

DISEGNO di  
*Bizzarrini*



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**Bizzarrini**™

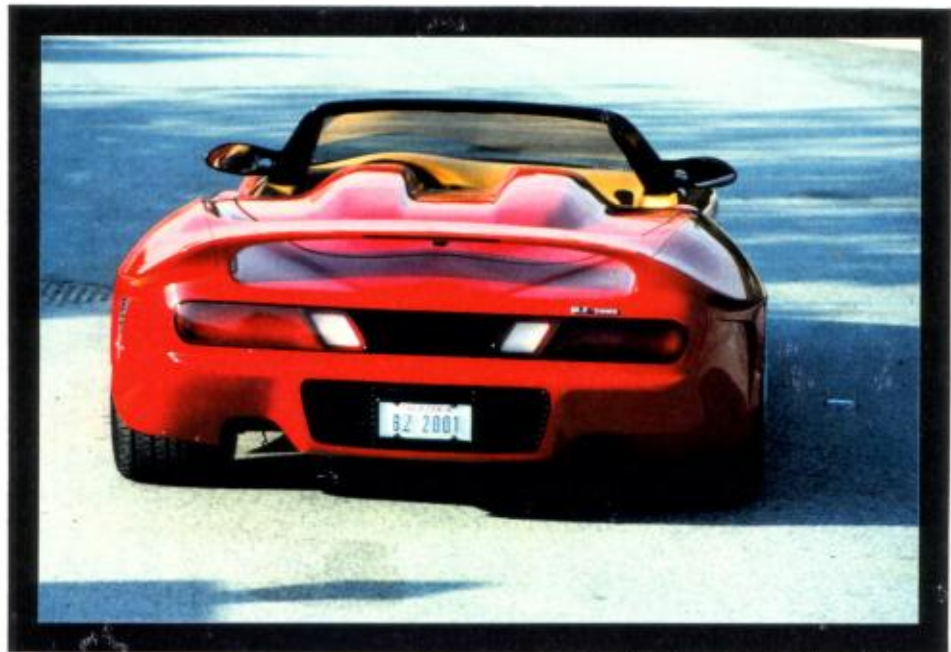


## THE BZ 2001 DISEGNO DI BIZZARRINI

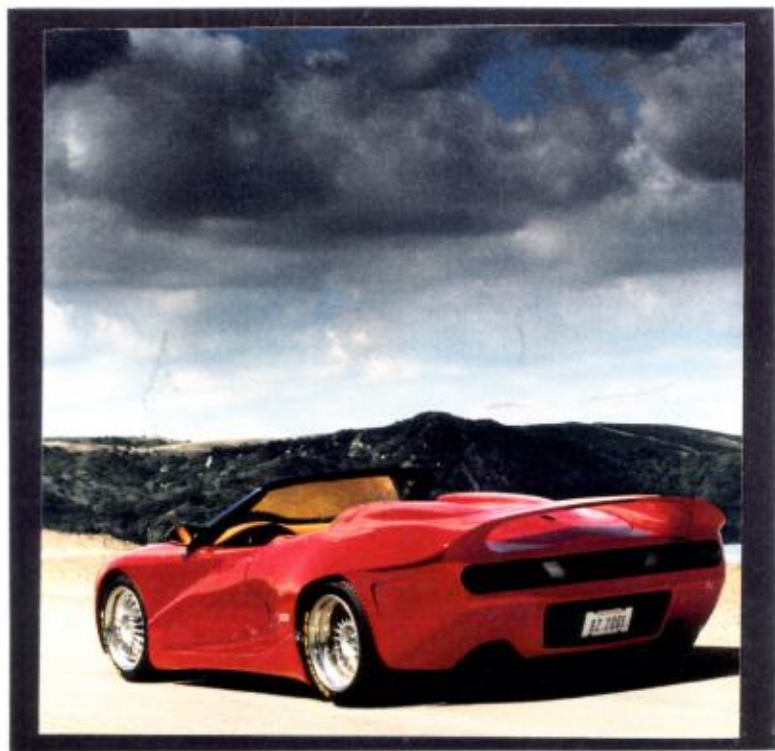
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Livorno, Italy 1990. First review of the BZ 2001 between Ing. Giotto Bizzarrini, Barry Watkins and Bruce MacIntosh.



