

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
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ISO RIVOLTA GT

002	Germany (82)	Undergoing restoration; exported from Holland
014	USA (82)	Exc. throughout
021	Australia (81)	Needs rest.
025	Holland (82)	Needs total rest.
026	France (84)	Mediocre condition
030	Belgium (91)	Good
040	USA (81)	Needs work; has lambo wheels.
043	Holland (90)	
044	Germany (91)	In USA in 1970s.
047	USA (87)	
051	USA (83)	Good throughout.
054	USA (86)	Parts car only.
056	USA (85)	Undergoing restoration.
057	Australia (81)	Exc. cond.
065	USA (82)	Needs total rest.
071	France (89)	
073	USA (81)	Needs rest.
074	USA (77)	
075	USA (87)	In storage for 15 yrs.
077	USA (77)	
081	Germany (91)	
089	USA (84)	Needs cosmetic rest.
093	Germany (90)	
101/D	England (89)	Driver.
106/D	England (83)	Good cond.
122	Belgium (90)	
123	USA (83)	Parts car.
125	Holland (88)	Completely restored over 3 yrs.
135	USA (81)	Needs rest.
140	USA (87)	
145/D	USA (82)	Needs rest.
147	USA (?)	
149	USA (83)	Totally restored.
155	USA (77)	
156	USA (90)	Parts car.
158	USA (77)	
160	USA (?)	
162	USA (82)	Needs rest.
164	France (84)	Good throughout.
166	USA (81)	Parts car.
169	USA (77)	
180	USA (88)	Good throughout.
182	USA (82)	Undergoing rest.
190	USA (81)	Wrecked
191	USA (88)	Being restored.
192	USA (82)	Decent-good.
197	USA (82)	Apart for rest.
199	USA (84)	Decent-good.
206	USA (86)	Good
207	USA (81)	Decent
209	USA (87)	
210	USA (83)	Needs total rest.
211	USA (83)	Good-exc.; 10 miles.

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
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215	USA (81)	One of the best.
227	USA (83)	Needs total rest.
230	USA (81)	Needs total rest.
233	USA (?)	
238	Germany (90)	
239	Canada (87)	Restored, then stolen!
243	USA (77)	
249	USA (84)	Good, orig. car that needs rest. Decent
250	USA (82)	
254	USA (77)	
257/D	GERMANY (90)	
263	USA (82)	Good throughout, but needs grille Destroyed.
270	Germany (90)	
271	USA (77)	
278	USA (83)	Has big block in it! (Not orig.)
287	Germany (90)	
288	Germany (90)	
295	Germany (90)	
317	USA (83)	Needs total rest.
319	Austria (90)	
327/D	England (91)	Destroyed.
350	USA (84)	Needs rest.
357	Italy (90)	
358	Germany (90)	Destroyed.
360	France (84)	Good.
361	England (91)	Needs rest, but looks o.k.
370	Germany (90)	Destroyed.
375	USA (90)	Being made into convertible.
387	USA (77)	
398	Belgium (90)	
454	Germany (90)	
459	Germany (90)	
475	England (?)	
494	Holland (90)	Exc. cond.
503	Holland (?) (91)	Destroyed.
517	Germany (90)	
522	USA (88)	Decent.
527	Germany (90)	
537	USA (86)	Straight, but needs rest.
542	Germany (90)	Destroyed
550	Holland (84)	
555	USA (88)	

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CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
560	Germany (90)	
563	USA (77)	
572	Canada (88)	Restored.
573	USA (77)	
577	USA (8=90)	Apart.
607	Holland (90)	Exc. cond.
609	Holland (90)	Exc. cond.
610	Switzerland (82)	Good.
611	USA (82)	Good.
615	USA (82)	Good-exc.
617	Holland (90)	Exc.
627	USA (81)	Undergoing rest.
630	USA (88)	
631	Belgium (91)	Good.
637	USA (87)	One of the best.
640	USA (88)	
643	USA (77)	
644	USA (77)	
650	USA (88)	
655	USA (8)	
657	USA (77)	
659	Germany (90)	
661	Holland (90)	
663	Italy (90)	
664	Switzerland (90)	
666	France (84)	
669	Germany (83)	
671	USA (80)	One of the best.
673	Holland (?) (90)	Scrapped.
675	Holland (91)	Scrapped.
676	Germany (90)	
678	USA (87)	Needs rest.
679	Germany (82)	Good.
685	Italy (90)	
688	USA (82)	Good.
692	USA (87)	
696	Sweden (83)	Being restored.
697	Germany (90)	
705	Germany (90)	
708	USA (82)	Good.
711	USA (81)	Good.
717	USA (90)	Needs total rest.
718	USA (89)	Totally restored, at Pebble '90.
720	Italy (90)	
724	Germany (90)	
734	France (84)	
737	Germany (83)	
741	USA (83)	Good-exc.
742	Canada (82)	Good.
743	USA (90)	O.K., but needs some parts.
755	Germany (82)	Parts car.
758	USA (83)	Restored.
760	Germany (90)	Destroyed.
762	Germany (90)	
766	USA (86)	Exc.
767	Germany (90)	
768	Germany (90)	Destroyed
770	Switzerland (90)	
777	Germany (90)	

