

CLASSIC DRIVER

[Are you ready to blitz the competition in this Bizzarrini 5300 GT?](#)

Lead

It's a name often included amongst the greats of Italian car production and motorsports, but this 1965 Bizzarrini from DK Engineering holds a unique past, and a future that could include entry to some of the finest historic races in the world.



What do cars like the De Tomaso Pantera, Ghia 450 SS and ISO Grifo all have in common? If you answered handsome looks and bags of Italian charm, you wouldn't be wrong, but appearance aside, all of these cars hold the same accolade as our mid-1960s Bizzarrini: they are all Italian built, but house American engines.

Giotto Bizzarrini was a former Alfa Romeo, Ferrari, and ISO engineer, making him more than capable of working on some of the world's now most iconic automotive jewels, including the 250 GTO. Despite his success at Maranello, following a dispute with Enzo Ferrari, Bizzarrini left and went to work for the ISO company with the aim of building a car that could outperform the Ferraris on the racetrack. Giotto's finest creation was the 5300 GT Strada, a low-slung racer hiding a 5.3-litre Chevrolet V8 under its skin. ISO and Bizzarrini had everything in place to bring the fight to Enzo, but a fallout between Piero Rivolta and Bizzarrini at the end of 1965, right at the point where this car was built, sent plans spiralling.



The result meant that this particular example for sale with [the ever-impressive DK Engineering](#) is badged as a Bizzarrini but has since been restored to ISO A3/C specification. It is one of just 12 out of a total 73 5300 GTs built with a lightweight aluminium body and De-Dion rear suspension. Despite being more common in the 1970s and 1980s, examples such as this were some of the first to pair the Italian ability and refinement with the might of an American-sourced powerplant.

Now benefitting from a full recommissioning to its former glory, it's ready to dominate some of the world's most prestigious historic motorsport events. A key factor here is upon that restoration, the car has been built to match the specification of the first ISO A3/C Corsa; a car which, unlike the Bizzarrini-badged cars, raced in early 1964 and is

therefore able to gain entry to future events.



During the restoration, all the original parts were removed and were carefully retained and will be included with the car, preserving its heritage. Its roaring V8 engine is ready to be unleashed, holding eligibility for numerous events during the racing calendar, including the renowned Goodwood Tourist Trophy, the Spa Francorchamps Six Hours, as well as a number of Peter Auto's historic events. Weighing a grand total of 1,098kgs, it's very likely this Bizzarrini-turned-ISO would dominate on the racetrack in the right hands!

Whether you choose to race it, or leave it in your garage to simply stare at with the biggest grin, this is one piece of Italian racing history that has secured its place in the future of classic car racing for many years to come.

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Gallery

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