


CLASSIC DRIVER



1983 Lamborghini Jalpa

Lot sold	USD 46 861 - 60 249 GBP 35 000 - 45 000 (listed)	Lenkung	Links
Baujahr	1983	Zustand	Gebraucht
Chassisnummer	8A9J00000DLA1206	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	12	Motornummer	L353DLA12068

Beschreibung

One of 35 right-hand drive cars
1983 Lamborghini Jalpa P350 Targa Coupé
Coachwork by Carrozzeria Bertone
Registration no. JOI 110
Chassis no. 8A9J00000DLA12068
Engine no. L353DLA12068

The aim of a smaller less-expensive model to complement its V12-engined cars was realised by Lamborghini in 1970 with the announcement of the Urraco. Intended to compete with rivals such as Ferrari's Dino 308 and Porsche's 911, the four-seater Urraco retained the Miura's basic mechanical layout, but in place of the former's transversely-mounted 4.0-litre V12 used a 2.5-litre V8. A two-seater development, the Bertone-styled Silhouette, appeared in 1976 powered by the Urraco P300's four-cam, 3.0-litre V8. Intended as a 308GTB competitor, the Silhouette possessed excellent handling balance and was every bit as quick as its Ferrari rival in a straight line, but never achieved anything like the same volume of sales. Notable as the first open Lamborghini, the Silhouette was produced for little more than a year, a mere 52 being made, and had gone by 1978. The Urraco followed a year later, and the concept of a smaller V8-engined Lamborghini was allowed to lapse until the arrival of the Jalpa in 1982.

Based on the defunct Silhouette, the Jalpa was reworked by the great Giulio Alfieri, late of Maserati,

who lengthened the engine's stroke for a capacity of 3,485cc. Maximum power increased to 255bhp, good enough to give the aerodynamic Jalpa a top speed of around 155mph. There were a few styling changes - neater chin spoiler, subtly altered rear quarters, different wheels - while inside the interior's ergonomics were significantly improved. Otherwise the Jalpa remained much as its predecessor but would enjoy considerably greater success, remaining in production into the 1990s by which time 410 cars had been built.

One of only 35 completed in right-hand drive configuration, this particular Jalpa has belonged to the current owner for the last 20 years. The car was purchased from Lamborghini Club member Richard Kaznowski in 1995 having been imported originally by the UK concessionaire, Portman Lamborghini of George Street, London W1.

In 1994 this car was voted 'Most Original V8 Lamborghini' by the Lamborghini Club (trophy included in sale) and in addition has won several condition awards at Borders Vintage Automobile Club meetings held at Mellerstain House in the Scottish Borders. The Jalpa has also featured in Classic & Sports Car magazine while in the vendor's ownership.

Works carried out include repainting the front spoiler to remove the odd stone-chip; re-upholstering the seats following repairs to a seat frame; and replacing the original sodium-filled valves with solid items. The latter modification was undertaken by marque specialist Colin Clarke and the original valves have been retained as proof. Chassis number '12068' also has the highly desirable Silhouette wheels, which are wider than standard and shod with low-profile tyres. The original wheels and tyres are included in the sale.

'JOI 110' Currently displays a total of 65,469 kilometres (approximately 40,700 miles) on the odometer and is described as in generally good condition. The car has always been MoT'd by the same technician at Oakley Service Station, West Auckland, County Durham and comes with all certificates relating to the current and previous ownership plus all tax discs. Finished in red with cream leather interior, this good looking, rare and under rated Italian sports car is offered with the aforementioned documentation, sundry invoices, MoT to February 2016 and V5 registration document.

Bonhams 1793

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