



POLITECNICO
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Honors thesis

COURSE OF MASTER DEGREE IN ARCHITECTURE
CONSTRUCTION AND CITY

Abstract

The automotive industrial architecture in Turin

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by

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This research work aim is to define a still not existent guide line in the car world linking it to the world of industrial architecture. Starting from the debuts of the Italian automotive industry, but including an European point of view, it has been tried to trace the story of the people that made the car, the main transportation way at national level. Brilliant minds that were able to give birth to factories that in some cases are still on the market nowadays,

proof of a history that is now lost or destroyed by the passing times and wars. It was given particular attention in the cataloguing and description of architectural artifacts, that were examples of innovative constructions, under a style point of view and for the modern technologies that were introduced and adopted. Tracing down the buildings and following their story it has been studied the evolution of the automotive movement in the city of Turin, first capital of Italy and cradle of the four wheels industry. The work has been articulated in three chapters analyzing different themes. In the first part of the work it has been tried to retrace the story of the newly born automotive industry starting from the first discovers at European level to then reach Italy. Reporting the situation in the end of the 19th century and recounting about the men that made the car a reason of life, it has been listed the first factories of the city of Torino, the first real capital of this new mean of transportation. It was exactly in the savoy capital where the main and first industries of the Italian automotive developed starting from the first car entirely produced in Italy by the cav. Lanza, to which followed many brave industrials entrepreneurs. The relationship between the companies' development and the production sites development that interested all the main locations of the automotive sector in Turin from the end of the '800 to the beginning of the '30s of the '900, constitutes the second part of the work. The core part of the research work was done on archives, sector literature and direct investigation leading the studies to numerous buildings files that refers to an equal number of industrials complexes in the city. In this second part of the project is described and developed the story of each architectural artifact worth to be noted and making part of the Turin automotive production line. Making an historical digression from the debuts of the movement and arriving to the production sites of the 1930s is possible to notice how the changes in the society are also reflected in the industrial sector, leading to the introduction of the first improvements of the working conditions of the employees. The research, done taking into account different sources, analyzed the production sites based on the epochs, from the edification till today. For each site analyzed it was created a technical census file based on the different themes and nature. Starting from a chronological analysis the key years for each production site were identified, then passed on to study and describe the construction typology to which each edifice belong, then assess the building system or systems used and describe the relationship with the context of the time.

Studying the evolutive process it has been reached the actual conservation state of each building that still exist and it has been assessed its historic interested at urban level, architectonic level and in the automotive sphere. Eventually all the sources from which it has been drawn to perform this analysis have been reported. The closing part is dedicated to the development of the production centers with particular attention to the technologies that were adopted in the production sites starting from the first periods of the end of the '800 till the more moderns one of the '20s of the twentieth century. Such technological aids improved productivity, provided more comfort to the workers occupied in long working shifts and granted a certain security during the execution of the most heavy duties. The dissertation ends with a descriptive analysis of the development of an “automotive heritage and industrial tourism”, giving a brief history about it and making a comparison between different countries.
