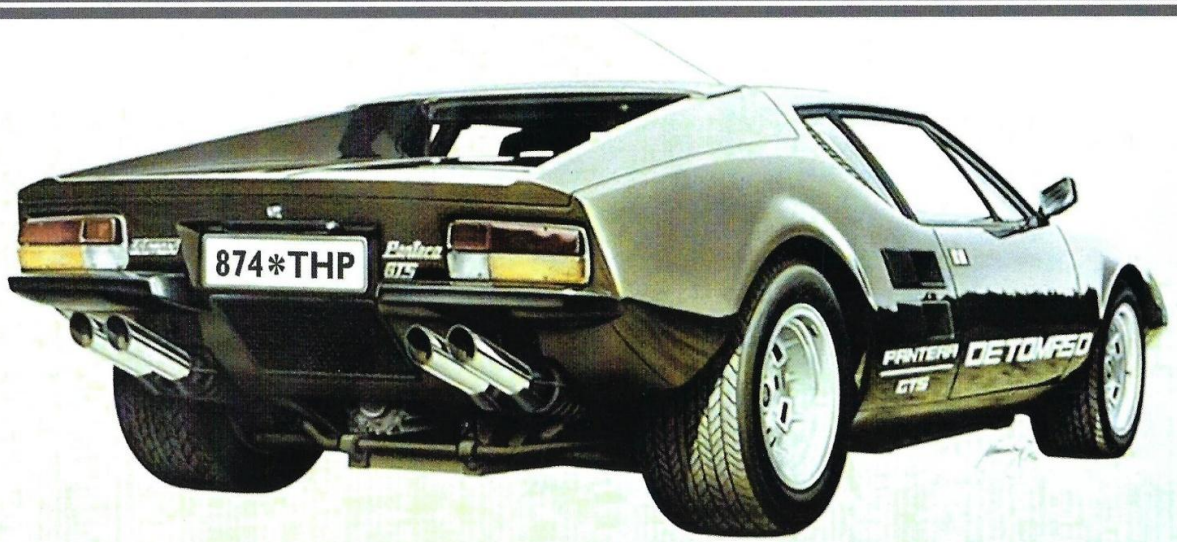
DE TOMASO

MODENA



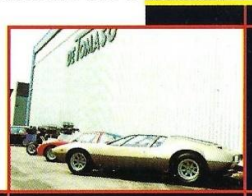
40 ANNI INSIEME
1959 • 1999

40 YEARS TOGETHER
1959 • 1999

FORTY YEARS TOGETHER

Forty years have gone by since, in 1959, Alejandro De Tomaso, who arrived in Modena from Argentina to drive race cars, founded the automobile company that carries his name. His aim was to put into practice the many ideas and experience he had gained from the racing circuits.
He started off with Formula 2 powered by a 1500 cc OSCA engine, developing 135 Hp fitted to a De Tomaso designed tubular chassis. The next cars built were Formula Juniors fitted with a modified 1000 cc Fiat engine. These cars too had a tubolar chassis.
1962 was a year of intense activity.
A F 1 car with tubular chassis, using an Alfa Romeo engine, was built, followed by a Sport-Racing car using an OSCA 1000 cc engine. The latter raced once and won in Italy.
At the end of the year De Tomaso displayed a Formula Junior fitted with a 1000 cc Ford engine. This car won the Italian Hill Climbing Championship. The chassis of this car was a monocoque construction, cast in magnesium with built-in tanks and using the rear mounted engine as a structural integral part of the chassis. This innovative chassis design was subsequently adopted by many later F 1 cars.
Among the engines we find the Conrero Alfa Romeos, the Maserati Bros. OSCAS, the Fords and also engines designed and built by him. The first was a 1961 flat 8 cylinder. This was followed by the 1963 4 cylinder, the 1966 V 8 and the ambitious 1970 V 12.
In that same year a Formula 1 was built, conceived with Giampaolo Dallara, at the time Technical Director at De Tomaso, and in collaboration with Frank Williams. Along with the single-seaters come the road racing cars, where we see De Tomaso still in search of innovation and maximun efficiency. Wich the 1963 Vallelunga, the first road model produced, he shows the worth of his theories and convinctions. Indeed, this successful car uses a 4 cylinder modified Ford Cortina engine, mounted in a rear-central position and already equipped with an innovative single central backbone chassis.
In 1966, with the Mangusta, he entered the hunting grounds of the noble Modenese competitors with a product that was, yet again, extremely modern and revolutionary. A young Giugiaro, with De Tomaso at Ghia, designed its body.
In 1967, well ahead of its time, an electric car was built by De Tomaso in collaboration with the american Company Rowan Electric.
In the meantime he began relations with the giant Ford, which later on contributed to the marketing in America of the car that became the symbol of De Tomaso, the 1970 Pantera, of which 7260 models were built. The high-powered recing versions of this car, the '72 GT3 and GT4, triumphed for many years. De Tomaso also produced sedans and luxury coupés - the 1970 Deauville with a Ford V8 engine and automatic trasmission, followed by the Longchamp coupé with a shortened chassis.
In those same years he joined the world of two wheels with the prestigious Italian brands Benelli and Moto Guzzi. Then came the great expansion with the purchase of Maserati and Innocenti. With him the revolutionary "Biturbo" came into being at Maserati. It was the first "Granturismo" to mount two superchargers, one per cylinder bank. Innocenti started new series of the popular Mini. In 1990 a new luxury version of the Pantera came out.
In these years De Tomaso employed over 5.000 people.
We are now in 1993: the Guara' is being born. It is a sports car without compromise with a central backbone chassis made in alluminium honeycomb sandwich, V8 cylinder, rear mounted BMW engine and composit material body.
It has yet to be completed when De Tomaso is struck by a serious illness. Everything seems to be over.
Several dark years go by, hight and low points, hopes and disappointments. The company suffers, plans slow down. But the fibre of the fighter is still there, this time fighting for life.
De Tomaso does not give up, his will-power prevails and, with time, he goes back to work.
Clearly, the best cure for him is to study new designs, to make prototypes. New ideas are born, new agreements, plans for the future. The new Bigua' is presented. The innovative body design is a Coupè, transformable into a Targa or Spyder in a matter of minutes.
Production of the Guara' starts again, in the Barchetta and Coupè versions, with Ford engines.
De Tomaso company goes on.



