

GARAGE STYLE

magazine



\$ 4.99 US
Summer 2010

**2010
Monterey
Guide**

**Two Year
Anniversary
Issue**

AUTOMOBILE

review



Imposingly elegant Natalia will redefine the ultra-lux segment of automobiles.

DiMora Natalia SLS 2

The return of the American ultra-lux car

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DiMORA MOTORCARS

For centuries, men have worked to put their own creative twist on rolling four-wheeled art known as the Automobile. A myriad of materials have been used for automobile interiors and exteriors, along with numerous engines ranging from steam to turbine power. Over time, coachbuilders and manufacturers have sought to create the epitome of comfort, performance, efficiency and style, and Sir Alfred J. DiMora, founder-CEO of Palm Springs, California-based DiMora Motorcar, is no exception. Over the past several years, he's been hard at work, carefully developing his own masterpiece, a car that should become a benchmark in automotive engineering, design, development and construction. His goal is to create the most advanced car in the world, and he seems well on his way to accomplishing the task. Once completed, the car will

be known as Natalia SLS 2.

"Natalia brings to the market technologies and materials never before seen in automobile production," said DiMora. "And, despite its extremely advanced nature, it's a car that is astonishingly simple."

Al, as he's commonly referred to, has been honored for his local and international humanitarian efforts geared towards fighting diseases such as breast cancer, Alzheimer's, Parkinson's and Huntington's. In the 1990's, he built the world's fastest supercomputer, nicknamed HAL (for Hyper Algorithmic Logic). Customers included NASA, the US Air Force, and the National Cancer Institute. His passion for automobiles led him to manufacturing award-winning luxury cars such as Clenet and Sceptre, cars enjoyed by celebrities and dignitaries

including Sylvester Stallone, Wayne Newton, Rod Stewart, Farrah Fawcett, Aaron Spelling and Julio Iglesias.

Now undertaking the largest project DiMora Motorcar has ever seen, the Natalia SLS 2 Sport Luxury Sedan is truly amazing. The prototype is being built at a Michigan facility and is scheduled for completion in 2011; it promises to be a brilliant blend of form, function and technology. Packing a 1,200-horsepower V16 Volcano engine, Natalia will be blisteringly fast, but excruciatingly intelligent as well. For example, one available feature will be body colors that change from white to black when day turns to night. Leave it to a man living in Palm Springs, one of the hottest cities in the country, to incorporate an option like that. Speaking of heat

management, Natalia's leather seats are a special brand of material that never gets unruly warm, thanks to its layered design. Another interesting note is that the vehicle will be made largely of lava rock. Seriously. While Natalia offers an endless array of new technology, it comes at a bit of an astonishing price – so far, DiMora Motorcar is commanding \$2-million per vehicle. But, in defense, why not? It's a car like no other, with real space age technology built in. It will be the most advanced car ever, and will forge the way for lesser vehicles to follow in the future. And, in spite of the price, Al has already received a number of orders for the car.

Why lava rock? Al explains that it has to do with strength and weight management, and the fact that it is 99-percent recyclable.

"Natalia is not a small car. It's 20-feet long, which would indicate a heaviness associated with other large luxury cars,

but with the SLS 2, it's just not so," he said. "A honeycomb material is sandwiched between wafer thin sheets of ground and pressed lava rock. Compared to carbon fiber or even Nomex, the lava rock sheets are lighter and stronger."

Also, unlike metal, carbon fiber or virtually any other materials used in automobile construction today, the lava rock doesn't shrink or expand in the cold and heat. Thus, it will never crack, warp or blister like some materials can.

"It's not cheap, not by a long shot, to build a car with this material," he said. "But, the benefits are absolute."

More than just the body, many of Natalia's components are made of lava rock, including the patented D-Tek Chassis, which weighs only 457-pounds, and can be easily assembled. In fact,

