



EV037

LUCA BETTI

CEO & Founder

لuca Betti



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Born in a family of Italian rally champions (on Lancia Stratos in 1980), Luca Betti was a professional driver for fifteen years (1998-2013).

He raced with the most important car companies such as Fiat, Renault, Honda, Peugeot and Ford.

He was Italian Champion Under-23, Junior Vice-World Champion, Intercontinental Champion and European Vice-Champion.

He founded his own team, **Kimera Motorsport**, in 2008, with which he raced in the European Rally Championship five times, always finishing on the podium and almost getting the title in 2011, secured by Abarth by a handful of points in the last race.

Established in 2008 mainly to manage Luca Betti's entrepreneurial activities, in 2009 Kimera became a relevant **Motorsport Team**. It made its debut by immediately triumphing in the Monte Carlo Rally and turning into a protagonist of the European Rally Championship.



KIMERA AUTOMOBILI

Engineering factory



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Engineering factory



In 2013, Kimera was reconverted into an **engineering factory of classic cars rebuilding and restoration**, working on several significant projects and, more deeply, renovating the Lancia Delta S4 and Lancia Rally 037's entire project and manufacturing process.

In particular, the manufacturing of the **Lancia Rally 037** Group B, homologated according to the rules by the International Automobile Federation in order to race in current classic cars rallies, lent Kimera the skills to rebuild the Lancia Rally 037 by adopting new technological applications that also allow an increase in the car's performances.





LANCIA RALLY

A «legend» of car racing

“The car I loved most was the Lancia Rally 037. It was the one that suited my style the most, the most precise and sincere, you could go 110% because it was perfect. For this reason, with a two-wheel drive car, we managed to win the World Rally Championship against four-wheel drive cars”

Walter Rohrl, 1984

LANCIA RALLY

A «legend» of car racing

It was the last two-wheel drive to succeed in the World Rally Championship. Propelled by a supercharged 2.0 engine, 4 cylinders and 205 HP, the Stradale was actually a homologated racing car. The rear-wheel drive was accompanied by elaborate push-rod suspensions.

Created in the early '80s to race in the Group B of the World Rally Championship, this project saw the cooperation of the leading Italian names in the automotive sector: Lancia, Pininfarina, Dallara Team and Abarth. **In 1982, when the road model was presented, no one would imagine they had built a «legend» of car racing.**

Champion car of the World Rally Championship 1983, top drivers such as Markku Alen, Walter Röhrl, Henri Toivonen, Miki Biasion, Gianfranco Cunico, Jean-Claude Andruet, Fabrizio Tabaton and Dario Cerrato would drive it, as well as the lamented Attilio Bettega who, behind the wheel of the 037, died in Corsica in 1987. **It was the last two-wheel drive to win the world title, replaced by the four-wheel drive Delta S4.**



EV037

The concept



EVO37

The concept

Thanks to the experience gained in the restoration and rebuilding of the classic S4 and 037, Kimera wants now to celebrate this car by combining modern technical solutions with the iconic bodywork of the legendary Lancia Rally, adding style and content references that evoke other acclaimed cars of the Martini Racing Team's epic.

The «chore» of the original model was maintained, through the involvement of former specialists and mechanics of the time, who shared with the engineers, car designers and craftsmen of today's leading names of the Italian industry (Italtecnica, Bonetto, Sparco...) the new version of this totally **Made in Italy** masterwork.

The result is a sum of the style, taste and allure of a legendary racing Lancia of the '80s, a modern car characterized by extraordinary features in terms of performances, appeal, comfort and daily use.





