



Since 1835

Diatto GT Ottovù:  
sporting heart,  
neoclassic design, aristocratic  
elegance.

*The legend* revived.

BLISTERING PERFORMANCE  
COMFORTABLE 2+2 SEATER ZAGATO DESIGN  
SPORTING ELEGANCE ARISTOCRATIC AND DISCREET CHARM  
FINE ITALIAN CRAFTSMANSHIP AND UPHOLSTERY





## Classic style

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The Diatto GT Ottovò is the stylistic re-interpretation of the 1920s Diatto Grand Prix car, featuring the characteristic fused tail.

Diatto wanted to create a sporting and elegant car following a neoclassic design, with settled lines and soft volumes, anticipating the future trends in terms of style.

These desires have been skilfully interpreted by the Zagato Atelier. The car has been created, characterized by a determined and aristocratic personality, harmoniously combined without ostentation, exuding glamour and prestige and moulded with the noblest of materials: aluminium.

## Competition chassis

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The Diatto GT Ottovò chassis is at the same time the bearing structure and the platform of the vehicle, as were the Diatto chassis of old. It contains all the components necessary for moving and driving the vehicle.

Even without the body-work, the chassis is independent, having the same "motoring" characteristics as the complete vehicle. While for other cars the chassis is an essential element for increasing the rigidity of the chassis and consequently safety, the Diatto chassis independently and superbly meets all safety criteria.

Entirely realized in forged steel, it has a flexing rigidity which is very high, equal to 26KN/m/Degree.

It has been planned for competitions and for tolerating tension forces and mechanical stresses created by engines which have over twice the power. The Diatto chassis is the result of a steady, projectual and technological evolution of three previous Italian super cars.



*Diatto*

ZAGATO  
m i l a n o



## Layout

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The Diatto GT Ottovù utilizes the classic layout of its historic predecessors, that of front-mounted engine and rearwheel-drive. However the design has been evolved to improve traction (distribution of weight) and driving pleasure.

The distribution of weight has been optimised by positioning the engine behind the axis of the front wheels, giving the engine a more central positioning.

For easy driving the occupant has been positioned on the plane that holds the barycentre of the car, thereby the vehicle “rotates” around the occupant, minimising the centrifugal forces due to the rotation of the car and increasing the sense of safety and fluidity of drive.

## Comfortable and sporting arrangement

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Respecting its own sporting tradition, the Diatto GT Ottovù combines harmony, comfort and sports driving.

In order to harmonise comfort and sports driving, the Diatto GT Ottovù is equipped with two independent double triangle suspensions with extremely long arms, allowing the wheels major excursion without variations in trim.

This characteristic can be particularly appreciated during fast curves and rough surfaces, where the steering column doesn't require continuous corrections, even at high speeds.

This particular arrangement grants an easy and confidential capacity of drive, especially during long and tortuous distances.





## Engine and gearbox

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The Diatto GT Ottovù has a powerful, 8-cylinder, 32 valve, 5000 cc engine, with volumetric compressor and double cam, which produces 580 hp and can be increased up to 650 hp.

The engine will be specially adapted to best suit the expectation of European, American and Asian customers.

All the functional parameters of the engine are governed by an electronic exchange with exclusive Diatto mapping.

The engine is coupled to a 8 speed gearbox, with manual or automatic option.

The braking system is supplied by Brembo, designed and modulated for speeds of around 300 km/h.

The homologation for pollution levels will meet the Euro 6 standard. It will be followed by a 12-cylinder engine with a power of 750 hp.

## Exclusive interior

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The interior of the Diatto GT Ottovù, sober, smart and comfortable, has been inspired by a rationalistic design, which adheres to the ideals of functional character and comfort.

The cockpit praises the particular care dedicated to the perception of its general proportions and is harmonised by details.

The valuable leather upholstery prospers from Italian craftsmen working to a high level of detail. Inside the Diatto GT Ottovù you can breathe an atmosphere of personalized grace, in perfect harmony with the exterior dimensions.







