

Lamborghini Club America's

# LA VITA *Lamborghini*

A QUARTERLY MAGAZINE FOR LAMBORGHINI OWNERS AND ENTHUSIASTS  
[www.lamborghiniclubamerica.com](http://www.lamborghiniclubamerica.com) Summer 2008

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Dear Lamborghini Owner,

I hope that you are enjoying the summer as much as I am! We have had several great events so far this year with plenty more still to come! Please take a moment to check out the Lamborghini event dates (and photos from prior events) on Lamborghini Troy's website, the Lamborghini Club's website, or by giving me a call.

The highlighted event still to come this year is the Monterey weekend. This includes the Concorso Italiano on Friday and the Pebble Beach Concours on Sunday, which will have Lamborghini as a featured marque - something very special for the brand. The Giro, held prior to the Monterey weekend, has been a tremendously successful event, selling out to maximum capacity every time - even being featured on "Rides" on TLC. For more information on these very special Lamborghini events, please contact me and I'll get you all the details.

The Pocono event in June was a tremendous success itself, and was even better for the Lamborghini owners who participated in the Pocono Run, a Lamborghini-organized rally that took place the three days leading up to Pocono! Congratulations to Rick and Margaret for taking 3<sup>rd</sup> place in the rally! Thank you to the Factory: Pietro Frigerio, Gianluca Siciliano & Rene Sultzner for taking the time to arrange the "Pocono Ride"!

The Michigan Running of our Bulls is October 4<sup>th</sup> and 5<sup>th</sup> this year, and marks our 3<sup>rd</sup> year doing this event for Lamborghini owners in the Midwest. With the excellent turnout we have had in the past two years, this is certain to be another great event, so please mark your calendars now! Chicago area owners are asked to contact Carla Giordano about the event; she is planning a Chicago area run to meet the Michigan group somewhere along our route.

Our showroom is full of the latest Lamborghini cars and boutique items, so don't hesitate to stop into the dealership and take a look around. I would be more than happy to give you a feel for the new Lamborghini products and a demonstration in one of our test vehicles!

I look forward to seeing you this year! Happy Cruising!

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Image courtesy Michael Furman Photography

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Image courtesy of James Allen





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# ANDREW'S NOTES

## THE NEW GALLARDO LP560-4: My Spin At Pocono

Fellow Lamborghini Owner,

First of all, thank you for your support as an owner and standing by the Lamborghini Club America and Automobili Lamborghini. The club's remarkable growth over the past few years has been pushed ahead by two important drivers: owner support and success of the brand.

A couple of important introductions for this issue need to be made. First, Marcus Soori (Editor, NSX Club of America magazine) has come on board with the magazine as our Copy Editor. His main focus is to follow and help manage magazine content from raw form into print. Second, Jay Bursky has come on board as Creative Director and Designer to work on the magazine layout and design. His main goal is to better present the information and content in the publication. Marcus and Jay each are an important part of the publication's transition from a newsletter to a magazine with a greater variety of Lamborghini related content.

The LP 560-4, an amazing addition to the Lamborghini brand, is the main focus of this edition of the club magazine. From my experience as a LP 560-4 passenger on Pocono Raceway to others' driving experiences of this remarkable vehicle on the road, this addition to the Lamborghini family has left me almost speechless.... it exceeds expectations.

Thanks again for your support. I look forward to seeing you at an event!

*AR*

Andrew Romanowski,  
Editor and Publisher



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# RUSSO AND STEELE

## COLLECTOR AUTOMOBILE AUCTIONS



The ultimate evolution of the Lamborghini Miura SV was expressed in the production of the SVJ or Jota. Built by Lamborghini as a prototypical car with the Jota modifications it is the only one that has factory validation confirming it as a works SVJ. Only 6 SVJ's were built during the production of the Miura and can rightly be called "factory SVJ's." Extensive documentation supports the provenance of this significant sports car. #1029



**1970 LAMBORGHINI MUIRA S**  
#1026



**1975 LAMBORGHINI COUNTACH LP400**  
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# inside lamborghini's design studio

From: Fortune (money.cnn.com)

Dateline: July 2, 2008

The adjectives most corporate executives use to describe their ideal offices often include terms like “functional” and “light-filled.” But when Lamborghini set out to

Aluminum and other auto materials dominate Lamborghini Design and Marketing Chief Fitzgerald's office, which overlooks the studio.



Photo: Roberto Frankenberg

redo its design studio a few years ago, the list was somewhat more ambitious: It needed to mirror the brand's core values: “extreme, aggressive, sensuous, Italian, uncompromising, exclusive, and challenging.”

Result: The facility, in tiny Sant'Agata, Italy, outside Bologna, is hands-down one of the best examples of a workspace being in sync with the products.

For the boutique Italian automaker, which is owned by Volkswagen Group, the future includes a heavy focus on personalization, or what Fitzgerald calls the “I want what [my neighbor] doesn't have” mentality.

Lamborghini's former design director Luc Donckerwolke came up with the idea of creating an open studio with office space lofted above, while design and marketing boss Manfred Fitzgerald, who oversaw the interior design, chose technical materials - aluminum, chrome, laminate, leather, glass - to create a direct visual link to the brand's razor-edged supercars. They then added clean-lined furniture from Swiss maker USM, Eames chairs, and a lighting system that can simulate different states of natural light to complete the balance between aggressiveness and elegance.

“The key to the space is its transparency,” says Fitzgerald. “Walking in, you get a sense of freshness. We've had long nights there, but the environment is always vibrant.”

For the boutique Italian automaker, which is owned by Volkswagen Group, the future includes a heavy focus on personalization, or what Fitzgerald calls the “I want what [my neighbor] doesn't have” mentality.

The space's futuristic mood helps Fitzgerald and his team of five look forward. “We are good at approaching things in a different, extreme way,” says Fitzgerald. And legions of loyal Lamborghini drivers have an office, in part, to thank. - Sue Zesiger Callaway

intelligence  
briefs

# Lamborghini Gold Coast



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## automobili lamborghini s.p.a signs exclusive agreement with sirius satellite radio

From: investor.sirius.com

Dateline: June 19, 2008

NEW YORK and SANTA AGATA, Italy, /PRNewswire-FirstCall via COMTEX News Network/ -- SIRIUS Satellite Radio (Nasdaq: SIRI) and Automobili Lamborghini S.p.A. today announced that Automobili Lamborghini will offer SIRIUS as its exclusive satellite radio provider in Lamborghini vehicles. The first Lamborghini to include SIRIUS as standard factory installed equipment will be the Murcielago beginning with the 2009 model year in the U.S.



“We are very pleased to have Automobili Lamborghini as a partner,” said Mel Karmazin, CEO SIRIUS. “We look forward to working closely with Automobili Lamborghini to offer its customers the best in audio entertainment available for its prestigious vehicles.”

**The first Lamborghini to include SIRIUS as standard factory installed equipment will be the Murcielago beginning with the 2009 model year in the U.S.**

“SIRIUS was the natural choice for Automobili Lamborghini’s exclusive supercars,” stated Stephan Winkelmann, President and CEO of Automobili Lamborghini S.p.A. “Satellite radio gives our customers easy access to endless music options, therefore enhancing their ability to enjoy their vehicle on the road or track.”