EVO37

Design and style

EVO37

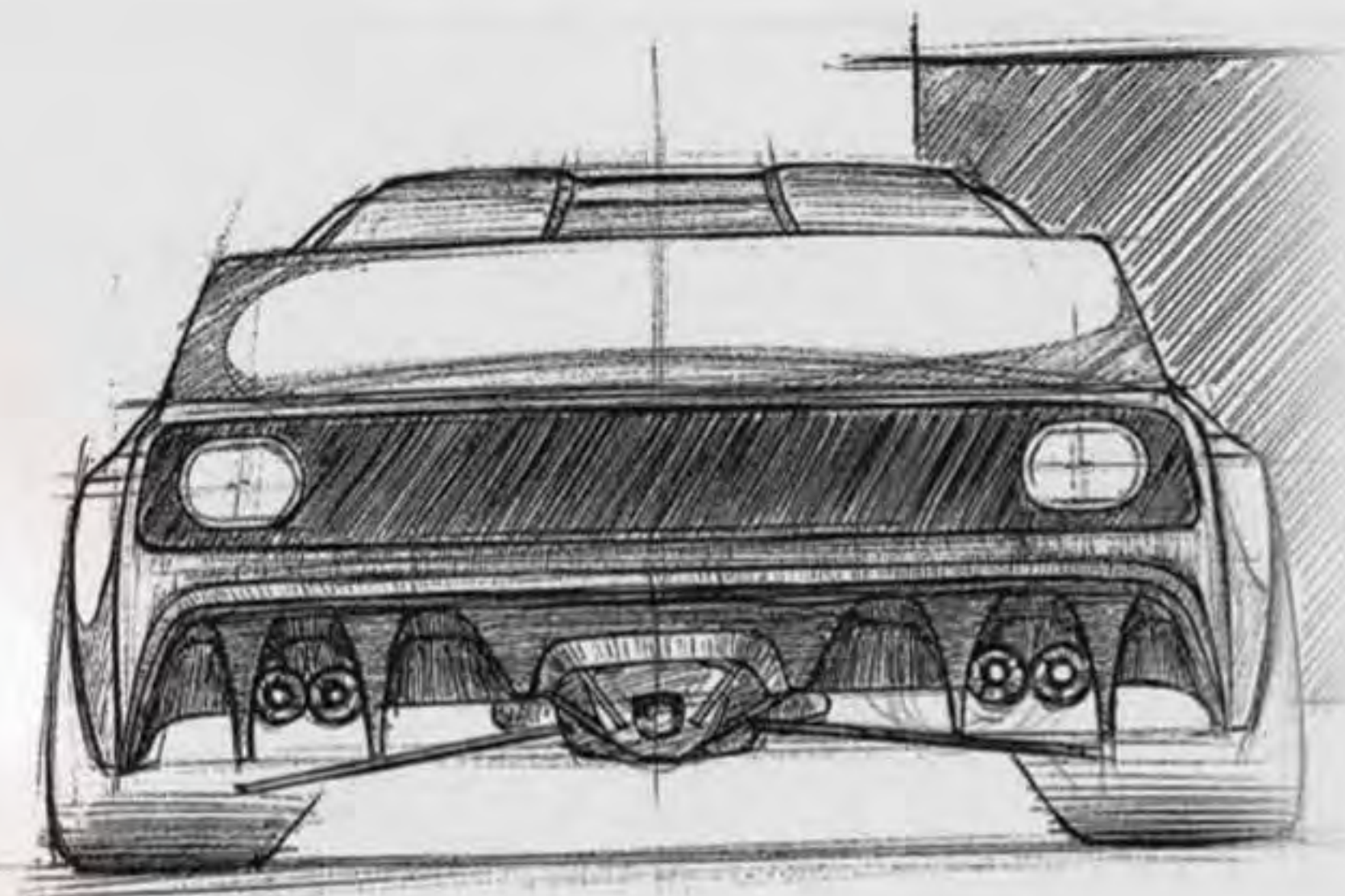
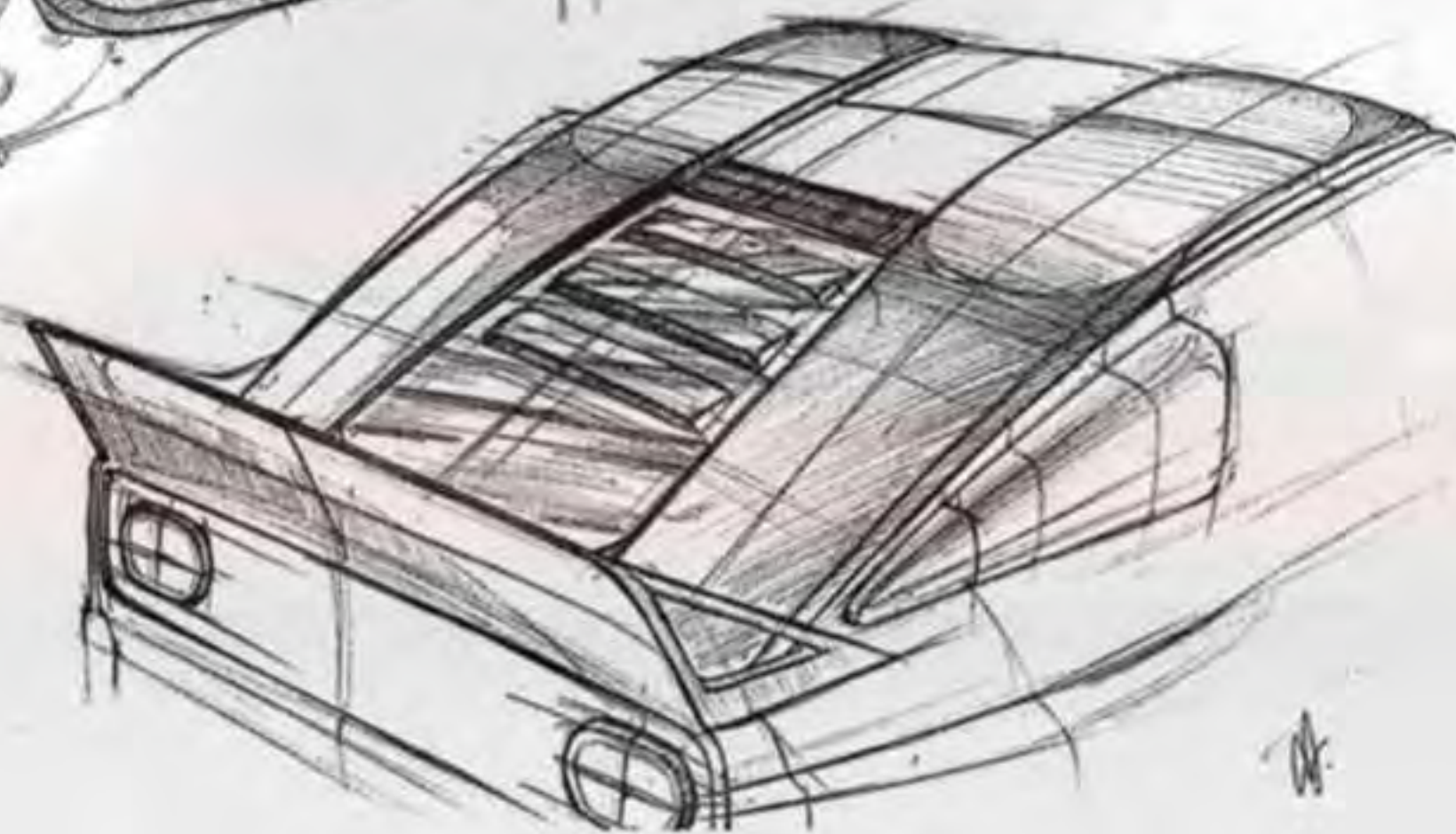
