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# 1965 ISO GRIFO A3/C

**1965 Iso Grifo A3/C Berlinetta Stradale**

- One of 22 riveted alloy cars by Drogo, desirable flat rear window
- New to TEFAL founder Marc Grégoire, later with collector Marcel Petitjean
- Freshly returned to elegant as-delivered Champagne livery
- Understood to have been displayed at 1964 Paris Motor Show

Understood to be the Paris Motor Show car of 1964, this Iso Grifo A3/C is the final example built to Stradale specification with the desirable flat rear window, and is offered newly restored to its elegant and sophisticated original livery.

Creation of legendary engineer Giotto Bizzarrini, the Grifo A3/C or "Corsa" unites a race-inspired Italian chassis, unforgettable styling by Giorgetto Giugiaro of Bertone, and V-8 Corvette power – crossing the flags of Italy and America to ultimate effect.

Expelled from Ferrari in the infamous "palace revolt," Bizzarrini found refuge at ATS, designed the Lamborghini V-12, and then joined Iso at the behest of founder Renzo Rivolta – first developing the luxury 2+2 Rivolta with Pierluigi Raggi, then the high-performance two-seat Grifo, an extreme concept more truly in his own image.

The "front mid-engine" design for the Grifo A3/C and its "Lusso" sister placed the engine very far aft to ensure perfect weight distribution, evolving principles Bizzarrini first applied developing the Ferrari 250 TR, 250 SWB, 250 GTO and even the "Breadvan" for Count Volpi. Viewed in sequence, the Grifo (and its continuation the Bizzarrini 5300 GT) becomes the ultimate iteration of this definitive GT bloodline – notably with a competition Bizzarrini famously securing a 5L class win at Le Mans in 1965.

Constructed with a riveted alloy body and completed at Piero Drogo's Carrozzeria Sports Cars, chassis B0212 is likely the last *Stradale* delivered with the desirable flat rear screen, and is believed to have been presented at the October 1964 Paris Motor Show, in her original Champagne livery.

Delivered new to France she was purchased in 1965 by first owner Marc Grégoire, residing in the Val-D'Oise region in the north. An engineer at ONERA (France's leading research centre in aerospace and defence), Grégoire made his fortune pioneering Teflon-coated pans as founder of the TEFAL brand – apparently his wife's suggestion!

In 1966, the A3/C was acquired by the artist and sculptor Freddy J. Zimmer from a Paris dealership, then used around Strasbourg for 14 years through 1979. Clearly remembered with an artist's appreciation, Zimmer recalls the Grifo as "car sculpture" and "the love of my life," only parting with it reluctantly due to a move abroad.

Briefly with Jean-Jacques Fritsch in 1979, she then joined the large collection of businessman racer Marcel Petitjean. In a very long-term ownership, Petitjean kept the Iso for nearly forty years – the noteworthy development being a debatable (and it turns out temporary) colour change to red.

From 2022, B0212 returned to Italy for sympathetic restoration works, whereby great care was taken to preserve as much of the original interior and parts as possible. This included a commendable and entirely appropriate return to the car's original champagne livery, complimenting the more unrestrained styling of Bizzarrini's creation.

Offered freshly completed, this alloy A3/C has a highly appealing specification and Paris Motor Show history. With elegant livery and V-8 power, this A3/C is an iron fist in a velvet glove, certain to attract huge attention at the world's best motoring events.

