



# MIDWEST LAMBOS



A NEWSLETTER FOR LAMBORGHINI OWNERS & ENTHUSIASTS

## Spyders Hit Miami with the Top Down

Picture this: a picture-perfect 77 degree sunny day, open track time, 18 new Gallardo Spyders begging to be driven, Lamborghini staff present to answer any questions that may arise (including Valentino Balboni, Stephan Winkelmann, and Manfred Fitzgerald), and excitement beyond belief. That was the scene at the closed-track dealer network and press event held January 16<sup>th</sup> through the 21<sup>st</sup> at the Homestead Miami Speedway in Key Largo, Florida.

As you can imagine, anticipation was high from the first moment I arrived in Miami; the thought of test driving a new Lamborghini Gallardo Spyder in the warm Miami weather is definitely worth salivating

over. Soon after arriving, we attended a quick orientation pertaining to the Homestead Speedway and the various planned events for the day.

Then, we were on our way to the speedway.

As the bus pulled in, I could see the 18 Spyders in all their glory - bright, hot colors shining in the Miami sunlight. After we broke up into our small groups, we started winding our way down to the track. I could literally feel the mystique of the famous speedway in my bones. Needless to say, I was excited to get behind the wheel; each step closer to the track just built my excitement that much more. Getting into the Gallardo Spyders was instant gratification. Once the car began buzzing around the track at well over 100mph, there was an instant understanding of the great engineering put into this masterpiece. The car's ability to confidently handle the incredible speeds can make just an average driver feel like Mario Andretti.

The first obstacle was demonstrating the Lamborghini's ability to stop once high speeds were reached.

We sped around the oval at 120mph, banked out of turn 2 - where we down-shifted and entered the pre-set pylons - at 100mph. We soon realized the lane was blocked off about 4 car lengths into the exercise - thus providing a time to apply the brakes and make a hard right turn into the pylon gate. I was amazed how easily the turn came; the ABS was not engaged once throughout the obstacle. The second obstacle, demonstrating exactly how nimble a Lamborghini can be by entering a tight back-to-back S-turn, was up next. The demonstration proved the amazing capability and handling by the Gallardo Spyder.

During the break for lunch, the sound of the speed



emitting from the cars zipping around the track sent chills down my spine. It was then that I realized just how well the engineering teams at Lamborghini recognize the importance of a nice purr in the motor - and the exhaust system is merely a testament of that fact. Nearing the end of the day, it became pretty apparent that I could not get enough of this fantastic car - I was one of only three drivers still on the track. Our market has not yet experienced a car like the Gallardo Spyder; we are all fortunate enough to be influenced by a car that will certainly rank as one of the top Italian-produced exotic cars of all time. Needless to say, this car exceeded any and all of our expectations!

Ron Frost, Vice President - Lamborghini Ohio

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## Member Spotlight: Cecil Schoeneman

As any Lamborghini enthusiast knows, an entire culture has been created out of love for the company, the owners, and most importantly, the car. Through it's evolution in terms of the company owners', business practices, manufacturing, and model lines, one thing has always remained the same: the desire to be a part of Lamborghini history through enthusiasm and ownership. Thinking back through my own Lamborghini history, 21 years as an enthusiast and just a few years as an owner, I have several memories with Lamborghini fanfare, starting with seeing the Lamborghini special on '60 Minutes' in 1985 to being a part of a

first-time unveiling of a new concept, several stories of meeting with fellow Lamborghini owners, and attending many other memorable events. Through the Lamborghini network that has been naturally created, I have had the privilege of speaking with a long-time enthusiast from the Midwest, Cecil Schoeneman.

Cecil, who has lived in South Dakota for his entire life, has always been a very discriminating sports car lover and has always strived to have the best of the best! Because of his love for performance, exclusivity, and the heritage, he has owned seven

(continued on page 6)

### Inside this issue:

*Spyders Hit Miami with the Top Down* 1

*Member Spotlight: Cecil Schoeneman* 1

*Driving Impression: Lamborghini Gallardo Spyder* 4

*Caring for Your Lamborghini* 7

*Midwest Demographics - Ohio* 8

*Mission Impossible 3 - Lamborghini's Press Release* 9

*Protect Your Lamborghini Paint* 12

*LP640 - Lamborghini's Press Release* 14

*2006 Events* 16

### 2006 Events:

- June: Italian Cars at Pocono
- July: Italian Car Festival
  - Lamborghini Troy Driving School
  - Lamborghini Chicago Driving School
- August: Concorso d'Italia at Meadow Brook
  - Lamborghini National Meet
  - Woodward Dream Cruise
  - Wheels of Italy
- September: Italian Gathering

# Lamborghini Troy



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Call or visit our website for our complete inventory and Spyder availability !







Lamborghini Troy is open for business!! As some of you may already know, Lamborghini Troy completed their brand new 5000 square foot facility in early January of this year. The new facility opened just in time for the North American International Auto Show held at Cobo Arena in Detroit, where both myself, Richard Bell (Brand Manager) and Matthew Vazana, GSM, were available for meet and greet. If you did not have a chance to meet either of us, stop on by Lamborghini Troy and introduce yourself!

The spacious showroom in Troy comfortably holds nine cars, in addition to the customer lounge. In the customer lounge, there are such perks as the 42" HD plasma screen with an X-Box 360, with Project Gotham Racing 3 frequently being played. Or, while your Lamborghini is being serviced in one of the eleven service bays, you can enjoy your favorite cappuccino or espresso at the 18' cappuccino bar. Also, a small boutique is currently being stocked with Lamborghini apparel and collection items. In time, it promises to be one of the leading Lamborghini boutiques in the Midwest.

I am personally extending an invitation to all Michigan and other Midwest Lamborghini owners to visit Lamborghini Troy. While here, you will get a chance to meet not only myself, but our sales staff and our excellent service team. Also, you can register with Lamborghini Troy, so you are kept aware of a upcoming events and planned Lamborghini functions.

Please email or call about our Lamborghini driving school event this July!!

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## Driving Impression: Lamborghini Gallardo Spyder by: Andrew Frankel

(This article originally appeared on 4car - [www.channel4.com/car](http://www.channel4.com/car), reprinted with permission of IVC Media & Channel4.com)

I had this dream.

