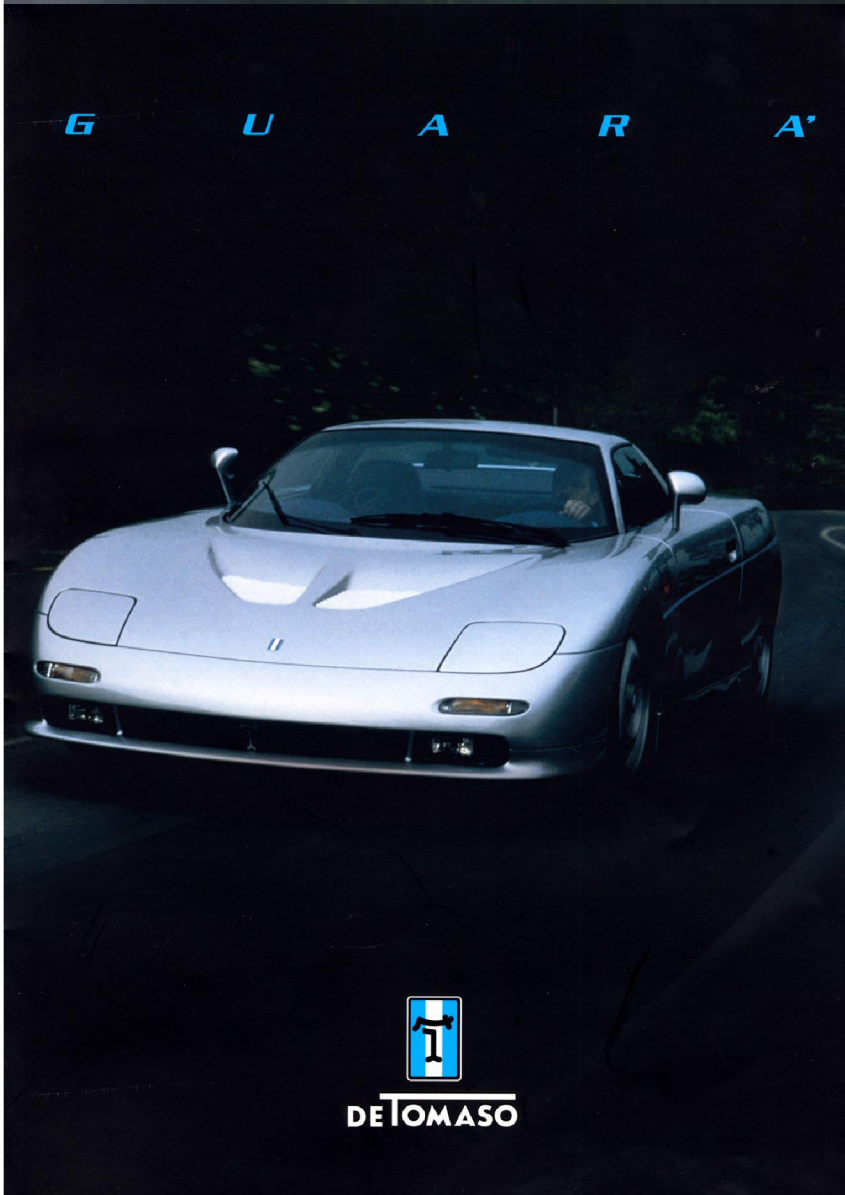


Guara

Espressione di potenza
Da 0 a 100 in 4,7 sec

G U A R A



DE TOMASO

Brochure cover for the 2002 Guara. 375 cavalli



Kjell Jansson, of Sweden, is the happy owner of an exceptional DeTomaso Guara. Kjell has owned several Panteras over the years. In addition to the Guara, Kjell also owns a Pantera II. The Pantera II was an evolution from the earlier Pantera, while the Guara is an all-new car. If we look at it from a development angle, one could say that the Pantera II has a better design suspension system than the old car, and the Guara is an even more sophisticated design. Thus, the factory walks straight forward as far as this system is concerned. We will get back to the suspension system later on.



The design of the Guara is very pleasing. In fact, it won the people's choice award at an important show here in Stockholm. Personally, I favor the front view of the car very much.