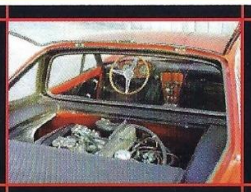


VALLELUNGA

Motore:	Ford longitudinale-centrale
Numero cilindri:	4
Cilindrata:	1499 c.c.
Potenza max:	105 CV 6200 giri/min.
Alimentazione:	due carburatori Weber doppio corpo
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	manuale a 4 marce
Frizione:	monodisco a secco
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	monotrave centrale
Passo:	2275 mm
Carreggiata ant.:	1320 mm
Carreggiata post.:	1350 mm
Lunghezza max:	3840 mm
Larghezza max:	1600 mm
Altezza max:	1080 mm
Peso:	700 Kg
Pneumatici:	ant 145x13, post 17 x13
Velocità max:	215 Km/h
Anni di produzione:	1963/66
Esemplari prodotti:	circa 55

Engine:	Ford mid-longitudinal
Cylinder number:	4
Total displacement:	1499 c.c.
Max power:	105 HP 6200 r.p.m.
Fuel feed:	two double-throat Weber carburetors
Cooling system:	watercooled with electric fan
Gearbox:	manual four speeds
Clutch:	dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	backbone frame
Wheelbase:	2275 mm
Front track:	1320 mm
Rear track:	1350 mm
Max lenght:	3840 mm
Max widht:	1600 mm
Max height:	1080 mm
Wheight:	700 Kg
Tyres:	front 145x13, rear 175x13
Max speed:	215 Km/h
Years of production:	1963/66
Number built:	about 55



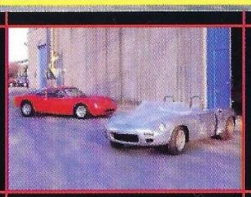




DE TOMASO VALLELUNGA - 1963



VALLELUNGA ROADSTER



MANGUSTA

Motore:	longitudinale-centrale
Numero cilindri:	8 V 90°
Cilindrata:	4729 c.c.
Potenza max:	305 CV 6000 giri/min.
Alimentazione:	un carburatore quadricorpo
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	ZF manuale a 5 marce sincronizzate
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	monotrave centrale
Passo:	2500 mm
Carreggiata ant.:	1395 mm
Carreggiata post.:	1450 mm
Lunghezza max:	4275 mm
Larghezza max:	1830 mm
Altezza max:	1100 mm
Peso:	1185 Kg
Pneumatici:	ant 185 HR 15, post 225 HR 15
Velocità max:	250 Km/h
Anni di produzione:	1966/71
Esemplari prodotti:	circa 400

Engine:	mid-longitudinal
Cylinder number:	8 V 90°
Total displacement:	4729 c.c.
Max power:	305 HP 6000 r.p.m.
Fuel feed:	one four-throat carburetor
Cooling system:	watercooled with electric fan
Gearbox:	ZF manual five speeds synchronized
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	backbone frame
Wheelbase:	2500 mm
Front track:	1395 mm
Rear track:	1450 mm
Max lenght:	4275 mm
Max widht:	1830 mm
Max height:	1100 mm
Wheight:	1185 Kg
Tyres:	front 185 HR 15, rear 225 HR 15
Max speed:	250 Km/h
Years of production:	1966/71
Number built:	about 400

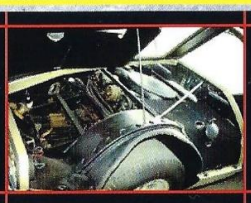






DE TOMASO MANGUSTA • 1966

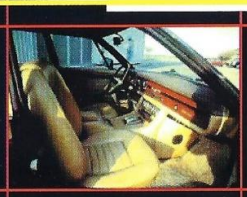


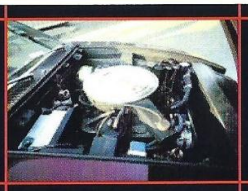


DEAUVILLE

Motore:	anteriore
Numero cilindri:	8 V 90°
Cilindrata:	5763 c.c.
Potenza max:	300 CV 6000 giri/min.
Alimentazione:	un carburatore Holley quadricorpo
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	automatico
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	tubolare a scocca portante
Passo:	2770 mm
Carreggiata ant.:	1520 mm
Carreggiata post.:	1520 mm
Lunghezza max:	4925 mm
Larghezza max:	1878 mm
Altezza max:	1368 mm
Peso:	1940 Kg
Pneumatici:	ant 215/70 Vr 15
Velocità max:	230 Km/h
Anni di produzione:	1970/85
Esemplari prodotti:	circa 244

