

Urraco P300 Restoration

carried out by

Emblem Sportscars of Poole, Dorset



The partly disassembled Urraco arrived at Emblem in a sad state. The engine was partially stripped but in all other respects was complete. For the owner, this car was a rare find – totally original and unmolested with all parts present. Luckily the car was a long way from a ‘barn find’, had only covered 8,000 miles from new and so was well worth the total rebuild plan. The previous owner had stored the car for a number of years after failing to cure a persistent engine problem; then by an incredible stroke of luck he decided to trade it in for a Ferrari 456 at Rardley Motors in Grayshott, where our client was a good friend of Mike Wheeler, who offered the car at a favourable sum, suggesting it would fit well into his growing collection of Italian cars.

Upon arrival at Emblem, the engine was removed and completely stripped. The body required limited metal work and the magnesium wheels were prepared for reconditioning by specialists.

In the mean time, our client had carried out further analysis and investigation of the cars’ history including contacts at the factory. It was found that this was the very last Urraco off the production line which made this a very special car. No effort was spared therefore to make the rebuild as special as the car deserved.

During the engine strip down it was decided to fit new parts including a crankshaft and con rods. Special tools were custom made to remove cam shafts due to the ladder-style cylinder head construction. New exhaust valves replaced sodium filled type and all ancillary components, brake, suspension and hoses were replaced or reconditioned. Lamborghini surprisingly had virtually all parts available, although some prices were ‘eye-watering’. The clients’ commitment to the car was unwavering and so was Emblems’.

In the Spring of 2011, as news of this special car started to circulate, our client was contacted by Arnstein Landsem who was in the final stages of completing his book on the Urraco and wished to feature the car. The only problem was a one month deadline to printing.

Without sacrificing the meticulous attitude of the rebuild of this important car (which at this stage was 50% complete) the team at Emblem under Myles Aldous went into overdrive. The body was in primer at the bodyshop and was personally painted by the principal to an extremely high standard and returned to Emblem. Pulling out all the stops, all body decoration incorporating re-chromed parts, bumpers, lights, badges and trims were carefully fitted. Rather than sacrificing attention to detail and the care necessary to bring the build to conclusion, the fully trimmed rolling car was transported to Poole Quay for the photo shoot, but in reality none of the electrics were connected and the car was without an engine and gearbox. The eagle-eyed enthusiast will notice that in the book, rear angle shots show that the exhaust system is missing!!

Upon return from the photo shoot, the careful rebuild continued throughout 2011 and on an overcast November day, the Urraco barked into life as a completed car, rattling the workshop windows to a cheer from the entire team. There is no way to explain this moment to non-enthusiasts! The euphoria of the dedicated rebuild team and our selected specialists puts every other thought into the background.

Following shakedown and testing, the P300 Urraco was handed over to a delighted owner in January 2012. A rare, beautiful car returned to its former glory.

Words by Clive Bates of Emblem Sportscars





