

LANCIA RALLY ABARTH 037

Content 037 Rally seasons

On first appearance the 037 looks like a modified Montecarlo, but it is not! Designed for Group B rallying was a very special and sophisticated car. Under pressure from Lancia Competition manager Cesare Fiorio, Fiat allowed Lancia to return to rallying in Group B with a new car designed by Abarth.

In May 1980 Abarth's chief engineer Serge Limone summarised his recommendations: a simple conventional 2 wheel-drive non-turbo car, based on an existing donor car. For getting the right image as a new Lancia rally weapon they choose the Beta Montecarlo as donor.

In July 1980 the sketches of project SE037 were formalised and the first working prototype was, only six month later, running on 24 December 1980. On 14 December 1981 Cesare Fiorio officially announced the new Group B rally weapon at the Fiat annual press conference - Abarth Project 037, known as Lancia Rally Abarth Martini. The new car, developed by close collaboration between Lancia, Abarth and Pininfarina, was finally unveiled on 2 May 1982 at the Turin International Motor Show: beautiful, aggressive, red, with a 2 litres, 16 valves, 4 cylinder, supercharged volumex compressor, 205 bhp.

Engine: Ing. Aurelio Lampredi, Abarth president, was a believer in supercharging for rally cars, to get immediate acceleration. Fiorio and Tonti thought more of the turbo, but Lampredi had his way (on the Delta S4 they later used both supercharging and turbo). Abarth already had done a lot of testing with the Fiat 131 supercharged engine: in 1979 in the SE035 and fitted in a Group 5 Montecarlo for the Giro d'Italia in October 1979.

Chassis: The choice for the Lancia Montecarlo was also dictated by the lack of time to produce 200 road cars. It meant that the main passenger cell was Montecarlo, with Abarth tube space-frame chassis attached at the front and rear to support suspension and engine. The front space-frames were fabricated by Abarth Cecomp, the rear by Marchesi in Modena. The Pininfarina plant, now running down the Montecarlo road car production, provided the 200 modified centre sections and assembled the space-frames to the monocoques. The styling of the new car was by Pininfarina who had a difficult task to the many dimensional constraints. At first they tried to modify a Montecarlo with widened front and rear, but later produced a stunning GT sporting body design.

Suspension: The concept is long travel racing style double wishbones front and rear. The front was conventional double wishbone with helical spring over Bilstein damper. The rear had a cast aluminium upright, double wishbones with toe-in control at the lower, twin dampers and spring between upright and chassis so no flex load on the dampers. Multiple chassis mounting points made it possible to change geometry.

Production: All Rally's were hand-built on a small special purpose assembly line at Borgo San Paolo in Turin. The 150 Stradales had luxuriously trimmed interiors, comfortable seats, carpets and a full range of instruments; the competition cars were stripped out. Each 037 was tested and set up by Abarth's quality manager Giorgio Pianta and then ready for sale.

There were 6 prototypes built in 1981: 1. rally test, 2. homologation, 3. stradale, 4. crash-test, 5. tarmac car, 6. interior work.

Real testing of the prototype started in March 1981 by Giorgio Pianta, Lancia's test driver.

Developing of the Group B car slowed up by fully absorbed Abarth into the Fiat-group in June 1981.

Engine: 2 L, 16V twin cam super-charged: Stradale 205 bhp; there was a special double-glazing to reduce in car noise.

Producing of the front and rear frames started in September 1981, body's by Pininfarina; engine building started in December 1981.

Late February 1982 press presentation of the full 'gravel' version.

The rally version has 16" front and 18" rear wheels, the stradale 16" front and rear.

For 1982 Markku Alen, Attilio Bettega and Adartico Vudafieri would be the factory drivers and the season should be seen as a test to contest the 1983 season with a perfect car to win the Championship.

From the 200 cars to be build for homologation in Group B, 150 will be sold as Stradales. Homologation in Group B was achieved per 1st April 1982. Now Lancia starts building 20 EVO1 cars for FISA inspection end July 1982. EVO2 was homologated on 1 January 1984.

As to production totals it is possible that Lancia used some older, not sold, (renumbered) Stradales to get EVO2 homologation and in reality only produced 222 cars.

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1982 Rally season.

For 1982 Markku Alen, Attilio Bettega and Adartico Vudafieri would be the factory Martini drivers and the season should be seen as a test season.

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1982 World Championship.

April 1-4 Costa Smeralda Rally Sicily	Markku Alen/Ilkka Kivimaki, no.1 Martini Attilio Bettega/Maurizio Perissinot <i>Both cars retired, gear selection problems; 250 bhp carburettor.</i>
April 22-24 Elba	Adartico Vudafieri/Maurizio Perissinot, no.1, 7th after gearbox troubles
May 6-8 Corsica World Championship debut (260 bhp)	Attilio Bettega/Maurizio Perissinot, no.1, plate A6.33089, chassis 197, crash from 3rd place, Bettega sustained 2 broken legs. Markku Alen/Ilkka Kivimaki, no.6, plate A6.33088, chassis 198?, 9th place.
May 20 Euro Championship Rally 4 Regioni	Andrea Zanussi/ Arnaldo Bernacchini, Jolly Club Totip, 4th place.
May 31- June 4 Acropolis 57 stages	Markku Alen/Ilkka Kivimaki, no.2, plate A6.33088, chassis 198?, retired after 34 stages, broken chassis. Adartico Vudafieri/Arnaldo Bernacchini, no.8, plate A6.33104, chassis 161, retired after 5 stages, compressor.

