

CLASSIC DRIVER

1981 Bitter SC - 3.0

3.0

- **Price**
USD 45 301
EUR 42 500 (listed)
- **Year of manufacture** 1981
- **Mileage** 76 261 km / 47 387 mi
- **Gearbox** Automatic
- **Number of seats** 4
- **Number of doors** 2
- **Performance** 132 kW / 180 PS / 178 BHP
- **Drivetrain** 2wd
- **Drive** LHD
- **Interior colour** Beige
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Purple
- **Car type** Coupé
- **Interior brand colour** Beige
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Description

General information
Model range: Jul 1981 - Apr 1989
Registration number: 43-TG-XS

Technical information
Number of cylinders: 6
Engine capacity: 2.969 cc

Transmission: 3 gears, Automatic
Drive: Rear wheel drive

Weights

Empty weight: 1.585 kg
Carrying capacity: 315 kg
GVW: 1.900 kg
Max. towing weight: 1.700 kg (unbraked 700 kg)

Environment

Emission class: Euro 0

Erich Bitter is a German car builder. As a youngster he was totally enamoured with Italian designed cars but could not abide the fact they technically did not match the reliability of their German counterparts. He therefore decided to start building cars. He did not hide the fact he took his design inspiration from the Italians. His Bitter SC was fondly named the German 400i, as the Ferrari 400i clearly stood as template.

Costing 128,000 Dutch guilders at the time, they were not exactly cheap. For comparison for instance you could walk away with the keys to a new Ferrari 308 for the same price. Our Bitter SC saw the light of day first in 1981. In 2006 it arrived in the Netherlands. The car has already been restored, the paintwork resprayed in its original Salchi Rosso Rubino. The burgundy red exterior is complimented by the beige leather upholstery on the inside. Salt who were responsible for supplying the leather, also supplied hides for Maserati. Inside the trim is still largely original and has been maintained to a very high standard. The German Ronal manufacturer was the natural choice when it came to selecting the rims. The good looking bodywork has fine and correctly aligned panelwork. This car is number 23 out of only 488 built, making it quite rightly a very exclusive car.

Opel were used as engine suppliers. This Bitter has a straight-six 3.0 attached to an automatic transmission. Engine and transmission form a perfect partnership and really suit the Bitter's GT credentials. This car is still a speedy companion on your travels.

All work done can be seen in accompanying photographs and invoices. The big advantage of owning a Bitter lays in the fact of driving a very exclusive car with indestructible as well as affordable mechanics at its heart compared to its competitors. Its appearance is no less than that of a Ferrari or a Maserati. In other words this is a very rare and exclusive German GT in quite an attractive livery.

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