Engine:	front
Cylinder number:	8 V 90°
Total displacement:	5763 c.c.
Max power:	300 HP 6000 r.p.m.
Fuel feed:	one four throat Holley carburetor
Cooling system:	watercooled with electric fan
Gearbox:	automatic
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	tubolar structure chassis
Wheelbase:	2770 mm
Front track:	1520 mm
Rear track:	1520 mm
Max lenght:	4925 mm
Max widht:	1878 mm
Max height:	1368 mm
Wheight:	1940 Kg
Tyres:	front 215/70 VR 15
Max speed:	230 Km/h
Years of production:	1970/85
Number built:	about 244

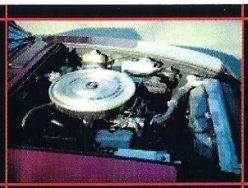






DE TOMASO LONGCHAMP - 1972

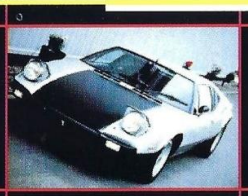




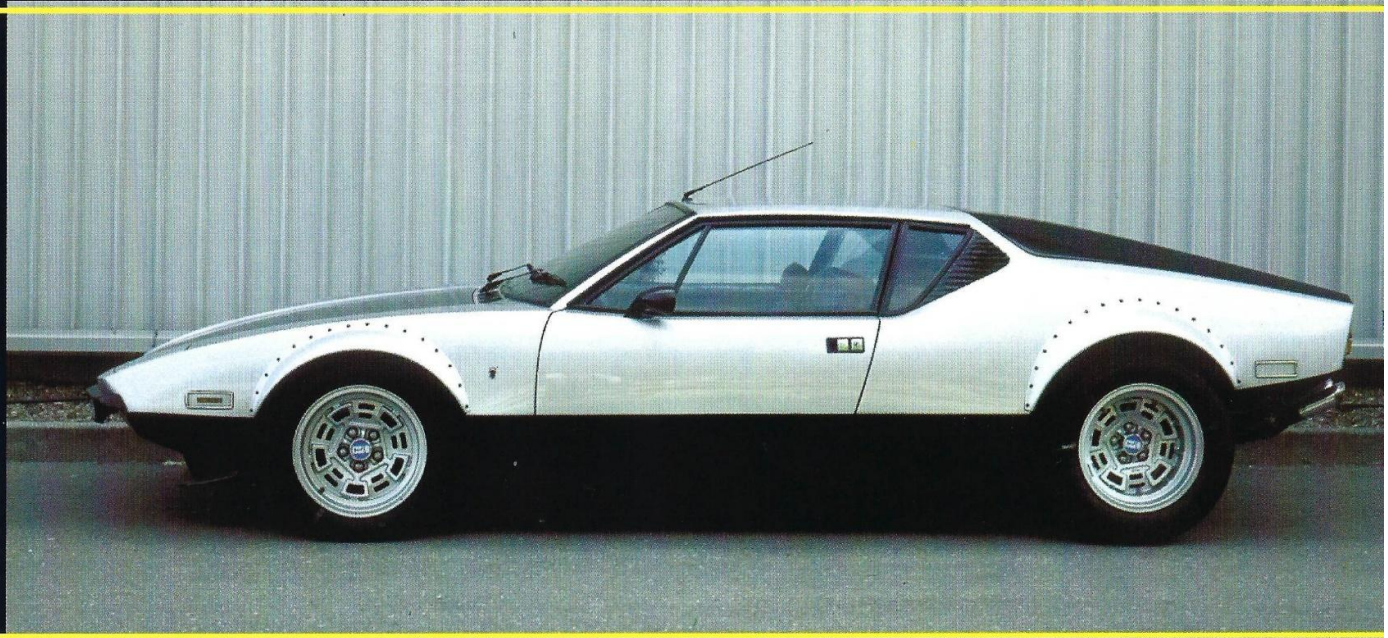
PANTERA GTS

Motore:	posteriore
Numero cilindri:	8 V 90°
Cilindrata:	5763 c.c.
Potenza max:	300 CV 6000 giri/min.
Alimentazione:	un carburatore Holley quadricorpo
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	ZF manuale a 5 marce sincronizzate + RM
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	monoscocca
Passo:	2515 mm
Carreggiata ant.:	1450 mm
Carreggiata post.:	1460 mm
Lunghezza max:	4270 mm
Larghezza max:	1970 mm
Altezza max:	1100 mm
Peso:	1420 Kg
Pneumatici:	ant 185/70 VR 15, post 275/70 VR 15
Velocità max:	280 Km/h
Anni di produzione:	1972/90
Esemplari prodotti:	circa 7260 (1970/90)

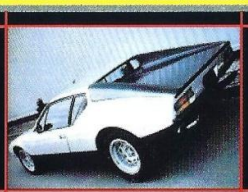
Engine:	rear
Cylinder number:	8 V 90°
Total displacement:	5763 c.c.
Max power:	300 HP 6000 r.p.m.
Fuel feed:	one four throat Holley carburetor
Cooling system:	watercooled with electric fan
Gearbox:	ZF manual five speeds synchronized + RM
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	monocoque
Wheelbase:	2515 mm
Front track:	1450 mm
Rear track:	1460 mm
Max lenght:	4270 mm
Max widht:	1970 mm
Max height:	1100 mm
Wheight:	1420 Kg
Tyres:	front 185/70 VR 15, rear 275/70 VR 15
Max speed:	280 Km/h
Years of production:	1972/90
Number built:	about 7260 (1970/90)