One minute I was sitting in my office (aka attic) watching the rain fall on my slushy, part-frozen London street, the next I was basking in the Florida sunshine being asked by a beautiful woman what colour I'd like my convertible Lamborghini to be.

As dreams go it was one of my better ones, not least because it happened to be true. I chose a yellow one, by the way.



If a Lamborghini Gallardo Spyder sounds suspiciously like some kind of automotive Utopia, you're closer to the truth than you suspect. I always thought that the Gallardo possessed the potential to realise the supercar ideal: Italian design flair tempered by German common sense. But although the Gallardo was the first Lambo to be designed entirely under the watchful eyes of its bosses at Audi, the result never quite worked. Not for me, at least.

It seemed as if it had been concluded that you could build a very powerful Audi supercar, slap a raging bull badge on the nose, build it in the old Sant'Agata factory and the very fact that it was called a Lamborghini would do the rest. The Gallardo seemed to be altogether too sensible a supercar, its creators so keen to exorcise all the negative connotations of Lamborghini-ism - like shoddy construction, wild

impracticality and dubious reliability - that the very soul of the marque had been sold too.

Well, Lamborghini has just bought it back. For now, the Gallardo gets more power, shorter gear ratios, quicker steering, new suspension settings and, of course, a convertible roof. The result is a car transformed.

I find it odd to be writing such glowing words, if only because I am fundamentally suspicious of any car that suffers the indignity of having its head chopped off. If a car is designed from the start to be a convertible and nothing else, they can work quite well, but any car that begins life as a coupe and is then decapitated is simply guaranteed to come to market in compromised form. It will be less structurally sound and will have to be substantially reinforced just to keep it stable, which means it will be heavier, too.

And, in this case, a car with compromised rigidity and an extra 120kg means worse performance, handling, economy and emissions. For sure, those who buy this £115,000 car will not be fussed by the latter two issues, but a Lamborghini made fat and blunt, just so its posing owner can show off, is not a car to which I thought I'd feel instinctively well-disposed.

At least until I drove it. The combined forces of Audi and Lamborghini have done a superlative job with this car. The fabric roof flips and folds at the touch of a button to stow under its new carbon fibre boot cover in less than 20 seconds. What had been the rear screen when the roof is up now doubles as a handy wind deflector, while an unseen roll-over bar deploys if the car detects it is more than 40 deg from horizontal.

But, best of all, the Gallardo Spyder is that rarest of things: a convertible that's as good to drive as it is to look at.

I first suspected this when blasting through the Everglades at such ambitious speeds my hope was that by the time any State Trooper had got over the surprise, I'd be so far away as to not be worth chasing. The only way in which a convertible can improve upon the driving experience of its coupe brother is to make the engine sound like it's in the cockpit with you - and if you're going to have a travelling







and inspirational, even on or over the limit of its tyres' adhesion.

There are, of course, some issues that Lamborghini has been unable to resolve. Luggage space remains minimal, seriously calling into question its role as a long distance cruiser; roof-up refinement levels are good, but not in the same league as a hard-topped convertible like a Mercedes-Benz SL55 AMG; and the fuel consumption is terrifying. In one day with it - admittedly with a small element of track work - it used a gallon of gas every 10 miles.

But I'll not hold that against it. What matters more to me is that at last Lamborghini is delivering on the promise made the day Audi walked through the door seven years ago. And fine cars though most modern Ferraris are, I think that for the first time in over 40 years, the Maranello marque has a serious competitor on its doorstep.

companion like this, you might as well make it a snarling, 520bhp V10. On full throttle it is searingly and almost overwhelmingly loud.

It's worth remembering, too, that you have more power under your right foot than that enjoyed by any Formula One champion of the 70s and, while the Lambo is somewhat heavier than a 30-year-old F1 car, it will still take you to 196mph - which probably makes it as ultimately fast, too. Doing 0-62mph in 4.3sec doesn't mark it down as a sluggish either.

But the single most impressive aspect of the Gallardo Spyder is neither its looks nor its performance. It's what happens when it gets to the corners. Unfortunately America's road builders have yet to figure out exactly what a corner is and had the Homestead Raceway not been at my disposal, I'd probably never have found out what a splendidly fine handling car this Gallardo is.

Partly because it has four-wheel-drive but mainly because it has been so well engineered, this is one mid-engine car you can lob into a tightening curve without fear of it backing you into the wall at its exit. The steering is sublime, the grip levels simply epic and its behaviour docile, reassuring

I left the Lambo at the racetrack and hitched a lift back to the airport for the overnight flight home. I woke up to dismal British skies, the Gallardo now no more than a memory.

But at least it wasn't a dream. This Lamborghini is for real.





## Member Spotlight: Cecil Schoeneman (continued from page 1)

Lamborghinis in his lifetime. The seven cars include: a '67 silver 400 GT 2+2, a metallic brown '72 Espada (the color was called "Luci Di Bosco", which means "Light of the Forest" in Italian), a blue '75 Jarama, a grey '76 Jarama, two red '86 Jalpas, and one '04 yellow Gallardo. When I asked what his favorite Lamborghini was, Cecil simply answered "whatever Lamborghini I'm driving at the time." As you can imagine, Cecil's personal history with Lamborghinis can provide many, many stories that can hold current enthusiasts in awe when told.

At 90 years old, exciting automobiles have helped keep Cecil young. After losing his wife 28 years ago, he mentioned that keeping up with other beloved things is very important. Cecil, once an amateur racecar driver, has always had a passion for the exclusive, performance-based cars. In addition to the Lamborghinis, he has also owned 31 Ferraris, an OSCA that he raced in the 1950s, and many others. (OSCA, a limited production brand that the Maserati brothers formed after selling out their share of Maserati) To say the least, Cecil has definitely enjoyed a great racecar history.