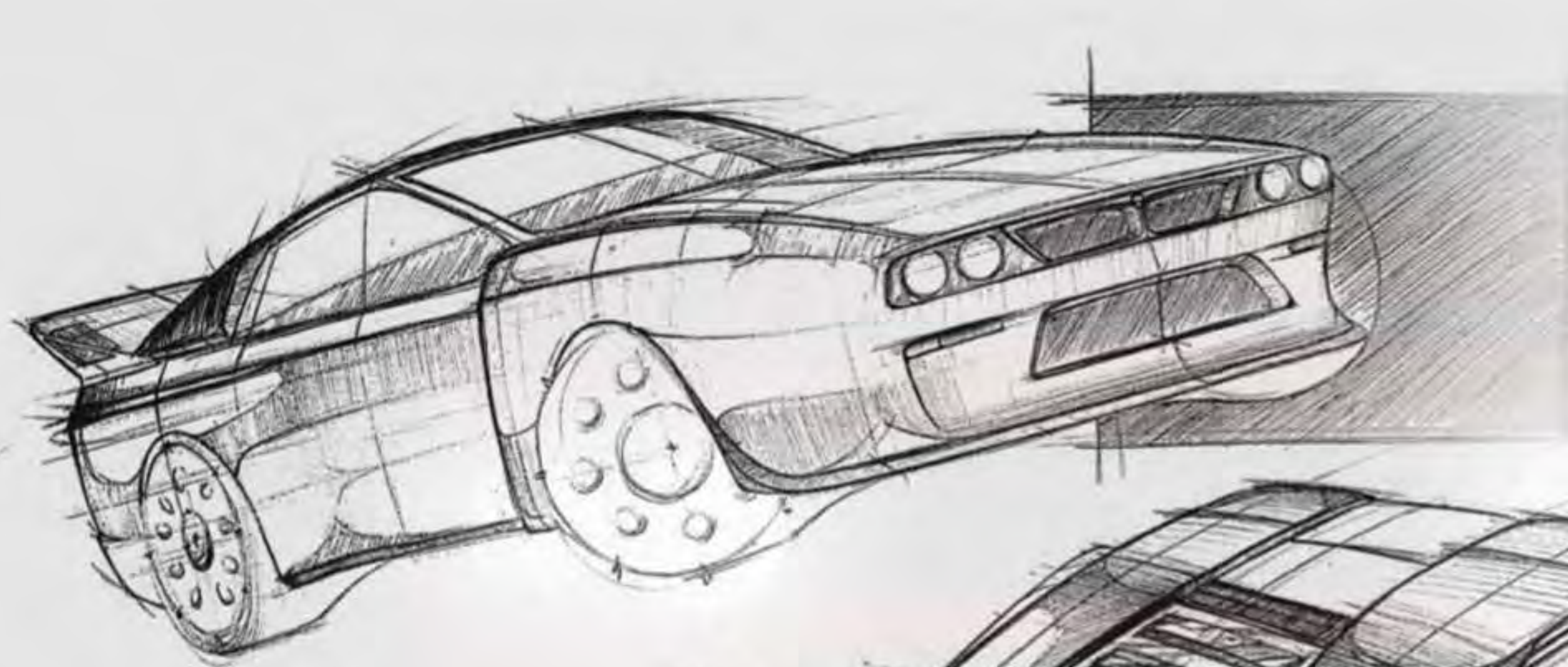
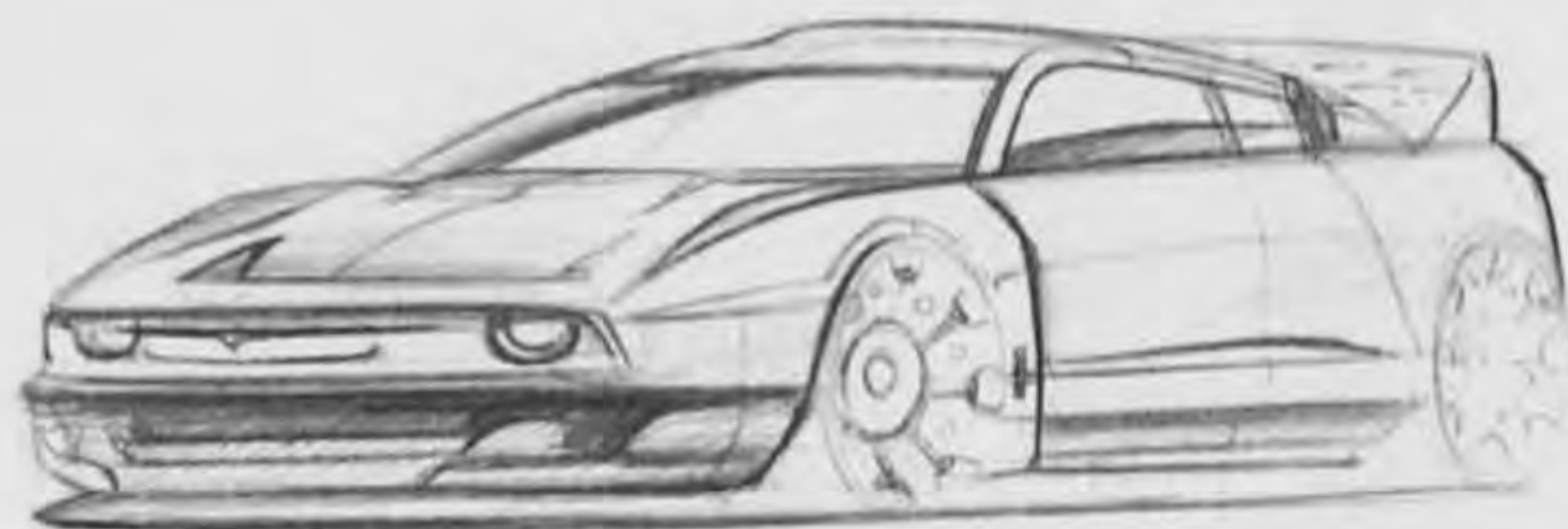
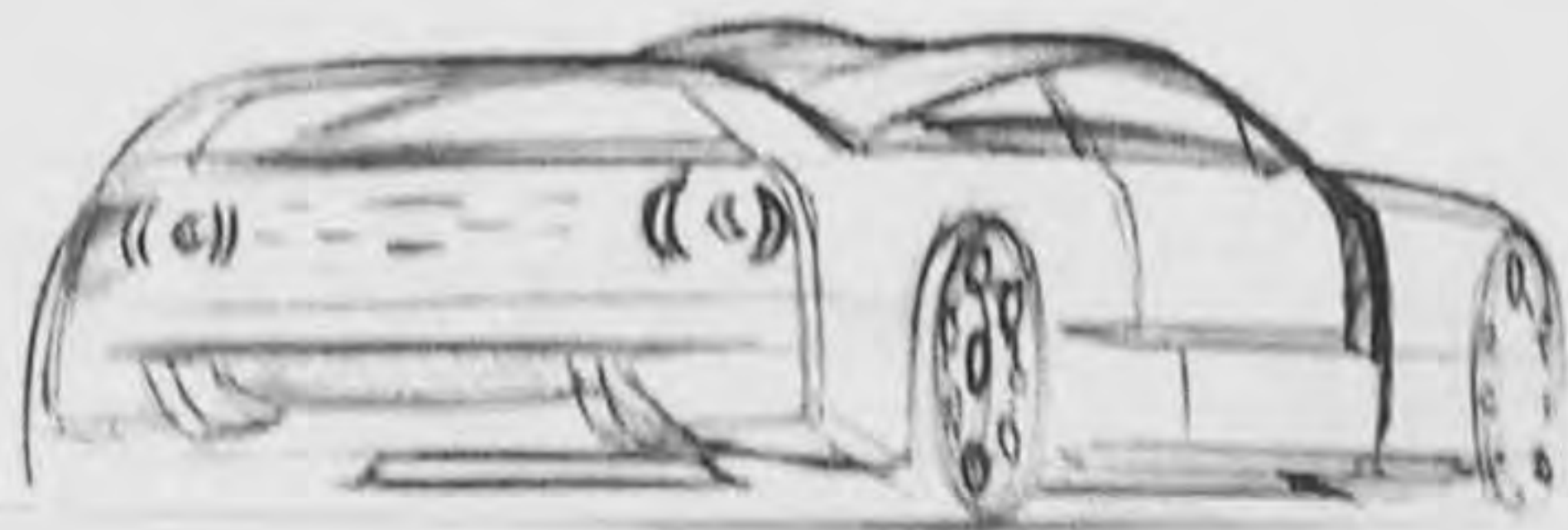
Design and style