GUARA

A closer look

Text and photos by PI Special Features Editor Goran Malmberg - Broma, Sweden



Guara

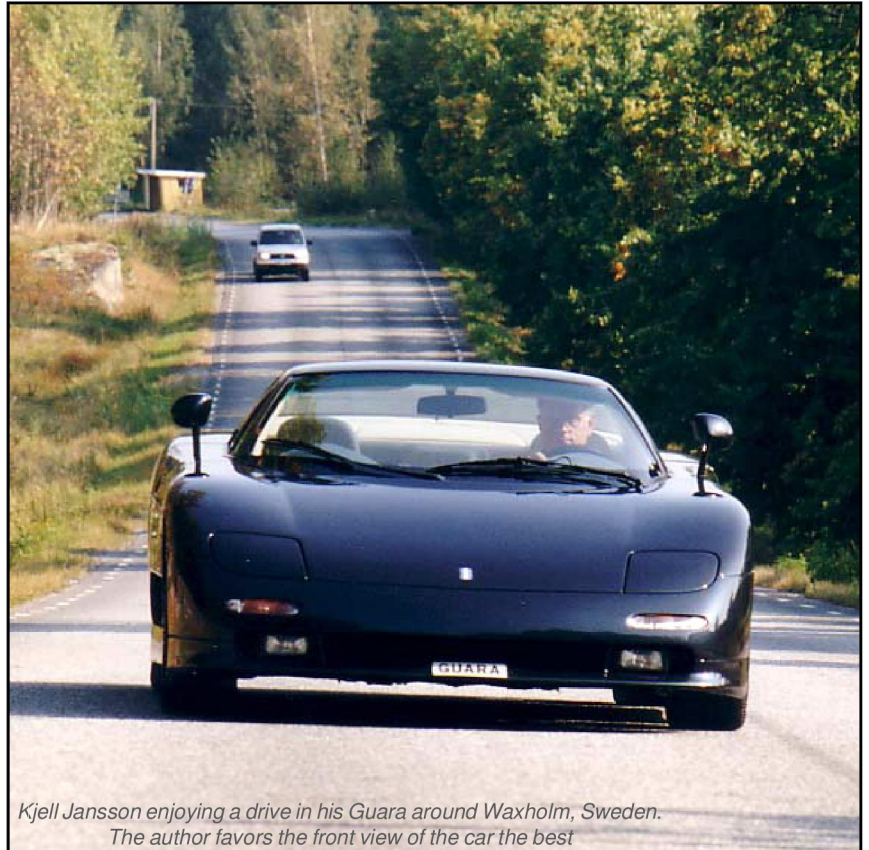
The car is wide, 80 inches, which is more than the fenders of the GT-5. With almost the full width over the rear panel, the car leaves a very heavy, rear viewing impression. The front and sides of the car are very clean, and reminds me of designs used by Ferrari.

The early Corvette was famous for being painted for \$9.95. Sorry, but the composite body of the Guara is not much better. However, the fitting of the body parts is quite good.

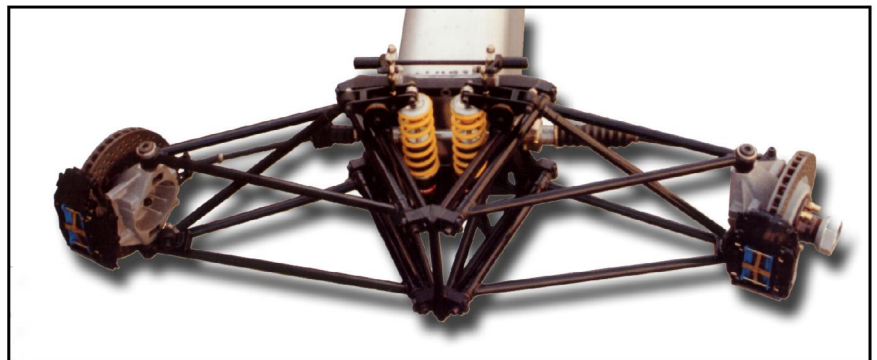
The suspension is of the latest design, including what could be found on other supercars like the \$400,000 Koenigsegg. DeTomaso uses very long wishbone arms. This keeps all changes of wheel alignment within a small margin during wheel travel. Both front and rear coil-overs are activated by pushrods ala F-1, making for easy access and a much better environment for these parts. I don't know any of the numbers for torsional stability of the car, which is fundamental to be able to make use of this nice suspension layout. I had appealed to Kjell to loan me his car for a full test session, however, he was justifiably nervous for this sort of treatment and evaluation of his private car. Understandable, but a test ride certainly would have been interesting!