SIRIUS will be standard equipment in each Murcielago and will include a lifetime subscription to SIRIUS Satellite Radio with every vehicle purchase. – Sal Resendez

## lamborghini gets its own stamp

From: Marty Padgett /

thecarconnection.com

Dateline: June 11, 2007

There’s no better way of knowing you’ve made it than getting your image on a stamp. Now the Italian Post Office has honored Lamborghini by issuing a Lambo stamp as part of its “Made in Italy” series. Costing €0.85, or about \$1, the stamp is actually for the iconic Miura sports car, though it features a reproduction of the distinctive Sant’Agata Bolognese mark, the raging bull on a black background.



If collectors of Lambo memorabilia are thinking of buying one to keep for a while then sell on for a huge profit, think again. With an anticipated production run of 3.5 million stamps over the next few weeks, it’s not exactly going to be rare. – Richard Yarrow

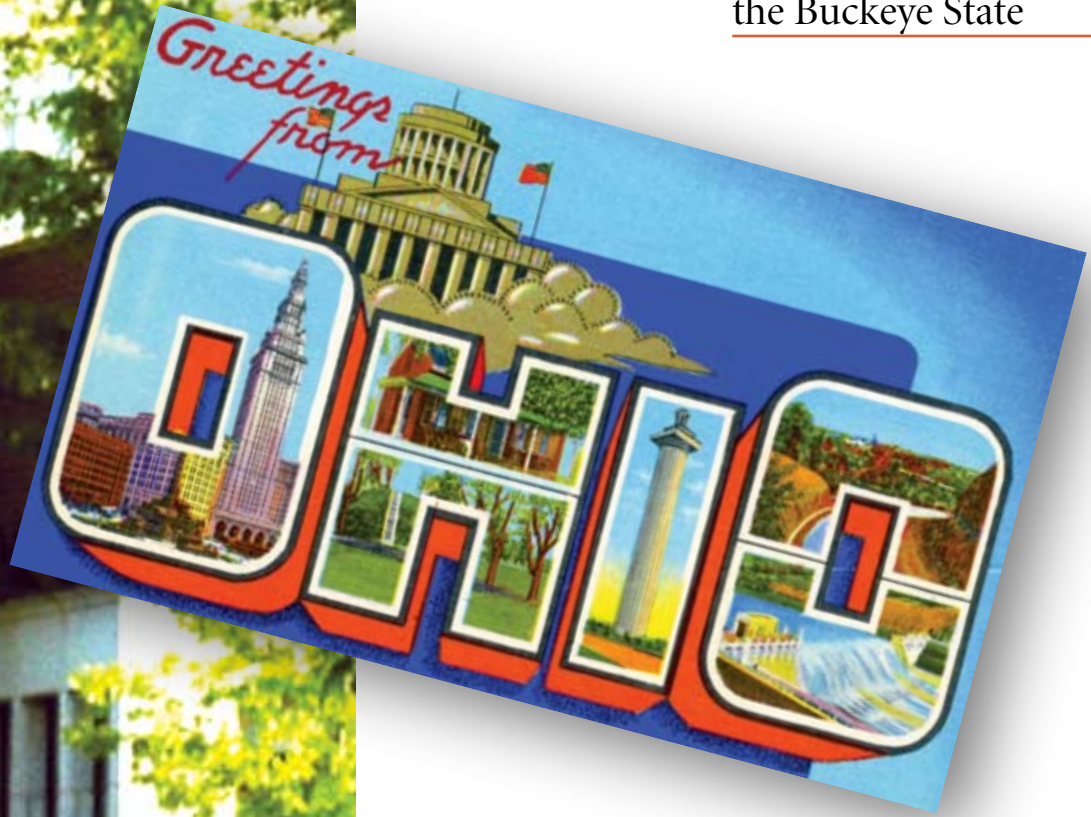
# Birthday Festivities in the Buckeye State

With a 45-car police-escorted cruise through the state, Lamborghini Ohio knows how to throw a second anniversary party.

By Paul Milligan







Lamborghini Ohio celebrated the second anniversary of their Lamborghini sales and service facility with an all-day open house, Gallardo road show, sixty test drives, and an exotic car cruise to Columbus, Ohio, where a VIP reception at the Spice Bar restaurant and night club was held.

The open house attracted car enthusiasts from far and wide; they gathered to see the dealership and the many exotic cars in attendance. Exotic service specials were offered by appointment throughout the day and catered refreshments from Weiland's Market were provided to attendees.

Test drives were offered for those looking to experience the power and handling of the 2008 Lamborghini Gallardo Spyder E-Gear. Among the notable people to test drive a 2008 Gallardo Spyder was Kathryn Sullivan, the first woman to walk in space.

After the reception and open house in their 25,000 square foot showroom and sales facility, Lamborghini Ohio owner Greg Nelson and members of the Lamborghini sales team led exotic car owners on a 45-car cruise from Marysville, Ohio into downtown



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## Birthday Festivities in the Buckeye State

Columbus with the assistance of the Columbus Police Department. The police officers used their experience from escorting the President of the United States to skillfully keep traffic at bay as the convoy of Lamborghini Ohio, Lamborghini

Club America and Ferrari Owners Club members headed to their destination.

Upon their arrival at The Spice Bar, the evening progressed to become an energetic gathering

***Among the notable people to test drive a 2008 Gallardo Spyder was Kathryn Sullivan, the first woman to walk in space.***

with champagne, cocktails, desserts, and other refreshments as the exotic car owners enjoyed their first major event of the warm weather season in Central Ohio.

The evening of activities was covered by the local C Magazine (see the story in their May issue!) as well as by a video crew from Milligan Media, a local video production company.





# BEVERLY HILLS TRACK EVENT:

## Worth an Academy Award

by Janelle Taylor

Lamborghini Beverly Hills along with Al & Ed's Autosound hosted a full-day event of fast speeds, delicious foods, and sharing stories of Lamborghini ownership at the California Autoclub Speedway in Fontana, California. Over 45 Lamborghinis came out for the event on June 4, 2008. The weather was beautiful throughout the day, offering plenty of smiles on the faces of the attendees. The event featured a fully catered breakfast and lunch, in-depth classroom instruction on driving at top speeds, on-track driving instruction, and of course, dedicated track time.

As an added bonus, entrance into the event also allotted each Lamborghini owner to invite a guest attendee – giving a unique chance to passengers, as well. The “ooh’s and ahh’s were definitely heard loud and clear as the event also served host to the unveiling of the new 2009 Gallardo LP560-4. In addition, Lamborghini Beverly Hills also provided a few demonstration Lamborghinis for the non-owners who were present.