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
781	Norway (?) (90)	
782	USA (87)	Decent.
784	Belgium (91)	Mediocre
785	Germany (90)	
786	Holland (82)	Decent; has late type wheels.
794	Germany (90)	
797	Germany (90)	

ISO GRIFO

001	USA (82)	Totally restored; shown Pebble '89.
002	USA (77)	Needs total restoration.
004	Germany (83)	Mickey Mouse rest.
005	France (84)	Decent.
007	USA (81)	Mediocre.
008	Germany (81)	Rusty.
009	USA (87)	Good-exc.
010	Germany (88)	Parts car.
011	USA (87)	Needs total rest. Converted to targa.
014	Canada (81)	Exc.
021	England (90)	
024	Germany (88)	
025	USA (86)	Redone by Ennezeta to S II specs. Destroyed.
026	Germany (90)	
027	Germany (90)	
030	Switzerland (90)	
032	USA (87)	Totally restored.
034	Germany (90)	
035	Germany (90)	
036	Germany (90)	
039	Germany (90)	Destroyed.
040	Germany (90)	Needs rest.
042	USA (82)	Needs rest.



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CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
043	USA (82)	Needs cosmetic rest.
044	USA (88)	
046	USA (83)	Good, orig. car.
047	USA (81)	Exc. throughout.
048	Germany (89)	Good throughout.
049/D	England (88)	
052	Germany (90)	
054	USA (91)	All there, but needs rest.
055	USA (82)	Good-exc. throughout
058/D	England (83)	Good-exc. throughout
063	USA (86)	One of the best.
065	USA (89)	Exc. throughout.
067	USA (84)	
070	USA (86)	Needs cosmetic rest., but straight.
071	Italy (90)	
072/D	England (88)	
077/D	England (88)	
078	USA (81)	Exc. throughout.
080/D	USA (85)	Decent-good.
081/D	England (87)	Just starting rest.
082	Holland (88)	Being restored.
083	USA (80)	Decent, engine "beefed"
084	USA (81)	Converted to t-top by idiot owner.
089	Germany (90)	
090	Germany (90)	
095	USA (77)	Good throughout.
097	Italy (82)	Completely restored; one of the best.
100	Germany (83)	Destroyed.
101	Germany (90)	Needs total rest.
102	Germany (90)	
103	Germany (90)	
106	Germany (91)	
107	Italy (83)	
108	USA (88)	Undergoing rest.
109	USA (81)	Converted to 7 Liter by owner.
110	USA (81)	Mediocre, interior not orig.
111	Germany (81)	Bad cond.
112	USA (82)	Mediocre; in Autoweek article.
114	Germany (90)	
115	England (90)	
117	Germany (90)	
121	USA (79)	Good cond.
123	Germany (83)	Bad cond.-rusty.
125	USA (89)	
126	Italy (90)	
128	Germany (90)	
130	Germany (90)	
132	England (88)	Same owner 14 yrs.
134	USA (80)	Good cond.; in Classic Cars mag. 1987.
135	England (90)	
136	Germany	
142	Holland (83)	Destroyed.
145	USA (89)	Needs total rest.

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
148	USA (88)	Exc. throughout.
149	Germany (90)	
150	Germany (90)	
151	Sweden (90)	
152	USA (82)	Good throughout; has 454 under hood!
153	USA (85)	One of the best; 9,000 orig. miles.
154/D	England (86)	Good-exc. (has S/R)
156	England (90)	
157	USA (81)	Good; owner has turbo on motor.
158	USA (89)	
160	Germany (90)	
161	Germany (90)	
163	USA (?)	
167	USA (82)	Restored; has Series II front end.
168	Germany (90)	
170	USA (82)	Decent; imported from Germany.
171	Sweden (90)	
174	Germany (83)	
175	Germany (83)	
176	Germany (90)	
179/D	England (88)	
181/D	Sweden (88)	Imported to Sweden & converted to LHD.
182	Germany (90)	
184	Germany (90)	
187	Germany (90)	
188	Germany (90)	
189	Germany (90)	
191	Holland (82)	Needs total rest.; has S/R.
192	Germany (83)	
193	USA (90)	1 owner since 76; O.K. but needs rest.
198	England (89)	O.K. throughout.
199	Austria (83?)	
200	Austria (90)	
205	USA (88)	Exc.-only needs paint.
206	Sweden (90)	
207	Germany (91)	
208	USA (81)	Undergoing rest.
213	Germany (90)	
214	USA (82)	Decent-good throughout.
215	USA (85)	Imported to USA from Germany.
217	USA (79)	Ex-Don Goldman; possibly destroyed.
218	Germany (90)	
220	Holland (90)	Being restored, imported from Germany.
221	USA (84)	Totally restored, shown Pebble '90, many concours awards.
223	Germany (90)	
225	Holland (?) (90)	