Above: PI Members, Kjell and Karin Jansson are the proud owners of this special Guara.

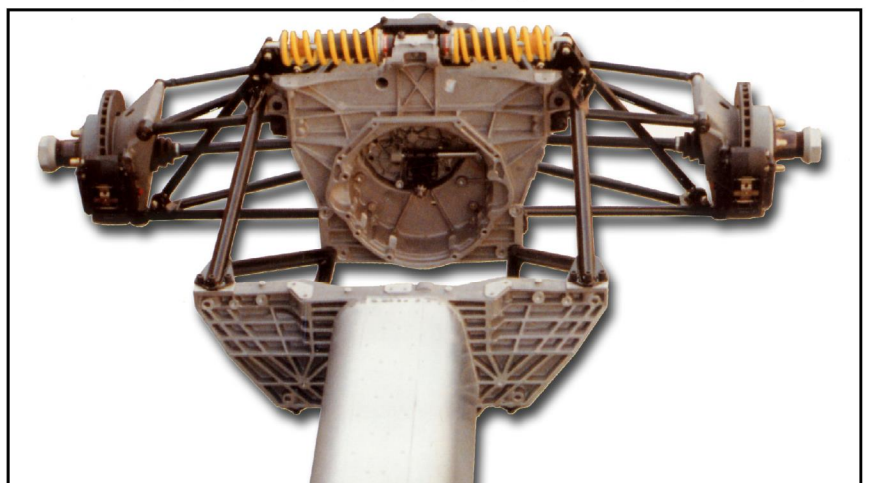


*Kjell Jansson enjoying a drive in his Guara around Waxholm, Sweden.
The author favors the front view of the car the best*



Above: The Guara's front suspension reminds us of a Reynard or Lola Indy car. Massive brakes are by Brembo with drilled rotors measuring close to 15 inches.

Below: The rear suspension of the Guara shows considerable engineering and exquisite DeTomaso castings, his trademarked way of doing things. Note central spine ala Mangusta.



Guara

The Koenigsegg has more in common with the Guara. They use the same engine, with the difference being, the K-egg being supercharged by a Paxton type supercharger. Can you see the resemblance to the Guara in the rear?

Cooling is quite similar to the Pantera. Utilizing a very much "laid down" radiator, two sucker fans and an air escape under the car. The latest Guaras have a better design for letting the air out from under the front hood. This should have been done from the beginning.

Aerodynamics. This is an aerodynamically clean car. No rear wing, not even a sign of a rear spoiler designed into the body. The front "spoiler" is a cooler air inlet. I find this design to be consistent with the leading edge exotics of the current time. I am confident that the car has a reasonable coefficient of C_w .

A close competitor, the Ferrari Modena, is a car developed with more money, racing experience and status to live up to. Accordingly, although similar in clean design, Ferrari more than made up for this by giving the car a great underbody. This clearly shows that Ferrari has spent a great number of hours in the wind tunnel, while the Guara did not. In this respect, the Guara is probably not more advanced than the Pantera of the seventies.