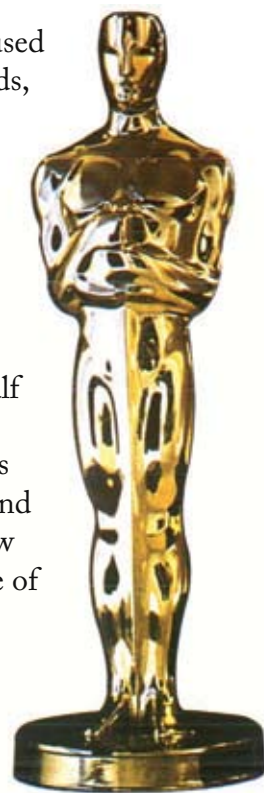
The professional classroom and on-track

*Throughout the event, cars were speeding around the track up to 150mph and excitement remained high.*

instruction sessions were extremely helpful for owners, but also for less-experienced non-owners who were able to take a couple laps around the track. The sessions focused on how to drive safely at high speeds, but also offered tips on how to let the Lamborghini perform for the way it was built. Throughout the event, cars were speeding around the track up to 150mph and excitement remained high.

Al & Ed's Autosound, the other half of the event sponsorship, brought along some of their customized cars – a Range Rover, BMW 6 Series, and a Chevrolet SSR, just to name a few – in order to display the wide range of offerings they provide.

After the success of this event, arrangements are already in the works for the next track day! For information on this, or any upcoming events, please contact Lamborghini Beverly Hills.







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# INDIVIDUALIZATION PROGRAM

## AD PERSONAM

The possibilities and different combinations available in the Individualization Program, "Ad Personam," are almost inexhaustible. Behind this program stands the philosophy that a super-sports car of this nature should, after all, reflect the personality of its owner by enabling him or her to completely indulge in expectations and wishes. As a consequence, extreme exclusivity is the trademark of Lamborghini's Individualization Program. "Think the impossible," states the motto.

Ad Personam offers a host of options to allow customers the ability to give their cars an imprint of their own style with respect to the interior and exterior trim. New highlights in the program are the following three exclusive matte colors: Nero Nemesis (matte black), Bianco Canopus (matte white) and Marrone Apus (matte brown). The new

matte colors underline the clearly defined and purist precision of the Lamborghini design.

The Lamborghini stand at the 2008 North American International Auto Show in Detroit featured three Lamborghini Ad Personam vehicles. Not only was a Marrone Apus (matte) Gallardo Spyder on display, receiving tremendous reviews, but Lamborghini also featured a Murciélago LP640 Roadster with another known-first: saddle leather seats. This Italian leather is tanned using eco-friendly methods, in keeping with the prestigious Tuscan tanning tradition. The untreated leather, inspired by the natural leather found on horse saddles, leads to natural changes in color over time, a tendency that confirms its natural state and total absence of treatments. <<





# LAMBORGHINI FACTORY

The homeland of Lamborghini is Sant'Agata Bolognese, which is located roughly 15 miles from Bologna in the region of Emilia Romagna, Italy. Ferruccio Lamborghini bought land there for the purpose of forming the company in 1963 and erected an ultra-modern factory for its time.

Lamborghini's facilities have been extended, extensively refurbished and equipped since the takeover by AUDI AG in 1998. Today, the Gallardo and Murciélago series are produced on two production lines, with separate units for the production of the engines and gearboxes.

Lamborghini's facilities occupy an area of roughly 1,000,000 square feet and, besides production, are home to the development division including various technical departments and testing facilities such as engine test stands.

Lamborghini's development expertise is particularly evident in the field of high-performance 10- and 12-cylinder engines and the independent development of electronic components across the entire engine management system.

Lamborghini is extremely successful with its current products. While an average of 250 cars were sold per year between 1963 and 2002, by 2007 this number increased by more than nine times. Last year's record sales of 2,406 super-sports cars worldwide signify the sixth record-setting year for the brand in terms of units sold. <<



A close-up photograph of the front of a classic orange Lamborghini Jarama. The image shows the hood, the iconic black air intake on the side of the hood, the round headlights, and the chrome bumper with a rectangular fog light. The car is parked on a cobblestone surface. The text is overlaid on a semi-transparent dark grey band across the middle of the image.

# Lamborghini Jarama

History of the Forgotten  
Lamborghini



## Forty years ago, Lamborghini introduced its more conventional successor to the Islero

By Olivier Nameche and Marcus Soori

*“Power came from a 60-degree 4.0-liter V12 engine producing 350hp at 7500 rpm, with redline approaching at 7900 rpm.”*



By the end of the 1960s, and due to a lack of success with the Islero, Ferruccio Lamborghini thought it was time to present a successor, and a better car: a new 2+2 model, more conventional rather than outrageous, a GT car with a classic mould.

Living in the shade of the more glamorous Miura and Countach, Jarama is the “last” front-engined V-12 GT launched by the factory since March 1970. In the tradition of bullfighting, Ferruccio found the name for the car from a district north of Madrid, Spain, well known for its breeding of fighting bulls.

In 1967, Ferruccio was less motivated by running his car factory, so he offered management of Lamborghini to Paolo Stanzani, who at the time was working on engine development to meet new US regulations. As a result of his new position, Stanzani was in charge of the technical development of the Jarama.

Bertone & Gandini was chosen as the designer of the Jarama. The new car had an aggressive & compact profile, front angular lines softened by the rounded leading edge. The rear three-quarter of the body had a specific angular shape: trapezoidal, as stated by many journalists. A small lip spoiler at the rear edge of roof added a symbolic touch of aerodynamic. Due to its wide glazed area, the car allowed excellent visibility all around.