Cecil's depth in his passion can be shown in several stories that have happened throughout the years. For example, when rear-engine racecars became popular in the 1960s, Cecil made his move to a rear-engine performance car by buying an aluminum frame rear-engine Bobsy chassis and having his original OSCA engine fitted into the Bobsy chassis. Or, on another occasion, Cecil purchased a previously owned 400 GT 2+2, and, after realizing the restored engine work was not up to par, he had the engine reworked to bring the Lamborghini up to its original standard of excellence. Cecil eventually sold his 400 GT 2+2 to an owner in California, and recently, that owner wrote a letter to him letting Cecil know he still retains possession of the vehicle, it is still in excellent condition, and thanked him for the sale.

One of Cecil's best memories, still, is when he and his son, Al, made it out to Sant'Agata, Italy for the Lamborghini 25<sup>th</sup> anniversary in 1988. While there, they had the chance to meet Ferruccio and Tonino Lamborghini, "Old Lamborghini" staff, new Chrysler personnel, and many others. The factory tour instantly put Cecil in awe: seeing with his own eyes how the cars were all hand-crafted by artisans, just as he had always imagined. He was impressed with the fact that there was no robotic automation in the factory and that each car received the careful attention to detail it deserved. He wishes that every Lamborghini lover has the chance to have their own tour of the factory.

From talking with Cecil, I instantly realized he understood the love of everything Lamborghini. His enthusiasm has only grown throughout the evolution of the company; with each new concept or model, the

desire to immerse himself in the Lamborghini culture strengthens. As many Lamborghini enthusiasts and owners have come to know, sharing stories and photos from the past with fellow owners is very much an enjoyable time. My time spent hearing stories from Cecil has proven to be both enjoyable and memorable.

Special Thanks to Chris Kelly at Premier Motor Cars of Sioux Falls for arranging this special interview with Cecil Schoeneman.



Cecil with his 400 GT 2+2 engine after it was rebuilt







## Caring for Your Lamborghini

As you may already know, maintenance on your vehicle is an absolute must-have to ensure it is operating as designed, in addition to ensuring top resale value when selling. Nothing could be more frustrating than losing out on a nice day's drive, or loss of sale due to the lack of service performed on your vehicle. With that said, make sure you keep complete records on your vehicles maintenance history—many buyers will not consider the completed work unless there is proof of the service.

As far as suggested maintenance, you will find a detailed list of maintenance items that should be addressed at each mileage interval in your Lamborghini owner's manual. *(If you do not have a manual for your car, as is the case for many owners, you can order one from Lamborghini Ohio or your local Lamborghini dealer. We are currently able to order the manual for the Countach 25<sup>th</sup> anniversary addition to present, cost ranging from \$200.00 to \$250.00.)* A good rule to follow is to have your vehicle serviced on an annual basis regardless of miles, as most of your vehicles vital fluids break down over time. At this time, too, it offers a chance for your car to be looked over by a Lamborghini tech. The fluids that are recommended to replace yearly are: engine oil, brake fluid, and clutch fluid. The reason for this recommendation is due to not only the fluids becoming dirty due to use, but also to moisture build-up in the fluids because of the temperature changes in our environment. Moisture build-up can affect the performance of the fluids, but also contribute to the deterioration of seals. For engine oil, you should use AGIP oil while the vehicle is under factory warranty. Not only is your Lamborghini initially filled with AGIP at the factory, it is also recommended by Lamborghini.

Even during the periods while you are not using your vehicle, there are still some technical tips from our workshop to aide in proper maintenance.

- Since gasoline can break down (just like other vehicle fluids), **the addition of a fuel stabilizer is recommended.** A fuel stabilizer will help protect the vehicles fuel system and avoid expensive repairs. There are several brands of fuel stabilizer on the market, however, the brand we recommend is STA-BIL. (If there is another brand you prefer, it is okay—Lamborghini has no specific brand recommendations.)
- The **installation of a battery tender is recommended** (or, the battery can be disconnected to avoid draining the life of the battery.) Lamborghini Ohio can install a battery tender in a discrete location that is easily used by simply plugging the connector into an electrical outlet. When the time comes for the battery to be replaced, the Lamborghini-recommended brand is Deka. Deka batteries use Absorb Glass, a material that prevents battery acid from leaking if the battery cracks or gets turned on its side.
- Most vehicle owners avoid driving in the rain, however, it can happen. External moisture, though, can lead to dry-rotten and/or cracked wiper blades. This can be avoided with a **light dusting of talcum power on the blades.**
- "Flat spots" on your tires can be avoided by **raising the vehicle off of the ground** and put on stands—not only do the tires benefit from jacking the vehicle up, but the suspension can also get a well-deserved rest. If you cannot raise the vehicle off of the ground, it would be helpful to move the car so the tires are resting in a different spot. This simple tip can decrease the need for replacing your expensive high-performance tires!
- Be sure to **turn the wheels at least every two months** in order to stop the brake pads from being seized to the brake discs. Also, remember to release the parking brake—allowing for the rotation of the rear wheels and keeping stress off of the parking brake cables and pulleys.

Be sure, also, to not to forget about the interior & exterior of the vehicle. After all, the look of the car is what catches all the stares!

- Leather seats need to have conditioner applied to keep them from drying out. The frequency will ultimately depend on the weather conditions to which the vehicle is exposed. (A good product, if you don't already have a preference, is Lexol Leather Conditioner.)
- As far as keeping your windows cleaned, we have found two brands that have given us good results—Windex Professional & Invisible Glass.
- We recommend using a mild degreaser containing citrus to clean brake dust on the wheels.
- When washing their Lamborghini, many people will put towels over the engine. Although this is not required, it is not a bad idea—it could prevent the electronics from getting wet.
- Wax should be applied as needed. Although there are many brands on the market, Lamborghini Ohio uses 3M Perfect It – Show Car #39526.

Maintaining your investment is very important! By everyone taking these simple tips into consideration, we all can ensure many years of reliable driving and top dollar when selling!