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CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS	CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
226/D	England (88)	Being restored.	308	Germany (88)	
227	Germany (83?)		309	Germany (81)	7 liter; completely restored.
232	USA (91)	Has altered front end, which is hideous.	310	USA (86)	Converted to targa; destroyed.
233	USA (80)	O.K. throughout.	313	Germany	
235	Sweden (85)	7 liter, mediocre at best.	314	Germany (81)	Undergoing rest.; targa.
238	Germany (90)		315	Germany	
240	Germany (90)		316	Germany (88)	Needs rest.; changed to Series II front end.
241	Germany (90)		319	Switzerland (91)	
242	USA (83)	7 liter that has been restored twice.	320	Switzerland (82)	Targa; decent throughout.
244	USA (84)	O.K. throughout; has 5.7 chevrolet.	321/D	Australia (88)	Begins restored, stored for 8 yrs, is 7L.
246	Germany (90)	Destroyed.	322	Italy	
249	Germany (90)		325	Germany	
251/D	England (88)	Apart.	326	Sweden (82)	Decent throughout, but hit in front at one time.
252	Germany (83)	Good throughout.	329	Germany (82)	Complete, but needs total rest.
253	Germany (90)		330	Germany (83)	Was in horrible shape, but now restored.
256	USA (90)		331	USA (83)	Decent throughout.
257	Germany (90)		332	Germany (83)	Needs total rest; is Can Am.
259	USA (83)	Decent with 36,000 orig. miles.	334	Belgium (84)	Imported from France; is targa.
261	USA		336	USA (82)	Imported from Italy; is decent.
262	Germany (82)	Mediocre-decent.	337	Switzerland (84)	Restored by Diomante; is targa.
264	Germany (83)		341	Switzerland (82)	Can Am, restored; has old style mags.
265	USA (81)	Good-exc.; has 327/350, 5 sp. & s/r	342	France (84)	
266	USA (81)	Imported from Germany; is targa.	343	Holand (83)	Decent throughout.
269	Germany (90)		344	Germany (83)	Hit on passenger side, needs rest.
270	Germany (90)		345	Germany (89)	Missing a number of body panels.
271	USA (81)	Lo miles; good-exc.	346	Switzerland (89)	As new cond.
272	England (89)	Targa that needs complete rest.	347	Switzerland (82)	Exc. throughout; had 15,000 km in 82.
273	Germany (87)	1 owner for 15 yrs.; is targa.	349	USA (81)	V. good-exc.; 2 owner car.
274	Germany (81)	Being restored.	350	Germany (83)	Good throughout.
275	USA (76)		351	USA (85)	All there, but should be restored.
276	Switzerland (83)	Decent-good.	352	Holland (82)	Undergoing rest.
277	Germany (90)		353	USA (81)	Exported from Germany '82; needs rest.
278	USA (83)	Restored; one of the best.	354	USA (80)	Good throughout.
280	USA (82)	7 liter with 327 under hood.	355	Switzerland (82)	O.K. cond., but a little gaudy.
281	Germany (90)		356/D	England (81)	Undergoing rest.
285	Germany (82)	Not too good.	357	Germany	
286	USA (87)	Needs complete rest.; is targa.	359/D	England (89)	
290	USA	Destroyed.	360	Italy (89)	Supposedly totally restored.
293	USA (81)	Imported to England in '89.	361/D	England (89)	Undergoing rest.
295	Germany (83)	Needs total rest.	363	USA (90)	Decent cond., had Caracas registration.
296	Holland (83)	Decent-good.	364/D	England (86)	Supposed 3 yr. rest.; immac. condition.
297	Germany (88)		365	Switzerland (88)	Decent cond., ex. Peter Agg.
298	Italy (83)	Is Series II, despite serial #; owned by Iso.	366/D	England (88)	
299	USA (81)	Needs total rest.	367	England (88)	Imported from Belgium.
300	USA (83)	Decent; has Lambo wheels.			
301	Germany				
302	Sweden (83)				
304	Germany				
306	Germany (87)	Disassembled; in need of rest.			
307	Germany ?				

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368	USA (82)	Completely restored; imported in 83.
370	France (84)	
372	Italy (90)	
373	Sweden (83)	
374	Switzerland (88)	51,000 km in '88.
375	Germany (90)	
378	England (88)	
379	Germany (90)	
380	USA (81)	Imported in '81; needs total rest.
381	France (84)	
382	USA (83)	In accident in 84(?); improperly rest.
383	Greece (90)	
384	Belgium (86)	
385	France (84)	Converted to targa; hit badly in 88(?)
387	USA (87)	O.K. cond.; hood scoop modified.
389	Germany (83)	Not too good cond.
390	Italy (86)	Good throughout.
391	Germany (90)	
393	Germany (90)	
394	USA (87)	O.K. cond.
398	Germany (91)	
400	Germany (90)	
401	USA (81)	Hit at one time; being restored.
402	Italy (83)	
403	USA (82)	Exc. throughout.
404	USA (84)	Decent throughout; has wires.
406	USA (82)	One of the best.
408	Belgium (91)	V. good cond.; was restored.
409	USA (83)	Good throughout; supposed 1 owner.
410	Italy (87)	Owner says pristine.
411	Belgium (88)	As new cond. 44,000 km.
412	England (91)	Being restored; exported from USA.

ISO S4 & FIDIA

015	USA (90)	
019	Germany (90)	
035	USA (84)	5,000 orig. miles; in Harrah's Museum.
038	USA (84)	Needs rest.; has wrong wheels.
039	USA (90)	
041	Germany (90)	Destroyed.
042	Switzerland (90)	
054	Belgium (90)	
057	Sweden (90)	
060	France (84)	Undergoing rest.
062	Holland (82)	Orig., but needs rest.