SOLD



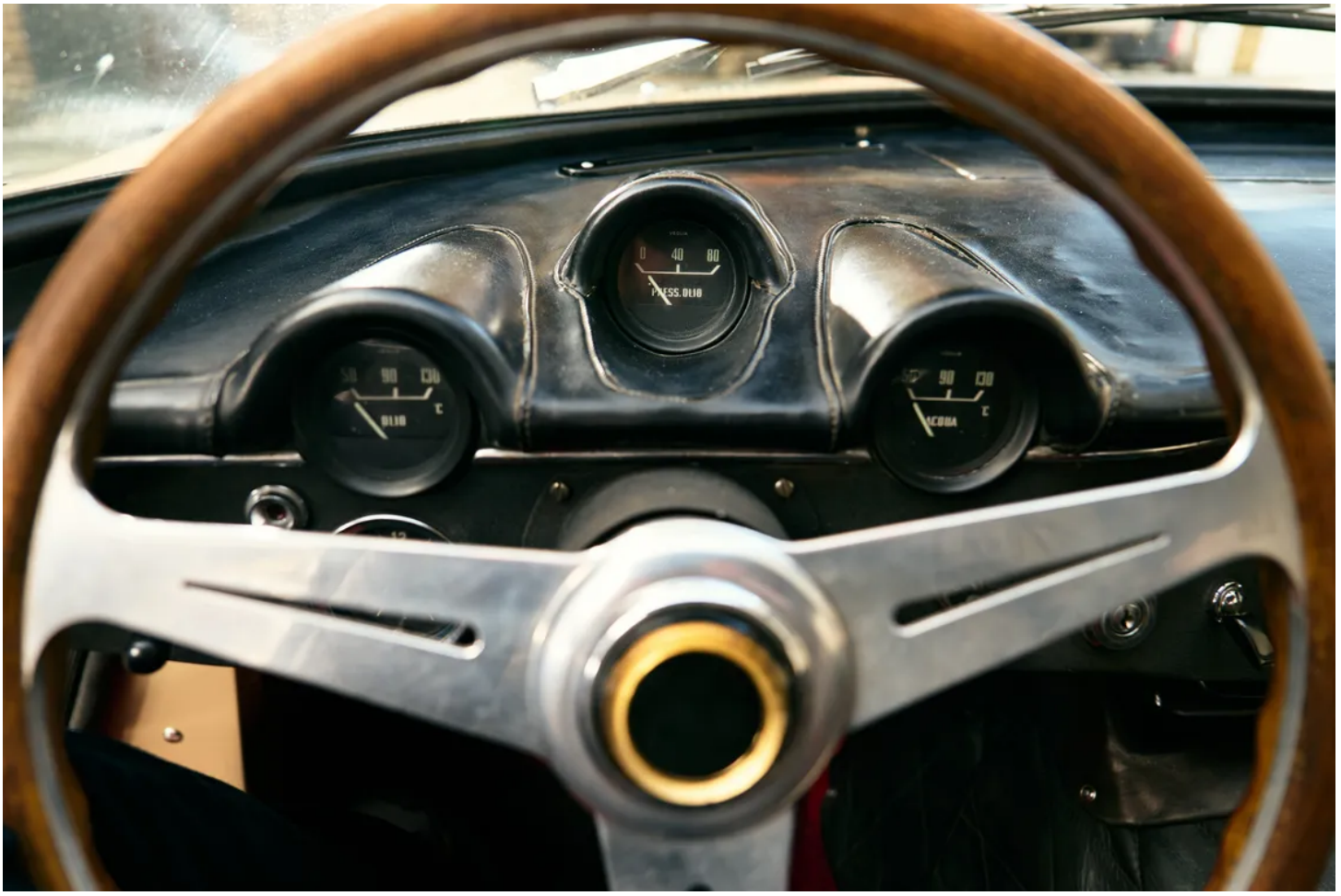





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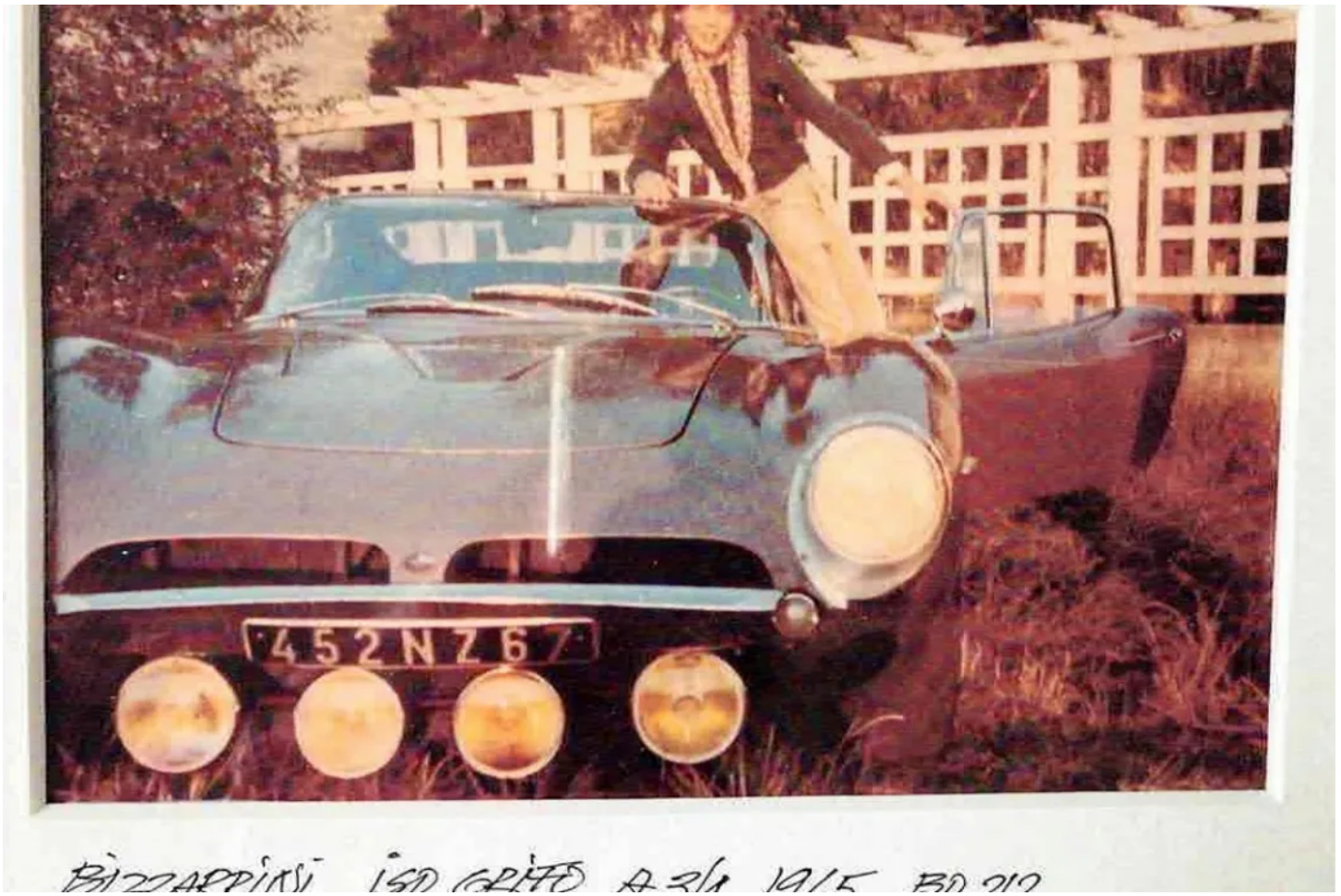











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