
1967 Iso Grifo

Lot sold	USD 207 026 - 276 034 GBP 150 000 - 200 000 (listed)	Drive	LHD
Year of manufacture	1967	Condition	Used
Chassis number	GL730138D	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	374	Engine number	823-F 1215P

Description

1967 Iso Grifo 5.4-Litre Coupé
Coachwork by Carrozzeria Bertone
Registration no. SPK 3F
Chassis no. GL730138D
Engine no. 823-F 1215P

'The Grifo's steel body was styled by Bertone at its most curvaceous, while the chassis featured proper De Dion rear suspension with inboard discs. Most of the 412 Grifos built had the small-Block Chevrolet engine, good for a genuine 163mph.' Classic Cars.

Before it built the Grifo, 'bubble car' manufacturer Iso had joined the ranks of supercar constructors with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the 1962 Turin Motor Show. Styled at Carrozzeria Bertone and powered by a 327ci (5.4-litre) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle and disc brakes all round (inboard at the rear), setting the pattern for all Isos that followed. Produced between 1963 and 1974, the 'standard' Grifo used the small-block Chevrolet V8 in all but its final Ford-powered incarnation, and even the tamest came with 350bhp, which was good for around 160mph.

According to their sales records, 'GL730138D' was imported by Trojan Cars on 5th July 1967 and subsequently invoiced to HW Motors, Walton on Thames, Surrey. The car was white with a black

interior. HWM sold the car to Roy Woodford, then of Cobham, Surrey, who was also the owner of an AC Cobra so clearly a man of impeccable taste. Woodford later took the Iso with him when he moved to Monte Carlo, probably in the early 1990s, to take up his new role of official photographer the Monaco Royal Family. It is understood that it was not used much in Monaco.

In 2010, the car passed through the hands of two dealers (one in Northern Europe, the other Godin Banks in the UK) and then was sold to the vendor, only its second private owner, joining his small private collection of Italian exotica. The Iso was in un-restored, untouched condition when acquired, aside from a colour change to black at some time. A total restoration ensued, in the course of which various upgrades were carried out. (It is often said that if an Iso Grifo has not been restored then it needs to be). As depicted in the accompanying photographs, the car was stripped down to a bare shell and fine media blasted before being sent to Lawrence Kett's G&A Fabrications for metalwork repairs. The bodywork was then repainted by Ross Packard Paintwork Ltd of New Milton, Hampshire and the interior completely re-trimmed by Nick Artusa of Woking, Surrey.

Andy Frost of Penn Autos and Red Victor Racing totally rebuilt and dynamometer tested the engine, and also overhauled the Powerglide two-speed automatic transmission. Following the car's completion, this was removed and replaced with a TH350 three-speed upgrade, all done by Frost. AJS Engineering Services overhauled the differential. The electrical system has been fully overhauled, retaining the original loom, and a high-torque starter motor fitted.

The vendor planned to use the car as he has done with all of his collection, so an aluminium radiator and an electric fan were installed, while the front brakes were upgraded with new discs and callipers. (The original fan, cowling, radiator and (restored) brake callipers are included in the sale). A set of Lamborghini Miura wheels is fitted currently. Five correct wire wheels are included in the sale, one of which is new and four of which are shod with new Vredestein tyres. Other parts offered with the car include the original gearbox and torque converter, the original front numberplate carrier, and the original bumpers. It also comes complete with jack, wheel brace, hammer and tyre lever

Finished in Grigio Ferro with cashmere/leather interior, 'SPK 3F' represents a rare opportunity to acquire the very best in Italian Gran Turismo style and performance, fresh from total restoration.

Bonhams 1793

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