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
069	USA (82)	Imported to USA from Saudia Arabia.
070	England (90)	
076	USA (90)	
080	Italy (89)	Exc. with 10 miles.
081	USA (89)	Orig., but needs rest.
084	USA (80)	Straight, but needs rest.
086	Switzerland (90)	
087	Germany (90)	
089	Germany (90)	
096	Germany (90)	Destroyed.
097	Germany (90)	
100	Italy (90)	
104	Germany (90)	
106	USA (89)	O.K. cond.
112	Germany (90)	
113	Holland (82)	Orig., but rusty.
117	Germany (90)	
120	USA (91)	Supposed good cond.
123	Germany (90)	
127	Germany (90)	
147	Belgium (91)	
156	Switzerland (90)	
159	Holland (90)	
160	Italy (90)	
162	USA (81)	Mediocre cond.
165/D	England (90)	
169	USA (81)	Good-exc. throughout, Autoweek car '91
171	USA (90)	
172	Italy (82)	Orig. & near exc. throughout.
176	Germany (90)	
178	Holland (82)	Imported from Germany; totally rest.
179/D	England (90)	
181/D	England (90)	
184	USA (86)	Exc. cond.; one of the best.
185/D	England (90)	
187/D	England (90)	
188	Italy (83)	Body only; car never completed by Iso.
193	Italy (83)	Body only; car never completed by Iso.

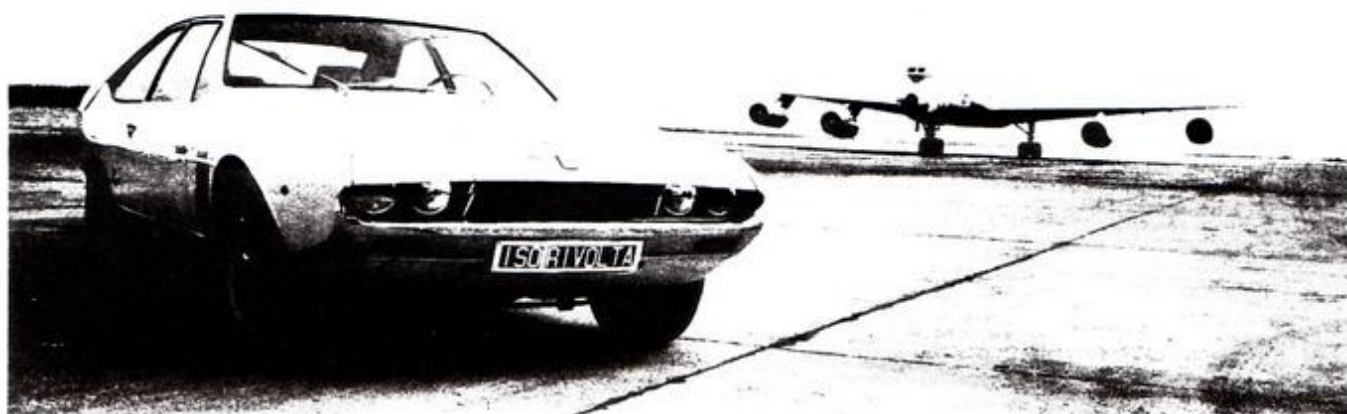
ISO LELE

001	Germany (90)	1st production car; prototype also 001.
006	USA (81)	Restored; has fact. supercharger & FI.
009	Germany (90)	Destroyed.
014	Australia (90)	
016	86)	
017	Saudia Arabia (82)	Decent cond.
020	Holland (84)	Junk.
023	USA (83)	Decent throughout.

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CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
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026	France (90)	
028	Germany (90)	
031	Germany (90)	Destroyed
034	Germany (90)	
035	Germany (90)	
037	Germany (90)	
043	USA (90)	
054	Germany (90)	
055	Holland (88)	Decent, but being restored anyway.
057	USA (86)	
062	Germany (83)	Good throughout.
065	Germany (90)	
070	Germany (90)	
073	Germany (90)	
076	Italy (90)	
084	Sweden (90)	
087	USA (84)	Completely restored, excellent.
090	Germany (90)	
092	Germany (90)	
093	Holland (?) (90)	Scrapped.
094	Holland (84)	Scrapped.
099	Holland (84)	Junk.
100	Spain (90)	Imported to Belgium.
103	Italy (90)	
109	Australia (90)	
117	Germany (81)	Totally restored.
121	USA (86)	Orig. & good throughout.
126	Italy (?) (90)	
128	Germany (90)	
130	Germany (90)	
146	USA (83)	Orig., but needs rest.
151	Germany (90)	
154	Germany (90)	
160	Austria (88)	
164/D	England (81)	
185/D	Italy (90)	

171	USA (91)	60% complete; never finished by Iso.
184	USA (89)	Good cond.
200	USA (91)	70% complete; never finished by Iso.
202	France (86)	Decent-good; is a Sport.
204	Sweden (90)	
206	Spain (90)	
207	Germany (90)	
208	Sweden (82)	Good throughout; is a Sport.
212	Italy (90)	
221	Germany (90)	
224	Belgium (90)	
227	Germany (90)	Destroyed
229	USA (82)	Exc. throughout.
252	USA (79)	Good; but now apart, all orig.
254	USA (87)	Supposedly a Sport.
257/D	England (90)	
258/D	England (90)	
259/D	England (81)	
263/D	England (90)	
272	USA (81)	Good throughout; won IBOC concours '81.
273	USA (90)	
276	USA (91)	Body/chassis only; not finished by Iso.
277	USA (83)	Supposed 3600 orig. mi., possible Sport.
280	USA (89)	24,000 mi., supposed exc. cond.
281	USA (90)	
283	Holland (90)	Good cond.
286	USA (91)	Body/chassis only; not finished by Iso.
288	USA (91)	Body/chassis only; not finished by Iso.
289	Italy (82)	50% complete; not finished by factory.