These cars' **front light unit**, despite being different from model to model, has always echoed a «family feeling» style. Even the front **grille** covering the lights was always alike and the best compromise has been chosen with a view to the finest aesthetic result.

The **hood**, the **sides** and all the details concerning this car are a mix of the Delta 037-S4, with references that will thrill those who have viscerally loved this car.

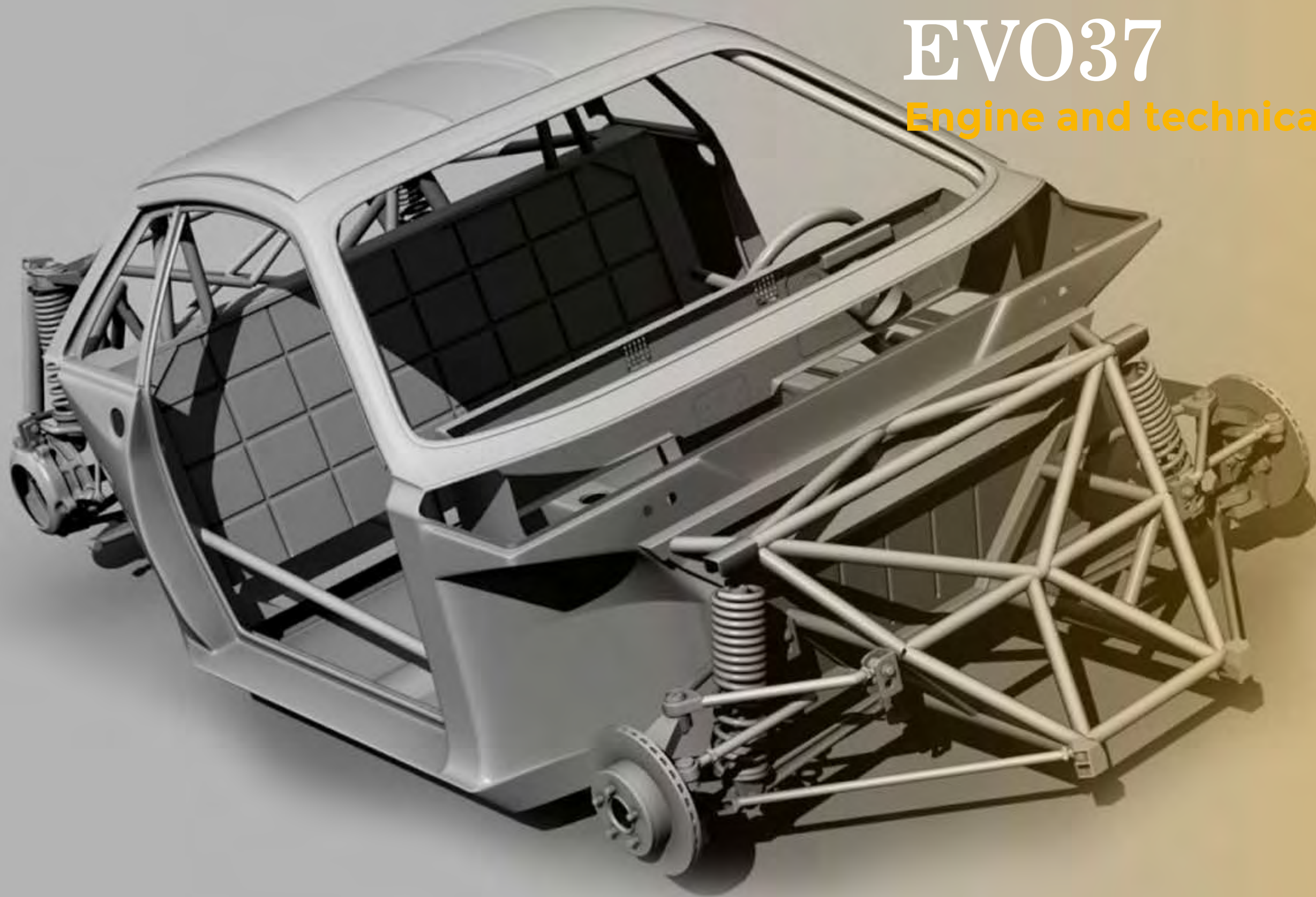
The **sidebands** have been highlighted like Delta's (in the Evolution version, the most radical), making the car more performing and aggressive, keeping however the elegant and fine lines of the sinuous 037.





EVO37

Engine and technical specifications



EVO37

Engine and technical specifications

The Lancia Rally 037, although, generally speaking, very beautiful, aggressive and alluring, would present some weak points, mainly resulting from:

- **the limits of past technologies;**
- the fact that it was designed to be a **racing car;**
- it had to be manufactured in a **limited series**, using material from other cars.

Following the **RESTOMOD** philosophy, the 037 has been «**re-designed**» as if those limits were not there. At first glance, the car totally **appears as the former Lancia Rally 037**, but after a more careful inspection, the technological effort and the refined works implemented to take it to its ultimate expression are immediately evident.

Furthermore, the car will offer **high performances and fine materials** to satisfy any expert, careful and demanding customer.