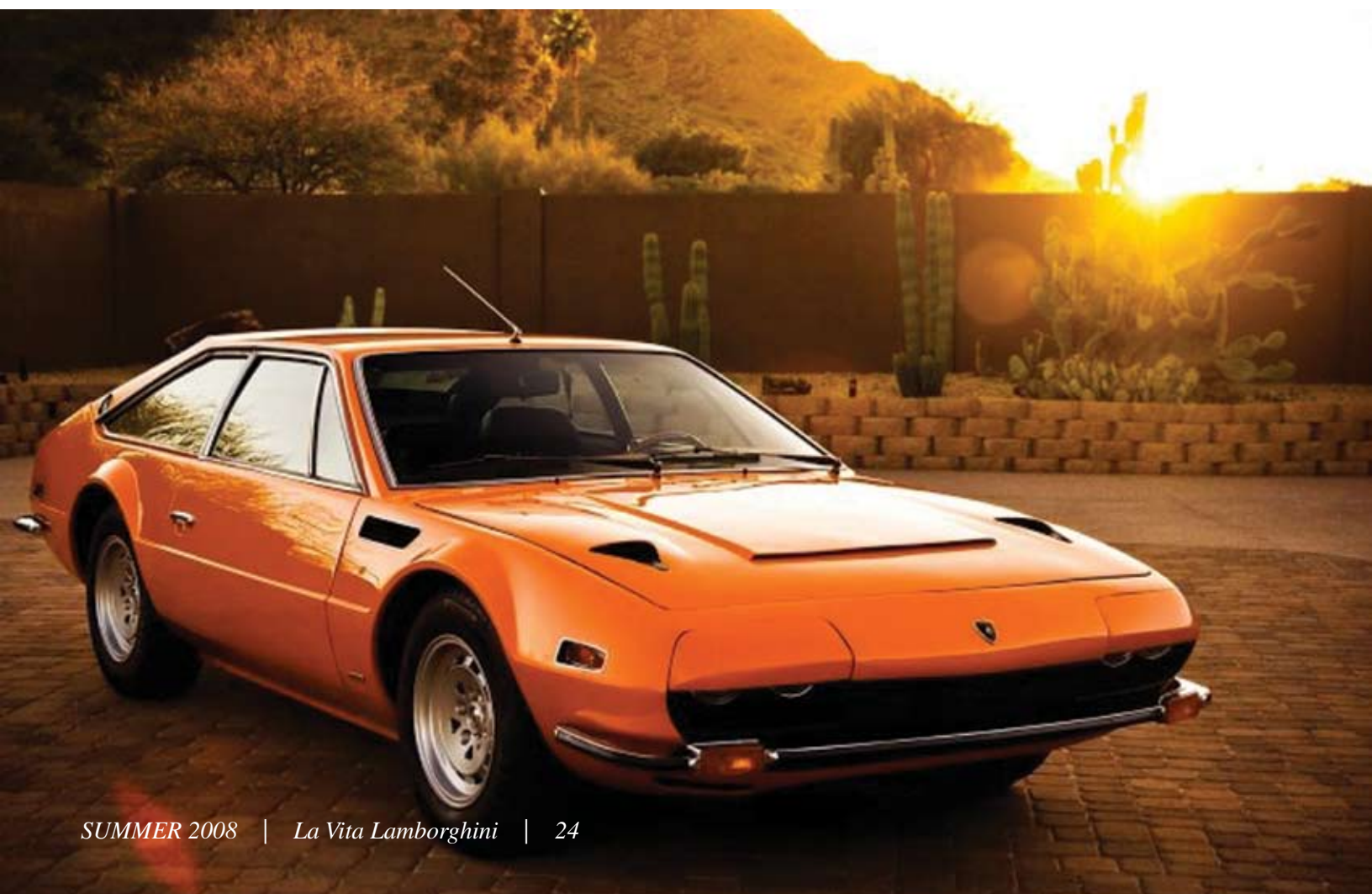


To feed fresh air to the interior, two NACA air ducts were fitted on the hood. Power came from a 60-degree 4.0-liter V12 engine producing 350hp at 7500 rpm, with redline approaching at 7900 rpm. A five-speed manual was the transmission of choice.

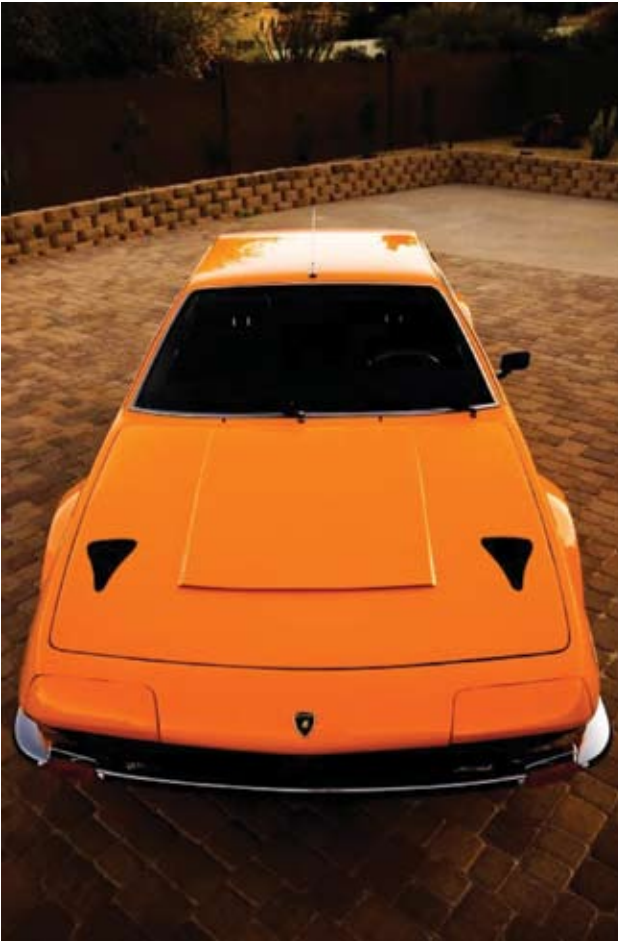
The body was pressed at Bertone's Grugliasco factory, and the final assembly was done by Carrozzeria Marazzi.

The building process was slow (all mechanical parts and interior were prepared at the Lamborghini factory):

1. Building of the subframe/chassis.
2. Subframe installed on the assembly jig.
3. Floor pan and all components welded to the formed steel subframe.
4. Bodyshell steel panels welded on the frame.
5. The paint job brought a beginning "touch of life" to all these steel panels.
6. Usual final assembly process started at Sant'Agata Bolognese.



## History of the Forgotten Lamborghini



The Jarama was introduced in 1970, claimed to be a cross between the Miura and Espada. Ferruccio Lamborghini said in 1991: "I preferred the Jarama to all the others, because it is the perfect compromise between the Miura and the Espada. The Miura is a sport car for the young at heart who wants to go like hell and love to be seen. Myself, I considered the Miura too extrovert after a while. In turn, the Espada was my Rolls Royce: still quite fast, but also large and comfortable. The Jarama is the perfect car if you just want to have one car."

Because the Jarama was never popular, and because journalists panned the car, only 327 Jaramas were ever made (177 GT and 150 GTS).

[Note: The information above has been taken and modified from <http://www.jaramaregistry.com>. In addition to Jarama history and specifications, the site contains ownership histories of notable Jaramas, as well as useful Jarama literature and parts website links.]

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2005 Murcie Roadster e-gear, Yellow	2,084 mi
2004 Murcie Coupe e-gear, Titanium	8,967 mi
2008 Gallardo Superleggera e-gear, Yellow	190 mi
2007 Gallardo Spyder e-gear, Blue	811 mi
2007 Gallardo Spyder e-gear, Titanium	2,624 mi
2007 Gallardo Spyder e-gear, White	4,758 mi
2006 Gallardo Spyder e-gear, Black	4,183 mi
2007 Gallardo Coupe e-gear, Red	3,479 mi
2007 Gallardo Coupe e-gear, Black	6,838 mi
2005 Gallardo Coupe 6-speed, Orange	2,874 mi
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## Jarama Market Survey by Olivier Nameche

Far below the "top price" paid for a P400 Miura (the latest average for some deals is around \$375,000), here is my modest market survey about the "forgotten Lambo": the Jarama.

My market report covers the first half of 2008, with some real evidence of a new market trend:

- Jarama GT #10266: sold for \$55,500 (from Netherlands to Belgium)
- Jarama GT #10182: sold for \$60,000 (from Netherlands to Belgium)
- Jarama GTS #10586: sold for \$60,000 (inside Germany)
- Jarama GTS #10608 RHD: sold for \$67,500 (from UK to Australia)

These prices are not too high in my opinion, and reflect the current market for the Jarama.

Here are the other Jaramas available on the market: #10600, #10564, #10432, #10422, #10390, #10264, #10226, #10132, and #10018.

Prices start from \$22,500 (for a full restoration project) and rise to \$90,000 for a nice example. As you may understand, differences in the overall condition of each example justify the gap.