## Performance

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The Diatto GT Ottovù body has been entirely realized in aluminium and boasts a total weight of only 1650 kg. With a power-weight ratio of 2.7kg/hp, the car is at the top of its segment and still has the advantage of having four seats.

Acceleration 0-100 km/hour, is a shade under 4 seconds.

Stopping distance from 100 km/hour to 0, in around 33 meters.

Diatto reserves the right to modify the technical specifications.



DIATTO

Diatto GT Ottovù:  
the legend  
of a motor sport pioneer.

*With a tradition born 178 years ago, Diatto is considered the oldest brand in the world amongst the forerunning manufacturers of the automobile industry. Thanks to historic bonds with Ettore Bugatti, Alfieri Maserati and Tazio Nuvolari the name Diatto evokes the pioneering spirit of motor sport.*



End of 18<sup>th</sup> century Trans Europe Express



1887 - Diatto invoice for sale of carriages

## Since 1835

In Italy, in 1835, the artisan Guglielmo Diatto opened a workshop to construct coaches. In the middle of the 1800s his sons, Giovanni and Battista, expanded manufacture to include trams and railway carriages, constructing the luxurious Trans Europe Express.

## 1905

The engineers Vittorio and Pietro Diatto, grandsons of the founder Guglielmo, the third generation of the wealthy dynasty of distinguished industrialists, founded the Diatto automobile workshop in Torino.

The workshop (6,000 m<sup>2</sup>) was on a 25,000 m<sup>2</sup> plot and employed 500 workers. Fiat at the time employed 776 people.

Diatto produced luxury sports cars with 4, 6 and 8 cylinder, supercharged engines.



1905 - Diatto factories



Inside the Diatto industrial plant



Diatto celebration



1914 - France Cup of tourism

## 1906 - 1914

In 1906 Diatto began to win the first of many prestigious international races. The fame Diatto gained from these wins helped to sell their road-going automobiles to prestigious customers such as The Italian Royal Family, loyal customers for 20 years up to 1928, and Enzo Ferrari discovered his sporting talent just on Diatto 2 liters of his father. In 1910 Diatto began to export its cars to a worldwide market, North and South America, Australia and the whole of Europe.

Due to great worldwide demand for their product, Diatto needed to push monthly car production above 40 cars and so acquired workshops from Itala Cars, the Scacchi workshops (100 workers, 5 cars per month), the John Newton, ex Valt-Vettore Automobili Leggere Torino-, and the famous Garavini body-makers.

## 1915 - 1918

In 1915, Diatto acquired the Gnome & Rhône aeronautic engine factory and thereby also acquired the company's rotary engine patent utilized in military fighters.

The expanding Diatto industrial empire opened yet another factory (30,000 m<sup>2</sup> with 1,500 workers) and so became one of the largest industrial companies in The Kingdom of Italy.

During the 1<sup>st</sup> world war Diatto manufactured a large amount of aeronautic engines and military trucks for The Kingdom of Italy.

The payment thereof would not be honoured and thereby compromise the future of this industrial giant.

During this period of Diatto's illustrious past, Ettore Bugatti, who became a manufacturer in 1910, began a working partnership with Diatto, together they developed an 8-cylinder aeronautic engine for the war effort.



1915 - New Diatto factory



1916 - Engine advertisement for Diatto-Bugatti



1919 - Victory Diatto-Bugatti during the Parma - Poggio di Berceto

## 1919 - 1925

The Diatto-Bugatti partnership expanded into the production of cars.

Diatto bought 50 Bugatti Type 23 chassis and built cars around them and so launched the first Diatto-Bugattis onto the market.

The success of these cars further nourished the partnership with Bugatti.

In 1919, Diatto presented its newest models at the international motor shows in London and Paris, five luxury vehicles including three new "Diatto 30, 16 valve engine", produced with chassis licensed from Bugatti- these cars were very successful and were manufactured into the 1920s.