The rear fenders are 85" wide to enhance the BZ 2001's 48 valve 12 cylinder horizontally opposed motor and provide substantial surface area for tremendous downforce at high speed.



# BZ-2001

## DISEGNO di BIZZARRINI

The BZ 2001 is a concept Supercar prototype designed to show the features of sports cars into the next century. The goal of the project was to build the most beautiful GT sports car ever made. It has been created as a joint venture between Ing. Giotto Bizzarrini of Italy and Watkins Racing in Tustin, California.

The story of the BZ 2001 began at the Concours d'Elegance in Pebble Beach, California. Ing. Giotto Bizzarrini and Barry Watkins were introduced by event dignitaries. Bizzarrini was being honored that year for his brilliant automotive achievements and Watkins was displaying his 1959 Scaglietti Corvette Berlinetta in the European Coachwork Class. The Scaglietti Corvette was considered by many who attended to be one of the most beautiful sports cars at Pebble Beach that year. Ing. Bizzarrini was so impressed with the Corvette that three different times that day he returned to the display site to discuss the car with Watkins and admire its beauty.

In the same European Coachwork Class was displayed a 1968 Bizzarrini Spyder S.I. Watkins couldn't believe he was standing next to the man who had once built it about 25 years ago.. Through translators, the conversation between Bizzarrini and Watkins evolved to discussions of the 1968 Bizzarrini Spyder.

The conversation further led to both men exchanging ideas about what a future open Supercar would look like. Imagine what 25 more years of Bizzarrini's experience since the Bizzarrini Spyder GT could bring to a new project. There were many common ideas discussed, such as a cab-forward design, a short rear end, and how aerodynamic treatment would look on a car into the next century. Watkins saw the opportunity of having "The Maestro" design the ultimate "One- Off" which would carry the Bizzarrini name in the next century.

The idea of another Bizzarrini project began. Probably the first major project for Bizzarrini in over 20 years and Watkins was eager to be the developer of the project.

To implement Bizzarrini's concept, drawings and sketches were translated into a clay model which was ultimately cast in plastic to be reviewed by Bizzarrini. This became Phase 1 of the Bizzarrini concept and a place for him to refine and reshape the next model.

The concept model of the BZ 2001 was displayed at the Newport Beach, California offices of Road and Track. They were interested in informing the automotive public of the project. Subsequently, in the spring of 1991, photographs and a summary of the model were introduced in *Exotic Cars Quarterly*.

The construction site of the full size model was discussed in Italy versus U.S.A. It seemed the most feasible to build it in the U.S.A. since Watkins Racing was to be the financier and developer of the project.

After Ing. Bizzarrini's first review, he assigned his son, Giuseppe Bizzarrini, a most talented designer and owner of *Forme e Tecnologia*, in Milano, to scan and document the project's information. Giuseppe did so by using state of the art CAD systems to study the model and digitize it on a computer. At that point, there was sufficient information for Bizzarrini to evaluate the technical aspects, styling and aerodynamics of the project.

With the drawings and specifications generated by Bizzarrini, the Watkins Racing group was able to commence the full size development of the project.

While all the sketches and drawings were being exchanged, an agreement was signed in May of 1991 between Giotto and Giuseppe Bizzarrini and Watkins Racing whereby the design would be the responsibility of Bizzarrini and the construction, financing and marketing would be the responsibility of Watkins Racing.

Project manager for the construction of this project has been Luis Romo, a world-class designer and modeler and the Project Manager for the prototype Dodge Viper, Mazda Miata and several other famous project cars.