Some buyers believe they will find the perfect Jarama at a cheap price of \$30,000, but this is wishful thinking. Considering the cost to rebuild a full engine (around \$55,000), install a full leather interior and carpet (around \$15,000), perform a

complete paintjob (minimum \$30,000), along with the gearbox, brakes, and suspension... it makes it much easier to understand prices reaching up to \$90,000 for a nice, driveable car in good mechanical condition. I believe this is "cheap" for what you would receive for your money.

Where is the difference in price between a full set up (valves, timing, carbs) of a V-12 Jarama and a V-12 Miura?

None! It takes exactly the same time to do it, and the price at the end of the bill is the same too!

The above information leads me to confirm that the Jarama is still a "good bargain", and all vintage Lambo aficionados should jump on it very quickly!

Since Lamborghini has been infused with Audi quality control, the Lambo image is increasing worldwide. Thus, more people have an interest in vintage Lambos. Thus the "cheap" V-12 front-engined Jarama is valued higher in the market.

Keep your eyes open on the Jarama, because it's the last Lambo V-12 front-engined car produced in a limited series: 177 GT + 150 GTS = 327 produced. To date, at [jaramaregistry.com](http://jaramaregistry.com) we have only 160 Jaramas recorded...and even less survivors recorded. This will certainly push the values higher.

Source: [www.jaramaregistry.com](http://www.jaramaregistry.com)



# Bravo, Valentino!

Paying homage to our favorite chief test driver on his fabulous 40 year career.

By Jack Riddell



On April 21st of this year, legendary Lamborghini test driver Valentino Balboni reached a milestone that very few will do in their lifetime – he reached his 40th anniversary of dedicated service to Automobili Lamborghini. For the majority of those years, he served as the company’s chief test driver, along with continually providing a personal face of the company to the public. This milestone was definitely a reason to commemorate our favorite driver – and it was destined to be coupled with a large anniversary celebration.

James DiIorio had envisioned a grand party, and planning began early in the year. Due to logistical issues, however, the event date and locale would differ from the original vision. Because of his persistence, the idea made it to fruition on July 19th in Temecula, California at the beautiful home of Roy and Vera Sciortino. Over 120 of Valentino’s friends gathered for the event – several of whom drove their Lamborghinis. The night served as a Lamborghini concorso of sorts, with such a wide range of Lamborghinis in attendance – from one of the first Miuras out of Sant’Agata to a Versace Edition Murcielago and LP 560-4. As a special addition, Valentino spent time socializing with owners and sharing stories related to the different Lamborghini models that people had brought to the party – stories of development of that vehicle, road testing, and the history in general.

The evening featured catered Italian cuisine, and complementary wine, beer, and soft drinks. The food was excellent and several of those in attendance brought special wines to share with friends. Jim Fox, who helped organize the event, brought a double magnum of Ferruccio’s original 1980 Colli di Trasimeno. Surprisingly, the wine had held up well and the whole bottle was consumed in a couple of hours. One really nice addition was a Cuban cigar roller who created custom Havanas for the folks who liked great cigars.

By 8:00 p.m., dinner wrapped up and the Master of Ceremonies for the evening, Ray Grimm, began the presentation with stories of Valentino’s amazing career with Lamborghini. Ray recalled how Valentino managed to land his job (quite possibly the most exciting job in the world), how he drove virtually every car the factory produced in the early years, and how he touched the lives of so many people who had the privilege of knowing him.

After the main presentation, party guests were offered the chance to share their own Valentino stories with the rest of the audience. Several stories included the white-knuckled rides they took with Valentino down the small stretch of two-lane road that runs between Sant’Agata and the town of Nonantola, where his famous ‘test drives’ took place. The road on which the factory

is located is actually called the Balboni Highway by the locals – something that Valentino modestly laughs and smiles about when asked about why they would call it that. Anyone who has experienced one of these rides knows that Valentino spends most of the time in the left lane passing the slower vehicles, the drivers of which invariably wave or give a thumbs up signal to the passing Lamborghini. Then he takes a pair of very sharp radius curves at speeds that seem to defy physics – and this is often the point where many of the riders reacquainted themselves with their religion! It is an experience nobody will ever soon forget!

After Ray Grimm finished his colorful monologue, David Walters of Hawaii stepped up to the microphone and presented Valentino with a stunning graphic of an early Miura. Club

member Bill Scott then presented Valentino with a stainless steel art that featured a bull and a prancing horse in a (ahem!) compromising position. After the laughter died down from that gift, James DiIorio presented a crystal bull to Valentino. And at the end of the evening, the large black and gold banner hanging from the front of the house was lowered for all of the guests to sign. After which, the banner was presented to Valentino as a keepsake.

The celebration itself was definitely a memorable evening – not to mention the several memories gathered over the last forty years. It was truly a fitting tribute to a Lamborghini legend.

As the banner proclaimed, “Bravo Valentino – 40 Years of Excellence” – it could not have been stated any better.



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# Geneva Auto Show: **New Lamborghini Model Unveiled**







## Lamborghini Long Island 2008 Gallardo Spyder Road Show

Lamborghini Long Island held the 2008 Gallardo Spyder Road Show at Republic Airport on June 5.

Nearly 100 test drives of the 2008 Lamborghini Gallardo Spyder were conducted on the runway throughout the day, with over 150 guests attending in total.

Professional drivers from Skip Barber School set up an autocross style course on the runway and assisted guests with their drives. Each guest was able to take two laps of the course to test their driving skills and experience the power and agility of the Lamborghini Gallardo Spyder in a track-like setting.

Back at the hangar, two private jets were on display courtesy of Marquis Jet, fleet by NetJets. Among the jets was a stunning Lamborghini display including two Gallardo Spyders, two Superleggeras, and a 1999 Diablo MOMO Limited Edition (one of only 12 made in 1999). Guests enjoyed an exquisite lunch catered by Mark Spiegel of Mark of Excellence Distinctive Catering.

In addition, Lamborghini accessories were available for sale, thanks to the Champion Boutique located within our showroom in Jericho, NY and on the web at [www.championboutique.com](http://www.championboutique.com).







This year has brought the completion of our state-of-the-art Bentley Long Island-Lamborghini Long Island showroom. We are tremendously proud of what we have accomplished and anticipate the opportunity to continue satisfying our customers for years to come.

We held our Sixth Annual Charity Golf Classic on June 23 at Pine Hollow Country Club. We are extremely proud to have chosen Ascent - A School for Individuals with Autism as our beneficiary for this year's outing. We are honored to have partnered with such a worthwhile organization that truly strives to make a difference.

Our Golf Classic was a huge success, raising over \$75,000 for Ascent. It was an awesome day of golf and a wonderful evening featuring dining, casino games, raffles, and trophies. We appreciate the support and loyalty of our customers, friends, and family.



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## *driving* *impressions* 2009 Lamborghini LP560-4

By Seth Rose

Where should I start? I am in love? I am in a state of lust? Well, let's start with this: I have owned four Gallardos, all purchased from Lamborghini Long Island. Recently, I was fantasizing about the LP560-4, and the folks at LLI were generous enough to allow me a test drive in the brand new demo that just landed from Italy! The demo was dressed in white with black wheels, e-gear, and many other options.