"The names Diatto and Bugatti, with their sound and genuine mechanical tradition and the most daring and ingenious innovation, combined and blended in a common project are extraordinarily eloquent and significant for every technician and every motorist" - Sourced from "Motori, aereo, cicli & sport", 9/1919.

Diatto also produced competition racecars with Bugatti chassis and Diatto 2,000cc, 16 valve engines as well as with Diatto chassis and Bugatti 1,500cc super-charged engines.

These cars won in national and international events such as: the Brescia Gentleman's Grand Prix, the Parma - Poggio di Berceto, the Susa - Moncenisio and the Aosta - Gran San Bernardo, etc.



1919 - Brochure Diatto-Bugatti cars



Nuvolari on a Diatto 3000 wins in his home town of Mantova

*In England in 1923 The Auto Motor Journal published a review of a Diatto 25 hp: the car received great acclaim and its performance is compared favourably to the new Bentley 3 litre. This powerful review from a patriotic English magazine benefits the Italian manufacturer.*

*The Diatto race team continued to enjoy great success on the racetrack, winning in international competitions in England and Switzerland, beating off competition from 50 cars entered by the biggest European and American constructors.*

*Meanwhile in the world of car design, the most famous designers in the world used Diatto bodywork: Bertone, Castagna, Garavini, Ghia, Mulliner, Schieppati, Stabilimenti Farina, Zagato.*

## 1922 - 1926

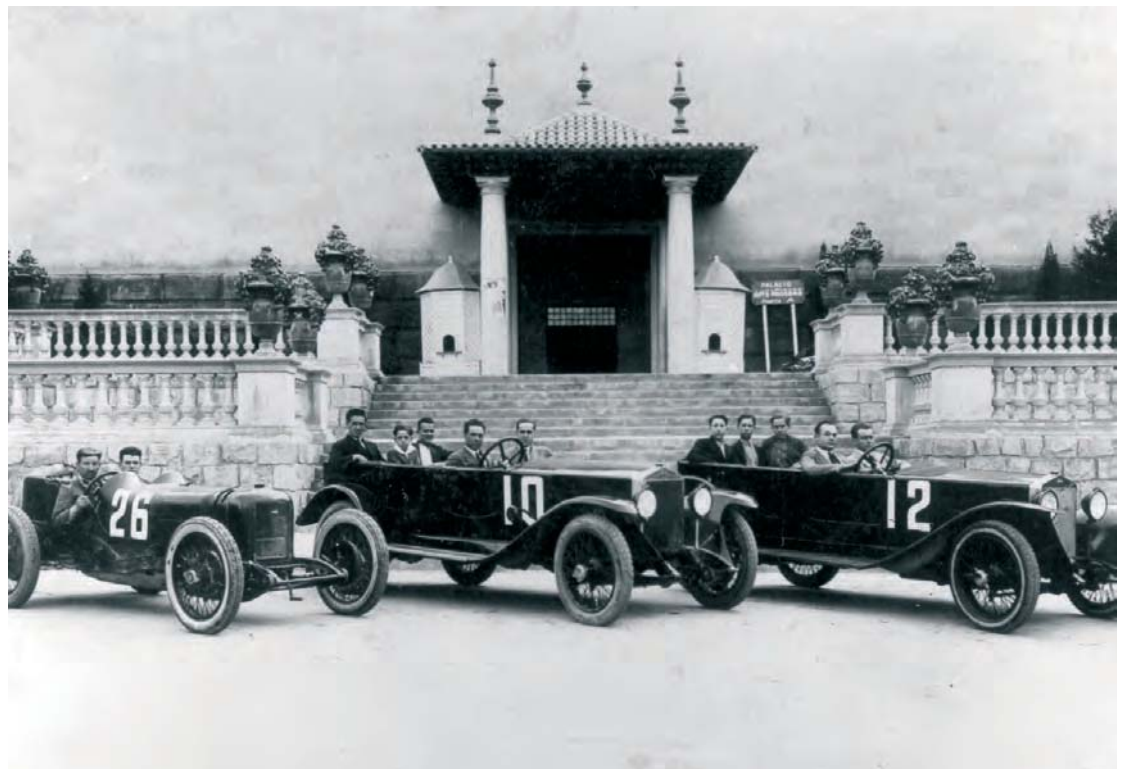
*Diatto continued its phenomenal success in motor sport and for consecutive years won the most prestigious competitions, bringing the number of Diatto's podium positions to over 300.*

