


CLASSIC DRIVER



1968 Bizzarrini 5300 Strada

Lot sold	USD 0 EUR 0 (listed)	Drive	LHD
Year of manufacture	1968	Condition	Used
Lot number	226	Location	
		Exterior colour	Other
		Car type	Other

Description

French title - Rare model with outstanding performance - Same owner for over 30 years - Known history - Delivered new in France, known history from new As the name suggests, the Bizzarrini 5300 GT is the work of Giotto Bizzarrini, one of the creators of the Ferrari 250 GTO. It was a distillation of his technical ideology, and positioning the engine towards the back gave the car a better centre of gravity and improved roadholding. Bizzarrini didn't bother with a complicated Italian engine, but went to look for one at Chevrolet. With versions ranging from 365 to 400 bhp, the Corvette's V8 enabled the car, known at the start as the Iso A3/C, to be the fastest GT of its day, even quicker than the Ferrari 275 GTB. The body, initially built in aluminium by Drogo, was later produced by BBM, with a few examples in fibreglass. In total, production was limited to some 115 cars. Thanks to the dynamism and expertise of the club Bizzarrini France, we have been able to trace the entire history of this formidable car. This Bizzarrini 5300 GT was sold new in France and registered specially on 25 September 1968 under the chassis number 1495686 provided by French administration and not by its chassis number 318. It was believed that the car may have been sold new to the Dassault family, but an advertisement in sport auto in 1970 showing the car as burgundy with a black interior, states that it was a one-owner car, being sold by none other than Jean Sage. It was Mr Merle, an antiques dealer from Aoste in Isère, who bought the car and registered it in January 1971: 8649 SX 38. The following year, it passed into the hands of Karate world champion Mr Valera, who in turn sold it through the Thibaudière garage when the car had covered just 11,000 km. We have been able to find

a copy of the registration document of the fourth owner, Michel Lafoy, of 6 bis rue Feuillat, Lyon, who registered it 3490 EH 69. As remains the case today, the car was still specially registered under the number 1495686. Mr Lafoy repainted it orange and had four exhaust pipes fitted. He subsequently advertised the car in Sport Auto, and it was then found in the Reims museum, painted red with a white roof and boot lid. During the second half of the 1970s, it went to the Nancy museum, registered 7193 RH 54. It was here, in January 1981, that the current owner acquired the car, when it had covered just over 20,000 km. For the last 30 years, the car has whiled away its days on the côte d'Azur. In 1995 the engine and gearbox were rebuilt, for a sum of 12,700 francs, with bills for parts from the company Part'ners, in Toulouse. During the 2000s, the owner had had the leather and carpets renewed, and the body stripped and repainted "rosso corsa". The brakes, a weakness of this ultra-fast model, were completely refurbished: the front Campagnolo discs were replaced with a double ventilated disc system, as fitted on the Maserati Bora, with aviation-type ducts. The original Campagnolo discs and brakes will be supplied with the car. The electrical circuit was refurbished. The rear wheels are wider than the original ones and the car has five new tyres. The owner has spent a large part of the last twenty years abroad, and so has not driven the car a great deal. The recorded mileage of 39,000 km is probably correct. In April 2014, he took the Bizzarrini to the Daytona garage in Nice, Chevrolet engine specialists, to have the engine rebuilt. According to the owner, the car is in excellent mechanical condition, the engine is still being run-in and all the accessories are in working order. The car on offer is an aluminium version, better preserved than usually seen. Furthermore, this is a Strada (" road "), that, unlike many of its sisters, has not been turned into a race car. A rare opportunity.

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Title Ms

First name Iris

Last name Hummel

7 rond-point des Champs-Élysées

75008Paris

France

Phone +33-142992056

Fax +33-142991639

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