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2024 Dallara MPS Macchina Posto Singolo

BY LORENZO BIANCHI APRIL 4, 2026

- **One-off single-seater inspired by Dallara's early race cars.**
- **400 hp 2.3L EcoBoost with six-speed automated manual.**
- **Carbon fiber monocoque with central driving position.**

A one-off that strips everything back

The Dallara Macchina Posto Singolo doesn't really behave like a product.
It was built during the lockdown period as a personal project by Giampaolo Dallara. Not as part of a lineup, not tied to a business case. Just an idea taken far enough to become real.

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That's probably why it feels different. Less filtered, more direct.

Exterior shaped like a race car, not a road car

From the outside, the MPS looks closer to a prototype than anything road-legal.
It sits low, stretched wide, and visually tight around the center. Compared to the Dallara Stradale, it appears slightly lower and broader, which changes how it sits on the road or track.
The front section opens as a clamshell, something usually reserved for race cars. The headlights are small, distinctive, and feel almost experimental.
There's no effort to soften edges or hide mechanical intent. The surfaces are clean, but not decorative.

Proportions built around a single seat

Everything revolves around the driver.
The seating position is dead center, with nothing offset or shared. That alone defines the car. It changes the way the vehicle would feel in motion, but also how it looks standing still.
The cockpit is completely open. No roof, no traditional windshield, just a small deflector in front of the driver.
It's a layout that prioritizes connection over comfort.

Interior keeps the focus narrow

Inside, there's almost nothing that doesn't serve a purpose.
The cabin is built around exposed carbon fiber, with a seat that appears to be integrated directly into the monocoque. It doesn't look adjustable in the usual way, more like something shaped around the driver.

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Transitions

The steering wheel carries multiple functions and is wrapped in Alcantara. A small digital display provides the necessary information.
That's about it. No extra layers, no unnecessary features.

Powertrain borrowed, but used differently

The MPS shares its drivetrain with the Dallara Stradale.
A 2.3-liter turbocharged EcoBoost four-cylinder produces around 400 horsepower, paired with a six-speed automated manual transmission.
It's not a new setup, but in this configuration, it likely feels more immediate. Weight figures haven't been released. [Unverified]

Built purely for the track

There's no attempt to make the MPS versatile. The carbon fiber monocoque forms the core structure, keeping weight low and rigidity high. Everything else is built around that.
There's no road-focused compromise here. No concessions for comfort or practicality. It exists for track driving, and nothing else.

A one-off that sits outside the usual categories

The Dallara Macchina Posto Singolo isn't part of a broader plan. It's heading to auction, with proceeds going toward the Caterina Dallara Foundation.
Estimated value sits above €700,000, which places it firmly in collector territory.
In a way, that fits. It doesn't really belong in a lineup. It's closer to a statement about what Dallara does best when there are no constraints.

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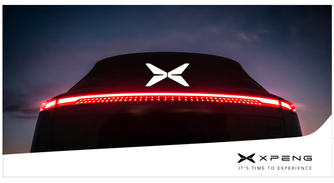

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