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## Midwest Demographics - Ohio

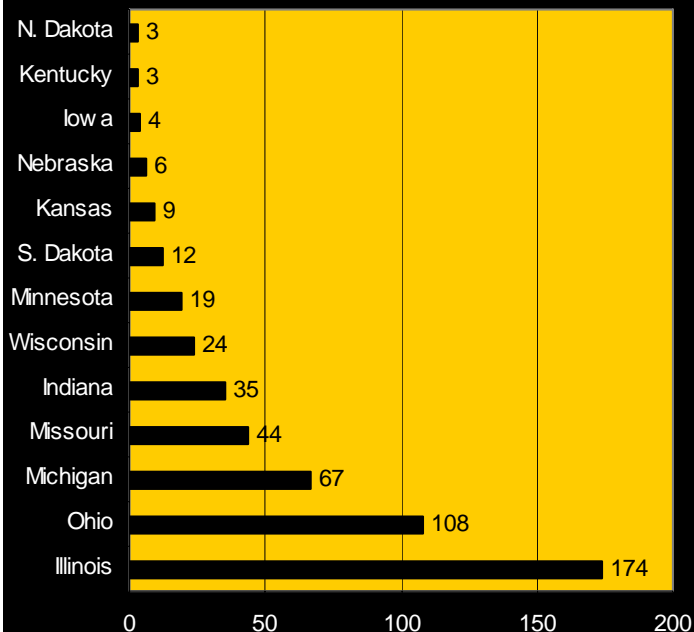
The latest numbers are in - we now have over 508 Lamborghinis in the Midwest!!

Due to the large number of requests from owners in other Midwest states, we sought out demographic information for all states in the Midwest. (The 'Midwest' states identified are in accordance with the United States Census Bureau regional divisions.) We have also included Kentucky (considered a Southern state by the Census Bureau). New demographic information for Iowa, Kansas, Nebraska, South Dakota and North Dakota has been compiled and presented along with previously issued information.

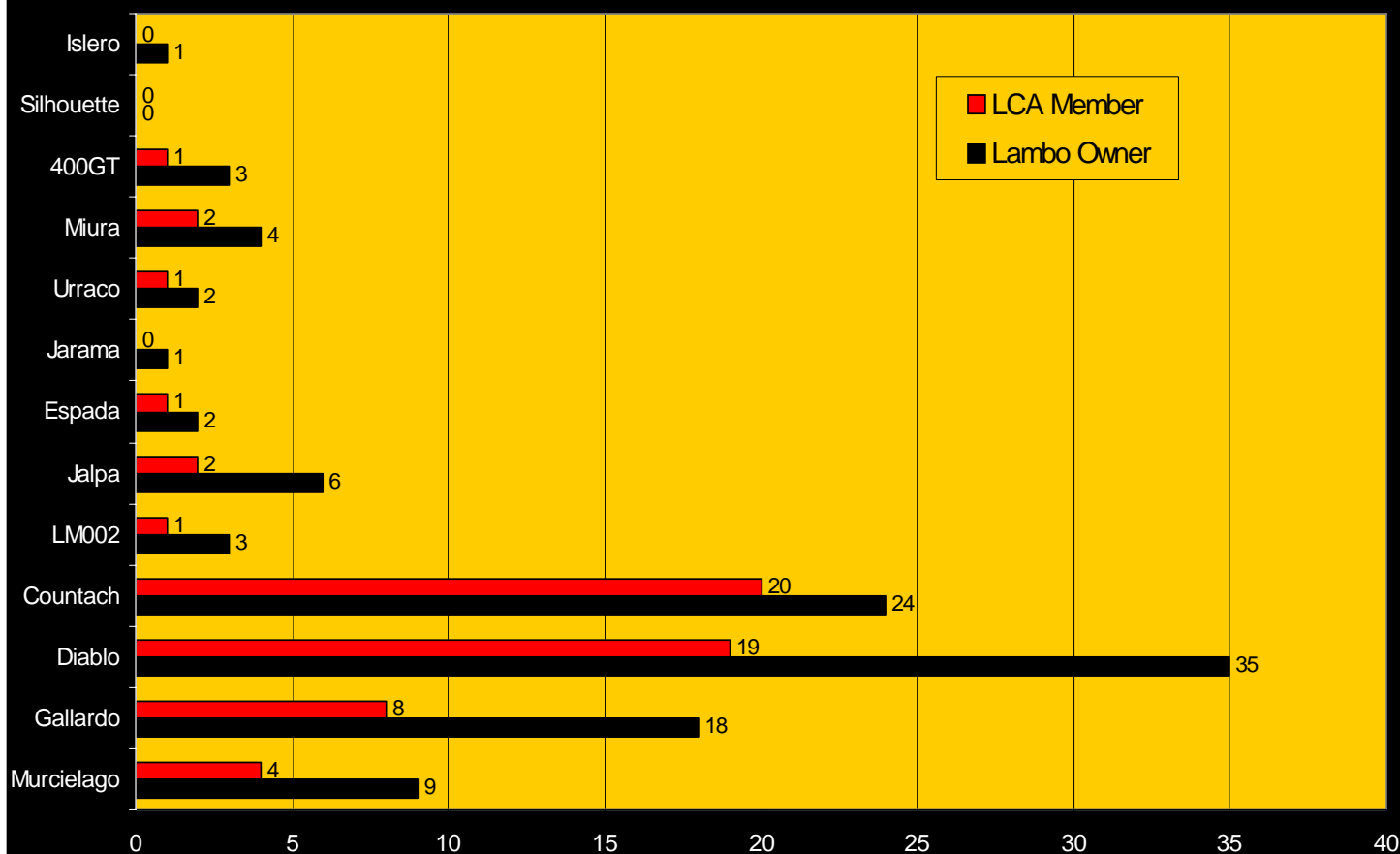
This issue, our demographic spotlight is on Ohio. Throughout the state of Ohio, there are currently at least 108 Lamborghinis. See the graph below for a breakdown of models. At the present time, though, the Lamborghini Club is only in contact with half of them. We need your help in reaching your fellow Lamborghini owners!! If you know any Lamborghini owners in your area, please relay our information so they may get in contact with us!

In addition to getting to know other Lamborghini owners in the Club, the data is important for determining where to hold future Lamborghini events so as to include the maximum number of Lamborghini owners. Any help in collecting data would be much appreciated! If you are interested in getting to know more owners in your area, please contact me - I can help in contacting them for Lamborghini-related interests.

