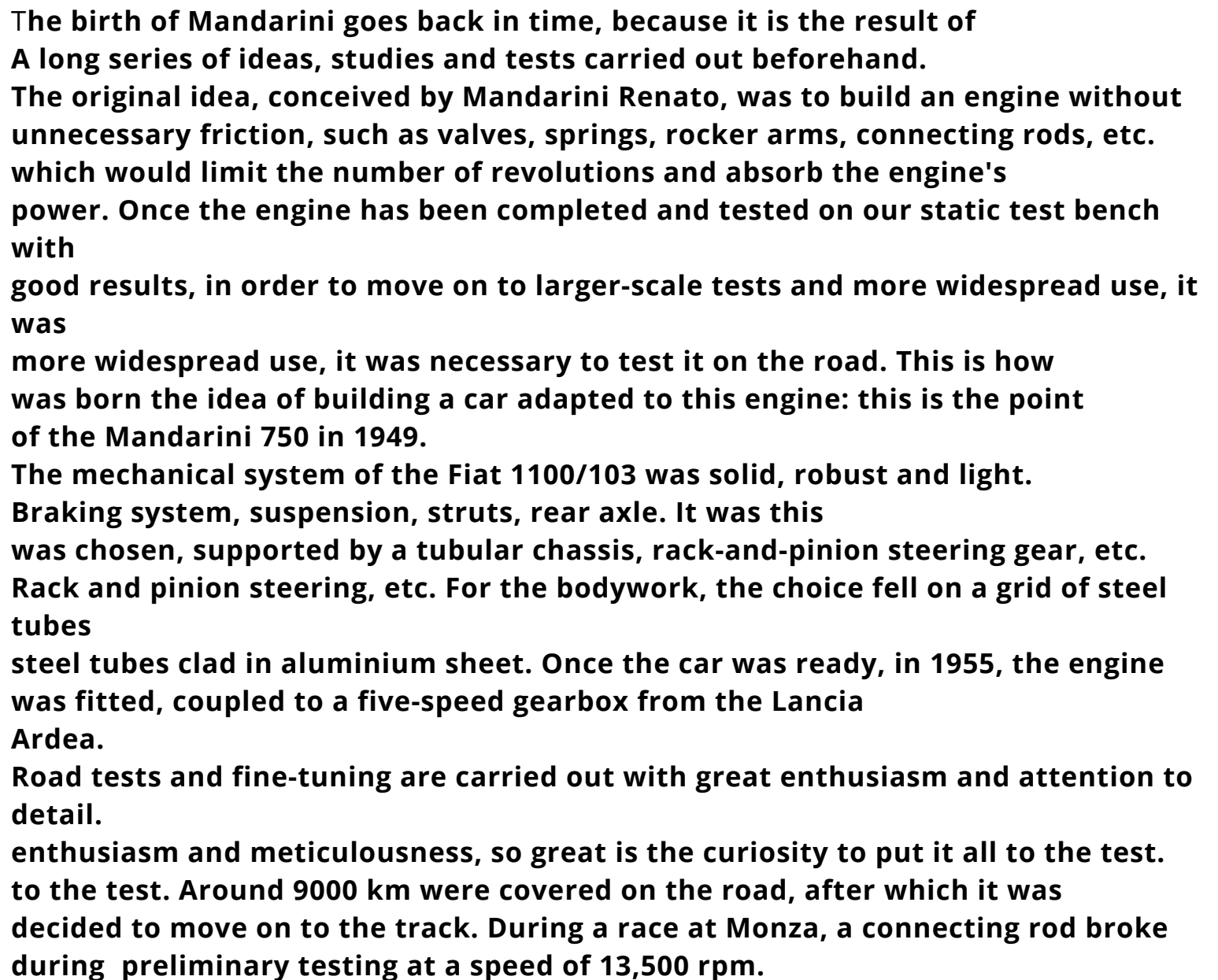


Fiat 1100

MANDARINI

1962





The birth of Mandarinini goes back in time, because it is the result of
A long series of ideas, studies and tests carried out beforehand.
The original idea, conceived by Mandarinini Renato, was to build an engine without
unnecessary friction, such as valves, springs, rocker arms, connecting rods, etc.
which would limit the number of revolutions and absorb the engine's
power. Once the engine has been completed and tested on our static test bench
with
good results, in order to move on to larger-scale tests and more widespread use, it
was
more widespread use, it was necessary to test it on the road. This is how
was born the idea of building a car adapted to this engine: this is the point
of the Mandarinini 750 in 1949.
The mechanical system of the Fiat 1100/103 was solid, robust and light.
Braking system, suspension, struts, rear axle. It was this
was chosen, supported by a tubular chassis, rack-and-pinion steering gear, etc.
Rack and pinion steering, etc. For the bodywork, the choice fell on a grid of steel
tubes
steel tubes clad in aluminium sheet. Once the car was ready, in 1955, the engine
was fitted, coupled to a five-speed gearbox from the Lancia
Ardea.
Road tests and fine-tuning are carried out with great enthusiasm and attention to
detail.
enthusiasm and meticulousness, so great is the curiosity to put it all to the test.
to the test. Around 9000 km were covered on the road, after which it was
decided to move on to the track. During a race at Monza, a connecting rod broke
during preliminary testing at a speed of 13,500 rpm.

The disappointment was such that it was decided to abandon the project. In the meantime, two other cars were being built, in collaboration with His brother Cesare. All the mechanical parts, the chassis and the bodywork were stored in a warehouse.

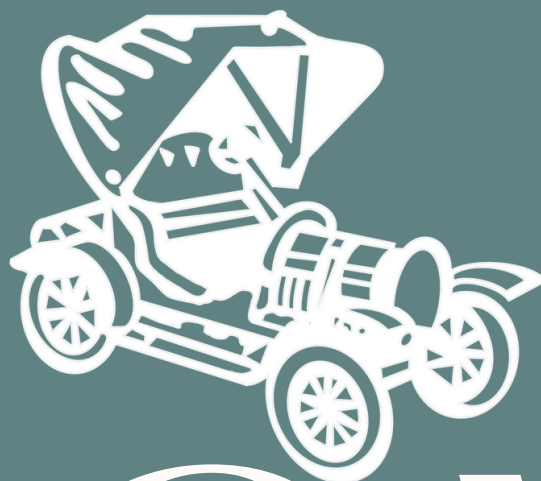
stored in a warehouse. The car is powered by a Fiat 1100/103 engine, whose power was increased from 50 to around 60 bhp, and was Sold in 1961.

In 1980, while tidying up the various warehouses, Marco and Eraldo found the two cars and the materials still lying around.

Two cars and materials still lying around. It was then that they realised that they could begin the process of restoring and overhauling the original Fiat 1100 engines, continuing the tradition of the Mandarinini Mandarinini cars. After alternating phases of work, punctuated by various Commitments on both sides, the two cars have been completed. In 2013, the Number Two and in 2015 Number Three.

Production of the Mandarinini car stopped at three examples. The next step in Eraldo and Marco's adventure is to put the cars back on the road and in rallies. The road and in rallies. The rebirth of the original Mandarinini engine is still in progress.





CCAR

C L A S S I C C A R S A L D O R U S S O

Contact me

info@classiccaraldorusso.com

+33 6 67 28 39 26

+39 329 02 15 135