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291	USA (91)	Body/chassis only; not finished by Iso.
292/D	England (90)	
293/D	England (90)	
294	USA (91)	Body/chassis only; not finished by Iso.
295/D	England (90)	
296/D	Italy (90)	
298/D	Switzerland (82)	Exc. cond.; is a Sport.
300	USA (91)	40% complete; Iso factory remains.
301	USA (91)	Body/chassis only; not finished by Iso.
302	USA (91)	Body/chassis only; not finished by Iso.
303/D	USA (91)	20% complete; factory remains, Sport.
304	USA (91)	Factory remains; body cut apart.
307	USA (91)	Factory remains; body & chassis apart.
314	USA (91)	Factory remains; body & chassis apart.
328	USA (91)	Factory remains; body & chassis only.

ISO VAREDO

001	Italy (83)	Completely restored; only one made.
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BIZZARRINI GRIFO/STRADA/ GT AMERICA

201	Switzerland (87)	Undergoing rest.
202	USA (78)	Undergoing rest.
203	France (90)	
204	France (84)	
205	France (90)	
206	England (89)	
207	England (86)	On historical circuit.
209	France (90)	
211	Sweden (90)	
212	France (90)	
213	Germany (?) (90)	
215	England (84)	
216	Germany (90)	
217	Sweden (88)	
221	Holland (90)	
222	Austria (87)	Restored; on historical circuit.
223	Germany (90)	
226	Italy (90)	
227	USA (89)	Supposed competition car.
229	Germany (90)	

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
230	USA (82)	Restored in '83.
232	Germany (90)	
234	USA (83)	Orig. condition in average shape.
238	Italy (90)	
242	Sweden (87)	
244	Sweden (90)	
245	USA (82)	Restored early 80s; good to exc.
246	Switzerland (90)	
247	USA (88)	
248	Sweden (90)	
253	Italy (90)	
254	USA (90)	
257	USA (90)	
260	USA (89)	Interesting car; possible Corsa.
262	USA (91)	
264	USA (82)	Decent cond.; has 350, engine to England in 90
266	USA (77)	Had fire; 10,000 orig. mi.; in rest.
267	France (90)	
268	USA (90)	
271	USA (82)	Needs complete rest.; is apart.
272	USA (90)	
273	Germany (90)	
274	England (90)	
275	USA (90)	
280	France (90)	
281	France (90)	
282 (#1)	USA (86)	13,000 orig. miles
282 (#2?)	Italy (90)	Was in Germany earlier; in pieces.
283	Switzerland (90)	Rolled in USA; imported to Switz.
285	France (85)	Stolen in '85 in USA when insured for \$70,000; then appears in France in '90!
286	Switzerland (90)	
287	France (83)	Originally in USA; in rough shape when in USA.
288	France (90)	
293	Monaco (90)	
294	Germany (90)	
295	USA (83)	Decent cond.
296	Switzerland (90)	
297	England (90)	
298	Germany (90)	
299	France (90)	
300	USA (81)	Exc. cond. throughout.
301	France (83)	Good cond.
302	Italy (90)	
303	Germany (88)	Imported from USA in '89.
304	USA (90)	
305	England (90)	
306	Switzerland (83)	Imported from USA in '89; Diomante rest.

exc. = excellent; cond = condition; rest = restoration or restored; orig = original; fact = factory; s/r = sunroof; FI = fuel injection

CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
307	Sweden (90)	
309 (#1)	USA (88)	Red/black.
309 (#2?)	France (90)	Orange/Black; is this the same car?
310	Germany (83)	
315	Germany (86)	To Germany in '86; good cond.
316	France (90)	
318	Sweden (90)	
320	USA (88)	
321	USA (90)	
323	USA (78)	Good, orig. car undergoing rest.
326	Italy (91)	
328	USA (88)	Red/black.
334	France (?) (90)	
339	USA (74)	3000 orig. mi; silver/black.
BA40102	USA (83)	

P 538

#1	USA (82)	Totally restored, at Pebble, '90.
#2	USA (85)	Gammino car, restored, at Pebble, '90.
#3	Sweden (81)	Manta; restored; exported from Italy '82.
#4	Italy (82)	Duca d'Aosta; lo mi; orig, 2 owner car.
#5	USA (85)	Built by Bizz in '75 & finished by SD.
#6	unknown	Also built by Bizz in 75?
#7	France (81)	Built by Bizz in 79 for J. Lavost

Note: The above P538s are those made by Bizzarrini, or the Bizzarrini factory. #6 is shown because it and #5 were built at the same time. Also, note that these chassis numbers do not have the characteristic 3 digits; this is because some of these cars have a different number, and the above is the order in which the cars were built. Your thoughts and/or corrections on this list are most welcome.