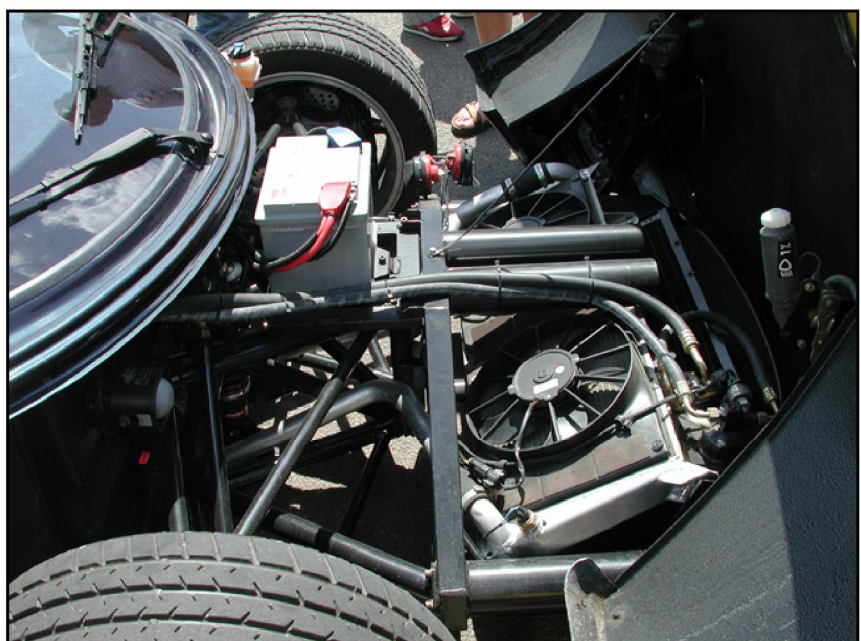
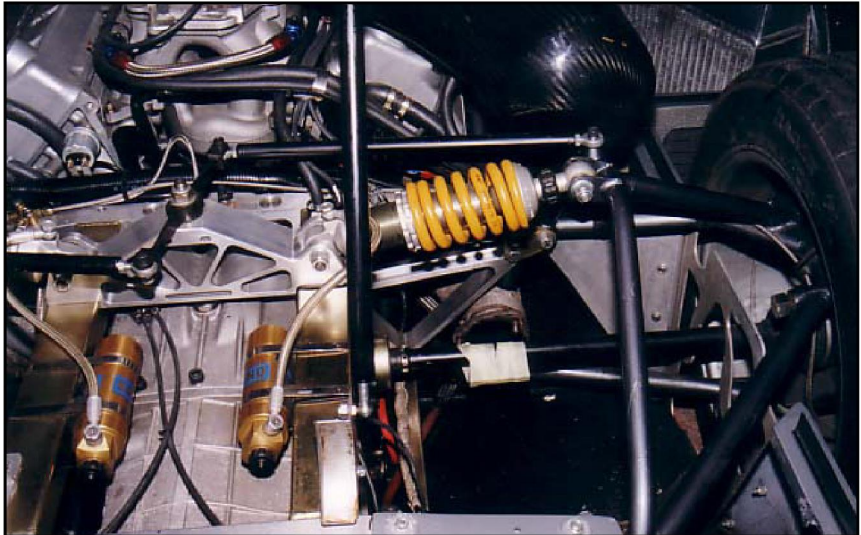
I assume that the buyers of the Guara will never recognize the difference in wind tunnel testing, and that being the case, the Guara theory is the right design. However, should a Guara bump up against a Modena on a racing circuit, the Modena will be the winner.

Photo Captions

Top: Koenigsegg rear engine and suspension. Please note the well engineered roll bar in the middle.

Middle: Compare the rear suspension on the Guara. It is a shame that the stout Ford 'cammer is mostly hidden from view by the massive air box.

Bottom: The Guara gives new meaning to the term lay-down. This radiator is practically staring at the tarmac!



Guara

Even the Koenigsegg, that is an even smaller production car, suffers from the same development money. And, has no working underside.

Brakes. Like the Pantera II, the Guara has manual brakes with two parallel master cylinders.

The rotors are drilled and are squeezed by Brembo calipers. This is a very expensive and impressive set of brakes. These brakes sell for over seven thousand dollars on a Pantera.

Photo captions

Middle: Interior photo of the front wheel. The drilled Brembo rotors and calipers can be seen. This car can be doing 150 a few seconds ago and now nothing.

Bottom: The brake system is similar to the Pantera II, using dual master cylinders. Sadly, ABS was not offered.

Engine Kjell's Guara is powered by a Ford 3982 cc. V8. The current production Guara uses a 4.6 litre 4 valve layout that puts out 224 kw @ 6500 rpm.

Performance Acceleration from 0-60 takes just 5 seconds.