June 25-27 24 hrs Ypres(EC)	Andrea Zanussi/? Jolly Club Totip, homologation troubles, allegedly over cooling system, retired head gasket.
August 6-8 Madeira Wine Rally (EC)	Andrea Zanussi/? Jolly Club Totip,no.3, retired 10th stage, broken engine. <i>Newly homologated per 1.8: new injection, different compressor, lighter body shell, 975 kg, 304hp.</i>
?8 Collini ci Romagna Rally (nat.Chapionship)	Fulvio Bacchelli/Spollon, Nordmende car, accident, driver thrown from car through roof.
August 24-25 Halkidikis Rally (Greece) (EC)	Andrea Zanussi/? , retired, broken glass from rear window cut engine belts.
August 27 1000 Lakes (Finland)	Markku Alen/Ilkka Kivimaki, no.2 without Martini-wording, chassis 317, plate TOY09059, 15" wheels and 310 bhp, retired stage 5, engine. <i>Also used Red TOY09060 for training.</i>
Sept. 17 - 22 Tour de France (Euro Championship)	Adartico Vudafieri/Maurizzio Perissinot, retired near Lyon trough distributor failure. Jean-Louis Clarr/Arnaldo Bernacchini, 3rd place. <i>Andrea Zanussi did not start for his last chance of the European Championship as he was called up for National Service; he was replaced by Jean-Louis Clarr. Both cars had lots of distributor problems, the team changed a total of 5 units for both cars!</i>
October 3 - 9 San Remo (290 bhp)	Markku Alen/Ilkka Kivimaki, no.2, TOY09059, chassis 317, 39 stages, engine failure. Tabaton/Tedeschini, no.10, 5 stages, accident. Bacchelli/Volta, no.20, 5 stages, accident. (private entry)
October 16 Pace National Rally (GB)	Markku Alen/Ilkka Kivimaki, no.1, plate TOY09059, 1st place; First win! <i>Same car as in San Remo; this rally was used as practice for the RAC Rally.</i>
Oct 26-31 Ivory Coast Rally	Adartico Vudafieri/Maurizzio Perissinot, plate TO.Y09061, retired 2nd day, engine. <i>Only 6 cars finished. 1050 kg, 270 bhp at 0.6 bar.</i>
Nov 14 San Marino Rally (Italy)	Antonio Tognana, 1st place; <i>First home win for the 037, Tognana leads the Italian Championship.</i>
Nov 21-25 Lombard RAC Rally (GB)	Markku Alen/Ilkka Kivimaki, no.3, plate TO.Y09062, chassis 320 according to team manager Nino Russo had done 1 race before, 4th place. <i>290 bhp.</i>

Lancia finished **9th** in the World Championship for Makes.

Andrea Zanussi, despite not finishing the season for National Service, finished **3rd** in the European Rally Championship using a Fiat Abarth 131 and from the Rally 4 Regioni the new Lancia Rally 037.

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1983 Rally season.

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The target for the factory Martini Team was the 1983 World Championship for Makes. The Martini team used 11 of the Sergio Limone designed cars with Pirelli tyres.

For 1983 Lancia decided to support 5 Italian teams with cars:

Jolly Club /Totip: 3 cars Carlo Capone (Italian Championship), Antonella Mandelli and Massimo Biasion (both for the European Championship).

Grifone / Wurth: Fabrizio Tabaton (Italian Championship) and Michele Cinotto/Sergio Cresto with **R6** - sponsoring (for the European Championship), Gianfranco Cunico also did the European and Italian Championship with Wurth sponsoring.

1983 European Rally season

1983 World Rally Championship.

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Jan 22-26 Monte Carlo Rally	Walter Rohrl/Christian Geistdorfer, no.1, TOY63865, 1st place Markku Alen/Ilkka Kivimaki, no.4, TOY63864, 2nd place Jean Claude Andruet/"Biche", no.7, TOY63868, 8th place <i>All 3 new cars, 305 bhp, 15"Fr - 16"Rr on asphalt, the reverse on snow and ice.</i> Francois Seppaggi/Michel Neri, no.33, non evolution model French car), 9th place
Mar 1-6 Port Wine Rally of Portugal	Walter Rohrl/Christian Geistdorfer, no.2, chassis 180, 3rd place Markku Alen/Ilkka Kivimaki, no.4, chassis 160, 4th place Adartico Vudafieri/Maurizio Perissinot (1981 EC champions), no.7, chassis 151, 5th place. <i>All cars had the now homologated new oil pump system.</i>
May 5-7 Tour de Corse	Markku Alen/Ilkka Kivimaki, no.9, TOY88744, chassis 173?, 1st place Walter Rohrl/Christian Geistdorfer, no.5, TOY88745, chassis 174, 2nd place Attilio Bettega/Maurizio Perissinot, no.14, TOY09061, ch.319,Martini, 4th place Jean Claude Andruet/"Biche", no.1, Martini, retired: engine Adartico Vudafieri/Luigi Pirolo, Jolly Club/Totip, no.11, 3rd place <i>These 5 cars had 2 Litre, water injection and now 280-310 bhp</i>

	Francois Serpaggi/Emanuelli, private French entry, no.19, accident 2nd stage
May 30/June 2	Walter Rohrl/Christian Geistdorfer, no.3, TOY63864, 1st place
Acropolis Rally	Markku Alen/Ilkka Kivimaki, no.7, TOY63865, 2nd place Attilio Bettega/Maurizio Perissinot, no.15, TOY88743, chassis 172?, 5th place <i>3 new Martini cars with dry-sumped gearbox</i> <i>Michele Cinotto/Sergio Cresto, no.17, Grifone/R6: entry withdrawn</i>
June 25-28	Walter Rohrl/Christian Geistdorfer, no.1, TOYX98907, chassis 301, 1st place
Sanyo Rally of New Zealand	Attilio Bettega/Maurizio Perissinot, no.4, TOY67910, chassis 151, 3rd place <i>Both cars had titanium roll cages</i>
Aug 1-6	Markku Alen/Ilkka Kivimaki, no.7, 5th place
Marlboro Rally of Argentina	Adartico Vudafieri/Maurizio Perissinot, no.4, rolled at speed on last day (SS15) <i>These were 2 ex-Acropolis cars with 300 bhp and fitted with harder rear-springs. A third car entry for Bettega should have been driven by Carlos Reutemann but was withdrawn</i> F. Mayorga/M. Christie (Argentinian circuit racer), stuck in the mud after 3 stages
Aug 26-28	Markku Alen/Ilkka Kivimaki, no.2, 3rd place
Rally of the 1000 Lakes	Pentti Airikkala/ Juha Piironen, no.5, 5th place
Finland	Hannu Valtaharju/M. Lammi, no.17, <i>old Lancia practice car on loan for making Alen's ice notes on Monte Carlo</i> , accident SS19
Oct 2-8	Markku Alen/Ilkka Kivimaki, no.6, TOYX98907, chassis 301, 1st place
San Remo	Walter Rohrl/Christian Geistdorfer, no.2, TOY88745, chassis 174, 2nd place Attilio Bettega/Maurizio Perissinot, no.9, TOY67910, chassis 151, 3rd place Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, TOY70772, chassis 178, 5th place Adartico Vudafieri/Luigi Pirolo, no.10, Jolly Club/Totip, TOW49366, chassis 314, new car, accident SS50 Antonio Tognana/M. di Antonio, Jolly Club/Benetton, MI814598, chassis 145, gearbox failure SS15 Fabrizio Tabaton/Tedeschini, Grifone/Wurth, TOY70773, chassis 169, accident SS27 Andrea Zanussi/Sergio Cresto, new car, Maglioli prepared, accident SS53 <i>New camber angles as first in Argentine, homologated 1.7.1983</i> <i>Repositioned shock absorbers, homologated 1.10.1983</i> <i>Carlo Capone and Michele Rayneri were using practice 037's for clearing the road on the third day!</i>

Lancia wins the 1983 World Rally Championship for Manufacturers.