CHASSIS NUMBER	LOCATION AND YEAR LOCATED	COMMENTS
SPYDER S.I.		
#2	USA (82)	Totally restored; at Pebble '89.
#3 (#0315S)	USA (82)	Imported from Italy in '83; totally restored; shown at Pebble '89 & '90.
G.T. 1900		
206	Sweden (82)	Nice, orig. car.
210	USA (81)	One owner 15 (?) yrs; restored; shown at Pebble '90.
??	Sweden (82)	Set up for competition.
??	Italy (88)	At Diomante's for rest.; found in Spain.
??	Italy (81)	Giordanengo collection; Alfa motor; likely built after factory closed.

BIZZARRINI 2+2

#1	South Africa (82)	Lo miles in orig. cond.; 2 owners; one-off done by factory in '68.
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BIZZARRINI HILLCLIMB

??	France (?) (85)	One off built by factory c. '66; in need of rest.
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BIZZARRINI F-3

??	Austria (90)	Restored; one-off project.
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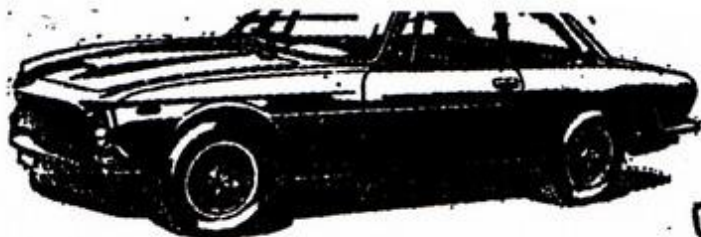
AMX/3

??	USA (88)	Restored completely; shown in Pebble '90.
??	USA (87)	Dick Teague car #1; good cond.
??	USA (85)	Ex-Dick Silvey.
??	USA (??)	Yellow car; in So. USA; ex-Pat Ryan.
??	Italy (81)	Salvatore Diomante car; approx. 2000 mi.
??	USA (91)	Gilmore Museum, Michigan
??	Italy (81)	Giordanengo Collection; not completed.

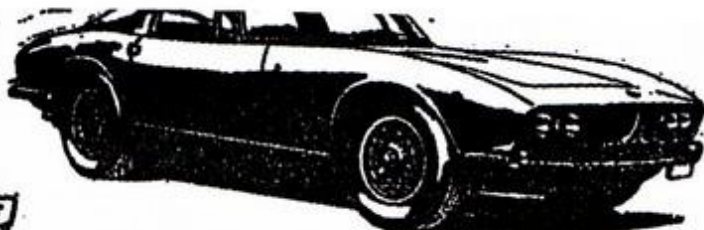
Note: Does Teague have two cars? I want to say yes, but am not sure....

exc. = excellent; cond = condition; rest = restoration or restored; orig = original; fact = factory; s/r = sunroof; FI = fuel injection

ORDINE	DATA ARRIVO	NUMERO TELAIO	COLORI	HP	RUOTE	DESTINAZIONE	NOTE
15/70	14/5	54 930'142	BLEU RIVOLTA PELLE BEIGE	300	TIPO NUOVO	MARINNI	
11/70	15/5	54 930'116	BEIGE MET. PELLE AVANNA	300	TIPO NUOVO	ZAMA	COND. EDERA CAMBIO ZF
59/5	18/5	54 920'098	ARGENTO, RUTEDIL P.T.D. MERO	300	TIPO NUOVO	FRANCIA	
12/70	19/5	54 920'097	BEIGE MET 106 E52 P.T.D. MERO	300	TIPO NUOVO	MARINNI	
12/70	21/5	CL 020'314	ARGENTO RUTEDIL P GRIGIA	300	TIPO NUOVO	GERMANIA	CAMBIO ZF
35/70	22/5	CL 020'315	AZZURRO MET P SENAPE	350	TIPO NUOVO	ROMA	CAMBIO ZF
33/70	25/5	ZL 030'323	VERDE ACQUA PELLE AVANNA	ZL	TIPO NUOVO	EURO MARCHET	COND. EDERA
29/70	26/5	ZL 020'317	AZZURRO 106 H32 P NERA	ZL	TIPO NUOVO	MUTO ROMA	
8/70	29/5	54 930'100	BLEU 106 H51 P SENAPE	300	TIPO NUOVO	PARRINI	COND. EDERA CAMBIO AUTOMATICO
82/70	3/6	54 920'099	ARGENTO RUTEDIL P SENAPE	300	TIPO NUOVO	AMODEI	COND. EDERA CAMBIO AUTOMATICO
14/70	4/6	ZL 030'319	RAME 106 RUG PELLE BEIGE	ZL	TIPO NUOVO	GERMANIA	
31/70	8/6	54 930'102	BIANCO 20 W152 P AVANNA	300	TIPO NUOVO	DE AGOSTINI	COND. EDERA
14/EXP	9/6	LELE 50'0007	ROSSO 106 R83 P BIANCA	300	TIPO NUOVO	SVIZZERA	
14/70	10/6	54 930'101	LUCCI NEZZ 106 E47 P SENAPE	300	TIPO NUOVO	DOLFI FRANCIA	
	11/6	ZL 030'322	ARGENTO RUTEDIL P NERA	ZL	TIPO NUOVO	MARINNI	CAMBIO ZF COND. EDERA
3EXP	12/6	54 020'130/D	BEIGE 106 Y56 P BEIGE	300	TIPO NUOVO	AUSTRALIA	CAMBIO AUTOM COND. EDERA SERVO STERZO