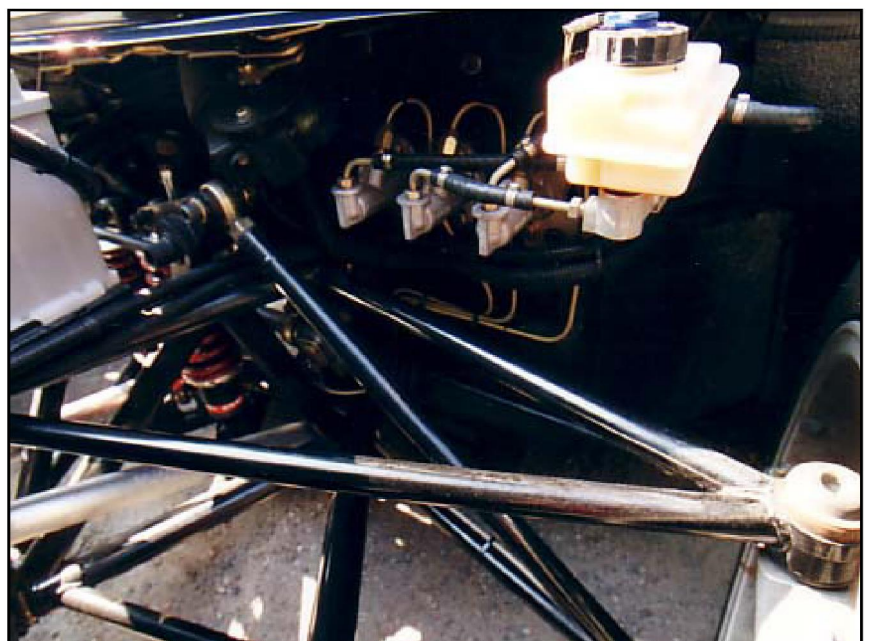
Dimensions. The Guara is four inches higher than the Pantera. Both cars weigh in at about 3100 pounds. The Guara is 165 inches long and 80 inches in width. The wheelbase is 103 inches.

Opinions. The Guara has achieved a reputation as being a true Italian performance car in automotive magazines. The DeTomaso is characterized by good handling due to the suspension layout with dependability due to proven components. The Guara is put together by skilled craftsmen at the DeTomaso Modena factory.

It is my opinion that the Guara can be mentioned in the same breath as the Ferrari Modena. I believe the Modena is a comparable automobile, but a more expensive one. On paper, the Modena is the faster car, 0-60 in 4.2 seconds with a top speed of 180 mph and a quarter mile elapsed time of 12.5 seconds. The prancing horse car also has traction control and gear paddles on the steering wheel.



Above: Jaguar diffuser rear under-tray. The Ferrari Modena also utilizes this aerodynamic aide to cheat the wind. The Guara doesn't, it would be useful but this is still not a shame.



Guara



Above: The design of the Guara grows on you as time goes by. In person, the car is much larger than it appears in photographs.

The body is made from fiberglass and composit material to obtain a light but strong frame. The name Guara comes from an Argentinean breed of hunting dogs.

Below: The leather racing style bucket seats are very snug and supportive. Air conditioning is standard equipment. The factory permits an owner to make his own selection of paint color for an additional \$4,500.00. Standard are anti-theft devices, fog lights, central door lock system and electric mirrors.



The Modena also enjoys a well executed ground effects under-side package that offers superior performance on the race track.

The Modena would not be an easy car for the Guara to beat. Based upon Kjell's driving impressions and my own observations, there can be no doubt that the handling of the Guara is like a dream to drive within certain speed parameters. The Guara cannot oppose the higher limits of the Modena even if the Guara's suspension layout and road feel may be the better of the two competitors.

Some Guara owners have criticized the drivability of the Guara. That being said, after carefully studying the superbly engineered suspension of the car, it would be simple to adjust the suspension to better suit the driver's tastes.

Like the Pantera 200, the



Guara



Guara is a hand built car. Considering the amount of work and time it takes to construct a limited production car like this, I believe the owner receives a lot of car for the money. The car is refined and actually is very quiet when running. You can hardly hear the engine purring. The interior looks great and the seats are beautiful. This is a one of a kind car that can be ordered with

special equipment as specified by the purchaser. The Guara has a lot going for it.

Goran Malmberg



Below: The Guara looks good from every angle. Shown are the standard fog lamps and large air intake that feeds that reclining radiator. What really makes this car special is the independent push rod suspension with torsion bars and adjustable vibration dampers. The handling and drivability are exceptional. The Guara represents a huge leap forward for De Tomaso Modena.

Photo Captions

Above left: Shown is the Guara 375 cavalli, the latest version of the breed. Note the large cooling ducts recessed in the hood to permit hot air to escape and to also double as an aerodynamic aide.

Above right: The wheels are Technomagtesio brand and measure 8.5 X 18 inches in the front and 10.5 X 18 in the rear. The tires are Michelin brand, sizes 245/40 ZR 18 in the front and 285/35 ZR 18 in the rear. Vehicle weight is 1400 Kg.