DE TOMASO PANTERA GTS • 1972



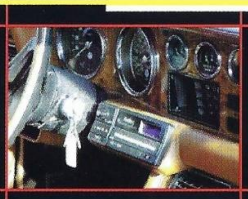




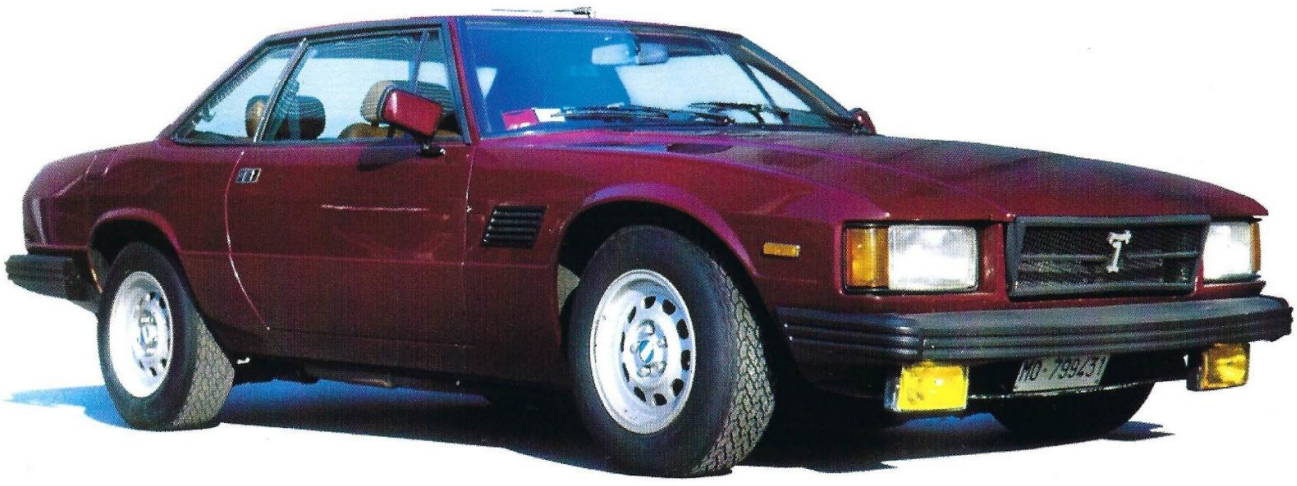
LONGCHAMP

Motore:	anteriore
Numero cilindri:	8 V 90°
Cilindrata:	5763 c.c.
Potenza max:	300 CV 6000 giri/min.
Alimentazione:	un carburatore Holley quadricorpo
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	automatico (a richiesta manuale a 5 marce)
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	tubolare a scocca portante
Passo:	2600 mm
Carreggiata ant.:	1520 mm
Carreggiata post.:	1520 mm
Lunghezza max:	4530 mm
Larghezza max:	1830 mm
Altezza max:	1295 mm
Peso:	1814 Kg
Pneumatici:	215/70 VR 15
Velocità max:	240 Km/h
Anni di produzione:	1972/89
Esemplari prodotti:	circa 395 coupé e 14 spyder

Engine:	front
Cylinder number:	8 V 90°
Total displacement:	5763 c.c.
Max power:	300 HP 6000 r.p.m.
Fuel feed:	one four throat Holley carburetor
Cooling system:	watercooled with electric fan
Gearbox:	automatic (manual five speed optional)
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	tubolar structure chassis
Wheelbase:	2600 mm
Front track:	1520 mm
Rear track:	1520 mm
Max lenght:	4530 mm
Max widht:	1830 mm
Max height:	1295 mm
Wheight:	1814 Kg
Tyres:	215/70 VR 15
Max speed:	240 Km/h
Years of production:	1972/89
Number built:	about 395 coupé and 14 spyder

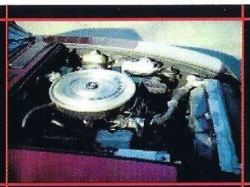






DE TOMASO LONGCHAMP - 1972

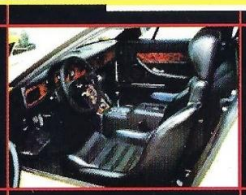




P A N T E R A

Motore:	posteriore
Numero cilindri:	8 V 90°
Cilindrata:	4942 c.c.
Potenza max:	247,5 CV 5000 giri/min.
Alimentazione:	iniezione elettronica multipoint
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	ZF manuale a 5 marce sincronizzate + RM
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	monoscocca
Passo:	2512 mm
Carreggiata ant.:	1560 mm
Carreggiata post.:	1563 mm
Lunghezza max:	4365 mm
Larghezza max:	1980 mm
Altezza max:	1100 mm
Peso:	1320 Kg
Pneumatici:	ant 235/45 ZR17, post 335/35 ZR17
Velocità max:	oltre 240 Km/h
Anni di produzione:	1990/92
Esemplari prodotti:	circa 38

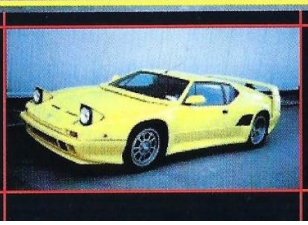
Engine:	rear
Cylinder number:	8 V 90°
Total displacement:	4942 c.c.
Max power:	247,5 HP 5000 r.p.m.
Fuel feed:	electronic, multipoint fuel injection system
Cooling system:	watercooled with electric fan
Gearbox:	ZF manual five speeds synchronized + RM
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	monocoque
Wheelbase:	2512 mm
Front track:	1560 mm
Rear track:	1563 mm
Max lenght:	4365 mm
Max widht:	1980 mm
Max height:	1100 mm
Wheight:	1320 Kg
Tyres:	front 235/45 ZR17, rear 335/35 ZR17
Max speed:	further 240 Km/h
Years of production:	1990/92
Number built:	about 38

