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The Precursor

Giotto Bizzarrini definitely belongs to the important names in the history of the Italian motoring scene. Among connoisseurs of premium cars he is known for his collaboration on the legendary Ferrari 250 GTO just as for the development of the 350 GT-engine for Lamborghini.

As a freelance constructor the, then 38-year-old, graduated engineer founded his own design office named Autostar in 1962. Two years later the renaming to Societa Prototipi Bizzarrini ensued, followed by another change to Automobili Bizzarrini S.p.A. in 1965. At the plant based in his home Livorno Bizzarrini planned to produce a sports car, which should meet the needs of general public. Initially he thought about using a 1,5 liter engine of Fiat, but later he changed his mind and fitted his car with a new - as from 1965 produced - 1,9 liter engine type CIH (Camshaft in Head) of Opel. He named his car matching to its engine displacement Bizzarrini 1900 GT. The engine and the chassis were held by a fine tubular

frame, on which the plastic car body was fitted. Due to this car body the Bizzarrini had a weight of only 650 kg - a real lightweight. The weight and its 110 HP-strong engine ensured a sporty locomotion. On top came the aerodynamic shape of the car body. First of all its low height of only 104 centimeters enabled the 1900 GT to reach a good cd value. But also the long hood, which housed the 4-cylinder engine, and a flat rear design with a sharply dropping tail, did their bit to minimize the drag coefficient. All these features made a top speed of 210 km/h possible.

In 1966 the car was presented at the Turin Motor Show for the first time. But the serial production only sporadically came about and this is how it came that only a few cars left the plant. According to contradictory information, between 12 and 17 Bizzarrini 1900 GTs were built. In 1968 Automobili Bizzarrini S.p.A. stopped its assembly of the 1900 GT and in 1969 the production was definitely ceased.

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