

1972 Alpine A110

- Lot sold
USD 84 200 - 99 988
EUR 80 000 - 95 000 (listed)
Year of manufacture 1972
- **Country VAT** IT
- **Lot number** 22
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- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Blue
- **Car type** Coupé
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Description

- Built in September 1971 and registered for the first time in Sardinia in 1972, the most famous of the Alpine cars thanks to the excellent results in races all over the world. Designed to compete, from the start it was very successful on all types of tracks, and also used as a school for many drivers, some of whom later arrived in F1, such as Emerson Fittipaldi. From 1973 to 1976 it was owned by driver Ferruccio Deiana, known as "Duccio". In 1991, it was bought by the president of the "Piave Jolly Club" team and, in 1998, by historic driver Maurizio Bianchini. The current owner has owned it since 2011.

- In the typical metallic blue 331 colour, this Alpine is in splendid condition and proudly displays its racing past. Internally fitted with all the compulsory devices for Group 4, it has been carefully preserved by the current owner in what he calls "golden retirement", participating in rallies and re-enactments.

- Regularly and scrupulously maintained mechanics to keep it in perfect working order and really enjoyable. To continue to race it needs up-to-date seats and belts to current standards.

- With an outstanding Italian racing history, the car took part in the Targa Florio as a reserve car with the Vacca-Duccio crew, and was later modified as a Gran Turismo Preparato, i.e. Group 4, by Vittorio Virdis of Oristano, a mechanic but, above all, a great driver and engine tuner. In 1974, Deiana was first placed in the Mario Farris Cup in Sassari and the Carotti Cup on the Rieti-Terminillo route. He came second in the Texaco Trophy at Vallelunga and fourth in the Bondone hill climb. The 1975 season was also a good one for Deiana who came first in the Trofeo Rinaldi at Vallelunga, the Trento-Bondone and the Mendola rally. In 1976, the Alpine was sold because Deiana changed category and until 1991 it was used as a road car by the new owner. In 1991, it was bought by the president of the "Piave Jolly Club" team, who took the car to the well-known Valle of Treviso Coachbuilder. The mechanics were completely overhauled, without neglecting the slightest detail. Thus rejuvenated, it participated in a few races, events and rallies until it was noticed and purchased by the historic car driver Maurizio Bianchini. He entrusted it to the Giardini Coachbuilder in the Siena area who, in compliance with regulations, made changes to the engine, set-up and many other details, making the car very competitive. In 1999, Bianchini was first at the races of Radicondoli, Orvieto, Volterra, Castellina, Gubbio, Coppa dei Cimini and Abetone; second at Cividale and Consuma, then winning the Italian Historic Car Championship. The same happened in 2000 with 7 wins out of 9 races. In all, Bianchini took part in about 80 historic car races with this Alpine, winning 64 of them, plus the Rally della Fettunta and Mugello, winning in his class. This Alpine represents a piece of French sporting history that, since 1973, started to run and win in Italian races.

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