After the RAC rally (Nov 19-23) Hannu Mikkola (Audi Quattro) was confirmed as World Rally Champion.

Of 21 official Lancia Martini entries in 8 championship events there were only 2 retirements (1 engine, 1 accident)!

1983 WRC

WC Manufacturers Pts			WC Drivers Pts		
1	Lancia	118	1	Mikkola	125
2	Audi	116	2	Rohrl	102
3	Opel	87	3	Alen	100
4	Nissan	52	5	Blomqvist	89
5	Renault	27	5	Mouton	53

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1983 European Rally Championship for drivers.

The European and Italian Championship was contested by the junior teams of Jolly Club (**Totip**) and Grifone (**Wurth-car and R6-car**), the French importer Chardonnet (**Pioneer/Total**) and the Volta prepared EVO1 TOY75887 (**Eminence**).

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Feb 18/20 Costa Brava (E)	Massimo Biasion/Tiziano Siviero, no.2, Jolly Club/Totip, 1st place Antonella Mandelli, Jolly Club/Totip, excluded Jean-Louis Clarr (French)/Trivero,no.5, Michelin tyres, Volta/Eminence, pull out after missing service, SS6 <i>The junior teams also used 3 practice cars. All cars had redesigned oiltanks and higher rev oilpump</i>
Mar 4/6 Rally of Sicily 67e Targa Florio	Gianfranco Cunico/Bartolich, no.24, Grifone/Wurth,TOY70773,ch169, 1st place Carlo Capone/Gigi Pirollo, 2nd place Michele Cinotto/Sergio Cresto, no.3, Grifone/R6 , TOY09058, ch316, 3rd place
Mar 11/13 Race Rally (E)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place Antonella Mandelli, Jolly Club/Totip, crashed out
Mar 26 Costa Smeralda Rally (I)	Markku Alen/Ilkka Kivimaki, no.1, Martini, retired compressor SS12 Attilio Bettega: ran Martini course car Massimo Biasion/Tiziano, Jolly Club/Totip, 1st place Fabrizio Tabaton/Tedeshini, no.4, Würth, TOY99060, 2nd place Gianfranco Cunico/Bartolich, Wurth, 3rd place Carlo Capone/Gigi Pirollo, 4th place

	Antonio Tagnana/Massimo de Antonio, 5th place Michele Cinotto/Sergio Cresto, <i>Grifone/R6?</i> , 6th place Jean-Louis Clarr (French)/Trivero, no.8, Michelin tyres, Volta/Eminence, ret.SS27
Apr 1/5 Rothmans Circuit of Ireland	Pentti Airikkala/ Juha Piironen, no.3, TOYX98907, white/Evening Herald, 310 bhp, accident SS54 Dessie McCartney/McFarland, Volta car, retired engine SS47
May 12/15 Rally 4 Regione (I)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place Zanussi/Paolo Spollon, no.2, Volta/Eminence, ret.SS15 incident
Jun 2/5 Rally della Lane (I)	Massimo Biasion/Tiziano Siviero, no.6, Jolly Club/Totip, 1st place Gianfranco Cunico/Bartolich, Wurth, 3rd place
Jun 24/26 24 hrs d'Ypres (B)	Massimo Biasion/Tiziano Siviero, no.6, Jolly Club/Totip, 1st place Jean Claude Andruet/Francoise Sappey, no.3, Maglioli prepared car Chardonnet/Pioneer-Total, 2nd place Zanussi/Paolo Spolon, no.2, Michelin, Volta/Eminence, retired SS8 engine Antonella Mandelli, no.9, Jolly Club/Totip
Aug 5/6 Madeira Rally(P)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place Antonella Mandelli/T. Borghi, Jolly Club/Totip, 3rd place
Aug 22/25 Halkidikis Rally (GR)	Antonio Tagnana/Massimo de Antonio, no.8, Jolly Club/Totip, 1st place Andrea Zanussi/Cresto, R6, 3rd place "Micky" Biasion, blown engine Melas (Greek)
Sep 3/4 Bianchi Rally (B)	Simon Everett, no.3?, Tuborgh, accident
Sep 19/23 Tour de France	Bernard Darniche/Alain Mahe, no.1, Volta Chardonnet/Eminence, TOY75887, 3rd place Jacques Fossa/Bernard Meullenot, 5th place Jean Claude Andruet/Francoise Sappey, blue Pioneer car, engine failure
Oct 2 Rally du Vin (CH)	Blanc/Bubloz, 3rd place
Oct 13/15 Rally d'Antibes	Jean Claude Andruet/Francoise Sappey ?, Chardonnet/Pioneer car, accident "Micky" Biasion, Jolly Club/Totip, clutch failure

(F)	
Oct 21/23 Cataluna Rally (E)	Adartico Vudafieri/Tiziano Siviero, 1st place
Nov 10/12 San Marino Rally	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place and EC Champion Andrea Zanussi/Cresto, R6 ?, 2nd place Gianfranco Cunico, accident 2nd day
Dec 7/11 Rally d'Aosta (I)	Gianfranco Cunico, 1st place Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 3rd place

Massimo Biasion (I) wins the 1983 European Rally Championship for Drivers (510 pts).

Gianfranco Cunico 9th place (132 pts).

The 1983 Italian championship was also won by Massimo Biasion (381 pts), with Gianfranco Cunico (376 pts) second and Carlo Capone (23 pts) fourth.

In Germany Walter Rohrl/Christian Geistdorfer won the ADAC Rally (Sep 3/4) and came second on the ADAC Saarland Rally (Apr 8/10).

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1984 Rally season.