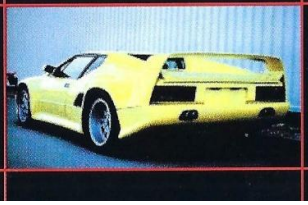






DE TOMASO PANTERA - 1990





GUARÀ

Motore:	centrale posteriore
Numero cilindri:	8 V 90°
Cilindrata:	3982 c.c.
Potenza max:	283 CV 5500 giri/min.
Alimentazione:	iniezione elettronica multipoint
Raffreddamento:	ad acqua con elettroventilatore
Cambio:	manuale a 6 marce sincronizzate
Frizione:	monodisco a secco con comando idraulico
Differenziale:	autobloccante
Trazione:	posteriore
Sterzo:	a cremagliera
Freni:	a disco sulle 4 ruote
Sospensioni:	a 4 ruote indipendenti
Telaio:	monotrave centrale
Passo:	2610 mm
Carreggiata ant.:	1630 mm
Carreggiata post.:	1660 mm
Lunghezza max:	4190 mm
Larghezza max:	2030 mm
Altezza max:	1200 mm (Coupé) 1033 (Barchetta)
Peso:	1200 Kg (Coupé) 1050 Kg (Barchetta)
Pneumatici:	ant 245/40 ZR18, post 285/35 ZR18
Velocità max:	270 Km/h
Anni di produzione:	dal 1994
Esemplari prodotti:	ancora in produzione

Engine:	mid-rear
Cylinder number:	8 V 90°
Total displacement:	3982 c.c.
Max power:	283 HP 5500 r.p.m.
Fuel feed:	electronic, multipoint fuel injection system
Cooling system:	watercooled with electric fan
Gearbox:	manual six-speeds synchronized
Clutch:	hydraulically controlled dry single plate
Differential:	self-blocking
Drive:	rear
Steering:	rack-and-pinion
Brakes:	disk front and rear
Suspension:	front and rear independent wheels
Chassis:	backbone frame
Wheelbase:	2610 mm
Front track:	1630 mm
Rear track:	1660 mm
Max lenght:	4190 mm
Max widht:	2030 mm
Max height:	1200 mm (Coupé) 1033 (Barchetta)
Wheight:	1200 Kg (Coupé) 1050 Kg (Barchetta)
Tyres:	front 245/40 ZR18, post 285/35 ZR18
Max speed:	270 Km/h
Years of production:	from 1994
Number built:	still production



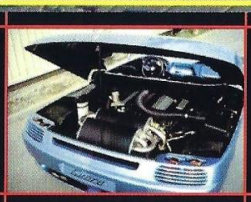


Dal 1998 la Guarà viene equipaggiata con motore posteriore Ford 8 cilindri V90° da 4600 c.c., 309 CV a 5800 giri. Altre caratteristiche differenti sono: differenziale ZF autobloccante; iniezione elettronica sequenziale multipoint; velocità massima 278 Km/h. Questo modello è tuttora in produzione.

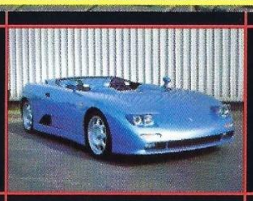
Since 1998 Guarà models are equipped with rear 8 cylinders V90° Ford engine. Total displacement is 4600 c.c. and 309 HP at 5800 r.p.m. max power. New characteristics are: ZF self-blocking differential and 278 Km/h max speed. This model is still in production.



DE TOMASO GUARÀ COUPÉ - 1994



DE TOMASO GUARÀ BARCHETTA





F O R M U L A 3

Motore:	longitudinale-centrale
Numero cilindri:	4
Cilindrata:	1000 c.c.
Potenza max:	98 CV 7000 giri/min.
Cambio:	De Tomaso 5 marce
Trazione:	posteriore
Telaio:	monoscocca in magnesio

Palmares sportivo:

1964 GP Campagnano (Vallelunga-Roma): 1° classificato
1965 GP Lotteria (Monza): 2° classificato
1965 Circuito di Caserta - Caserta circuit: 1° classificato
1965 Frascati - Tuscolo (corsa in salita): 1° classificato

Pasquale Annunziata (Lucky) batté tutti i record assoluti del Circuito del Garda, abbassando di 9 secondi il record della Formula 3.

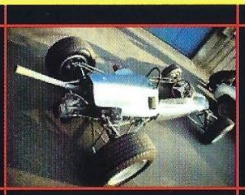
Engine:	mid-longitudinal
Cylinder number:	4
Total displacement:	1000 c.c.
Max power:	98 HP 7000 r.p.m.
Gearbox:	De Tomaso five-speeds
Drive:	rear
Chassis:	magnesium monocoque

