

Dallara's Lockdown Monoposto Is the Purest Thing to Wear a Number Plate

A road-legal single-seater from Dallara was never meant to be sensible. That is exactly why this one matters.

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Photo: Courtesy of Macchina Posto Singolo

The Dallara MPS Macchina Posto Singolo feels like the kind of machine only Italy could produce in the quiet strange months of 2020. Conceived during lockdown under Giampaolo Dallara's direction, it takes the logic of a race car, pares it down to one central seat, and still emerges fully road legal. Few modern collector cars feel this direct before they have even turned a wheel.

That purity fits the company behind it. Dallara has spent decades building the serious hardware of motorsport, from junior formula cars to top-level single-seater chassis, while Giampaolo Dallara's own résumé runs through Ferrari, Maserati, Lamborghini, and De Tomaso's Formula 1 effort. The Stradale gave the firm a road-car platform in 2017. The Macchina Posto Singolo takes that idea somewhere much more pointed, and much more personal.

What makes the MPS compelling is not novelty alone, but how cleanly the concept has been resolved. The carbon monocoque is arranged around a single driving position placed on the centreline, a layout that sharpens sightlines and trims frontal area in one move. That is classic Dallara thinking: aerodynamic benefit first, visual drama as the by-product.

The bodywork makes the point immediately. Its white carbon-fibre finish nods to the firm's first sportscar, the SP1000, yet the nose is tighter and more aggressive than the Stradale's. Deep lower inlets, new lighting units, and a longer, lower tail give the car a silhouette that looks halfway between a sports racer and a streamlined formula special. The rear aero surfaces and diffuser treatment appear especially deliberate, with nothing decorative about them.

Mechanically, it keeps the parts worth keeping and remakes the rest. The rear assembly and drivetrain stem from the Stradale, while several bespoke mechanical components were produced in-house to suit the prototype's packaging and ergonomics. Power comes from Dallara's familiar Ford-derived 2.3-litre turbo four, here at around 400 hp, paired with a six-speed automated-manual transmission. In a car weighing just 855 kilograms, that is more than enough theatre.

Inside, the mood is almost severe, but not unfinished. The steering wheel and digital display are familiar Stradale items, while the mechanical handbrake remains one of those charmingly analogue touches that makes the car feel engineered rather than curated. There is very little spare room, and that is part of the appeal. The cockpit wraps tightly around the driver, with the low screen and exposed carbon structure doing most of the talking. Now offered as a one-of-one at RM Sotheby's Monaco sale, without reserve, the MPS sits in the sweet spot between prototype, road car, and collector trophy. Estimated above EUR 700,000, it is unusual even before the bidding starts.

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