





FIRST VALLELUNGA MEETING EXCLUSIVE GATHERING

A SPIRIT cover story was the spark that ignited a unique gathering. In June, the first De Tomaso Vallelunga Meet took place and we were there exclusively.

Text | Photos by Patrik Hellmüller and Branko Radovinovic



A SPIRIT cover story about the rare De Tomaso Vallelunga served as the catalyst for a historic gathering. Janosch Jurowski, who had assisted SPIRIT with its research as a renowned Vallelunga expert, was so enthusiastic about the story that he organized the world's first Vallelunga gathering. On

June 13, 2026, ten percent of all known examples gathered at Ivo Salvadori's home in Lausen—SPIRIT was there exclusively.

FOUR AND A HALF CARS, TEN PERCENT OF THE TOTAL

Four cars and one chassis—at first glance, that seems quite modest. In the case of the Vallelunga, however, it's a remarkable gathering, because of the only 60 examples ever built, just 45 vehicles are known to exist today. Organizer Janosch Jurowski gives a positive assessment: "There has never been such a gathering of Vallelungas before."

It was indeed a small but exquisite gathering. Host Ivo Salvadori is widely known for his expertise in Italian sports cars. His workshop provided a more than fitting setting for this gathering. Organizer Janosch Jurowski and his companion Werner Burgmer made the long trip from North Rhine-Westphalia for the event; the owners of the other Vallelungas were all Swiss. Guests from Poland also made the trip; they are currently restoring a Vallelunga back home. Swiss De Tomaso expert René Killer also stopped by the gathering. He had been involved in the restoration of several of the cars gathered here. The only person missing was Marcel Schaub, who passed away in 2023 and who, alongside Killer, was more closely connected to the Modena-based sports car manufacturer than any other Swiss person. Schaub would certainly have thoroughly enjoyed the gathering. After all, his former car was there—the very first production Vallelunga ever built—the very car that SPIRIT featured last year.



Talking Shop

Host Ivo Salvadori in conversation with a Vallelunga owner.



Four Vallelungas together—that's a first!

45 of these cars are known worldwide. Four of them recently gathered in the Basel region.



No distance was too far

Organizer Janosch Jurowski (left) traveled all the way from North Rhine-Westphalia.



In illustrious company

Surrounded by automotive treasures, the rare De Tomaso Vallelunga felt right at home.

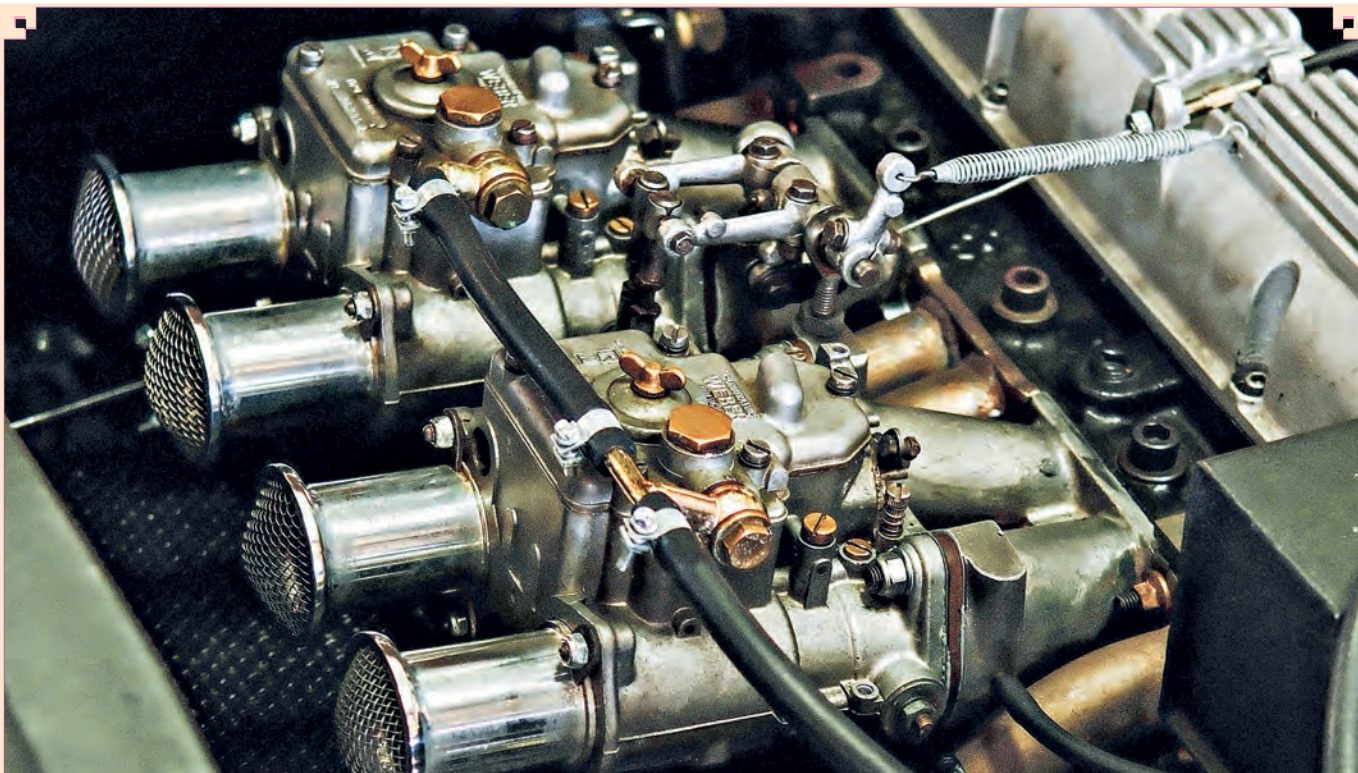


Visionary concept

The De Tomaso Vallelunga is one of the pioneers of the mid-engine sports car.

