CLAIMS

1. A sports car provided with a conditioning system comprising a conditioning device (CD) for treating air to be introduced or recirculated in a cockpit (AB) of said sports car, an internal channel (Cout) for delivering conditioned air generated by said conditioning device (CD) throughout said vehicle cockpit (AB), wherein said conditioning device (CD) is arranged at a rear position with respect to said vehicle cockpit (AB); the car further comprising a roof (R) and wherein said internal channel (Cout) is at least partially integrated in said roof (R); characterized in that said internal channel (Cout) defines a front central upright (MC), which crosses a windscreen (WS) identifying a right portion (WSA) and a left portion (WSB) of the windscreen (WS), channelling said conditioned air in a vehicle dashboard.

2. The car according to claim 1, wherein said conditioning device (CD) comprises one or more heat exchangers, where a fluid, such as cooling water of a heat engine and/or a refrigerant fluid suited to carry out a thermodynamic cycle, thus defining an HVAC.

3. The car according to any one of the preceding claims, wherein said conditioning device (CD) is lifted relative to a floor of the sports car.

4. The car according to claim 3, wherein between said floor

and said conditioning device (CD) there is interposed a component of the car having a greater density than said air conditioning device (CD), such as for example a battery pack or an internal combustion engine.

5. The car according to any one of the preceding claims, wherein said internal channel (Cout) is arranged longitudinally and preferably centrally to a longitudinal development of the car.

6. The car according to any one of the preceding claims, wherein said vehicle dashboard comprises aeration openings and/or outlets arranged for delivering said conditioned air towards the chest/torso and the legs of an occupant of the sports car and wherein said dashboard is supplied by said internal channel (Cout) crossing said windscreen (WS).

7. The car according to any one of the preceding claims, wherein said internal channel (Cout) consists of a tubular profile made of a high-resistance material, having opposite ends, each being directly or indirectly connected to a vehicle frame (F) so as to define a reinforcement structure in case of a front impact and/or an overturning of the sports car.

8. The car according to claim 7, wherein said internal channel (Cout) is directly connected, at the rear of the vehicle, to said frame (F), through a rear central upright (MPC), or by means of the lateral rear uprights (MPL) that

protrude from a tail of the car towards said roof (R), defining a Y-shaped structure.

9. The car according to any one of the claims 5 - 8, wherein said internal channel (Cout) identifies a right portion (RA) and a left portion (RB) of the roof (R) above the heads of the respective occupants of the car, wherein said left and right portions (RB, RA) can be selectively removed and/or folded.

10. The car according to any one of the claims 1 - 9, further comprising at least one external channel (Cin) for conveying environmental air to said conditioning device (CD), wherein said at least one external channel (Cin) preferably comprises a forward and outward facing opening, so that a circulation of environmental air is a result of a forward movement of the sports car itself.

11. The car according to claim 10, wherein said at least one external channel (Cin) comprises a mobile shutter (P), which is electrically operated and is designed to adjust said circulation of environmental air.

12. The car according to claim 11, wherein said conditioning device (CD) further comprises an electric fan (VE) for permitting said circulation of environmental air even when the sports car is still or travelling at a low speed.

13. The car according to claim 12, wherein an adjustment of said mobile shutter (P) and an operation of said electric

fan (VE) are coordinated with one another.

14. The car according to any one of the preceding claims 10 - 13, wherein said at least one external channel (Cin) is arranged on a vehicle roof (R) longitudinally and preferably centrally to a longitudinal development of the car.

15. The car according to claim 14, wherein said at least one external channel (Cin) is made of a high-resistance material, cooperating with said roof (R) for defining a reinforcement structure in case of a front impact and/or an overturning of the sports car.

16. The car according to claim 15, wherein said at least one external channel (Cin) is directly connected to a vehicle frame (F), thus defining a rear central upright (MPC).

17. A car according to claim 16, wherein said internal channel (Cout) is connected to said frame (F), at the rear of the vehicle, running parallel to said at least one external channel (Cin) and cooperating with it in defining said rear central upright (MPC) and so as to define a reinforcement structure in case of a front impact and/or an overturning of the sports car.

18. The car according to any one of the preceding claims, further provided with at least a windscreen wiper arm, arranged for wiping said windscreen (WS) and wherein said arm, in a rest position, overlaps or is arranged next to

said central upright (MC).