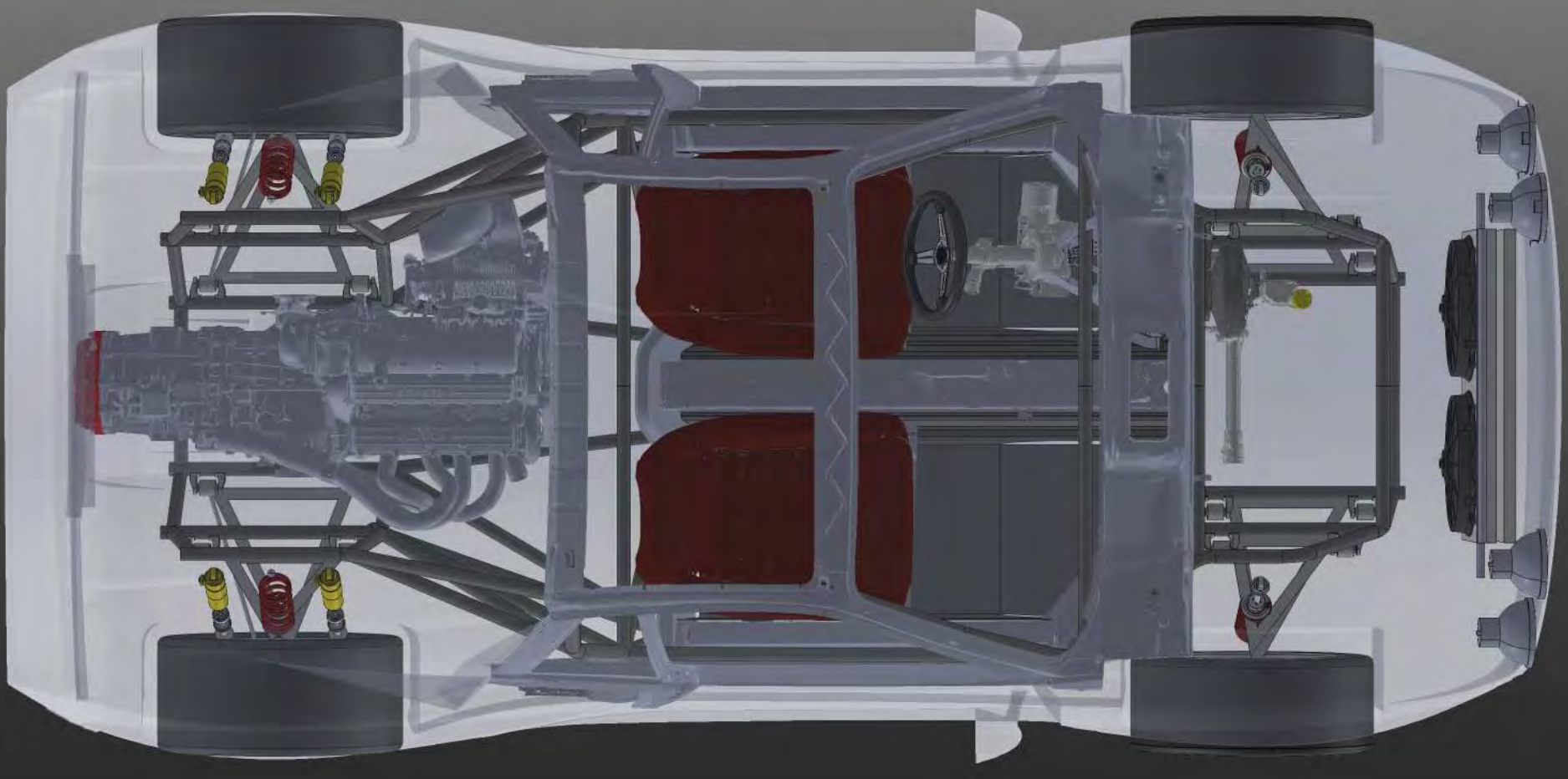
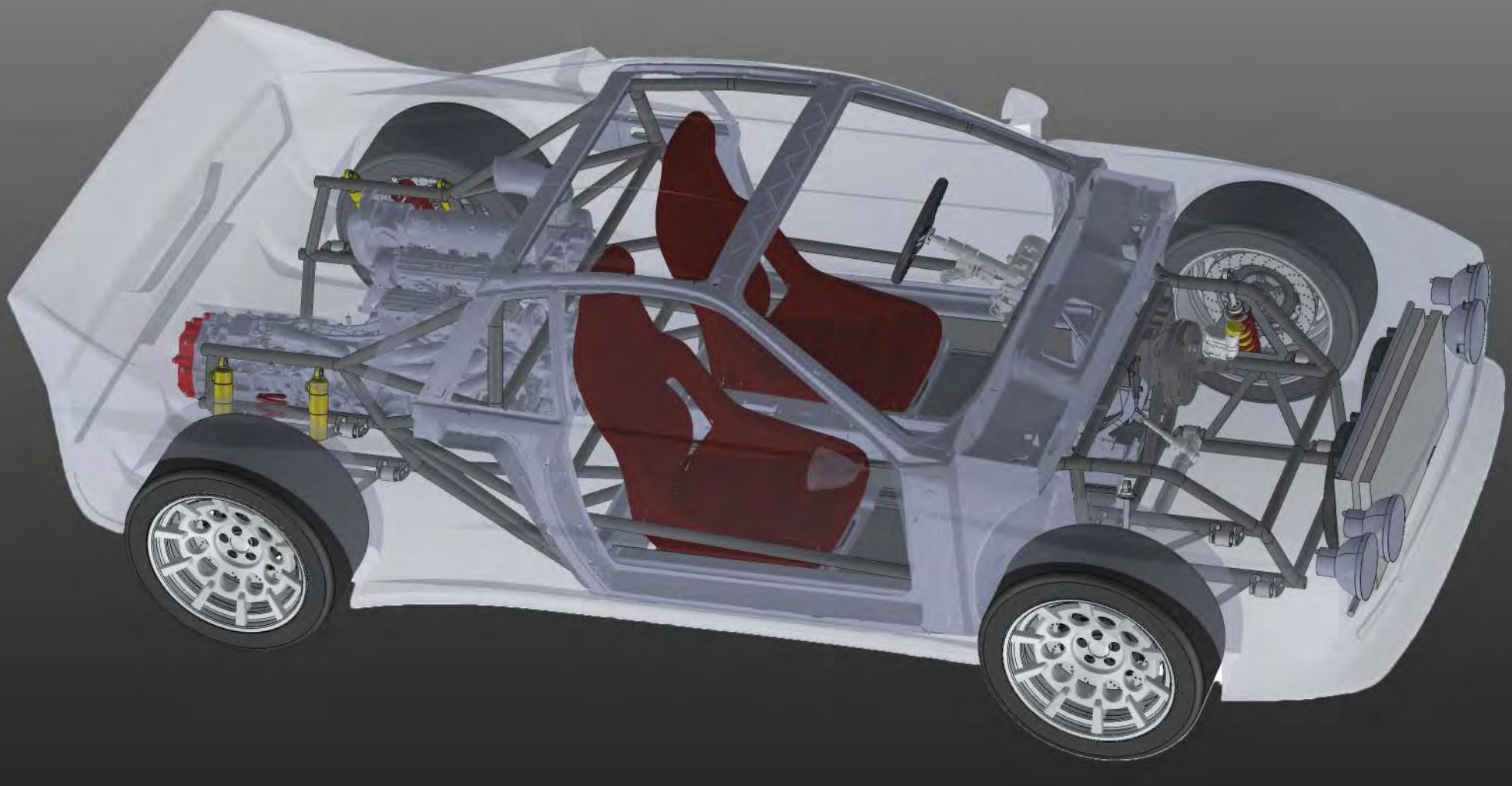