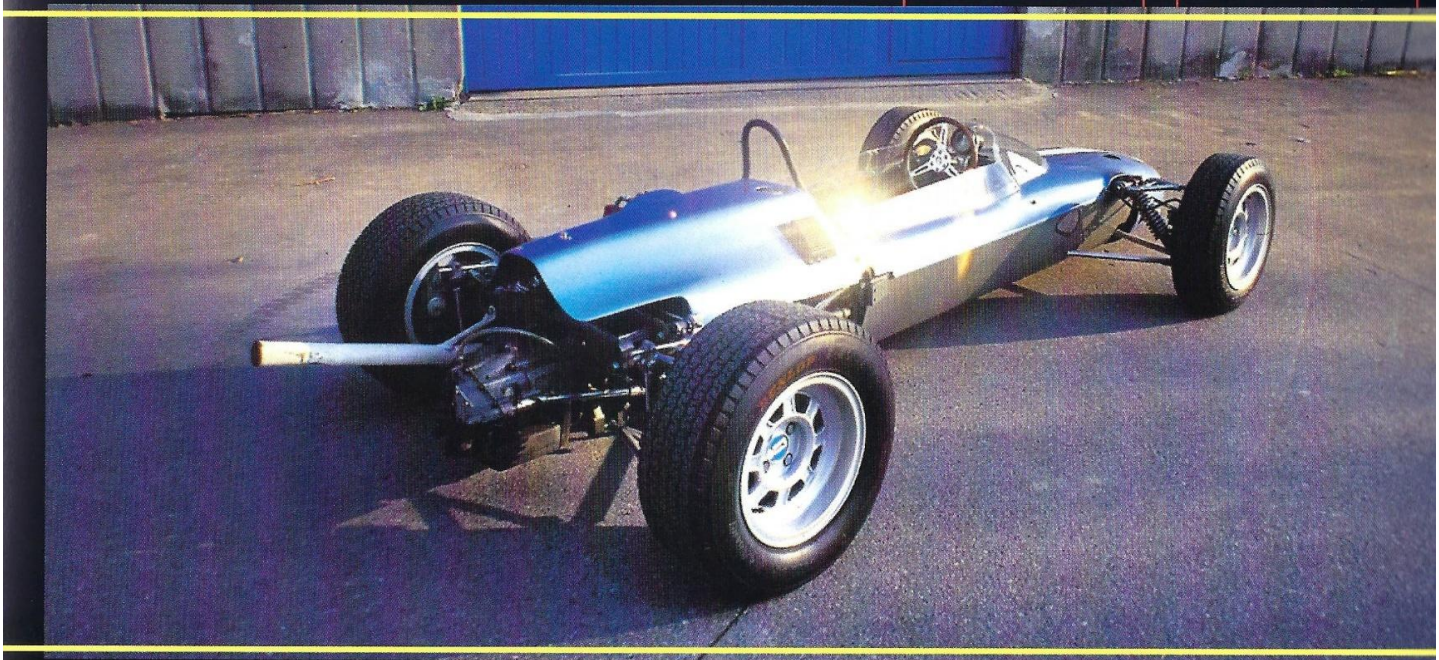
Sports Palmares:

1964 GP Campagnano (Vallelunga-Roma): 1° classifyed
1965 GP Lotteria (Monza): 2° classifyed
1965 Circuito di Caserta - Caserta circuit: 1° classifyed
1965 Frascati - Tuscolo (climb race): 1° classifyed

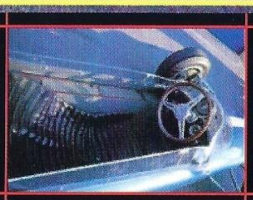
The racing driver Pasquale Annunziata established the new absolute record in the Circuito del Garda, racing 9 seconds faster than past F. 3 performances.