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The target for the factory Martini Team was the defence of the World Championship for Manufacturers, and not the Drivers. The EVO 2 was homologated on January 1 1984 with external a sharper cut-off at the back and a 2111 cc, 325 bhp engine.

It would be a difficult season competing with the 4 WD Audi Quattro and the new 4 WD Peugeot 205.

For 1984 Lancia supported 3 Italian teams with cars:

Jolly Club /Totip: 2 cars Massimo Biasion/Tiziano Siviero and Adartico Vudafieri/Luigi Pirolo.

Grifone / Olio Fiat: Fabrizio Tabaton/Luciano Tedeschini (Italian Championship)

Tre Gazelle / WEST: Carlo Capone/Sergio Cresto for 9 rounds of the European Championship

1984 European Rally season

1984 World Rally Championship.

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Jan 22-29	Markku Alen/Ilkka Kivimaki, no.2, TOW67785, Martini, 8th place
Monte Carlo Rally	Attilio Bettega/Maurizio Perissinot, no.8, TOW67783, Martini, 5th place Jean Claude Andruet/Sergio Cresto, no.5, TOW67772, Martini, excluded Massimo Biasion/Tiziano Siviero, no.9, TOW67773, Jolly Club/Totip, 6th place
Mar 6-11	Markku Alen/Ilkka Kivimaki, no.2, TOW67771, ch.403, Martini, 2nd place
Port Wine Rally of Portugal	Attilio Bettega/Maurizio Perissinot, no.5, TOW67775, ch.407, Martini, 3rd place Henri Toivonen/Juha Piironen, no.10, TOW67770, ch.402, Martini, accident SS6 Massimo Biasion/Tiziano Siviero, no.8, TOW67784, ch.415, Jolly Club/Totip, 4th place Antonio Rodrigues/Cotter, no.19, TOY09060, rented factory car, <i>withdrew at the end of asphalt stages through lack of parts for gravel stages.</i>
April 19-23	Markku Alen/Ilkka Kivimaki, no.7, TOW67787, ch.418, Martini, 4th place
Marlboro Safari Rally	Vic Preston Jnr/John Lyle, no.17, TOW67788, ch.419, Martini, 6th place Greg Kriticos, ch.165, ex factory RED EVO1
May 3-6	Markku Alen/Ilkka Kivimaki, no.5, Martini, 1st place
Rothmans Tour de Corse	Attilio Bettega/Sergio Cresto, no.14, Martini, 7th place Jean Claude Andruet/Rick Martine, Chardonnet/Total, 7235HX93, ch.313, 6th place Massimo Biasion/Tiziano Siviero, TOW67772, Jolly Club/Totip, 2nd place Adartico Vudafieri/Gigi Pirolo, Jolly Club/Totip, accident SS16
May 28/31	Markku Alen/Ilkka Kivimaki, no.2, TOW67771, ch.403, 3rd place
Acropolis Rally	Attilio Bettega/Sergio Cresto, no.6, TOW67774, Martini, 4th place Henri Toivonen/Juha Piironen, no.11, TOW67770, ch.402, Martini, acc. SS25 Massimo Biasion/Tiziano Siviero, no.9, TOW67784, ch.415, Jolly Club/Totip, retired driveshaft SS41 Carlo Capone/Luigi Bollon, no.15, TOW67787, ch.418, WEST Melas, ch.137, updated to EVO2
June 23-26	Markku Alen/Ilkka Kivimaki, no.6, TOW67772, ch.404, 2nd place
Sanyo Rally of New Zealand	<i>ex Monte Carlo and Corsica car</i>
Aug 22/26	Markku Alen/Ilkka Kivimaki, no.2, TOW67765 ch.420, ex Corsica car, 2nd place

1000 Lakes Finland	Henri Toivonen/Juha Piironen, no.10, TOW67776?, 3rd place
Sep 30/ Oct 5 San Remo Rally	Markku Alen/Ilkka Kivimaki, no.1, new car 330bhp, 963kg, TOW67769, retired engine SS28 Attilio Bettega/Maurizio Perissinot, no.4, TOW67775, 2nd place Massimo Biasion/Tiziano Siviero, no.6, TOW67784, Jolly Club/Totip, 3rd place Adartico Vudafieri/Gigi Pirolo, TOW67779, Jolly Club/Totip, accident SS20 Cunico/Max Sghedoni, TOY63867, Volta/Goldie Italia, accident SS46 Fabrizio Tabaton/Luciano Tedeschini, GE941679, Olio Fiat/Canonica stickers but used Pirelli tyres, 4th place

1984 WRC

WC Manufacturers Pts			WC Drivers Pts		
1	Audi	120	1	Stig Blomqvist (Audi)	125
2	Lancia	108	2	Hannu Mikkola (Audi)	104
3	Peugeot	74	3	Markku Alen (Lancia)	90
4	Toyota	62	4	Ari Vatanen (Peugeot)	60
5	Renault	55	5	Attilio Bettega (Lancia)	49
6	Opel	48	6	Massimo Biasion (Lancia)	43

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1984 European Rally Championship for drivers.

The European and Italian Championship was contested by the junior teams of Jolly Club (**Totip**), Grifone (**Olio Fiat**) and the French importer Chardonnet (**Pioneer/Total**). The Volta/Eminence EVO1 car was used in practice for Bologna Corse Team with 'Tony' Fassina/Max Sghedoni and Gianfranco Cunico/Max Sghedoni in several rallies.

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Feb 3/4 Boucle de Spa (B)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.4, 1st place
Feb 16/19 Costa Brava (E)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.2?, accident from lead, second leg SS1
Mar 17/19 Race Rally (E)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, 1st place
Mar 29/31 Rally of Sicily	'Tony' Fassina/Max Sghedoni, Volta/Goldie Italia EVO1, no.21?, 1st place Adartico Vudafieri/Gigi Pirolo, Jolly Club/Totip, EVO2, retired accelerator broken