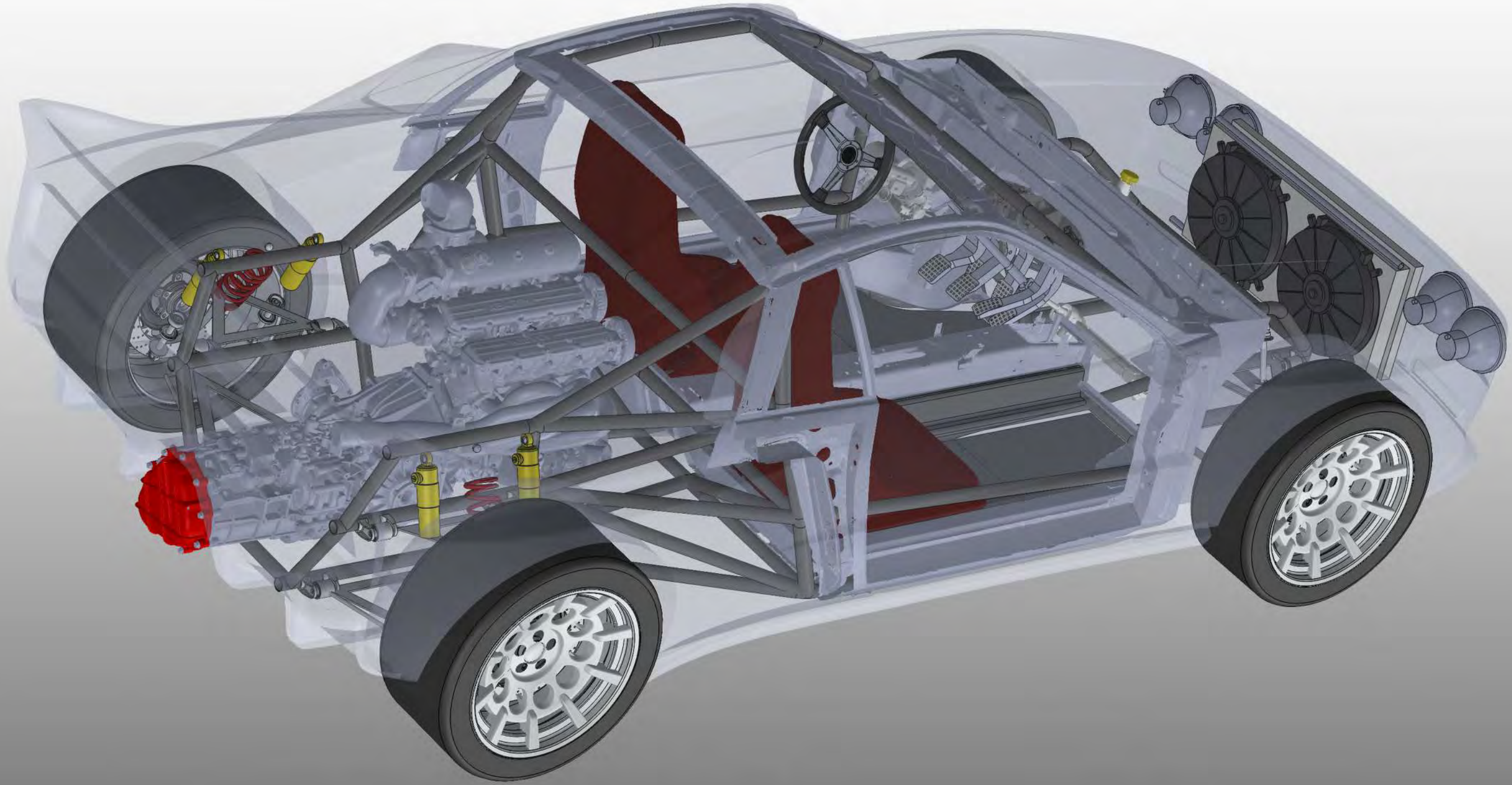
EVO37