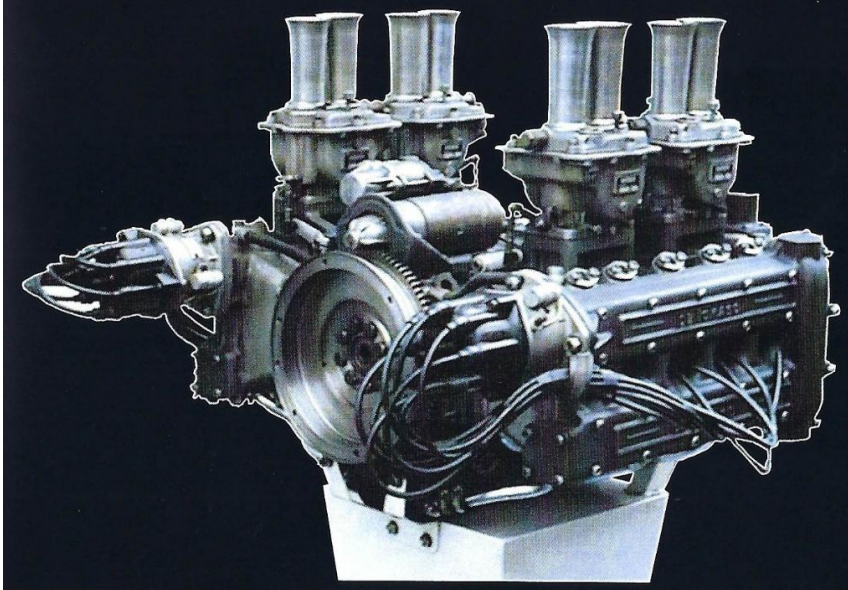
DE TOMASO FORMULA 3





40 ANNI INSIEME

P O S T I



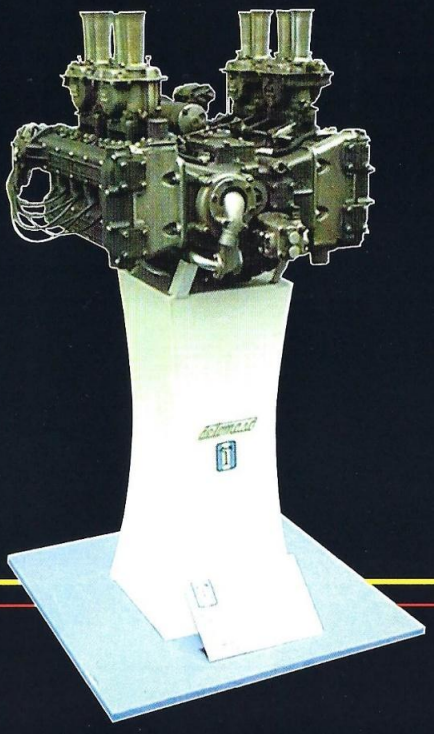
MOTORE DE TOMASO	8 CIL. contrapposti
ANNO DI COSTRUZIONE	1961
CILINDRATA TOTALE	1480
ALESAGGIO	68 mm
CORSA	61 mm
REGIME MAX. DI ROTAZIONE	10.500 g.min.
POTENZA MAX.	140 hp

40 ANNI INSIEME

MOTORI / INNOVAZIONI TECNICHE
ENGINES / TECHNICAL INNOVATIONS
DE TOMASO

8 C I L I N D R I C O N T R

Anno di costruzione:	1961
Numero cilindri:	8 cilindri Boxer
Cilindrata:	1480 c.c.
Alesaggio:	68 mm
Corsa:	61 mm
Potenza max:	140 CV 10500 giri/min.
Year of construction:	1961
Cylinder number:	8 Cylinders Boxer
Total displacement:	1480 c.c.
Bore:	68 mm
Stroke:	61 mm
Max power:	140 HP 10500 r.p.m.



4 CILINDRI

Anno di costruzione:	1963
Numero cilindri:	4
Cilindrata:	990 c.c.
Alesaggio:	81 mm
Corsa:	48 mm
Potenza max:	120 CV 10000 giri/min.

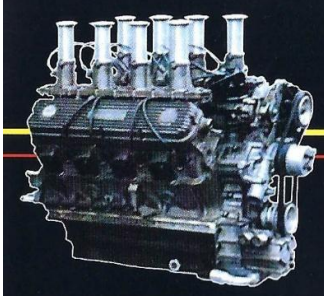
Year of construction:	1963
Cylinder number:	4
Total displacement:	990 c.c.
Bore:	81 mm
Stroke:	48 mm
Max power:	120 HP 10000 r.p.m.



V 8

Anno di costruzione:	1966
Numero cilindri:	8 V
Cilindrata:	5467 c.c.
Alesaggio:	107 mm
Corsa:	76 mm
Potenza max:	480 CV 7000 giri/min.

Year of construction:	1966
Cylinder number:	8 V
Total displacement:	5467 c.c.
Bore:	107 mm
Stroke:	76 mm
Max power:	480 HP 7000 r.p.m.



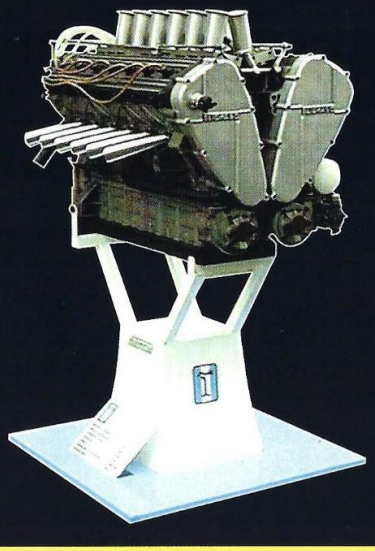


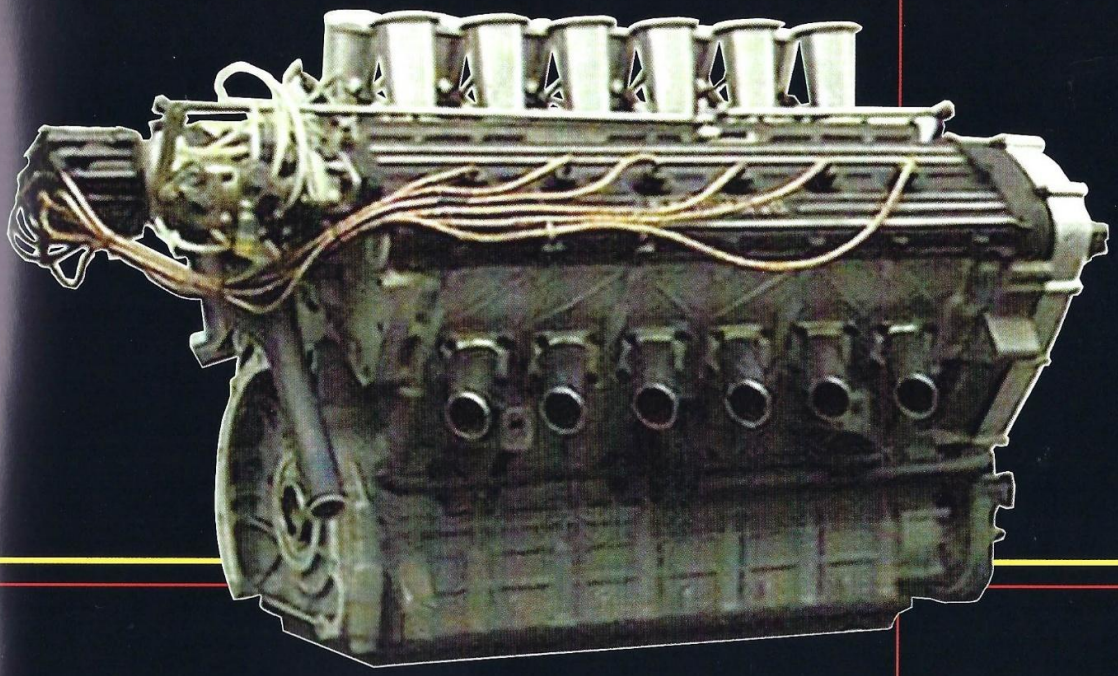


V 12 540 HP

Anno di costruzione:	1970
Numero cilindri:	12 V
Cilindrata:	4782 c.c.
Alesaggio:	85 mm
Corsa:	69 mm
Potenza max:	540 CV 8000 giri/min.