68e Targa Florio	SS4
Mar 30/ Apr 1 Garrigues Rally (F)	Jean Claude Andruet/Martine Rick, Chardonnet/TOTAL, ch.313, 1st place
Apr 26/29 Costa Smeralda Rally (I)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.4, 2nd place Attilio Bettega/Maurizio Perissinot, no.1, Martini, accident SS2, broken leg Perissinot Adartico Vudafieri/Gigi Pirollo, Jolly Club/Totip, EVO2, blown engine near end 'Tony' Fassina/Max Sghedoni, Volta/Goldie Italia EVO1, retired engine
May 12/13 Zlatni Piassatzi (Bulgaria)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.3, 1st place
Jun 7/9 Elba Rally (I)	Gianfranco Cunico/Max Sghedoni, Volta/Goldie Italia EVO1,no.6, 1st place Adartico Vudafieri/Gigi Pirollo, Jolly Club/Totip, EVO2, 4th place
Jun 29/Jul 1 24 hrs d'Ypres (B)	Jean Claude Andruet/Martine Rick, Chardonnet/TOTAL, 7235HX93, ch.313, <i>2nd place but excluded for illegal wheel change.</i> Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, finished 4th, after protest 3rd
Aug 3/5 Madeira Rally(P)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.2, accident SS2 Antonella Mandelli/T. Borghi, Jolly Club/Totip, no.5, 3rd place Jon Woodner/Ronan Morgan, no.3, Michelin tyres
Aug 20/23 Halkidikis Rally (GR)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.3, 1st place
Sep 26/30 Cyprus Rally	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, no.3, retired engine
Sep 23/30 Tour de France	Jean Claude Andruet/A. Peuvergne, Chardonnet/TOTAL, ch.313, no.5, 2nd place
Oct 11/14 Rally d'Antibes (F)	Carlo Capone/Sergio Cresto, Tre Gazelle/WEST, 1st place
Oct 26/28 Cataluna Rally (E)	Juane Pons/F.Grane, 4th place Antonella Mandelli/T. Borghi, Jolly Club/Totip, 5th place
Nov 9/11 San Marino Rally	Adartico Vudafieri/Gigi Pirollo, Jolly Club/Totip, EVO2, 1st place (and Italian Champion) Attilio Bettega/Maurizio Perissinot, Martini, 3rd place

Nov 24/25	Jean Claude Andruet/A. Peuvergne, Chardonnet/TOTAL, ch.313, 1st place
Rally du Var (F)	D. Gauthier/F. Gauthier, 4th place

1984 EC

1	Carlo Capone	428	Lancia 037
2	Henri Toivonen	369	Porsche
3	Harald Demuth	245	Audi Quattro
4	Salvador Servia	192	Opel Manta 400
5	Adartico Vudafieri	189	Lancia 037
14	Jean Claude Andruet	120	Lancia 037
29	Antonella Mandelli	72	Lancia 037

Simon Everett entered a **RIZLA** backed car in the Circuit de Ardennes Rally (Mar 10/11) but retired from 2nd place with a broken driveshaft.

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1985 Rally season.

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At the annual press conference in December 1984 Lancia unveiled the **DELTA S4**, their latest rally-creation. It was expected to enter the **World Rally Championship** from the **1000-Lakes** (end of August) onwards. Up to then the **Martini 037 Rally** will be used for a limited number of rallies. Updated now with wider rear wheels and 340bhp.

It would again be a difficult season competing with the **4 WD Audi Quattro** and the **4 WD Peugeot 205**, but the priority for Lancia was developing the **Delta S4** to beat the other 4WD makes.

Martini Factory cars: Markku Alen/Ilkka Kivimaki, Henri Toivonen/Juha Piironen, Attilio Bettega/Maurizio Perissinot

For 1985 Lancia supported 3 Italian teams with cars:

Jolly Club / Totip: 2 cars Massimo Biasion/Tiziano Siviero, Dario Cerrato/Giuseppe Cerri

Grifone / Esso: Fabrizio Tabaton/Luciano Tedeschini

Tre Gazelle / WEST: Attilio Bettega and Andrea Zanussi/Sergio Cresto, Mauro Pregliasco/Daniele Cianci for the European Championship

Tre Gazelle / Bastos: Patrick Snyers/Danny Colebunders-Eddy Symens (TOY88745, ch.172)

In the Spanish Championship a **Rothmans** backed car was run for Salvador Servia/Jorge Sabater

1985 European Rally season

1985 World Rally Championship.

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Jan 25- Feb 1 Monte Carlo Rally	Henri Toivonen/Juha Piironen, no.4, Martini, new car ch.216, 6th place Massimo Biasion/Tiziano Siviero, no.5, TOW67783?, Jolly Club/Totip, 9th place Gauthier/Lallemont, no.16,
Mar 6-9 Port Wine Rally of Portugal	Massimo Biasion/Tiziano Siviero, no.4, TOW52181, ch.196, Jolly Club/Totip, 2nd place
April 4/8 Marlboro Safari Rally	Markku Alen/Ilkka Kivimaki, no.9, ch.220, Martini, retired engine TC15 Attilio Bettega/Maurizio Perissinot?, no.8, ch.187, Martini, retired engine Vic Preston Jnr/John Lyle?,no.15, ch.164, Martini, retired electrical TC66 Greg Kritikos/Marzio Kravos, no.39?, private car, white <i>All Martini cars were new and had 325bhp.</i>
May 2/4 Rothmans Tour de Corse	Markku Alen/Ilkka Kivimaki, no.1, new ch.172, Martini, withdrew after SS4 Attilio Bettega/Maurizio Perissinot, no.4, ch.216, Martini, fatal accident SS4 Massimo Biasion/Tiziano Siviero, no.7, new ch.202, Jolly Club/Totip, withdrew SS4
May 27/30 Acropolis Rally	Andrea Zanussi/Sergio Cresto, no.7, ch.419, Tre Gazelle/West, retired accelerator cable SS30 Mauro Pregliasco/Daniele Cianci, no.10, ch.407, Tre Gazelle/West, retired brakes SS37 Melas, ch.409, private EVO2 built to Safari spec, with Momo sponsoring. <i>This was TOW67777, Alen practice car 1984 Safari and Bettega practice car 1984 Acropolis. It was then used as Pirelli tyre-testing car for Alen and sold to Greece 10.1984</i>
Aug 21/25 1000 Lakes Finland	Markku Alen/Ilkka Kivimaki, no.2, Martini, ex Portugal 1983 car, 3rd place Henri Toivonen/Juha Piironen, no.5, Martini, ex Costa Smeralda 1985, 4th place <i>The car of Toivonen was actually the car in which he had his heavy crash, in the Costa Smeralda Rally in April, and sustained back injuries. It was rebuilt with a new rear-subframe.</i>
Sep 29/ Oct 5 San Remo Rally	Markku Alen/Ilkka Kivimaki, no.6, Martini, 4th place Henri Toivonen/Juha Piironen, no.1, Martini, same car as 1000-Lakes, 3rd place Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 6th place Dario Cerrato/Guiseppe Cerri, no.8, Jolly Club/Totip, 5th place
Nov 23/28 Lombard RAC	Henri Toivonen/Neil Wilson, Martini Delta S4, no.6, ch.202, 1st place Markku Alen/Ilkka Kivimaki, Martini Delta S4, no.3, ch.201, 2nd place