Engine and technical specifications

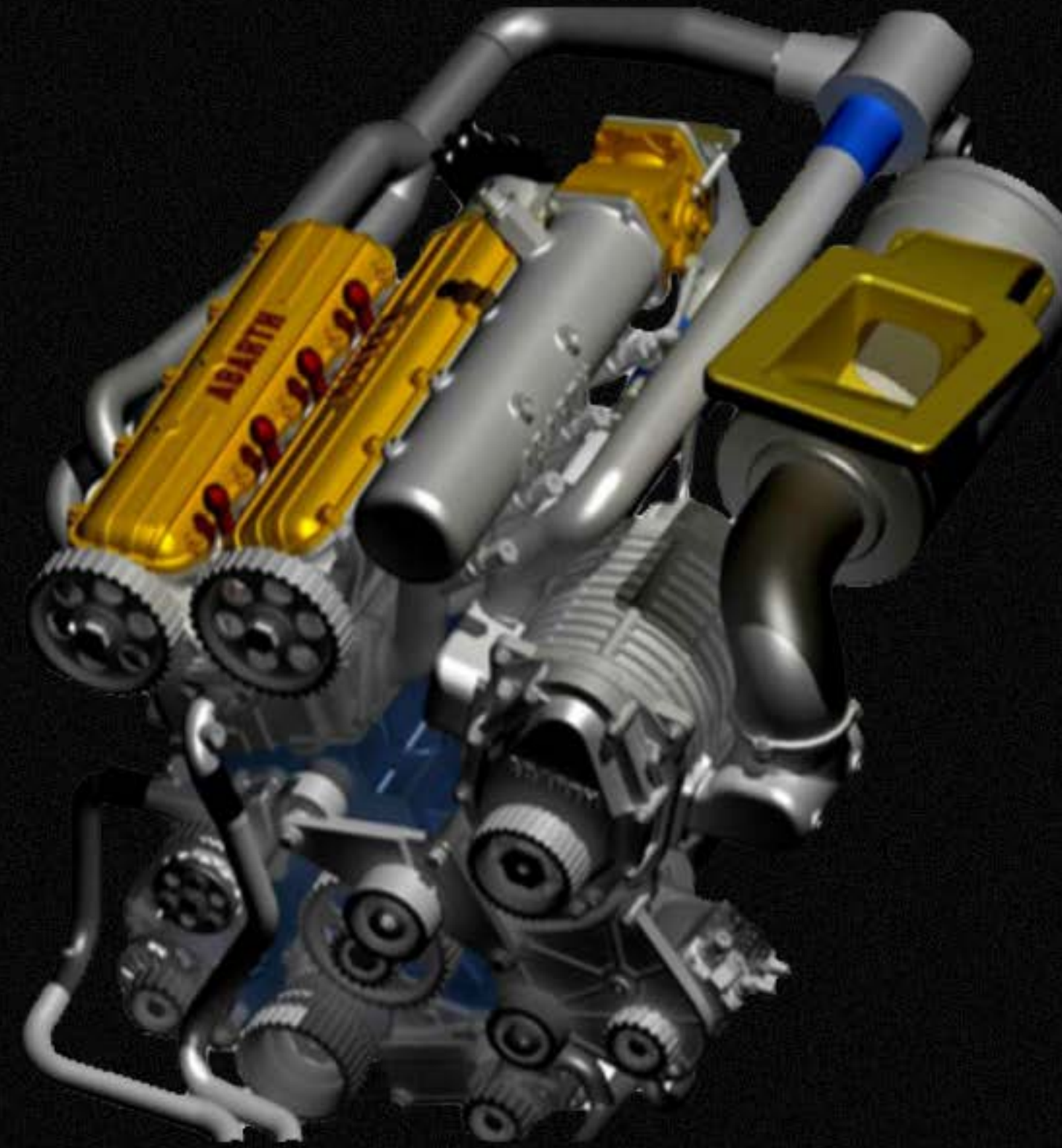
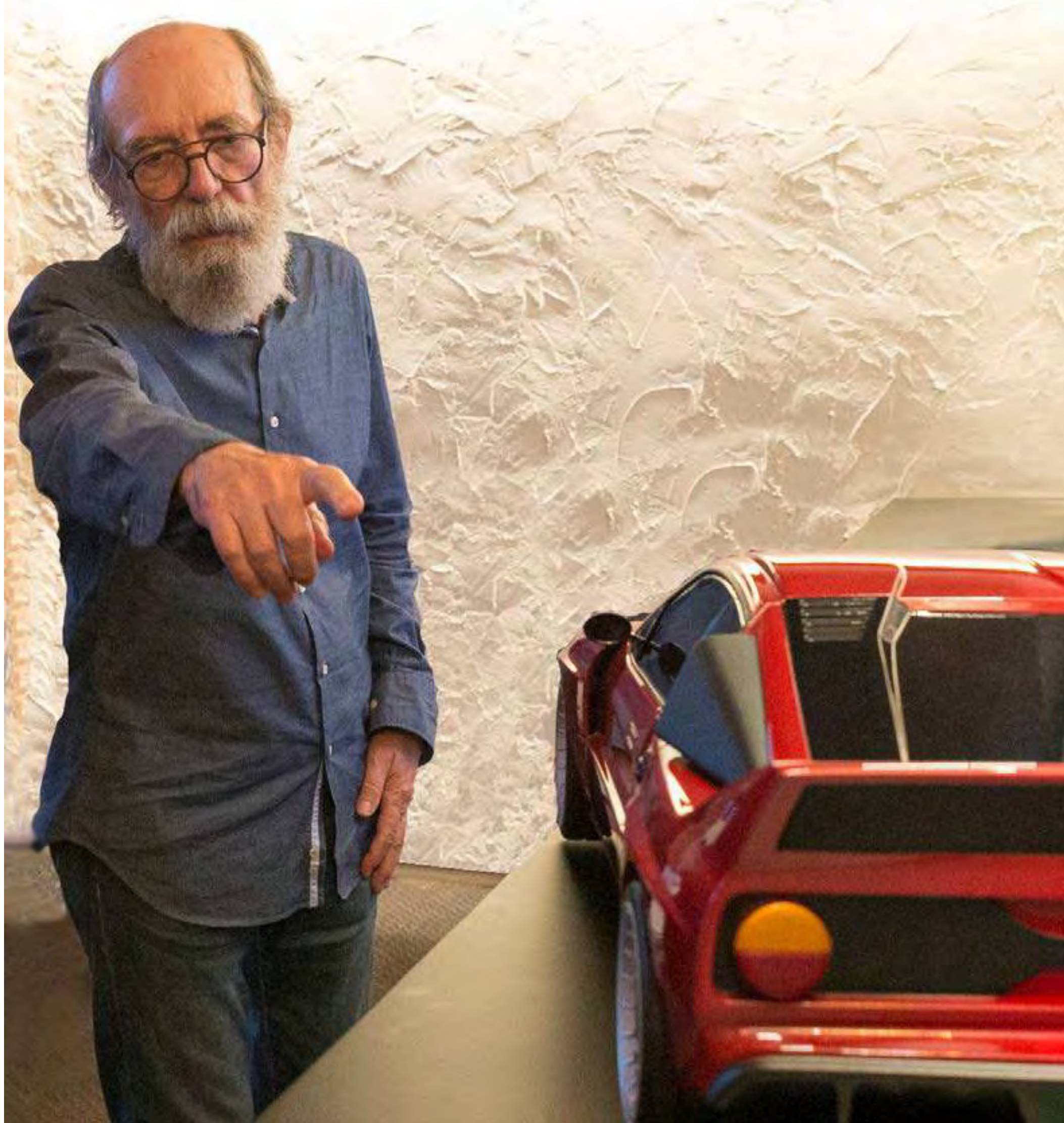
As done originally, the car whose cockpit will be «adjusted» to the new model will be the **Beta Montecarlo**, cockpit on which, following the same manufacturing process adopted in the past, the 037 frame is developed by working and improving these areas:

- **Frame**
- **Interiors**
- **Suspensions**
- **Engine**
- **Bodywork**
- **Transmission**
- **Tyres**
- **Usability and Comfort**





In the photo, Engineer Claudio Lombardi, the inventor of the original Lancia Delta S4's engine and legendary «Triflux», is to power the EVO37.



