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Spada Codatronca Monza

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Following its debut at the Top Marques show in Monaco, details of a new roadster version of the Spada Codatronca sports car have been released. Named 'Monza', after the legendary Italian circuit, it's powered by a 7.0-litre V8 from the Chevrolet Corvette Z06...

Clearly not satisfied with the normally aspirated eight-cylinder's output of 498bhp, Spada has added a pair of superchargers, thus giving the Codatronca Monza 710bhp and 701lb ft of torque. This allows a 0-60mph sprint of three seconds flat (which can be timed on the dashboard-mounted Meccaniche Veloci watch) and a top speed of 208mph. At maximum velocity, the open-top powerhouse would give the occupants little air to breathe - making the Monza truly 'breathtaking', from both inside and out.

The V8 is attached to the aluminium spaceframe by a magnesium engine cradle. The chassis has integrated, individually adjustable roll bars, and is covered with carbonfibre body panels, helping the Monza achieve a weight of just 1180kg. The six-speed manual gearbox transfers power to the rear wheels with the assistance of a three-stage traction control system, ensuring the 19-inch OZ alloy wheels don't rapidly shred their Pirelli P-Zero tyres.

Suspension is fully adjustable, and braking comes courtesy of Brembo, using an ABS system employed in the FIA GT3 series. The driver also benefits from a telemetry system which records 40 different types of data - including steering angle, individual wheel speeds, g-forces and lap times - on an 80-hour cycle.

Some might be familiar with the distinctive, Kamm-tail design. Ercole Spada - who owns Spada Vetture Sport with his son Paolo - played a pivotal role in the design of the 1960s Alfa Romeo TZ and TZ2 whilst working for the Zagato design house. The rear not only gives the car its name - *codatronca*, translated directly from the Italian, means 'truncated tail' - but also provides improved

aerodynamics.



Inside, Spada has made sure only the essentials are present, but has said it is working on a *Barchetta* version - which would provide more creature comforts - at its design and production facility in Turin.

While the car was commissioned as a one-off by Italian tuning company Aznom, Spada has said it will build production models to order for around £225,000.





Photos / Video: Spada / YouTube

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