Iso Rivolta



Iso Grifo

Fahrgestell-Nr. ISO-Grifo

Stand Nov.90

GL 00001 =A3L-Vorserie

" 00002 =Cabrio, Rudi Klein, USA

" 450003== WIEDERSTADT

" 600004 =Hass,Berlin

" 610010 = J.Graumann, Iserlohn

" 620024 = G.Eckstein, Fürth

" 620035 =verschrottet, E.Z.3.6.66

" 630036 = " ,

" 630040 =Dr.Münnich, Heidelberg

" 640066 = Alex.Oet, Belgien

" 630048 =W. Götten, Bad Salzuflen

" 650082 =Colt, Arnheim NL

" 650100 =Franz Prah, Preuss. Oldendorf 1

" 660103 = Goldack, Bremen(ex B.Driest)

" 660106 =Spürkel,Bochum

" 670111 = Goldack, Bremen(angebl.verkauft)

" 710114 =Franz Prah(ex-Schlossmacher, Cabrio) 2

" 710117 =P.Brandl,Hannover(ex-Benz/Melitta) PRAHL

" 710118 =Senn, Ch

" 710118⁹³ =Franz Prah 3

" 720128 = Kneist, Berlin bzw, Eckard,Berlin

" 720130 =Von Busmer verschrottet

" 720135 = Schwab, Freiburg

" 720136 =ex-J.Graumann

" 740156 =unbekannt,aber existent

" 750161 =Dornebeck, Marl

" 750170 =Phil.Sykes,San Franzisko,USA

" 760171 =Enoksen, Malmö

" 760174 =Franz Prah(ex Ralf Ni) 4

" 750175 =Ewald Kuchler, Passau

" 810176 =Modena Motorsport(Messner)

" 820182 =ex-Ludwig,Heppenheim

" 810188 = J.Niederstadt

" 810189 = " "

" 810192 =ex-Wroklage/Brandel,Nr. gel.,=840213,jetzt Fr, Prah 5

GL 820199 =ex-Wehmeier(verk.n.Österreich)
 " 820206 =ex S.Hydeholm, Schweden
 " 840213 =Fr.Prahl (halbes Wrack v.Brandel) 6. 7
 " 820202 =kennt Heemeier, Löhne.Fzg.steht i.Belgien
 " 820215 =ex-Kärcher,verk.n.USA
 " 820218 = Kleisl,München
 " 850220 =C.G.Oms.NL
 7 L 850225 =i.NL(lt.Vroklage)
 7 L 850226 =i.GB " (rechtslenker)
 7L 850227 = Daxer,München
 7L920235 Hanson,Angelholm,Schweden
 7L 920238 =Fr.Prahl 7 8
 7L 920240 J.Niederstadt
 7L 920241 v.Stahl,Ingenheim
 GL 920248 =Fr.Prahl 8 9
 7L 920249 =Stemmer,Münster
 7L 920252 =ex-Steuerl,Aichach
 GL 930262 =J,Niederstadt
 " 930264 =Cl.Ottosohn,Schweden(ex-J.Ni)
 7L 930269 =T.Eckard,Fichtelbrg
 GL 940270 =Huber,Blieskastel
 " 940273 =Claus Werner,Münster
 7L 940274 =G.Eckstein
 7L 949277 =Axel Sonntag,Koblenz
 7L 950293 =kennt Huber i.GB
 7L 950295 =G.D.Edelhoff,Iserlon
 7L 960296 =T.v.Eyndhofen.NL
 GL 960299 =W.Goodfellow,Menlo Park, USA
 " 20302 =Brown,Stockholm
 7L 20305 =Vroklage,NL
 7L 20306 =Fr.Prahl,Pr.Oldendorf 9 10
 7L 20308 =ex-Busmer,Idar Oberstein 099/5702839 09468/276
 7L 20309 =G.Eckstein,Fürth
 GL 20313 =Rene Rendel,Gerolsheim
 " 20314 =G.Eckstein
 " 20315 =ex Schreiber,München
 7L 20316 =Kunopatzki,München
 7L 20317 =Björkmann,Göteborg/Schweden
 7L 30310 =ex-Freiberg,Salzgitter
 GL 20320 =ex-Stemmer,Münster (Targa)
 7L 31 325 =ex-Auer,Ffm. Biehler,München
 7L 50326 =Andren,Norrköping
 7L 40329 =ex Graumann/Labudda 11