Rally

*This was the debut World Rally Championship win for the new Delta S4, 430bhp.***1985 WRC**

WC Manufacturers Pts			WC Drivers		Pts
1	Peugeot	142	1	Timo Salonen(Peugeot)	127
2	Audi	126	2	Stig Blomqvist(Audi)	75
3	Lancia	70	5	Henri Toivonen(Lancia)	48
4	Nissan	56	7	Markku Alen (Lancia)	37
5	Toyota	44	11	Miki Biassion(Lancia)	23

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1985 European Rally Championship for drivers.

The European Championship was contested by the junior teams of Jolly Club (**Totip**), Grifone (**Esso**) and Tre-Gazelle/**West** as well as by Snyders (**Bastos**) and Servia (**Rothmans**). The Volta, now EVO2, car TOY75887 was hired out to Tre Gazelle in the Costa Esmeralda for practice with Preston/Lyle and took 4th place in the Liburna with Aghini/Lampugnale.

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Feb 8/10 Boucle de Spa (B)	Patrick Snyers/Danny Colebunders, Bastos, retired electricians
Feb 21/24 Costa Brava (E)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 2nd place Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 3rd place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 4th place Atillio Bettiga/?, Tre Gazelle/West, accident SS2
Mar 16/17 Ciocco Rally (I)	Gianfranco Cunico, 1st place
Mar 22/24 Costa Blanca Race Rally (E)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 2nd place Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 3rd place Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, 4th place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, accident
Mar 28/31	Patrick Snyers/Eddy Symens, Bastos, 4th place

Garrigues Rally (F)	
Apr 17/20	Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 1st place
Costa Smeralda Rally (I)	Attilio Bettega/Sergio Cresto, Tre Gazelle/West, 2nd place Fabrizio Tabaton/Luciano Tedeschini, 3rd place Vic Preston Jnr/John Lyle,no.9,Arancione 4th place Carlino/Dal Bard, 5th place Henri Toivonen/Juha Piironen, no.1, Martini, accident, broken vertebrae Toivonen
May 11/12	Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 1st place
Zlatni Piassatzi (Bulgaria)	
May 17/19	
Haspengouw Rally (B)	Patrick Snyers/Danny Colebunders, no.1, Bastos, 1st place
May 23/25	Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 1st place
Elba Rally (I)	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 2nd place Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, 3rd place Busseni/Ciocca, 5th place
Jun 15/16	
Corte Ingles Rally (E)	Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 2nd place
Jun 28/30	Patrick Snyers/Danny Colebunders, no.2, Bastos, 4th place
24 hrs d'Ypres (B)	Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 6th place Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, differential broken on last stage
Jul	Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 1st place
Targa Florio (I)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, 2nd place
Jul 11/14	Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 7th place
Hunsruck Rally (D)	Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, engine 2nd day
Aug 3/4	Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 1st place
Madeira Wine Rally (P)	Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, 2nd place, <i>despite broken throttle-cable on last stage, operated by hand to finish!</i> Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip, 3rd place Harri Toivonen, Tre Gazelle/West, retired transmission
Aug	Massimo Biasion/Tiziano Siviero, Jolly Club/Totip, 1st place

Halkidiki Rally (GR)	Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, 2nd place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 3rd place
Sep 6/8 Bianchi Rally (B)	Patrick Snyers/Danny Colebunders, no.2, Bastos, 1st place
Sep 20/22 Cyprus Rally	Mauro Pregliasco/Daniele Cianci, no.5, Tre Gazelle/West, 1st place Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, retired gearbox
Sep 20/22 Asturias Rally (E)	Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 1st place
Sep Tour de France	Maurice Chomat/Breton, Volta/Total, 3rd place
Sep Rally Du Vin (CH)	Patrick Snyers/Danny Colebunders, no.2, Bastos, 1st place
Oct 17/20 Rally d'Antibes (F)	Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, 1st place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 4th place
Oct 25/27 Cataluna Rally (E)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Olio Fiat?, 1st place Andrea Zanussi/Sergio Cresto, Tre Gazelle/West, 2nd place Mauro Pregliasco/Daniele Cianci, no.4, Tre Gazelle/West, 4th place Henri Toivonen/Juha Piironen, Martini, accident SS3 Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, blown engine SS1
Nov San Marino Rally	Salvador Servia/Jorge Sabater, Jolly Club prepared/Rothmans, 2nd place
Nov Rally du Var (F)	Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, 5th place

1985 EC

- 1 Dario Cerrato 409 Lancia 037
- 2 Fabrizio Tabaton 264 Lancia 037
- 3 Salvador Servia 261 Lancia 037
- 4 Mauro Pregliasco 254 Lancia 037
- 5 Andrea Zanussi 250 Lancia 037
- 6 Massimo Biasion 245 Lancia 037
- 13 Patrick Snyers 170 Lancia 037

Patrick Snyers clinched his 3rd successive Belgian Championship with a win at the Bianchi Rally on Sep 6/8

Salvador Servia clinched the Spanish Championship with a win at the San Froilan Rally on Oct 12/13

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1986 Rally season.

The DELTA S4, the most expensive investment Lancia had made in a rally machine, would be the Lancia Martini factory weapon for the World Rally Championship, the proven Martini Rally 037 will only be used for the Safari Rally.

It would again be a difficult season competing with the 4 WD Peugeot 205 and the 4 WD Audi Quattro. The Delta S4 had around 425 bhp - 45 m/kg and a weight of around 1000 kg. The factory used Pirelli tyres.

After the tragic Toivonen/Cresta accident in the Tour de Corse on May 2 1986 the FIA banned the Group B cars for the 1987 WRC season and stopped further evolution models immediately. Audi Sport withdraw from the WRC after the Tour de Corse.