Number of Lamborghinis by State in the Midwest



Ohio LCA Members & Lamborghini Owners







AL 11 /2006 ENG



## Press Release

### Lamborghini Gallardo protagonist in “Mission Impossible III”

How do you get 3 Hollywood stars into a 2-seater Lamborghini? Mission: Impossible?

In what is sure to be the blockbuster hit of the summer of 2006, the Lamborghini Gallardo makes a dazzling on-screen appearance in the highly anticipated Mission: Impossible III (Paramount Pictures). Italian moviegoers were treated to an extra performance, when the cast arrived in 10 Lamborghinis at the movie's spectacular world premiere in Rome.

Under the direction of J.J. Abrams, of the famous TV series “Lost” and “Alias”, super agent Ethan Hunt (Tom Cruise) returns with a bang in the third installment of the Mission: Impossible franchise. The high-performance Lamborghini Gallardo, styled in a vibrant orange, is just the car to complete the IMF team.

The Gallardo is named after one of the five main breeds of bulls used in Spanish bullfighting. Just like the powerful animal after which it is named (and like the women Ethan Hunt loves and battles!), the car is the most beautiful specimen within the race.

So how do you get Tom Cruise, Maggie Q and this year's Academy Award winner for best actor, Philip Seymour Hoffman, into the 2-seater Lamborghini Gallardo? Go see Mission: Impossible III to find out!

About the Lamborghini Gallardo:

Permanent 4-wheel drive  
Engine: 5 liter  
10 cylinder V90°  
DOHC four valves  
Power: 520HP at 8000rpm  
Torque: 510 Nm at 4250 rpm  
0-100km/h in 4 sec.  
Top speed: 315 km/h

Sant'Agata Bolognese,  
27th April 2006



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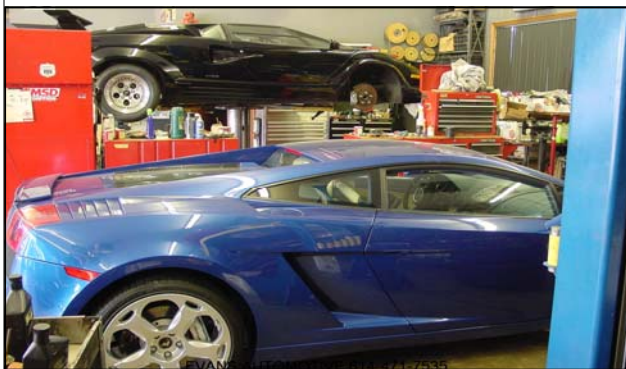
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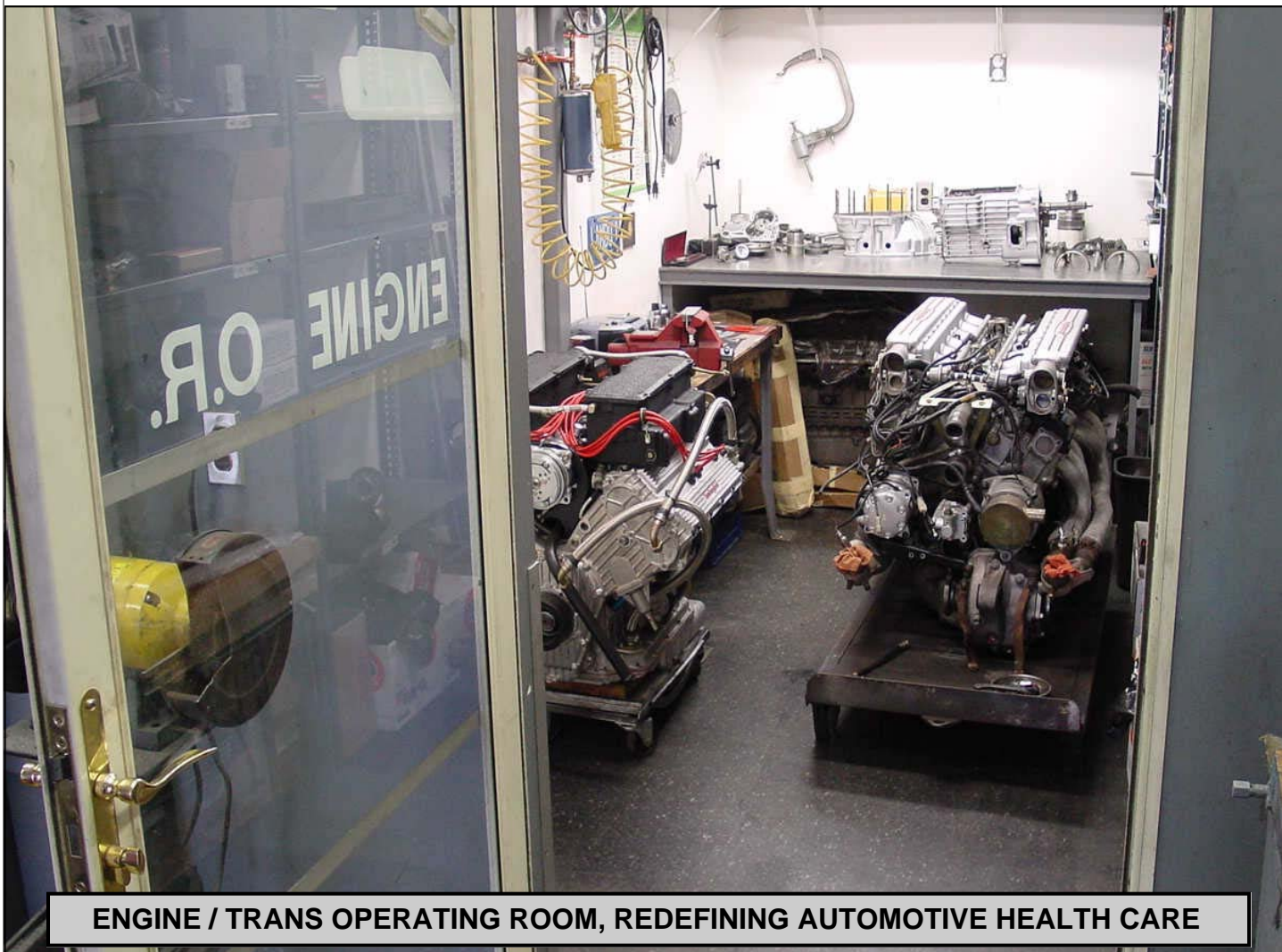
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## Protect Your Lamborghini Paint