My initial reaction to the car upon entry was: "It's the same inside!" Unfortunately, the first thing that caught my eye was the new switchgear, which is made up of bulky, chrome plastic switches that look as though they will eventually peel. The window switches are especially strange, since the action has been reversed: when you pull the switch down it sends the window up, and vice-versa. According to a representative, this was due to some federal regulation. On a positive note, the CD changer has been relocated between the front seats, increasing both accessibility and front trunk space...a smart move indeed!

Let's move forward, and FAST! The vehicle shifted into first gear with precision and I eased

on the gas. The transmission is now much smoother, one of the greatest improvements over the previous Gallardo. Shifting in the 'Corsa' mode is so fast, one barely feels anything but the power transferred with strength and grace to all four corners.

Moving on to the new direct fuel injection power plant of 552 bulls, I was amazed at the engine's enlightening and rev-happy nature! The new redline at 8500rpm closes in with ease and is just a dream. I have never felt power such as this in any of my previous Gallardos, and it was refreshing. The exhaust note, though loud upon start-up, is very civilized when cruising or downshifting, and does not give the driver the "fast" feeling that a Superleggera gives. But I must say: under full acceleration the car just goes without any hesitation, and I experienced absolutely no dead spots in the powerband. Without putting myself on the chopping block, let's just say the claim of a 207mph top speed is certainly attainable, and in a very expeditious manner! The 0-60 time must be accurate, as the Gallardo threw me into the seat so hard I nearly lost my lunch. "Passing power" is just breathtaking; I can't explain how smooth it is,



extremely tame to the point of almost boring... compared with the “rawness” of the Superleggera, that is.

Handling and steering seemed to be very light. I felt the new Gallardo may be slightly different, as it had a more comfortable ride. It seemed to gracefully hug the highway without much road noise. On the other hand, the steering was too powered; when I drive, I want to feel the road communicating through the steering wheel. After all, if I wanted a luxurious jaunt, I would hop in a Bentley GT.

Last but not least, the exterior makeover. Overall, I am very happy with the exterior enhancements. The slender taillights with LED bulbs and arrow-like lenses make for a sleek and welcomed change from the large, bulky Gallardo taillights from previous years. The tailpipes are arranged very nicely in a quad fashion, two on each side, and are finished in chrome. In addition, Lamborghini Long Island chose the black wheels, which add great contrast. The front end style inherited from the Reventon Supercar has been tweaked with a black insert

*The 0-60 time must be accurate, as the Gallardo threw me into the seat so hard I nearly lost my lunch.*

to separate the two intakes which accentuates these openings. Headlights have an appearance of a small runway leading up to the xenon bulbs, giving the front end a super-cool appearance.

Well, with all this said, in my opinion you can not go wrong with this car. It is fast as \$%!^!! C'mon, let's all admit it, it's not about the handling, interior, or exterior... it's all about the BULLS! I urge everyone to go down to your nearest Lamborghini dealer and test drive a Gallardo LP560-4 as soon as possible, to save yourself waiting time after you drop off your deposit when placing an order. After all, we Lamborghini owners live for riding bulls and spanking horses!

Thank you again to Lamborghini Long Island for the ride of the year!



# Italian Cars at Pocono



## *The Poconos Ride*





# A record number of Lamborghinis – more than 75 – top all other car makes at this year's event

## By Andrew Romanowski

The 45th anniversary of Lamborghini and 40th anniversary of the Islero is being celebrated throughout the year at a number of events and gatherings where Lamborghinis are present. Among the most special, however, is Le Belle Macchine D'Italia, held in Pocono, Pennsylvania. Marking its 22nd year, "The Beautiful Machines of Italy" represents one of the largest annual Lamborghini gatherings in the country, this year exceeding 75 automobiles on the Concours field.

The three-day Italian car event, which historically has included a beautiful Concorso and two days at the track, was preceded this year with a rally-type driving event. The Poconos Ride, as it is called, was organized by Lamborghini Automobili for owners who were interested in road time in their cars prior to the Concorso. The event included two days of rally-style driving through parts of Pennsylvania, New York, and New Jersey. In those two days, participants rallied to different check points while enjoying their super sports cars and the company of fellow owners. Each evening offered

*"Le Belle Macchine d'Italia is a really unique show – it feels more like a great gathering of friends who come together with really neat cars for a relaxed chat, a meal, and some fine Italian wine."*







a great Italian dinner where participants could recap on the day's activities and share stories of Lamborghini ownership.

The Concorso on Saturday was met with an amazing record number of Lamborghinis this year – more than 75 – the highest of all the marques at the event! That is definitely something to take note of: most Italian car shows are accustomed to a Ferrari turn out doubling that of Lamborghini. Lamborghini owners,

however, have been changing that perception with increasing turnout at events all over the country. In typical fashion, the Lamborghinis were judged and trophies were awarded to winners from each class and to the best of marque for Lamborghini.

Along with the Lamborghinis on the field, Automobili Lamborghini hosted a hospitality tent for owners to relax in the shade and enjoy an Italian soda. Present from Automobili

### Le Belle Macchine D'Italia Lamborghini Award Winners

Class	Model	Owner
<b>Gallardo</b>		
1st Place	Superleggera	Seth Rose
2nd Place	Coupe	TW Scott
3rd Place	Coupe	Paul Gaglioti
<b>Murcielago</b>		
1st Place	Roadster	Carla Giordano
2nd Place	Coupe	Ron Brown
3rd Place	Coupe	Rob Johnson
<b>Diablo</b>		
1st Place	6.0	Dave & Denise Carlson
2nd Place	Roadster	Eric Petosa
3rd Place	6.0	Robert Amaral

Class	Model	Owner
<b>Countach</b>		
1st Place	5000S	Victor Woldscheid
2nd Place	Anniversary	Glenn Rudner
3rd Place	LP400	Frank Zicarelli
<b>Front</b>		
1st Place	400GT 2+2	Lamborghini Long Island (Best of Class)
2nd Place	Espada	Kirk Meighan
3rd Place	350GT	Blake Stevenson
<b>Mid Engine</b>		
1st Place	Jalpa	Jay Molis

Lamborghini America LLC were Pietro Frigerio – Chief Operating Officer, Rene Sultzner – Head of After Market Sales, Gianluca Siciliano – East Coast Manager, Jonathan Kirshtein – Lamborghini Technical Services, and Max Ventura – Lamborghini Test Driver (visiting from Italy for the event).

Along with all the great Lamborghini conversations with the Lamborghini factory staff, attendees were given a first-hand and in-depth tour of the all-new Gallardo, the LP560-4; an unbelievable step ahead in the world of super sports cars – styling, weight reduction,



### *The Concorso*



increased power, and even better fuel economy!

“Le Belle Macchine d’Italia is a really unique show – it feels more like a great gathering of friends who come together with really neat cars for a relaxed chat, a

meal, and some fine Italian wine,” said Donald Osborne, Padrone delle Ceremonie of Le Belle Macchine d’Italia, and Contributing Editor of Sports Car Market. “The cars really live up to the title – all are beautiful, and so many are truly rare, cars you never get a chance to see, especially in a low-key setting like this where you can really spend time getting to know them.”





