

# Giugiaro

FABRIZIO GIUGIARO HAS CERTAINLY INHERITED HIS FATHER'S DESIGN GENES, AND IS BUILDING A LEGACY OF HIS OWN



➤ Born on 7th March 1965 in Turin, the vocation of the family towards the arts was already well established. Like his father, Giorgetto, Fabrizio specialized in the arts at his first school, the “Liceo Artistico”, and went on later to study architecture at the “Politecnico” University of Turin.

In 1990, Fabrizio began to visit Italdesign-Giugiaro on a more regular basis, even though he had already developed some expertise while working on the Machimoto project in 1986 and again in 1988 with the Aztec project. He was appointed to the Board of Directors and, in 1991, he took up his first operating role as co-ordinator of all research vehicles. However, he did not become full-time until the end of 1994, due to a two-year interruption during which he attended the “Unione Industriale di Torino” Business School where he earned a Master’s degree in Business Administration. He holds a pilot’s licence for both helicopter and light aircraft and enjoys all motor sports.

In July 1996, he was nominated Italdesign-Giugiaro’s Styling & Research Division Director, supervising about

100 staff and between 10 and 15 projects each year, introducing the concept of a technical approach to styling as a working method. Among the research prototypes he developed, of particular note are the high-performance Nazca project, with a carbon fiber chassis and body, the Alfa Romeo Scighera, the Volkswagen Syncro and Roadster, Structura, Bugatti EB 118, EB 218, EB 18/3 “Chiron”, the concept Aston Martin Twenty Twenty, the VW W12 World Record Car, designed, engineered and built in the Moncalieri plant, the Alfa Romeo Brera coupé, awarded as Concept Car of the Year by Automotive News at the 2003 NAIAS in Detroit, the Tarek, a two-seater off-roader which took part to the 2003 Paris-Dakar edition and the brand-new Chevrolet Corvette Moray, which was unveiled at the 73rd Geneva Motor Show together with the B-MPV project styling model.

As far as production cars are concerned, he particularly followed the development of the Daewoo Matiz and Daihatsu Move, both dated 1998, and the start of a new breed of Maseratis, the 3200 GT coupé (1998) and Spyder models (2001). ◀