

CLASSIC DRIVER

Don't miss your chance to see these iconic and rare Lancias

Lead

2023 will be the year that Lancia becomes even greater than before, with a little help from one of St Moritz's finest car events, Passione Engadina. We peeked behind the curtain to bring you some standout machines heading to the mountains this summer.



Ask any car lover, and it's very likely they'll have a story to tell that involves a Lancia or two. For those who have experienced them, they'll likely talk of the quirkiness, the reliability, and of course, the smiles that are often reserved only for the car itself. Whether it's a pre-war Lambda, mid-century Aurelia or mud-loving Q37, fans of Lancia are about as passionate as it gets, and it feels only right that they get their time to celebrate.

Passione Engadina will return to the sun-drenched mountains of St Moritz for its 12th year, and with it brings the Lancia loving to a whole new level. Inside their curated 'Pavillon Lancia' area, which will be open to the public two weeks prior to the main event starting on the 25th August, enthusiasts will have a chance to soak in the heritage of one of Italy's most influential car makers. The Pavilion Lancia will officially open its doors on the 12th August until the 27th August, from 10am to 6pm, and is free to access.

If, like us you are simply too intrigued by what is lurking behind the pavilion's curtains, you're in luck, we've seen some of the very best that will be showcased at the event. Let's get started!



1969 Lancia Flaminia Marica

We start our Lancia-fest with perhaps one of the most stylish Flaminias in existence. Created using the last remaining Lancia Flaminia GT chassis without bodywork, iconic designer Carrozzeria Ghia of Turin decided the time was right to make something rather special as a send-off, ahead of the Turin Motor Show in 1969.

Designed by Tom Tjaarda, this elegant, and strikingly modern long-bodied coupé was created during the period when Ghia was owned by Alejandro De Tomaso, and it's clear the direction in which Italian car design was heading at the dawn of a new decade. This one-off Flaminia became something of a design guinea pig for other Italian brands,

most notably from cars like the 1973 De Tomaso Longchamp and the 1976 Maserati Kyalami. Cars that were built years after the Marica, showcasing just how forward-thinking the design really was. Out of all of the Martini-stickered machines that are likely to dominate the grounds of Passione Engadina 2023, we are a little bit in love with this understated coupé!

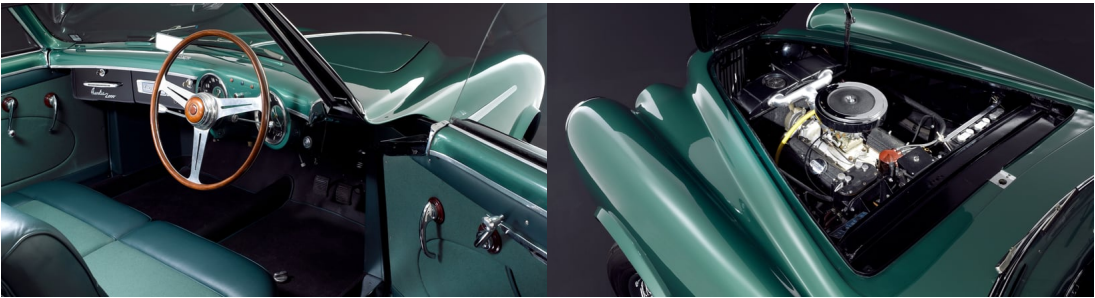


1980s Lancia Beta Montecarlo & LC1 & 2

They say three’s a crowd, but it’s more like a symphony of turbo flutters and gearbox whines when these three Martini monsters roll up. Built during arguably Lancia’s finest decade in motorsport, these racers didn’t just win against their opponents, they dominated them. The Beta Montecarlo Turbo, built following a decision from the Fiat Group to remove the Lancia brand from the World Rally Championship in order not to compete with the Fiat 131 Abarth, was ready to take on the racing world on asphalt rather than dirt.

In 1979 the Beta made its racing debut at the 6 Hours of Silverstone with some of racing’s biggest names at the helm, including Riccardo Patrese and Walter Röhrl. It would go on to win not only the World Championship in the “under 2-litre” class, but also the overall title, thus breaking Porsche’s dominance which had lasted since 1976.

After years of glory, Lancia Corse introduced a new, endurance-focussed racer powered by a 1,425.8 cc 4-cylinder engine, good for over 430bhp and weighing a mere 640kg. This rocket ship also found glory on the racetrack, claiming multiple podiums along the way in some of the world’s most gruelling races. Inside the pavilion, the LC1 will sit alongside its even crazier sibling, the LC2, which continued where the Beta Montecarlo had started in the world of endurance racing.



1952 Lancia Aurelia Vignale

Likely to be one of the rarest models on display throughout Passione Engadina 2023, this early 1950s coupé is regarded as one of the most elegant cars ever made. Based originally on the B52, of which just under one hundred examples were redesigned by some of the most important Italian coachbuilders of the time. Out of those numbers, just 11 examples were created by Carrozzeria Vignale of Turin, and of these, only four with Coupé bodywork such as this elegant green example, all of which featured with different designs by Maestro Giovanni Michelotti.



Miki Biasion's Lancia Delta Integrale

A car that needs absolutely no introduction, driven by one of the most fearless and composed drivers of rallying's heyday, Miki Biasion. The Delta Integrale rewrote the rule books for all-terrain motorsport, enabling drivers to feel completely at one with the hatchback, which was powered by the four-cylinder double overhead camshaft engine of Lancia Beta origin. This punchy engine, combined with a powerful Garrett turbocharger ensured it was not only fast, but torquey through the tighter sections of the rally stage.

Miki Biasion is the one of those brave men who tamed the fire-breathing beasts of the 1980s, and holds 17 World Rally Championship victories to his name, all bar one were secured while driving a variation of a Lancia Delta. His life has been surrounded by the Lancia brand, and seeing one of his earlier rally machines is a treat for the visitors to Passione Engadina.



1982 Lancia 037 EVO1 GrB

It's near enough impossible to talk about Lancia without mentioning their dominance within the Group B era of rallying. It all started back in 1982 when the FIA created specific regulations ahead of the WRC season, and ensured that brands would need to come up with a new car in order to compete.

The sheer amount of names and personalities that were involved with the 037's development during the 1980s is incredible, from Chief Engineer Sergio Limone, to Abarth, Dallara and of course, Pininfarina. The result was a mid-engine rocket ship that devoured almost any terrain with ease, making it a fierce competitor to the likes of Audi, Ford and Peugeot.

The example being showcased inside Passione Engadina's Pavilion is one of the most decorated 037s in existence, having won two World Rallies outright, driven to victory by both Walter Röhrl and Markku Alén. Being one of only five Lancia 037's to win a World Rally is rare, but the way in which this car won, as well as the drivers who bravely got behind the wheel make this truly a spectacle to behold!

[Passione Engadina 2023](#) is set to be a truly remarkable event, celebrating one of Italy's most loved brands and the icons of motorsport and design that made it, all set in the dream-like surroundings of St Moritz. Although all places are now sold out for entrants, we will be bringing you plenty more updates as we edge closer to the 25th-27th August,

with some opportunities to get involved with the Lancia celebrations along the way. [Read more about Passione Engadina with our 2022 coverage.](#)

Photos: LC1, LC2, Beta Montecarlo: Wolfango, Milano Monza 2021

Gallery