Martini Factory cars: Markku Alen/Ilkka Kivimaki, Henri Toivonen/Sergio Cresto, Miki Biasion/Tiziano Siviero

For 1986 Lancia supported again 3 Italian teams with cars:

Jolly Club : 2 cars Salvador Servia/Jordi Sabater (*Bendix*) **Rally 037**

Dario Cerrato/Giuseppe Cerri (*Totip*), Delta S4

Grifone / Esso: Fabrizio Tabaton/Luciano Tedeschini, Delta S4

Tre Gazelle / Bastos: Patrick Snyers/Danny Colebunders, **Rally 037** Delta S4

Mauro Pregliasco/Daniele Cianci **Rally 037** ex works

1986 European Rally season**1986 World Rally Championship.**

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Jan 18-25	Markku Alen/Ilkka Kivimaki, no.3, Martini, retired engine SS16
Monte Carlo Rally (MC)	Henri Toivonen/Sergio Cresto, no.7, Martini, 1st place Massimo Biasion/Tiziano Siviero, no.9, Martini, crash SS31 Salvador Servia/Jordi Sabater, no.12, Rally 037 , 7th place
Feb 14-16	Markku Alen/Ilkka Kivimaki, no.3, Martini, 2nd place
Swedish Rally (S)	Henri Toivonen/Sergio Cresto, no.5, Martini, retired valve problem SS12
	Markku Alen/Ilkka Kivimaki, no.2, Martini Massimo Biasion/Tiziano Siviero, no.5, Martini

Mar 5/8	Henri Toivonen/Sergio Cresto, no.8, Martini
Port Wine Rally of Portugal (P)	Carlos Bica/Candido Junior, Rally 037 , 2nd place <i>All works teams /drivers withdraw after fatal accident to spectators on SS4.</i>
Mar 28/April 2	Markku Alen/Ilkka Kivimaki, no.3, ch.400, Martini, Rally 037 , 3rd place Massimo Biasion/Tiziano Siviero, no.4, ch.410, Martini, Rally 037 , retired head gasket TC36 Vic Preston Jnr/John Lyle?, no.14, ch.202, Martini, Rally 037 , retired accident TC28 Greg Criticos/Marzio Kravos, no.20, ch.165, private entry, Rally 037 , 9th place
Marlboro Safari Rally (EAK)	John Hellier/David Williamson, no.27, red, private car from Associated Vehicle Assemblers in Mombassa, Rally 037 , 10th place <i>Both private cars of Criticos and Hellier were nominated as official drivers by Cesare Fiorio. The works cars had steel wheels.</i> <i>During testing early February, Biasion destroyed ch.187 in an 170 kph end-over-end crash. The redesigning of the front roof pillars after Bettiga's fatal Corsica accident in 1985 helped saving the crew from injuries.</i> <i>Vic Preston's car contested the Kenya National Championship as a round-the-year development program.</i>
May 1/3	Markku Alen/Ilkka Kivimaki, no.1, Martini
Rothmans	Henri Toivonen/Sergio Cresto, no.4, Martini
Tour de Corse (F)	Massimo Biasion/Tiziano Siviero, no.6, Martini <i>The Lancia Team withdraw after accident on 2nd day, SS18, killed Toivonen and Cresto</i>
June 2/4	Markku Alen/Ilkka Kivimaki, no.1, ch.206, Martini, retired engine SS44
Acropolis Rally (GR)	Massimo Biasion/Tiziano Siviero, no.6, Martini, 2nd place Mikael Ericsson/Claes Billstam, no.11, Martini, retired suspension SS18
July 5/8	Markku Alen/Ilkka Kivimaki, no.2, ch.222, Martini, 2nd place
AWA Clarion Rally of New Zealand (NZ)	Massimo Biasion/Tiziano Siviero, no.?, ch.224, Martini, 3rd place Mikael Ericsson/Claes Billstam, no.6, ch.206, Martini, 4th place
Aug 4/7	Markku Alen/Ilkka Kivimaki, no.3, ch.223, TO90680E, Martini, 2nd place
Marlboro Rally of Argentina (RA)	Massimo Biasion/Tiziano Siviero, no.5, ch.209, TO73073E, Martini, 1st place Jorge Recalde/Jorge Del Buono, no.6, ch.204, TO77890E, Martini, 4th place
Sep 2-5	Markku Alen/Ilkka Kivimaki, no.2, ch.224, Martini, 3rd place
1000 Lakes Finland (SF)	Kalle Grundel/Benny Melander, no.4, ch.223, TO90680E, Martini, 6th place Mikael Ericsson/Claes Billstam, no.7, ch.206, TO76794E, Martini, 5th place
	Markku Alen/Ilkka Kivimaki, no.3, new car, Martini, 1st place

Oct 12-18 San Remo Rally (I)	Massimo Biasion/Tiziano Siviero, no.5, new car, TO9737F, Martini, 3rd place Dario Cerrato/Guiseppe Cerri, no.8, Jolly Club/Totip, 2nd place <i>Fabrizio Tabaton, Michelin tyres, Esso, ran a few stages (6) for film work.</i>
Nov 16-19 Lombard RAC Rally	Markku Alen/Ilkka Kivimaki, no.3, TO9737F, Martini, 2nd place Mikael Ericsson/Claes Billstam, no.9, ch.206, TO76794E, Martini, turbo failure SS44
Dec. 4-7 Olympus Rally Washington State (USA)	Markku Alen/Ilkka Kivimaki, no.2, Martini, 1st place Paolo Alessandrini/Alessandro Alessandrini, no.11, ch.223, TO90680E, Roncaglia OPR, 6th place Bassa/Sabater, Rally 037 , no.13, was also on the entry list

Markku Alen was now leading the Drivers Championship (124 pts), but the final positions had to wait for the FISA to rule on a protest from Peugeot after its exclusion mid-way the San Remo Rally.

On December 1986 the FISA scrapped the results of the San Remo, so Juha Kankkunen is the 1986 Driver Champion!

1986 WRC

WC Manufacturers	Pts	WC Drivers	Pts
1 Peugeot	137	1 Juha Kankkunen(Peugeot)	118
2 Lancia	122	2 Markku Alen (Lancia, S4, 037)	104
3 Volkswagen	65	5 Miki Biassion(Lancia, S4)	47
4 Audi	29	16 Carlos Bica(Lancia, 037)	15
5 Ford	24	45 Greg Criticos(Lancia, 037)	2

The ban on Group B and the proposed Group S cars for 1987 meant that Lancia would compete in the 1987 WRC with the new **Delta HF 4WD** Group A car. The 2 L turbo with intercooler would have 230 bhp and 5000 had to be made for homologation.