Paint protection film has been gaining more and more popularity recently, so, as a result, we have decided to share some information on this rising subject. First of all, for those of you who may not be fully aware of what exactly paint protection film is, it is a clear material with elastic properties that is used, simply, to protect the paint on your vehicle. The main purpose of the film is to absorb the majority of abuse that may occur from road debris, small stones, or other paint-damaging objects while on the roadway. By applying the film to areas of your vehicle that are considered "high-impact" (such as the front fascia), your paint will be spared from the minor nicks that may occur. When the installation of the film is done by an experienced installer, and with a well-designed kit (which can be ordered through the installing company or designed and cut on-site), the film is hardly noticeable—therefore it does not diminish the appearance of the vehicle.

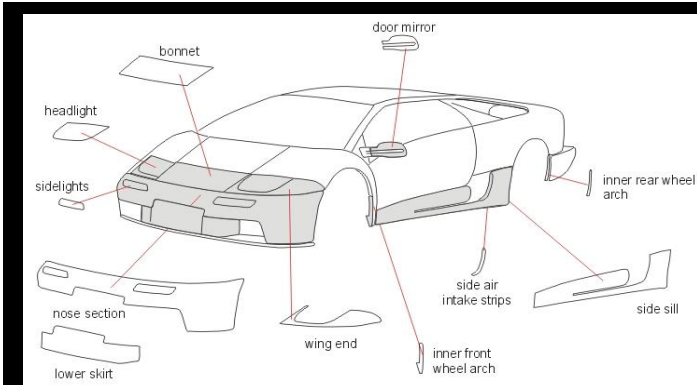
The film itself typically consists of a pressure sensitive adhesive layer, a protective polyurethane film layer, and clear coat, depending on the type and brand of film selected. The film thickness selection is really dependent upon the area in which it will be applied: 8mil is the industry norm for bumper, hood, and most body panels; 12mil is used more for high-impact flat areas like lower rocker panels. For clarification, the numbers do not refer to the thickness of the total product, but of the protective polyurethane layer (the thickness of the adhesive coat and water-based clear coat are not included). Just for reference, the acrylic adhesive coat is 1mil thick and the water-based clear coat is 2mil thick.

Although a clear coat material is recommended in most cases, some people prefer a non-clear coat material for greater initial clarity. A non-clear coat material, which is virtually invisible, may be beneficial where tough weathering and long-term UV exposure is minimal, i.e. a high-end car like a Lamborghini that is garage-kept and well taken care of. On the other hand, these non-clear coat materials do not meet most automotive OEM specifications for paint protection, while the clear coat films meet all specifications. The most common defect that occurs with non-clear coat materials (typically seen in daily-driven vehicles) is a yellowing or staining of the film and/or fungus (mildew) growth on the polyurethane film layer (which appears as a brown discoloration). Fungus growth is prevalent in wetter high-humidity areas like Florida, so it is highly recommended that a clear coat material be used in those areas. All newer films are UV-stable and allow light through, avoiding differences in normal changes to the paint shading (versus traditional leather bras, for example).

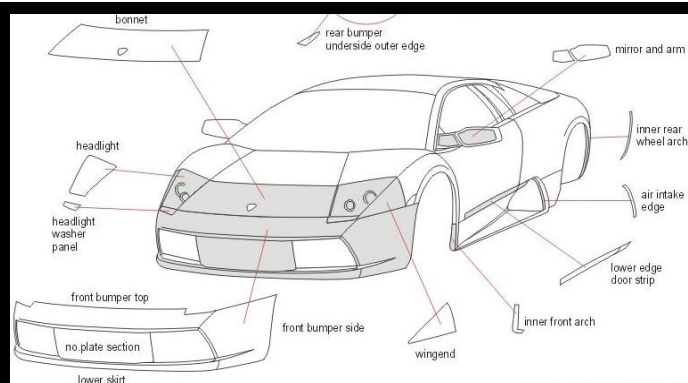
When beginning your search for installation professionals, be sure to ask plenty of questions! Make sure you are fully informed of what exactly you need, want, and will get. For example, be prepared to ask questions regarding what type of film they use (thickness, manufacturer, material performance, weathering, etc.) and how much experience the installers have with high-line installations. Also, you will want to be prepared with your choices – durability vs. clarity (as a general rule, the more durable, clear coated products have slightly less initial clarity).

From 3M's standpoint (one of the main manufacturers of paint protection film), the best application is by experienced, 3M-certified installers. (You can find a list of these certified installers on the paint protection film section of 3M's website.) Accordingly, the more experienced the installer, the better end result you will get. After the material has been applied, no special care is required after installation. Normal car cleaning maintenance will be sufficient. Please note, though, to watch for any potential wax build-up around the edges of the material. On areas that are possible, a good installer will wrap the end of the material, leaving no edging for possible build-up. Should you ever want to remove the material, it is recommended that you warm it with a heat gun to soften the underlying adhesive. If the product you had applied allows for UV bleed-through, there should be no shading differences in your paint upon removal—leaving your car's finish as good as the day the material was applied.

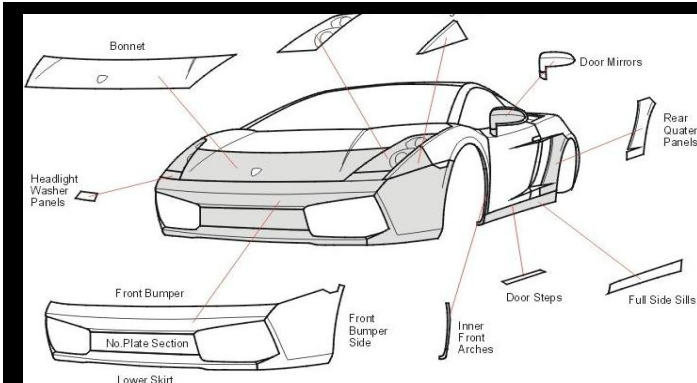
Special thanks to 3M Application Engineering and PaintShield for the technical advice and tips on paint protection film.



