



dallara *Stradale*

A dream nurtured on racetracks all over the world. The racing  
technology applied to the pleasure of driving.  
A unique product,  
designed to enhance the company's key skills: carbon fiber  
structures, aerodynamics and vehicle dynamics.

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The first model of *Dallara Stradale* was handed over to its owner on the day of his birthday on November 16, 2017 in Varano de' Melegari (Pr).

Giampaolo Dallara, a life as an Engineer, went out to drive the street-legal Dallara right from the building in which he started his business activity 45 years ago in Varano de' Melegari, not far from the house where he was born on November 16, 1936.



In 2015, after a long processing period, twenty engineers and five mechanics were entrusted to a Technical Director: Giampaolo Dallara. The goal was clear: making a car to rediscover the real pleasure of driving on the road or on the track. "I like to think that Colin Chapman, which I began to admire since the days of his Lotus Seven, would appreciate the essentiality and simplicity of this car," says **Mr. Giampaolo Dallara, President of Dallara Automobili**. "This project," adds Mr. Dallara, "sums up everything we learned from racing and from collaborations with our clients, and I am convinced that those who will use this car will be able to try the pleasure of driving for the sake of driving. They will get in the car to take a nice ride and to experience the pleasure of driving".

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## Product

In the base configuration, the *Dallara Stradale* is a *barchetta* without doors, like a single-seater racing car. It can be customized in a *roadster* configuration with the addition of a windshield. Adding a *T-Frame*, the car becomes a *targa*. With the further addition of two doors with a seagull wing opening, the car becomes a *coupe*. For those who want to use the car mostly on track, there is the possibility to install a rear wing, which provides access to exceptional levels of downforce.



The car customizations in terms of performance are not limited only to the addition of the rear wing, but it is possible to install adjustable suspensions which allow to lower the car in track set-up, guaranteeing a high comfort standard in any condition. The *Dallara Stradale* provides a six-speed manual transmission, but among the optional equipment a "paddle-shift" system is provided for the robotized gearbox which minimizes the time shifting, equipped of two methods and two different mappings, *automatic*: Normal and Sport; and *manual*: Normal and Sport.





***barchetta***



*with rear wing*



***roadster***





**targa**





***coupe***



**gull-wings doors**

Thanks to its low weight, an accurate study of vehicle dynamics and high aerodynamic load, the performance is of a true racing car.

- Its 855 kg as a total car weight are a result of the extensive use of composite materials and carbon fiber. The logic behind materials and processes is "materials and processes suitable for their function": *pre-impregnated* in an autoclave for the monocoque; *long fiber compression moulding* in structural components of the bodywork; *body panel system* in exterior panels; *carbon sheet moulding* in reinforcements.



- The kinematics of the suspensions and the calibration of springs and bars and dampers have been defined to maximize the compromise between grip and comfort. Dynamic characteristics of the vehicle have been set, developed and defined in numerous sessions at the Dallara Driving Simulator: expert test drivers have worked closely with technicians and engineers to define the specifications of the suspensions, aerodynamics, engine and ergonomics suitable for an exceptional driving pleasure.



- Thanks to the virtual development of the CFD and several Wind Tunnel sessions, the aerodynamic load coefficient obtained allows obtaining vertical load values (downforce) among the highest between GT roadcars (more than 820kg @ TopSpeed). The combination of weight, vehicle dynamics and aerodynamics, along with customized tires, allows to reach lateral accelerations beyond 2G under normal conditions of use. The *Dallara Stradale* is equipped with the latest Bosch ESP stability control systems (which includes ABS-EBD-TCS-VDC) to ensure an excellent control of the car in all conditions of use.





The powertrain is a 4-cylinder 2.3 L supercharged capable of delivering 400 HP, the result of an accurate selection and optimization of engine components, combined with the electronic control system developed in close collaboration with Bosch.





<b>DIMENSIONS</b>	LENGHT	4185 mm
	WIDTH	1875 mm
	HEIGHT	1041 mm
	WHEELBASE	2475 mm
	DRY WEIGHT	855 kg
<b>AERODYNAMICS</b>	DOWNFORCE @ TOPSPEED	> 820 kg (*)
	AERO EFFICIENCY	> 2.4 (*)
		(*) Referred to the car in track-day configuration
<b>SUSPENSION</b>	DIAGRAM	Double wishbones
	DAMPERS	3 way adjustbale with EPA electric system
<b>PERFORMANCE</b>	TOP SPEED	280 km/h
	0 - 100 KM/H	3.25 s
	80 - 120 KM/H 5A GEAR	3.49 s
	100 - 200 KM/H 5A GEAR	8.5 s
	100 - 0 KM/H	31 m
	MAXIMUM LATERAL ACCELERATION	> 2 g (*)
		(*) Referred to the car in track-day configuration
<b>POWERTRAIN</b>	DRIVETRAIN	Rear-wheel
	CYLINDERS	4
	VALVES	16
	ENGINE SIZE	2300 cc
	MAXIMUM TORQUE POWER	500 Nm @ 3000-5000 RPM 400 cv @ 6200 RPM
<b>CONSUMPTION</b>	URBAN	12,8 l/100km (circa 8 km/l)
	COMBINED	7,6 l/100km (circa 13 km/l)
	SUBURBAN	7 l/100km (circa 14 km/l)
<b>CO2 EMISSIONS (EURO 6D)</b>	TRACTION	210,8 g/km



















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