The prototype uses some Ferrari Testarossa components and drive train but major portions of the car have been re-engineered to achieve the goals of the project.

What is interesting is that Bizzarrini has not been involved in a significant sports car project for over 20 years, yet he has been the person Ferrari, Lamborghini and Iso called upon to solve major problems for these companies during Bizzarrini's career. His initial recognition was due to his brilliant chassis designs of the day, but we believe that his real genius will equally be recalled by historians for his projects which have had some of the most beautiful automotive body designs of all time. Some of his greatest accomplishments include the following:

1. The designer and constructor of Ferrari's most successful race car, the 250 GTO, which won the Manufacturers' GT Championship in 1962, '63, and '64, and which is one of the most valuable sports cars of all time.
2. The production of the first truly monocoque unit-body frame, ultra high-performance GT car -- the Iso Rivolta in 1962.
3. The design of the Lamborghini V-12 engine in 1962-63.
4. The designer and constructor of one of the world's truly great GT cars of its day, the Iso Grifo Bizzarrini, GT Strada and the gorgeous Bizzarrini Spyder, S.I. in 1968.

This joint venture between Bizzarrini and Watkins Racing would have been very difficult 25 years ago, but with the advent of FAX machines, computer software, CAD and one-day air parcel delivery, it's very possible to build such a dream car. We at Watkins Racing feel humbled and honored to be able to build this magnificent prototype. It furthers our history of building lightweight prototype, concept vehicles since 1971.

Giuseppe Bizzarrini recently formed a partnership with Zagato in Italy. Ing. Giotto Bizzarrini is still very active for a "retired person" and is a very active participant with this project. The Bizzarrinis have been very pleased with our efforts and have initiated the formation of a joint venture between the Bizzarrini Family and Watkins Racing for the purpose building a very limited number of BZ 2001s and performing styling, building models and prototypes as one of the few independent design studios in Southern California. Our joint design firm, *Disegno de Bizzarrini*, is based in Southern California and will be jointly able, with Bizzarrini, to style, design and build prototypes for other customers and use the Bizzarrini name on these products.

The BZ 2001 has been developed using very advanced technology, primarily from the racing industry. We will continue to refine the project and complete the construction of our own Disegno de Bizzarrini chassis which will feature a very advanced 60 degree V-12 five litre 4 valve-4 cam engine with an extremely sophisticated electronic engine management system.

Project sponsors to date have included the following companies:

- 1). Goodyear Tire and Rubber Company ( tires ).
- 2). Alcon / Hyperco ( Aluminum calipers and brakes).
- 3). Tilton Engineering ( Carbon/ carbon clutch and lightweight flywheel ).
- 4). Penske Racing Shocks ( Fully adjustable racing shock absorber system ).
- 5). Eibach Springs ( Super quality springs ).
- 6). Borla Exhausts ( Exhaust system ).
- 7). PIAA Corporation ( High performance driving lights ).
- 8). Griffin Racing Radiators ( Aluminum radiators ).
- 9). House of Color ( Greatest paint in the world ).
- 10). Santa Ana Plating ( All metal plating for the car ).
- 11). Obus Forme ( Orthopedic seat structures ).
- 12). Jongbloed Wheels ( Magnesium wheels ).
- 13). Wm. C. Mitchell ( Racing By The Numbers chassis and suspension software ).
- 14). Allan Lockheed ( Engine Design Software package ).
- 15). ASM International ( Engineering manuals on composites and manufacturing methods).

We feel that we have built a world class Supercar. The Prototype is expected to be completed in March, 1993 and will be tested at the Bob Bondurant School of High Performance Driving in Phoenix, Arizona by Bob Bondurant.

Bizzarrini's name will be carried into the next century. Disegno de Bizzarrini is offering to the world, for those who appreciate what this project historically represents, an opportunity of sharing a very limited number of BZ 2001s, but we are also willing to share our very creative services of design, styling, prototype construction and unique investment opportunities in high technology products as the BZ 2001 is continually refined.