



Stile Bertone Mantide



Bertone is without a doubt one of the leading lights of Italian car design. With a history of delivering cutting edge and influential design, Bertone have always pushed the envelop. Such is the case with the Mantide, a modern interpretation and a nod to the sublime "Bat" Series, the design does not sit well with everyone.

The recent history of Bertone has been rocky to say the least. With on again off again sales to various groups an Nuccio's widow and daughter in very public spat the company has been on the brink a number of times. In its current guise as Stile Bertone, it looks to be getting through the hard times that have beset the whole of the auto industry.

With the Mantide Bertone have a high profile

car, and a successful on-line PR campaign, with <http://www.insideprojectm.com/> that has gained enormous media coverage for a car with a production run of just ten.

Based on the enormously competent Corvette ZR-1 the love it or hate it design is very efficient. With drag reduced by a massive 25% (Cd 0.298) and a 30% improvement in down force over the ZR-1, the Mantide provides a higher top-speed and greater stability in the upper limits. It also provides a lower fuel consumption, something I am sure the 10 purchases will care a lot about - maybe.

The flat floor and diffuser as well as "flying buttresses" and Kamm tail plus a 100 kg weight reduction result in a new top-speed of 351 kph or 217 mph. Zero to sixty comes in at 3.2 seconds and this

Stile Bertone Mantide

- LS9 Cast Aluminum V8
- 6162 cc / 376.0 in³
- 475.8 kw / 638 bhp
- 818.9 nm / 604 ft lbs
- Cd 0.298
- 0 - 60 mph - 3.2 seconds

car is no show pony with the incorporation of an FIA regulation triangulated roll cage, light-weight carbon fibre racing seats and 4pt racing harness it is one of the ultimate hyper-performance track day cars.

Rod Halligan





Stile Bertone **Mantide**

Year	2009
Production	10

ENGINE

Configuration	LS9 Cast Aluminum V8
Layout	Front Longitudinal
Induction	R2300 Four-lobe Rotor Roots-Type Supercharger
Valvetrain	Pushrod OHV, 2 Valves
Fuel feed	Sequential Fuel Injection
Displacement	6162 cc / 376.0 in ³
Bore	103.2 mm (4.1 in)
Stroke	92.0 mm (3.6 in)
Compression	9.1:1
Power	475.8kw/638bhp @ 6500
Torque	818.9nm/604ftlbs @ 3800

BODY

Composite Body Panels over Hydroformed Steel Frame, Aluminum & Magnesium Structural Components

Weight	1420 kg
Weight distro	52 % / 48 %
Wheelbase	2685 mm / 105.7 in
Length	4476 mm / 176.2 in
Width	1928 mm / 75.9 in
Height	1244 mm / 49.0 in

DRIVE

Rear Wheel Drive	
Transmission	Close Ratio 6-Speed Manual
Gear ratios	1 - 2.29:1 2 - 1.61:1 3 - 1.21:1 4 - 1.00:1 5 - 0.81:1 6 - 0.67:1
Final drive	3.42:1

SUSPENSION

Wishbones, Upper & Lower Control Arms, Transverse Composite Leaf Spring, Adj Monotube Shock Absorbers, Anti-Roll Bar

BRAKES/WHEELS/TYRES

Front tires	P285/30ZR19 Michelin Pilot Sport 2
Rear tires	P335/25ZR20 Michelin Pilot Sport 2
Front brakes	Carbon Ceramic Discs 6-Piston Calipers
Rear brakes	Carbon Ceramic Discs 4-Piston Calipers
front wheels	19 x 10 in
rear wheels	20 x 12 in
Steering	Rack & Pinion Speed Sensitive Power Assist

PERFORMANCE

top speed	329.84 kph / 205 mph
0 - 60 mph	3.2 seconds