



GT-MALZONI

Covered by a great silence of the factory a new car gets ready. It has already been tested and approved, it has already been good, nothing else prevents it. The DKW-Malzoni that Rino Malzoni built in a shack in Matão (SP), will become a Grand Tourism car. Its manufacturing has already begun on a two monthly basis.

DKW-Vemag has signed a contract to manufacture the car with Rino Malzoni and the factory will supply chassis, engine and

mechanical components. It has a 600-pound plastic body, a smooth, smooth line and is very fast. The car is being assembled in a plastic industry on Gaivão Bueno Street, in São Paulo. The plastic body designed by Anísio Campos is easy to perform., Sturdy and cheap, the car is not expensive in the mechanical sector, as the engine and chassis are the same as the normal DKW-Vemag. The price, not yet official, is \$ 10 million.

The factory also changes

During the two-year experimentation with the prototype by Malzoni, Marinho, Jorge Letry and Anísio Campos, he underwent many modifications. • Five different cars were built to try to beautify the body and eliminate weight. The factory has made other modifications and one can speak of a sixth formula, which will be launched for sale to the public.



Malzoni enthused the toreida in the Tijuea bar. The number seventeen skidded on the curve and nailed a halt to the ranazsc

In its current form Malzoni has shown great performs. nhos. Piloted by Mario Cesar Camargo Filho (Marino) turned in 3 minutes 55 seconds on the Interlagos track. This time is much better than the Interlaps berlinets (4 minutes to 5 seconds). 36 There is one car that runs faster than it currently, Simca-Abarth, whose fastest time in Interlagos was 3 minutes 38 seconds. It is expected that Malzoni will still improve his times <wand ° mats are correct. Marinho has promised to be in 3, minutes and 4 seconds on the Interlagos circuit.

When the first Malzoni appeared it was thought that he had revolutionary mechanized solutions. They even talked about a Corvette engine. As a car is rries. But a DKW-Vemag with car-Ghana washer. The medical components are the same

.corn that Jorge Letry equips the factory cams for competition.

Group DKW-Vemag, three-cylinder, two-stroke, water-cooled engine, 1000 cali-centric-caliber fueled by three Weber (or Bolen) carburetors, one double Each one provides the filling of a cylinder (type PHI-I) and a large volume, low-pressure electric pump.

The exchange rate, which exists for the five-speed curio, manufactured by OF do Brasil, has the same standard series gearbox, with the race-like gear ratio that Vemag maintains for sale to interested parties. Sweep by circuit, but situate. if at approximately 3.05, 2.22, 1.62, 1.31 and

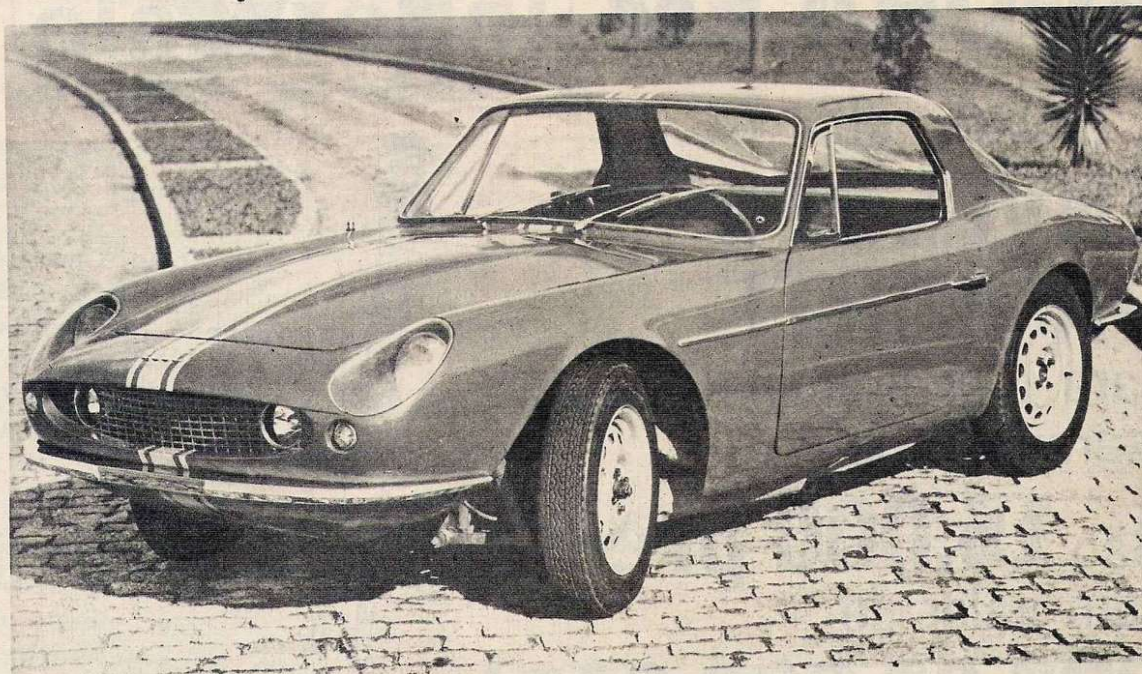
0.97, with differences 4.38 or 4.72. Horn brakes for & aria's car that also meet sale for runners

In case of the prototype the rn does not need to comply with the normal displacement limitations for group three, that is to say mm further in diameter, as long as this exceeds the non-series car class. Mal prototype; could use instead of standard 74 mm pint), up to 78 pistons that many use in Vemag prepared for lyre (wagons). In this case, the displacement rises to 1,100 ccm.

If you want to say, the secret of the Malzoni GT is only weight. The car reaches the power of more than 100 hp, but the most advantageous is the lightweight body that allows for its exceptional performance.



Se saísse hoje custaria 10 milhões



O último dos carros feitos pela equipe de Malzoni. Difere do outro em vários detalhes, como faróis e pára-choques e os frisos.



O carro que a Vemag está fabricando tem ainda os frisos laterais e a forma do capô diferentes. Também não tem lanternas.

The best of the cars made by Malzoni's team. It differs from each other in various details, such as headlights and checks or friezes.