*The real treat of the track event, however, was the LP560-4 demonstration sessions on the track given by Max Venturi. Although he is a relatively new addition to the Lamborghini team, he is undoubtedly a very skilled racecar driver.*

During the final two days of the Le Belle Macchine D'Italia, the highlight considered by many as the most exciting took place – the track event on the legendary Pocono Raceway. Italian car owners ran their cars in a safe fashion at higher speeds to experience some of the real capability of their machines. As is typical, different driver classes were set up so that drivers could drive in a group of cars matching their skill level and comfort on the track. The real treat of the track event, however, was the LP560-4 demonstration sessions on the track given by Max Venturi. Although he is a relatively new addition to the Lamborghini team, he is undoubtedly a very skilled racecar driver. He drove the LP560-4 in a manner that impressed anyone fortunate enough to get into the car with him, or even watch from the side lines.

Special thanks to Italian CARS for putting on such a tremendous event for the Italian car community. For more information on Italian Cars at Pocono and Italian Cars at Daytona, please visit: [www.italiancarsatpocono.com](http://www.italiancarsatpocono.com)



## *On the Track*



# BELGIAN KICK OFF

## Lamborghinis in the Belgian GT Championship

By Mark Smeyers  
Photography by  
Disegno S Photography



Reprinted by permission from Lamborghini Cars: the Magazine  
Issue 10 - May/June 2008



Late March I went to the circuit at Zolder to check out the training sessions for the 2008 Belgian GT Championship, the new name for the Belcar.

Much to my surprise I found no less than four Lamborghinis were present during these trials, one white one with nearly no sponsor decals, two blue ones and another white with red one, all amazing Raging Bulls that would pose some serious competition to the other cars in the 2008 BGTC.

The training sessions were a great opportunity to get to know the new cars on the famous circuit of Zolder, many drivers had changed cars from last year, so some practice before the real deal was necessary.

However, the Belgian weather didn't co-operate nicely, and rain started to come down that Thursday, so testing started on rain tires.



Only a few weeks later the Belgian Kick Off Race was held in Zolder. The weekend of April 12 and 13 saw thousands of enthusiast fans gather around this circuit to take a look at what this edition of the Belcar, or the Belgian GT Championship as it is called from now on, brought onto the track.





The BGTC saw some amazing cars entered this year ranging from the exotic Lamborghini Gallardo GT3R to some Moslers, Ferraris, Vipers and several Porsches. Even a rare Gillet Vertigo S was present together with two Ginettas, an Aston Martin Vantage and a Lotus 2 Eleven ... the latter being an open top car... perhaps not the best idea in Belgium?

The first race on Sunday started in the rain. Appropriate tires were mounted on all competitors while Ron Marchal took the pole position in a stunning green Mosler MT900.

Max Soulet driving a Porsche was immediately behind him, leading a fierce battle between Vosse, Longin, Maes and Van Hooydonk in a Dodge Viper. Soulet made a bad decision about his tire pressure and Longin took over second place driving his new Mosler.

First and second place were now held by two Gravity International-sponsored Moslers.

In the final stages of the race, Bert Longin managed to take the lead which he maintained until the checkered flag.







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Vosse in the Ferrari started to fall behind and the Lamborghini driven by Verbergt took third place with a Viper on its tail.

Time to start entering the pits. Ron Marchal was the first one to change drivers and he made the mistake of returning onto the circuit

on rain tires ... while the track was starting to dry up.

Only minutes later, Longin took to the pits. His teammate, Kumpen, took the track on slicks after losing about 10 seconds with a bad battery.







After all drivers had been changing places, the lead was taken by a Dodge Viper driven by Robert Dierick. Sadly, this position wouldn't last long that Sunday.

Several drivers had left the pitlane too soon, so they were all called in for an additional pitstop with a 10 second penalty.

But there were still other surprises during this initial race. Kumpen managed to spin his Mosler. However, this young driver from Limburg still managed to take the checkered flag in first position.



*This white Lamborghini would finish 14th in the first race on Sunday ...*

Behind him things were heating up. The two Porsche 997 GT3 S Cups of Couwberghs and Franchi were set to take second and third place when they collided in the penultimate lap. As a result, Kumpen and Longin had nothing to fear any longer.





This crash also resulted in Mikke Van Hool and Henk Haane taking second place in their Lamborghini with the Gillet Vertigo “Guest” of Renaud Kuppens and Bas Leinders picking up third place - a nice bonus after losing a lot of time during their pitstop and finishing only 47 seconds after the lead.

Fourth place was taken by another Mosler, this time driven by Kenis-De Keersmaecker, ahead of a Ferrari Challenge with Bouvy-Coens behind the wheel. It took some really nice strategic planning but the blue Ferrari managed to reach fifth place from an 18th place at the start.

These were the first five places in Division 1. There was also a Division 2 won by Van Oost-Sougnuez (Porsche 996 Supercup) and a Division 3 victory won by Coekelbergs-Kuus (Porsche 996 GT2).

*Waiting for the final convocation in box 1 and 2 of the Zolder pitlane, verifying that everything is fine ...*

All in all, a very impressive race with some great, unexpected results... all four Lamborghinis finished the race: in second place, 12th, 14th and 26th position respectively.

There was still some time to prepare for the second race of the day, so any possible problems could be solved before the start at 15h.

Rain started pouring down on Sunday afternoon. However, just before the second race was about to start the weather cleared up. The track was still very wet but at least the rain stopped.



Vincent Radermecker took the pole position on the starting grid of this second race and was able to maintain his position ahead of team mate Anthony Kumpen. An unfortunate accident caused three of the Gallardo's to go off track, losing valuable time, while two Porsches, another Mosler and the Gillet, closed the gap quickly.

The engine of one of the Porsches driven by Greg Franchi was damaged. It was pushed into the pitlane shortly before the compulsory pitstop.

This time the importance of a quick pitstop was made very obvious by the Longin-Kumpen team. They were able to change drivers and tires so quickly that they managed to leave the pitlane taking first place on the circuit ahead of their counterparts Marchal-Radermecker in a similar Mosler.

These two Moslers were able to put a fifteen second gap between them and the third place position taken by the Gillet Vertigo of Bas Leinders. Things seems fixed but a race is only won when the checkered flag comes down, a point that became painfully obvious when Marchal hit the Viper of Koen Wauters (from the popular band Clouseau) and had to withdraw from the race with a flat tire.

One of the Porsches had to retire from the race with a punctured radiator. Several drivers did not reach the end of this second race. During the final stages of the race the positions were

completely different from the start. It just shows that you can never be sure about a race before it's driven.

The top three of this second race suddenly became known again. First place was once more taken by the Mosler driven by Longin-Humpen, second place was secured by the Gillet Vertige, while third place was obtained by the fastest Lamborghini in the BGTC: the Gallardo driven by Van Hool-Haane.

However, since the Gillet was competing in the "Guest Class" it didn't receive any points, hence, the JD Competition Gallardo made a perfect start of the 2008 BGTC Season taking some nice points twice in a row. These Reiter Engineering built GT3Rs are a force to be reckoned with this year.

Fourth place was taken by Van Hooydonk in a Dodge Viper who managed to turn one faster lap after another during the race, a very impressive track record. Another Viper took fifth place driven by Kris Wauters, also from the band Clouseau by the way. His brother Koen was just behind him in a similar Viper.