Typical Film Coverage Diagram for a Diablo 6.0



Typical Film Coverage Diagram for a Murcielago



Typical Film Coverage Diagram for a Gallardo



# PaintShield



FULL HOOD, FENDER  
& BUMPER PACKAGE SHOWN

100% OPTICALLY CLEAR FILM

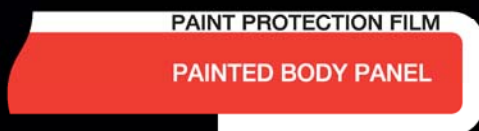
## SAY **"NO"** TO CHIPPED PAINT

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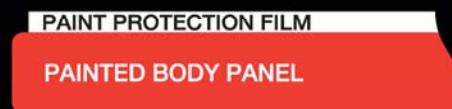
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## Press Release

**The new Lamborghini Murciélago LP640**

Automobili Lamborghini will present the passionately developed evolution of the Lamborghini Murciélago Coupé at the 76th International Car Show in Geneva. The new version of this highly successful super-sports car features considerable innovations in terms of body design and mechanics. And also with a new name: Murciélago LP640, which refers to its engine position - longitudinale posteriore - and to its power 640 hp. Designers and engineers have not only focused on reworking the engine, suspensions, gearbox, exhaust system, brakes and electronics, but also the interior and exterior design; improvements that make the Murciélago LP 640 the most extreme and fastest sports car in its class, placing it at the very top. The first vehicles will be available in spring 2006. Since the original Murciélago's debut at the 2001 International Car Show (IAA) in Frankfurt, around 2,000 vehicles have left the car plant in Sant'Agata Bolognese.

**Unmistakable Design**

In their reinterpretation of the Murciélago LP640, the designers at the Lamborghini Style Centre have remained true to the traditional Lamborghini principles of purism, sport and function. The Murciélago LP640 now appears even more aggressive, with the new front and rear bumpers contributing significantly to its appearance. The exhaust system terminal has been incorporated in the diffuser on the rear bumper. Other innovations include the rear lights, which enhance the distinguishing features of the Murciélago LP640, making it unmistakable even at night. The design of the sides is also worth mentioning: while the area behind the air intake on the right side is practically closed, the left side features a vast aperture for cooling the oil radiator. Together with the aerodynamically defined front and rear, this proves yet again that the shape of a Lamborghini is dictated by function. For those wishing to flaunt the heart of their Murciélago LP640, on request an engine hood made of transparent glass can be supplied. The rear view mirrors and the wind-screen wipers have been modified to improve aerodynamics and "Hermera" light metal wheel rims have been added. The graphics of the instrument panel lights in the cockpit have been revamped. The interior upholstery also has a new look thanks to the lozenge-shaped stitching.

**More powerful engine**

The engine of the new Murciélago LP640 has undergone outstanding and radical modification. The increased bore and longer stroke have boosted the displacement of the classic 60° V-engine from 6.2 litres to 6.5 litres (6,496 cm<sup>3</sup>). Thus the already extraordinary 580 hp engine

power has now been elevated to an impressive peak of 640 hp (471 kW) at 8,000 min<sup>-1</sup>. The 12-cylinder engine reaches a maximum torque of 660 Nm at 6,000 min<sup>-1</sup>. Naturally, the Lamborghini Murciélago LP640 complies with every European and North American law governing exhaust fumes. This "evolutionary leap forward" has been possible thanks to a coherent review of every engine component: the cylinder head and the entire intake system (based on the tried and tested Lamborghini variable geometry system), have been completely reworked. The crankshaft, camshafts and exhaust system have also undergone innovation. The increase in power naturally determines an increase in performance. The excellent performance of the Murciélago LP640 means it can now accelerate from 0 to 100 km/h in 3.4 seconds (0.4 seconds faster than the previous model). Lamborghini engineers have also concentrated on improving torque development. The "drivability" of the engine is enhanced by a continuous variable timing system (intake and exhaust side) and a drive-by-wire engine management system. To meet the thermal requirements of the engine, the engineers have foreseen a considerably larger oil radiator and subsequently, the air intake on the left side of the vehicle has been enlarged. The liquid cooling system, characterised by the Lamborghini VACS system (variable geometry air inlet system) remains the same. Electronically managed air intakes open depending on the outdoor temperature and the need for cooling air, ensuring maximum aerodynamic efficiency.

**Gearbox and trans: improved efficiency and strength**

More power and higher torque call for superior gearbox component performance. To meet these new demands, the new Murciélago LP640 features a modified six ratio gearbox as well as a tougher rear differential and new axle shafts. On request, the e-gear automatic gearbox is also available equipped with the new dedicated "Thrust" (acceleration programme) mode. Just like its predecessors, the Murciélago LP640 features permanent four-wheel drive, based on the reliable Lamborghini VT (Viscous Traction) system. The system is self-governing and does not feature any electronic controls. The drive force is usually divided between the front and rear axles in the ratio of 30 to 70. An independent control circuit adjusts the distribution of the drive force depending on dynamic oscillation, weight distribution and the relative friction factor in perfect synchronisation with the Visco clutch. In extreme cases, up to 100% of the drive force can be applied to a single axle.







### Electronics: a "closed loop" for total control

The electronics have also been updated. The modified engine control units improve engine performance and "driveability" thanks to "closed loop" control. Every engine and vehicle parameter is managed and controlled by three "master" control units and a "satellite" control unit. The master control units consist of two Lamborghini "LIE" engine control units, a Lamborghini "GFA" (Auxiliary Function Management) control unit and a Lamborghini "PMC" (Power Motor Control) satellite control unit. The control units are interconnected by a CAN Bus line.