PIONEER OF ITALIAN MID-ENGINE SPORTS CARS

Now, a meetup for a model as rare as the Vallelunga might seem a bit nerdy. But once you take a closer look at this relatively unknown sports car, you have to agree with Janosch Jurowski. The Vallelunga deserves its own meetup, as it is considered the first Italian production sports car with a mid-engine layout. Only the ATS 2500 GT already featured a mid-engine layout as early as 1963—two years before the Vallelunga went into production. However, no more than 12 ATS models were built; the exact number is unknown. It therefore seems an exaggeration to speak of a production series. The concept then achieved its breakthrough with the Lamborghini Miura, which was built starting in 1966. The Vallelunga can thus confidently be regarded as a pioneer of the prestigious class of Italian mid-engine sports cars.



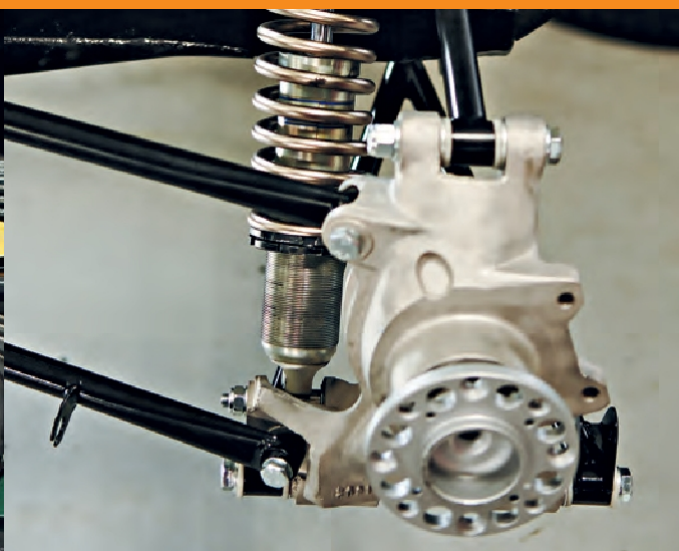
De Tomaso Vallelunga

Year built: 1965 | **Engine:** 1.5-liter 4-cylinder engine | **Power:** 105 PS at 6,500 rpm | **Torque:** 175 Nm at 3,600 rpm
Transmission: 4-speed manual | **Length/Width/Height:** 3,840 / 1,600 / 1,080 mm | **Weight:** 700 kg (curb weight) | **Top speed:** 210 km/h | **Acceleration:** 0 to 100 km/h in 8 s



Tuned Ford engine

Higher compression ratio, Weber carburetor, and new cylinder head.



Inspired by racing

The chassis reflects De Tomaso's experience in racing.

RACING CHASSIS AND FORD ENGINE

Technically, the Vallelunga is based on a central tubular frame. A welded cross member is bolted above the transmission, supporting both the upper rear suspension arms and the body. De Tomaso's racing experience was incorporated into the suspension design. The Vallelunga features independent suspension on all four wheels with control arms and coil springs, rack-and-pinion steering, and disc brakes on all four wheels.

A Ford Kent engine provides adequate power; it has been tuned using classic methods to reach a new performance level. Thanks to higher compression, two Weber carburetors, a new

cylinder head, and modified valves, it now produces 105 instead of 78 PS. This power is transmitted to the rear wheels via a four-speed transmission sourced from VW.

A FINAL DRIVE

Even more than the technical specifications, however, the gathering in Lausen demonstrated why the Vallelunga continues to fascinate to this day. Crouching just above the ground, this uncompromising sports car possesses a charisma that remains irresistible even today. Each of the cars present also tells its own story, and behind every car are people who are dedicated with extraordinary passion to preserving this rare sports car



Selected Guests

In addition to the owners, several invited guests also attended the gathering.



SPIRIT Cover Star

This Vallengunga has already graced the cover of SPIRIT.

have dedicated themselves to this. Accordingly, discussions centered not only on suspension geometries, Weber carburetors, or production numbers, but also on restorations, the search for replacement parts, and personal experiences with the cars.

Of course, the little sports cars soon began to get restless, so their owners were tempted to take a short leisurely drive through the surrounding area. Finally, Ivo Salvadori fired up his grill, and the first Vallengunga Meet came to a cozy close.

I'm a toolster.

I order top-quality specialty tools from the pros. 70,000 tools available in stock.

toolster.ch

And here we go.