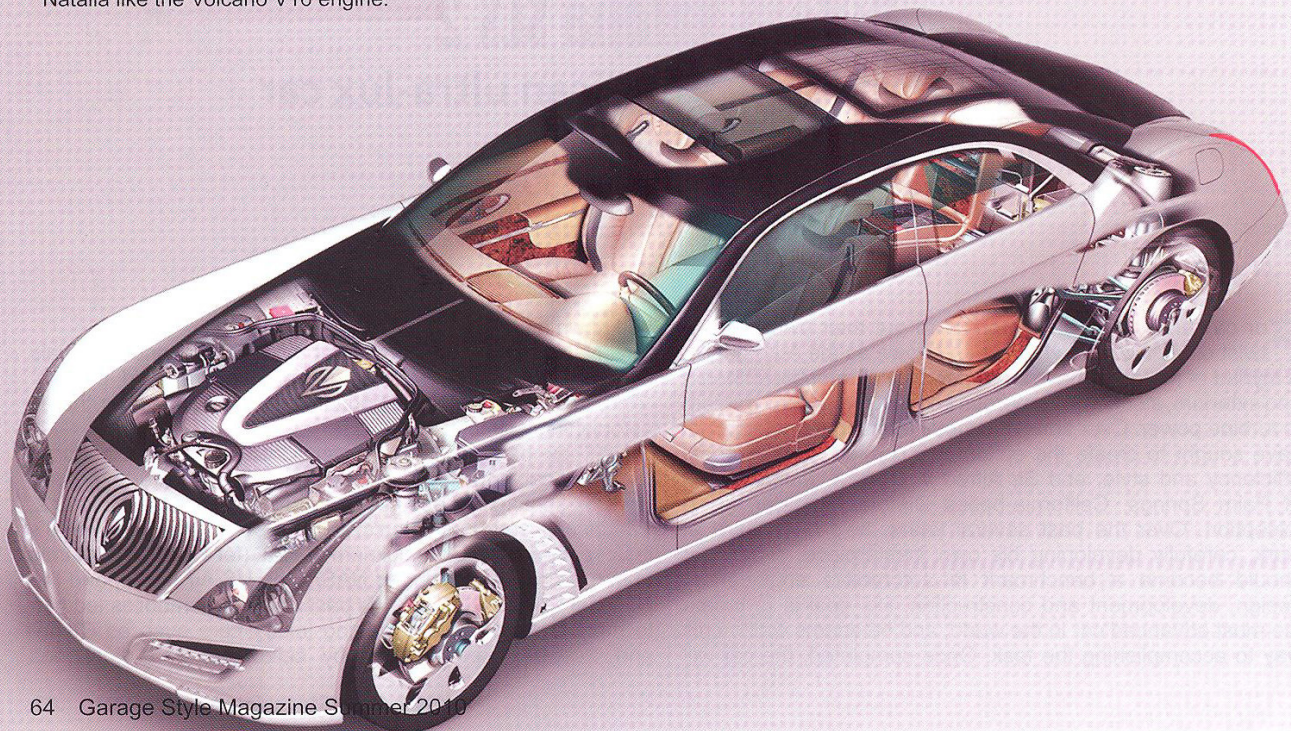
much of the D-Tek Chassis construction will be performed by the Palms Springs ARC, which provides jobs and training for people with disabilities.

"Much of the internal structure literally slides together, piece-by-piece, tongue-in-groove," Al said. "Because it's so light, it's really easy to work with. I wanted to build something that would be easily assembled because it saves time and cuts costs. Also, I could never figure out why so many engineers made cars so difficult to put together."

In spite of the lightness, computer testing of Natalia's body and chassis have indicated that it will be one of the stiffest, strongest and safest vehicles ever built, and this is in no small part due the honeycomb and lava rock materials. The weight management plan also aids in overall fuel economy. Sticking to his commitment to create a simpler car, DiMora has engineered a suspension boasting very few moving parts.

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Cutaway details special elements of Natalia like the Volcano V16 engine.





Al DiMora and his ultimate automotive statement, Natalia.

"Why do suspensions have to have so many parts? It doesn't make sense, not when ours has about five components," he said.

Even Natalia's horn boasts outlandish technology. The FX-550 Horntones patented system is the world's first and only MP3-enabled vehicle horn featuring 256MB of internal flash memory, 150-watts (RMS) of audio amplification and a weatherproof, ruggedized, compression-driver speaker. The horn can deliver hundreds of different sounds at an impressive 110db sound pressure. There are countless other innovative technical applications that validate the price tag of this incredible vehicle, and we haven't even begun to address the fine interior other than the special leather.

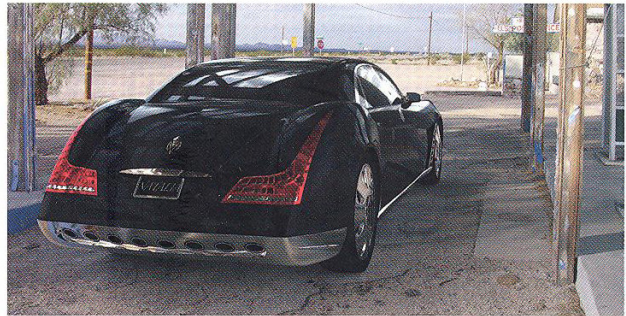
Always a visionary and pioneer, Al has been the first coachbuilder to reveal the design, production and testing of automobiles via the Internet so that people around the world can learn about and participate in the process.

"It's a little weird, because Natalia has been in development long enough that some of the ideas are popping up in vehicles and other applications sooner than I'd thought they would have," he said. "They're not exactly like we have engineered them, but they're close. Means we're doing something right, and that's what technology does, it trickles down."

Al has plans for a Natalia SLS 2 Worldwide Debut to be

held in Beverly Hills, California followed by a public exhibition in Palm Springs and factory celebration in Michigan. This will be followed by an appearance at auto shows in New York, Florida, Geneva, Dubai and other cities around the world. After her multiple-city debut, Natalia she will go into full production, and Al will add an instrumental automobile to vehicle history. GSM

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Like the 1948 Tucker, Natalia boasts multiple exhaust ports from its bumper. Interestingly, Al owns a 1-of-1 Tucker convertible.