


CLASSIC DRIVER



1972 Iso Grifo - Series II 454/7.0 Liter Can Am

Series II 454/7.0 Liter Can Am

Price	Price on Request	Drive	LHD
Year of manufacture	1972	Interior colour	Black
Mileage	2 000 km / 1 243 mi	Condition	Restored
Gearbox	Manual	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	2	Exterior colour	Blue
Drivetrain	2wd	Car type	Coupé
Interior type	Leather	Exterior brand colour	Bleu Rivolta

Description

1972 ISO GRIFO SERIES II 454/7.0 LITER CAN AM:

--Bleu Rivolta with Black leather interior and Black carpeting, Restored, 2,000 kilometers/1,200 miles since restoration, Big Block 454ci V8 engine, 5-speed ZF manual transmission.

From a company that brought us the tiny Isetta bubble car, it seems hardly likely that one of their next creations would be a V8 powered GT car, however in 1965 Renzo Rivolta did just that with the magnificent Iso Grifo. Based on a shortened chassis of the Rivolta GT, Iso's first four-seater GT car, the Iso Grifo used a variety of American V8 engines to take the fight to the established leaders in the grand tourer segment. At its launch, the Bertone styled Iso Grifo was considered to be one of the most beautiful cars in the motoring world, its swooping curves and masculine lines are still striking to this day.

This Iso Grifo Series II is 1 of Only 78 Series II Iso Grifos produced. It was completed on May 3rd, 1971

and originally delivered in Italy. During ownership in the 1970s, the Iso's original small block Chevy V8 engine was replaced with a big block 454ci engine and ZF 5-speed from Iso Grifo Can Am #345 engine #1257, an original Can Am that was involved in an accident in 1980 and when in its German ownership. The owner not only owned the damaged Can AM, but also the Iso we are offering today which started as a small block in his ownership. At the time, the Iso on offer showed 53,000 km's and the Can Am 454 engine showed 22,000 Km. Both Iso's were housed at a Alfa Romeo service facility in At this time and at the Frankfurt Alfa Romeo serviced facility where the Iso's were housed, it was decided to install the Can AM engine and gearbox into the Iso we currently have on offer. At this time the bonnet from the damaged Can Am was also fit and installed to the Iso on offer. Therefore, our Iso #340 was upgraded to factory Can Am specifications. The damaged Can Am #345 to our knowledge was sold to a gentleman in the day as is and known within the Iso club circles to still be in its damaged state and still in disrepair.

In 1980, this Iso was sold to Mr. Gerd Fritz. Mr. Fritz owned the car until 2009 while only adding 5,000 Km. Mr. Fritz properly stored the Iso for 28 years, it remained unrestored with original paint and interior. In 2009, Mr. Fritz sold the Iso to Mr. Emile Garcin of St. Remy, France. Mr. Garcin oversaw the complete nut and bolt restoration performed by Roland Nelias from 2009-2011. As with other highly regarded vehicles in Mr. Garcin's collection, the Iso saw limited use after restoration while being highly maintained regardless of use.

Subsequently, Mr. Garcin sold this Iso to its most recent custodian, a collector here in the Northeastern, United States. More recently and within this past year, the Iso was completely gone through and concours prepped at great expense by Europa Macchina of Pennsylvania. It also received and complete servicing to bring to its current, ready to use condition. During its most recent loving ownership it has been enjoyed and participated in a number of car events in the Northeast including the Boston Cup.

The Iso is complete with books, tools, previous ownership documentation, service records and press materials. It is exceptional throughout and is a phenomenal automobile and a welcomed addition to any collection. The Iso is a unique driving experience, it is both fast and extremely reliable given its American V8 powerplant. It thus offers the best of both worlds, power and beauty. This Grifo is extremely rare, has few equals that make it an irresistible choice for many.

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