*Through their race success Diatto attracted and employed the greatest racing drivers of the epoch: Maserati, Nuvolari, Brilli Peri, De Sterlich, Merzalli, Schieppati, Materassi, Aymini.*

*In 1922 Diatto beat off interest from other constructors and hired the much sought after driver and designer Alfieri Maserati as race team manager. Alfieri Maserati drove for Diatto until 1926, achieving great success.*

*In 1925, Maserati under the expert guidance of engineer Giuseppe Coda, designed for Diatto the first 2 litre, 8 cylinder, super-charged engine.*

*This engine was presented*



The Diatto racing Team directed by Maserati in Rebassada (Spain)



1925 - The Maserati brothers on the Diatto Grand Prix 8C compressor



La Guida interna sport - Pluimelastica - del Garavini su chassis Diatto tipo 30 ricoperto in tessuto speciale motorizzato a grana finissima con fascia azzurra.

on 14<sup>th</sup> of June in the competitive Sport Diatto Grand Prix car (8C compressor with 160 horse-power) at the Monza Autodrome.

The next year, 1926, Maserati obtained several Diatto Tipo 30 sport chassis, equipped with 8C engines, gearboxes, suspensions and many mechanical parts.

With these Diatto chassis and the vast technical and sporting know-how inherited from the Diatto Racing Team, Maserati built the first sports cars with the "Trident" badge. The Diatto Gran Prix 8C compressor, which evolved into the first Maserati Type 26, continued to win and be competitive for many years.

## 1926 - 1955

In 1926 the technological supremacy gained on the race track was recognised by the international press in Diatto's road-going cars "Diatto vehicles are the fastest two-litre Italian cars on the market" - Font "L'Auto Italiana". Diatto continued racing, designing and manufacturing cars feverishly until thirties.

After approximately 8,500 cars had been produced and due to non-payment of debts accrued by the Italian government for wartime production of aeronautic engines and trucks, Diatto were forced to stop research and development. The production of spare parts finally ended in 1955.



1926 - Review of "L'Auto Italiana"



Diatto cars in the factory yard



1919 - Florio trophy - 1921 - International competitions in England and Switzerland  
 1924 - 24 hours race at Monza - 1927 - 6 hours endurance race at Brooklands,  
 England, 4 of the 300 podium positions won



## Palmares

*Diatto can boast over 300 podium positions in the most important, national and international racing competitions.*

- Coppa d'Oro*
- Milano - San Remo*
- Lugano - San Gottardo*
- Concorso Herkomer in Germania*
- Coppa di Cannes in Francia*
- Record internazionale di minore consumo*
- Corsa della Rebasada in Spagna (five times winner)*
- Coppa del Turismo in Francia*
- Corsa di Limonest in Francia (two times winner)*
- Coppa delle colline Pistoiesi (five times winner)*
- Coppa Monte Nero (three times winner)*
- Coppa Consuma (three times winner)*
- Coppa Tre Venezie (two times winner)*
- Criterium di Roma (three times winner)*
- Parma - Poggio di Berceto (five times winner)*
- Circuito del Lago di Garda (three times winner)*
- Circuito del Mugello (three times winner)*
- Susa - Moncenisio (five times winner)*
- Aosta - Gran San Bernardo (five times winner)*
- Coppa delle Alpi (two times winner)*
- Targa Florio (four times winner)*
- Gran Premi: d'Europa, di Barcellona, di Svezia, di Svizzera, di Monza, di Brooklands, di San Pietroburgo-Mosca, di Tunisi-Tripoli.*