The cancellation of Group S was a big and expensive blow to Lancia. They had a car ready, officially known as Fiat Experimental Composite Vehicle, **ECV**. The totally carbon fibre car, from wheel rims to roof, had a specially designed Triflux engine with twin turbochargers providing 600 bhp. However this car had been further developed into the **ECV2** (1988), with a changed body and boosting even more bhp, this car is now in the Lancia Collection in Turin.



ECV, 1986 Group S



Triflux 16V, 1759 cc



ECV 2, 1988

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1986 European Rally Championship for drivers.

The European Championship was contested by the junior teams of Jolly Club (Totip/Bendix), Grifone (Esso) and Tre-Gazelle/West/Bastos.

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Feb 8/9 Boucle de Spa (B)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , could not restart engine on second day (while leading).
Feb 20/22 Costa Brava (E)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place Salvador Servia/Jorge Sabater, Jolly Club/Bendix, Rally 037 , 3rd place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, Rally 037 , ex works car still in Martini livery, 4th place Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , retired engine SS1
Mar 21/23 Costa Blanca Race Rally (E)	Salvador Servia/Jorge Sabater, Jolly Club/Bendix, Rally 037 , 1st place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, Rally 037 , 2nd place Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 3rd place Mauro Panontin/M. Ferfoggia, Rally 037 , 4th place
April 3/6 Garriques Rally (F)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 2nd place
Apr 18/19 Costa Smeralda Rally (I)	Henri Toivonen/Sergio Cresto, Martini Delta S4, 1st place Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip Delta S4, 2nd place Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso Delta S4, Michelin, 4th place Mauro Pregliasco/Nicola Imperio, Tre Gazelle/West, Rally 037 , 5th place Massimo Ercolani/Tiziana Borghi, Rally 037 , 6th place
May 9/11 Haspengouw Rally (B)	Mauro Panontin/ , Rally 037 , 2nd place Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , retired
May 15/17 Elba Rally (I)	Dario Cerrato/Giuseppe Cerri, Jolly Club/Totip Delta S4, 1st place Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso Delta S4, Michelin, 2nd place Gianfranco Cunico/PA Scalvini, Rally 037 , 4th place

	Tiziano Chiti/ Arles Montenesi, Rally 037 , 5th place Paolo Alessandrini/Alex Alessandrini, Rally 037 , 6th place
May 22/24 Volta a Portugal (P)	Carlos Bica/Candido Junior, Rally 037 , 2nd place
Jun 28/30 24 hrs d'Ypres (B)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, no.6, Rally 037 , 2nd place Mauro Pregliasco/Daniele Cianci, Tre Gazelle/West, no.3, Rally 037 , 5th place Mauro Panontin/ , Rally 037 , retired engine
Aug 1/3 Madeira Wine Rally (P)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 2nd place Paolo Alessandrini/Alex Alessandrini, Rally 037 , 3rd place Gianfranco Cunico/PA Scalvini, Rally 037 , 4th place Carlos bica/Candido Junior, Rally 037 , 5th place Mauro Pregliasco/Nicola Imperio, Tre Gazelle/West, Rally 037 , 6th place
Aug 29/31 Bianchi Rally (B)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 3rd place
Aug 25/28 Halkidikis Rally (GR)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place Melas/Arkentis, Rally 037 , 10th place
Sep 19/21 Asturias Rally (E)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place Salvador Servia/Jorge Sabater, Jolly Club/Bendix, Rally 037 , retired engine
Sep 26/28 Cyprus Rally (CY)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 1st place Mauro Panontin/M. Ferfoggia, Rally 037 , 4th place
Oct 9 Rally d'Antibes (F)	Francis Vincent/Michel Rousseau, Rally 037 , 3rd place Patrick Levegue/Leuenberger, Rally 037 , 9th place Bernard Darniche, Rally 037 , accident
Oct 24/26 Cataluna Rally (E)	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place and EC Champion. Salvador Servia/Jorge Sabater, Jolly Club/Bendix, Rally 037 , 3rd place Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 4th place
Oct 29/Nov2 Algarve Rally (P)	Carlos Bica/Candido Junior, Rally 037 , 3rd place
	Fabrizio Tabaton/Luciano Tedeschini, Grifone/Esso, Delta S4, 1st place Ercolani/Roggia, Rally 037 , 2nd place

Nov 6/9	Grossi/Ricci, Rally 037 , 3rd place
San Marino Rally (RSM)	Cunico/Scalvini, Rally 037 , 4th place Barel/Ercole, Rally 037 , 5th place Xanon/Stella, Rally 037 , 6th place
Nov Condroz Rally (B)	Patrick Snyers/Danny Colebunders, Tre Gazelle/Bastos, Rally 037 , 9th place

1986 EC

1	Fabrizio Tabaton	465 Delta S4
2	Patrick Snyers	385 Lancia 037
6	Dario Cerrato	228 Delta S4
8	Mauro Pregliasco	185 Lancia 037
11	Salvador Servia	164 Lancia 037
5	Mario Panontin	120 Lancia 037
16	Massimo Ercolani	108 Lancia 037
19	Gianfranco Cunico	90 Lancia 037

Lancia politics found they didn't have a car for poor Patrick on the Antibes Rally when the two contenders had equal points. Of course the championship had to be won with the new Delta S4!

Patrick Snyers, **Rally 037**, also contested the Belgian Championship

Salvador Servia, **Rally 037**, clinched the Spanish Championship with wins at the Gerona Rally (Apr. 5/6) and the Villa de Llanes Rally

In Switzerland the Criterium Jurassien (Mar. 14/16) was contested:

Jean-Pierre Balmer/Denis Intermühel, **Rally 037**, **1st place**

Roger Krattiger/Reto Meier, **Rally 037**, **ex Volta EVO2, TOY75887**, 2nd place

Philippe Roux/Paul Corthay, **Rally 037**, 3rd place

Roger Krattiger/Reto Meier also took **1st place** in both the Lugano and Baden Württemberg rally with Technics? sponsor.

At the FISA Executive meeting, December 1986, the regulations for the European rally Championship were turned inside out in a totally unforeseen manner. Having confirmed at various meetings during 1986 that most Group B cars could compete, FISA now issued a statement that '*under no circumstances may a Group B car win a round of the European Championship and may not be able to complete the full course of the event*' .

So effectively 1986 was the last year a Lancia Rally 037 had competed in a rally.

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