Lele Chassis Thought To Be Marlboro or Sport

5 - SPEED CARS

Chassis	Built	Destiny	BHP	Box	Axle	Options	Model	Trim	Notes	Owner- last
184	01.03.73	Italy	Ford	5	3.31	a/c	Marlboro v	(Ganley)	Red Geneva Show	USA VA - Dunn 02
185	03.03.73	Italy	Ford	5	3.31	a/c	Marlboro v	(Galli)	White/Black ex Spaapen	Holland - van den Broek 01
199	23.03.73	Italy	Ford	5	3.31	a/c			velvet	
202	12.05.72	Italy	Ford	5	3.31	a/c p/s	Marlboro?		velvet (red)	France 86
204	12.04.73	Italy	Ford	5	3.31	a/c	Marlboro l & v	Late Int, Early Column, Nardi		Sweden - Fredeby 01
205	18.04.73	Germany		Ford	5	3.31	a/c p/s	Marlboro l & v		Italy - Negri 02
207	30.04.73	Germany		Ford	5	3.31	a/c p/s	Sport l & v		Germany - Lang 01
208	02.05.73	Switz	Ford	5	3.31	a/c	Marlboro l & v			Sweden>Switz, Basle 01
209	03.05.73	Switz	Ford	5	3.31	a/c			l & v	
210	09.05.73	Italy	Ford	5	3.31	a/c			v	
211	10.05.73	Italy	Ford	5	3.31	a/c		v & v		
223	07.11.73	Italy	Ford	5	3.31	a/c			v & v	
224	12.07.73	Italy	Ford	5	3.31	a/c	Sport	v & v		Holland - Schotte 01
225	11.07.73	Italy	Ford	5	3.31	a/c		v & v		Germany 97
228	03.07.73	Italy	Ford	5	3.31	a/c p/s			l & v	
232	01.08.73	Italy	Ford	5	3.31	a/c p/s			v & v	
233	02.11.73	Italy	Ford	5	3.31	a/c p/s			v & v (red)	
240/D	26.09.73	UK	Ford	5	3.31	a/c p/s	Sport	leather?		UK Hereford - Ellis 03
241	30.10.73	Belgium	Ford	5	3.31	a/c p/s	Sport	v & v (brown) Early Column		Belgium - Oet 93
244	17.12.73	USA	1836	5	3.31	a/c p/s	Sport	Borranis l & v NY Show 74	ex Hoglund	USA - Wuerth 01
248	05.11.73	USA	1794	5	3.31	a/c p/s		leather		USA CA - Auto Toy Store 96
249	23.11.73	Italy	Ford	5	?	a/c	Sport		leather?	
256/D	27.09.73	UK	Ford	5	3.31	a/c p/s	Sport	l & v	Motor Sport Test 3.74	UK Hereford - Ellis 03
257/D	21.09.73	UK	1788	5	3.31	a/c p/s	Sport	l & v	London Show 73	UK Warks. - Lines 01
258/D	01.10.73	UK	1791	5	3.31	a/c p/s	Sport	v & v		UK Hereford - Duggan 03
263/D	10.12.73	UK	Ford	5	3.31	a/c p/s	Sport	v		UK Sussex - Clarke, Long Barn 02
281	19.02.74	USA	1835	5	3.31	a/c p/s	Sport	leather		USA 90
292/D	25.02.74	UK	Ford	5	3.31	a/c p/s	Sport	v		UK Worcs. - Higgs 99
293/D	01.03.74	UK	Ford	5	3.31	a/c p/s	Sport	v & v	(not Bumpers)	UK Berks. - Harper 03
295/D	28.02.74	UK	Ford	5	3.31	a/c p/s	Sport	v & v		UK Worcs. - Higgs (scrapped)
296/D	05.03.74	UK	Ford	5	3.31	a/c p/s	Sport	v & v		Italy 90
297/D	06.03.74	UK	Ford	5	3.31	a/c p/s	Sport	v & v		
298/D	29.03.74	UK	Ford	5	3.31	a/c p/s	Sport	v & v		Switzerland 03
299/D	22.03.74	UK	1825	5	3.31	a/c p/s	Sport	v & v		Australia NSW - Hawkins 03
<u>34 TOTAL</u>										

AUTOMATIC CARS

192/D	05.04.73	UK	Ford	A	3.31	a/c p/s			velvet (tan)	
222	05.07.73	Italy	Ford	A	3.31	a/c p/s				l & v (brown)
229	06.07.73	Belgium	Ford	A	3.31	a/c p/s	l & v (brown)			USA CA - Topiol 94
235	14.09.73	Belgium	Ford	A	3.31	a/c p/s	l & v			NL 91
242	22.11.73	Spain	Ford	A	3.31	a/c p/s				l & v (brown)
243	17.11.73	Belgium	Ford	A	3.31	a/c p/s				l & v (brown)
246	05.12.73	USA	1915	A	3.31	a/c p/s				l & v (blue)
253	07.01.74	USA	1930	A	3.31	a/c p/s	Sport	leather		USA CA Santa Cruz - Auto Outlet 01
254	19.12.73	USA	1931	A	3.31	a/c p/s	Sport	leather		USA 87
277	05.02.74	USA	1926	A	3.31	a/c p/s	Sport	leather (red)		USA NY - Long 01
278	15.01.74	USA	1932	A	3.31	a/c p/s	Sport			leather
282	28.01.74	USA	1924	A	3.31	a/c p/s	Sport			leather
283	27.02.74	Italy	Ford	A	3.31	a/c p/s	Sport	v		Holland - Smithuis 01
284	13.03.74	USA	1925	A	3.31	a/c p/s	Sport	leather		UK Kent - B. Brown 03 (scrapped)
312	29.07.74	USA	1916	A	3.31	a/c p/s				l & v
<u>15 TOTAL</u>										

Abbreviations

A	=	automatic
a/c	=	air-conditioning
p/s	=	power-steering
v	=	vinyl
v & v	=	vinyl & velvet
l & v	=	leather & velvet
Italics	=	automatic cars with some Sport features (interior, fibreglass bumpers, etc.)

NB:

where there is a number in BHP column, it denotes Iso engine number.
trim colour black unless noted.