No less than three Vipers were present in the top six of the second race. 11th place was secured by the De Laet-Verbergt Gallardo, 14th place for the Vollebergh-Thiers Gallardo and 19th place for the fourth Gallardo driven by Dockerill-Greensall.





*The two Moslers leading the second race, before the one on the right would retire.*

Naturally, all this had its effect on the final standings after the first Kick Off race weekend. Without a doubt the nr 24 Mosler of Gravity Racing International took first place with 20 points, but the Lamborghini Gallardo entered by JD by Astromega grabbed a nice second place with 16 points. Another Mosler, this time by G&A Racing, took third place with 8 points.

The rest of the Lamborghinis could be found in

12th place (the nr 15 - JD by Astromega), 14th place (nr 5 - JD by Astromega) and 16th place (nr 6 - Chad Peninsula Racing).

Sadly, these latter three Lamborghinis didn't score any points in the Belgian Kick Off Weekend. But with a bit of luck and hard work, they immediately prepared their revenge for the FFSAGT in Dyon where the entire pack competed on May 10 and May 11.





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*Race 1 : 2nd place / Race 2 : 3rd place  
Haane-Van Hool (Lamborghini Gallardo)*



*Race 1 : 3rd place / Race 2 : 2nd place  
Leinders-Kuppens (Gillet Vertigo S)*



*Race 1 and 2 : 1st place Div 2  
Van Oost-Sougnéz (Porsche 996 GT3 Cup)*



*Race 1 : 1st place Div 3  
Coekelbergs-Kuurs (Porsche 911 GT2-R)*



*Race 1 and 2 : 1st place, Kumpen-Longin (Mosler MT900)*



# 4S *Secret SuperCar Sunday Society*

By Werner Pfister  
Photography by  
Jason Thorgalsen and Hovik G.

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**M**ore than 20 Supercars gathered in a secret get-together on Sunday, June 1 in Westchester County, New York.

The brainchild of college sophomore, Evan Cygler, high school senior Jason Thorgalsen and Hovik Gevorgyan, the event brought out almost every supercar ever built. These three young men have been very active in New York area car events for many years and their extensive contacts with supercar owners came to good use as they begged and cajoled them to bring their wonderful cars out on one of those "10 best days".

This time the police were very friendly.

Bragging rights for fastest car were debated among those present. The consensus was that the Bugatti Veyron was it. I guess the 254 MPH top speed just cannot be beaten right now. Coming in a close second was the Koenigsegg CCX, which was also the newest supercar on the scene. This car had a lot of visible carbon fiber and the fit and finish both inside and out was very impressive. Everyone was trying to figure out how they made the carbon fiber wheel rims.

An Aston Martin DB S was driven to the event. However, no sign of James Bond. One enthusiast brought a McLaren F1 which even after 15 years still looks exotic. Rounding out the British contingent was a Jaguar XJ-220. Even many in this elite crowd had never seen one of these rare cars.

Supercar Ferraris included a 288 GTO, an F-40 and an Enzo. Unfortunately, no F-50s were able to make the meeting. A 360 Challenge Stradale and no less than two 599s were in the group. One of the 599s had some custom features on the front grille and the rear valence. It turns out that car is owned by the father of 599 chief designer at Pininfarina, Jason Castriota.



A Porsche Carrera GT, Spyker, Ford GT and a bevy of Lamborghinis made up the rest of the group. The Lambos included a Diablo GT, Miura SV, Gallardo Superleggera and various other models.

The hosts had arranged for a police escort consisting of one cruiser and four motorcycles to ensure that the cars could stay together as they drove through the local roads towards the highway. Once on the Interstate, every driver jumped on the throttle for a quick display of why we call them Supercars. The group headed towards Connecticut and all gathered at a closed truck scale stop along the highway where they were met by a friendly State Trooper. It quickly became apparent that the sight of so many supercars caused the highway to back up as everyone driving by gawked at this rare assembly of cars. So much for the big secret.

Shortly thereafter, a town police cruiser rendezvoused with the group and in conjunction with the State Police, shepherded the supercars to their final destination for a great brunch. Everyone had such a great time that they agreed to get together again. In fact, the main topic of discussion centered on rounding out the collection of cars by getting a Ferrari F-50, a Maserati MC-12 and a Pagani Zonda to join this elite group.



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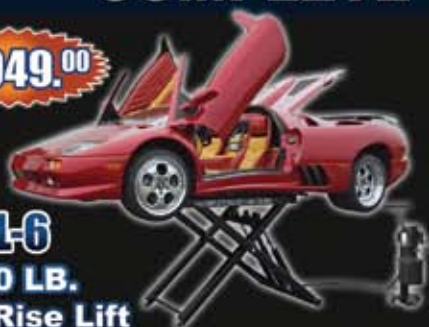
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### Ferrari



08 F430 F1 Spider, Red/Tan	Del mi
08 F430 F1 Spider, Black/Tan	Del mi
08 F430 F1 Coupe, Black/Black	Del mi
07 F430 F1 Spider, Red/Tan	1,523 mi
07 F430 F1 Coupe, Red/Tan	565 mi
07 F430 F1 Coupe, Black/Tan	1,545 mi
06 F430 F1 Coupe, Yellow/Black	4,986 mi
05 F430 F1 Coupe, Scud Red/Blk	232 mi
05 F430 F1 Coupe, Black/Black	2,201 mi



04 Challenge Stradale, Silver/Blk	5,573 mi
04 Challenge Stradale, Red/Rd-B	8,210 mi
04 360 Coupe, Red/Black	6,829 mi
01 360 Spider, Met Blk/Blk	19,989 mi
00 550 Maranello, Red/Tan	3,000 mi

### Ferrari

97 355 Spider, Black/Black	14,132 mi
95 512 M, Black/Tan	2,454 mi



94 512 TR, Yellow/Black	10,242 mi
86 328 GTS, Red/Tan	19,607 mi
83 512 BBi, Red/Tan	10,805 mi

### Lamborghini

06 Murcie Roadster e-gear, Blk/Blk	1,526 mi
04 Murcielago e-gear, Tit/Gry/Blk	8,969 mi
03 Murcielago, Yellow/Black	2,840 mi
08 Gallardo Superleggera e-gr, Orange	62 mi
08 Gallardo Spyder e-gear, Blk/Blk	812 mi
05 Gallardo e-gear, Black/Black	3,172 mi



01 Diablo 6.0 VT Black/Snowcorn	7,050 mi
99 Diablo Roadster Momo Ed, Yell	2,862 mi
89 Anniv Countach, Red/Tan	5,464 mi

### Porsche & Other

08 Porsche GT2, Black/Black	28 mi
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04 Rolls Royce Phantom, Black	3,265 mi
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06 Ford GT, White w/Blue Stripes	2,266 mi
05 Ford GT, White w/Blue Stripes	552 mi
07 Mercedes G500, Black/Black	6,317 mi
06 Mercedes CLS500, Silver/Blk	16,982 mi

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E-Gear



**2003 Lamborghini Murcielago**  
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V12



**2007 Lamborghini Gallardo Spyder**  
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**1994 Lamborghini Diablo VT**  
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Beautiful!



**2007 Lamborghini Gallardo Spyder**  
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