Year of construction:	1970
Cylinder number:	12 V
Total displacement:	4782 c.c.
Bore:	85 mm
Stroke:	69 mm
Max power:	540 HP 8000 r.p.m.

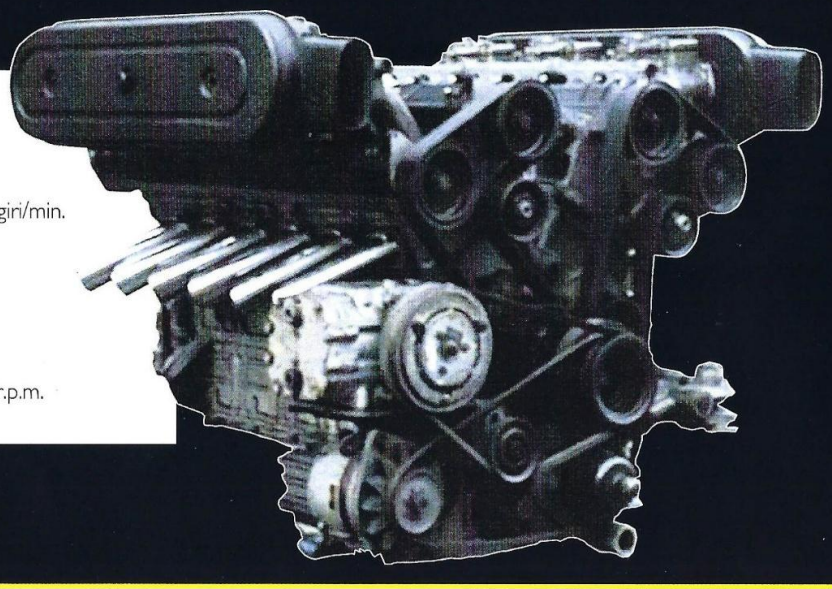




V 12 390 HP

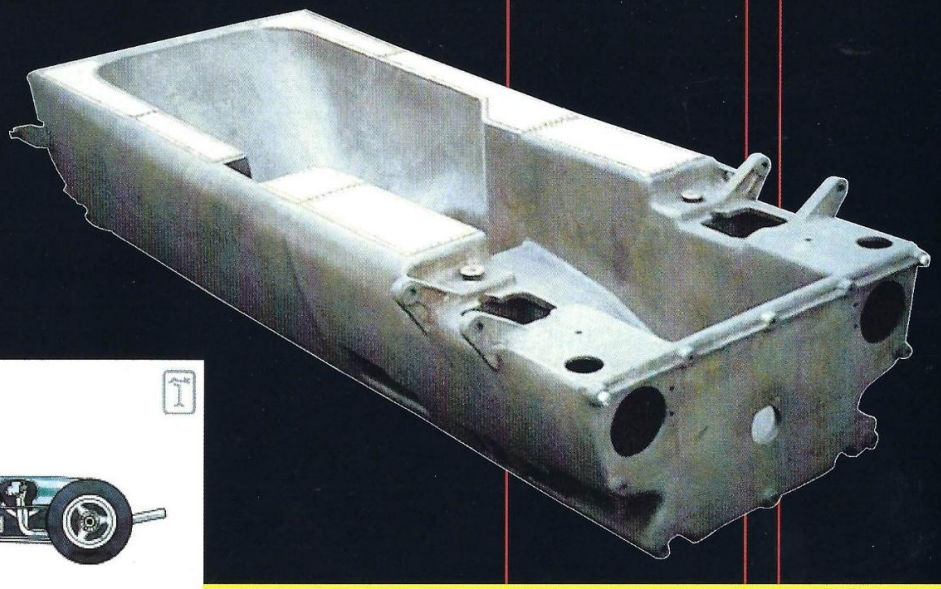
Anno di costruzione:	1970
Numero cilindri:	12 V
Cilindrata:	4782 c.c.
Alesaggio:	85 mm
Corsa:	69 mm
Potenza max:	390 CV 7500 giri/min.

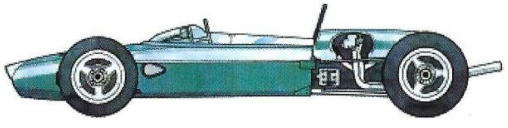
Year of construction:	1970
Cylinder number:	12 V
Total displacement:	4782 c.c.
Bore:	85 mm
Stroke:	69 mm
Max power:	390 HP 7500 r.p.m.



40 ANNI INSIEME

SCOCCA IN MAGNESIO





Scocca fusa in magnesio con serbatoi integrati per vettura formula - 1963.

Magnesium molded monocoque with integrated fuel tanks for racing formula cars - 1963.

40 ANNI INSIEME
1959 • 1999

Edizione a cura di
De Tomaso Modena

40 YEARS TOGETHER
1959 • 1999

Edition published by
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