EVO37

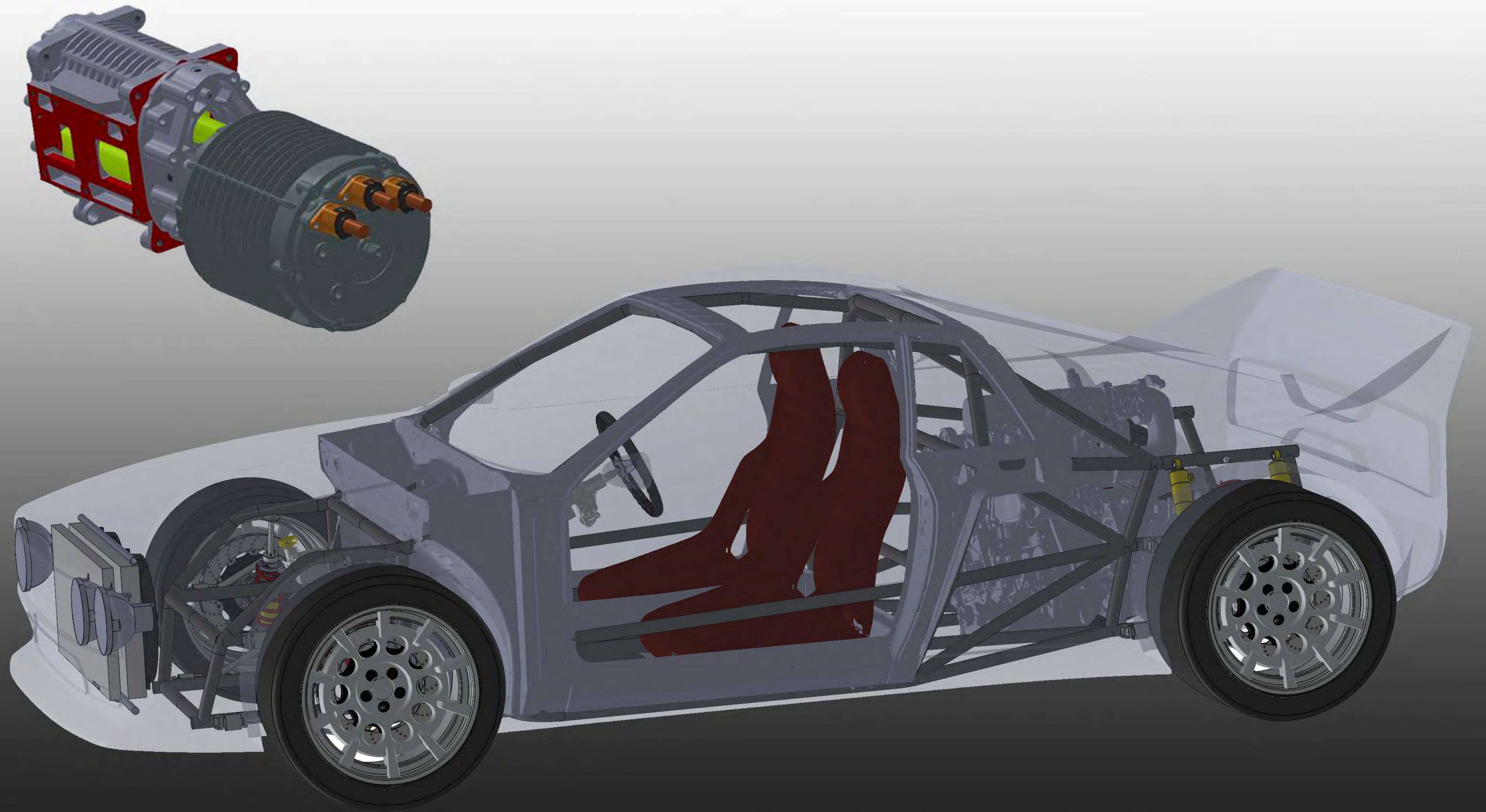
Engine and technical specifications

Starting from the unfulfilled dream of Engineer **Claudio Lombardi** and resuming his brilliant technical solutions, enhanced by electronics, from components and modern technology, the chosen hypothesis was to keep the **base of the original engine**. On this, it will be introduced the Delta S4 tech pack, to say the combination of turbocharger and volumetric compressor. The latter will be activated by a powerful electric engine that will get rid of the «weight» at ignition, with a view to a historical **technological reconstruction** and with the introduction of a modern evolution, not existing at the time. The result will be an **incredibly powerful** engine (500-600 estimated HP) and a structurally perfect car, with a power-to-weight ratio that will offer extraordinary performances.

As to **transmission**, it will be possible to choose between the traditional **manual** gearbox and the **sequential** gearbox, with an electro command activated by shift paddles as in modern supercars.

In general, the **mechanics** has been **re-modernized**, always remaining faithful to the traditional technological concepts of the Lancia Martini Racing «group» of the '80s-'90s (037, Delta S4, Delta 4wd, 16v, Evoluzione), both with reference to road version cars and associated racing models.



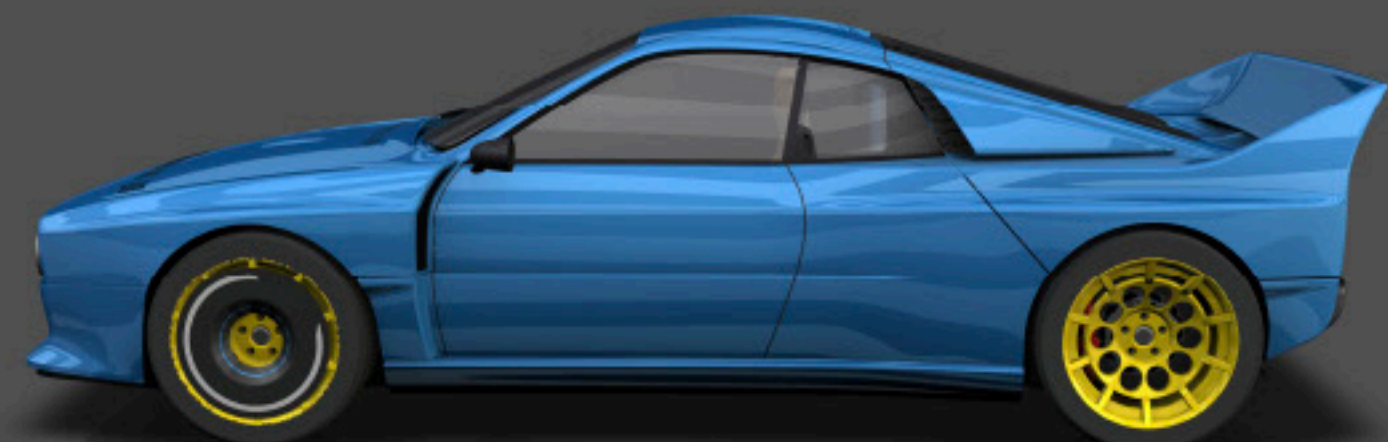
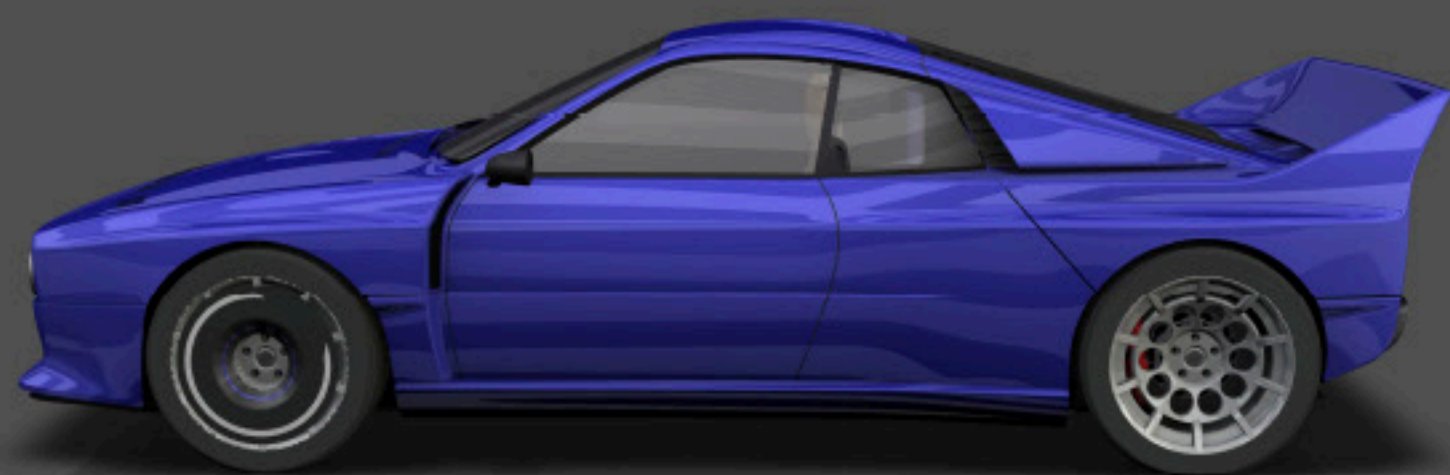






















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