

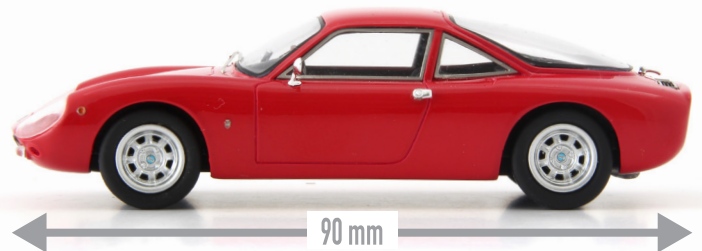
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release

11/2018

limited edition 333 Stk.



The first One

The commitment in racing of the car manufacturer De Tomaso, which was founded in 1959, burdened the young company's funding massively. To increase the company's budget the 42-year-old Alejandro De Tomaso decided to produce and sell street-legal sportscars.

In 1962 he planned his first model, which featured many components from the race cars. The car based on a backbone tube chassis with single-wheel suspension. Forward looking he positioned the drive unit directly behind both seats as a mid-engine. The engine was not built in-house, but was purchased from Ford in England. Due to tuning measures it was possible to increase the performance of the 1.5 liter engine of Ford just above 100 hp at a speed of 6,200 rpm. In all objectivity, the technical specifications of the car were quite common and showed nothing special. The finesse of the De Tomaso laid in the fact that it was the first Italian sportscar with mid-engine design

and in its one-piece bodywork, which gave the car lightning appearance. The bodywork was initially designed by Carrozzeria Fissore, whose distinctive feature was a huge wraparound rear window. The rear part of the aluminum-made car body was designed as a openable part, but this applied only to two prototypes built in 1964. For the production of the car bodies the Turin-based company Carrozzeria Gia SpA, back then still independent, was commissioned, as they made plastic car bodies instead of aluminum car bodies. The premiere of the Vallelunga took place in Turin 1963. But it was not until 1965 that the first car left the production facilities in Modena. With a sales price of 22,500 DM the flat sportscar went on sale, but did not appeal to customers.

As De Tomaso ceased its production in 1966/67 the number of series cars produced counted 53 copies. Together with three prototypes the number of Vallelungas ever produced is not more than 56.

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