### Frame and chassis: perfect harmony

The body of the Murciélago LP640 with its characteristic scissor doors is created from the prized union of sheet steel and honeycombed carbon fibre, glued and riveted together. Driving, handling and stability at high speed are enhanced by new springs and stabilisers, as well as by a redesigned electronically controlled damper. The "antidive" and "anti-squat" features on the axles, which efficiently prevent so-called "brake diving" and "squatting", have not been changed. The two springs on every rear wheel, the single spring on every front wheel and the damper are placed coaxially.

The new aluminium "Hermes" rims measure 8 1/2" x 18" (fore carriage) and 13" x 18" (rear axle). The vehicle can be fitted with various sized Pirelli P Zero "Rosso" tyres. The Murciélago LP640 features 245/35 ZR 18 front tyres and 335/30 ZR 18 rear tyres. For sports use, especially on racetracks, Lamborghini provides optional Pirelli P Zero "Corsa" (Race) tyres. Pirelli P "Sottozero" (Sub zero) winter tyres are currently being developed.

### Brakes and safety: optional ceramic carbon brakes

A super sports car such as the Lamborghini Murciélago LP640 ensures high safety levels. The dual hydraulic circuit brake system equipped with a vacuum brake booster ensures considerable deceleration values. The self-ventilating front and rear brake disks measure 380 mm x 34 mm and 355 mm x 32 mm respectively. The control circuit of the four-channel anti-blocking system (ABS) with electronic brake control (DRP) and traction control (TCS) features a new characteristic curve. The system consists in an electro-hydraulic control unit and four speed sensors. When particularly high braking performance is required, on request it is possible to equip the vehicle with 380 mm x 36 mm ceramic carbon brakes featuring sixpiston brake callipers. Thus, less pressure needs to be applied to the brake pedal and the braking distance is reduced. Even in extremely demanding conditions there is almost no perceptible fading. Considerably reduced weight and superior lifetime rep-

resent two further advantages, as well as a captivating graphic design.

The new Murciélago LP640 also meets with even the most rigorous safety requirements. Thanks to the two front airbags (a 60-litre single stage air bag on the driver side and a 130-litre two stage airbag on the passenger side), the Murciélago LP640 complies with every international law in effect in terms of head-on and side crashes, impacts against posts, occupant safety, fuel supply integrity and flammability of materials. The luggage compartment also complies with childproof safety regulations.

### Interior: even more exclusive and customised

The seats in the cockpit have undergone the most radical changes; more spacious and equipped with redesigned head restraints, the seats now ensure better comfort. The leather upholstery features lozenge-shaped stitching called "Q-citura". The same design is recaptured on the upholstery on the door panels, the panel between the seats and the engine compartment, and on the roof panel. A new instrument panel has been developed with lights featuring a new graphic design, flanked by a new Kenwood car radio with a 6.5" widescreen monitor and DVD, MP3 and WMA player. An optional navigation system is also available (standard in Japan). Like its predecessors, the new Murciélago LP640 can be customised thanks to the special fittings and upholstery packages. For the first time, the renowned characteristic Murciélago Roadster asymmetric and driver-oriented fittings and upholstery are available for the Coupé, featuring a perforated leather driver's seat and door panel. Thanks to the "Privilegio" customisation program, any Murciélago LP640 can be transformed into a customised sports car. For example, the cockpit can be enhanced with an extremely refined carbon finish applied to the air conditioning control panel, the control lever console and the parking brake.

Sant'Agata Bolognese, 22nd February 2006

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## Events for 2006

### **January 14th-22nd - The North America International Auto Show - Detroit, Michigan**

Entering its 18th year as an international event, the North American International Auto Show is among the most prestigious auto shows in the world, and is one of the largest media events in North America. The NAIAS is the only auto show in the United States to earn an annual distinguished sanction of the Organisation Internationale des Constructeurs d'Automobiles, the Paris-based alliance of automotive trade associations and manufacturers from around the world. Don't Miss It for the World!

Press Preview Days will be held Sunday, Jan. 8, through Tuesday, Jan. 10, 2006. Industry Preview Days will be held on Wednesday, Jan. 11 and Thursday, Jan. 12, 2006. The Charity Preview will be held Friday evening, Jan. 13, 2006. The public is encouraged to call 888-838-7500 for more information about purchasing tickets to the 2006 Charity Preview. Public Days are Saturday, Jan. 14, through Sunday, Jan. 22, 2006.

The NAIAS Web site: [www.naias.com](http://www.naias.com)

### **June 23rd-26th - Italian Cars at Pocono - Pocono, Pennsylvania**

For the 20th year, car and motorcycle lovers will be able to enjoy the most spectacular and largest three day Italian automotive gathering in North America. Le Belle Macchine d'Italia event, set against the majestic and serene backdrop of the Pocono Mountains of Eastern Pennsylvania provides three days of pure excitement! Among other Lamborghini staff, Valentino Balboni will be present!

For more information:

[www.italiancarsatpocono.com](http://www.italiancarsatpocono.com)

717-394-7218 until 5pm

### **July 9th - Italian Car Festival - Canton, Ohio**

The Italian Car Festival will have on display an extraordinary group including: Lamborghinis, Ferraris, Alfa Romeos, Fiats, Lancias, and Maseratis. Also, the motorcycle and scooter display area will have an eclectic selection of vintage and contemporary Ducatis, Moto Guzzis, Bimotas, Moto Morinis, Benellis, Bimotas, and Vespas.

For information regarding the event, please feel free to contact the event chairman:

Lee Contie

H 330-471-9980 W 330-363-5055

[lcontie@aaultman.com](mailto:lcontie@aaultman.com)

### **July 17th - Lamborghini Chicago Driving Day at Autobahn Country Club - Joliet, Illinois**

This is our day for Lamborghini owners to come out and enjoy their vehicles. We will offer a great opportunity to get to know your vehicle and understand the dynamics of driving it safely and smoothly. After the warm up session in the morning we will be doing a lead follow exercise on track. This will give you the ability to see the track and the line that the instructors take. In the end you will be doing full lapping sessions in your vehicle with instruction. The day is an experience of a lifetime and can be enjoyed by all Lamborghini Owners. As a side note, we will have two new Gallardo Spyders there to show off and demonstrate to participants. As well, long time test driver and legend of Lamborghini, Valentino Balboni will be joining us for the event. Don't miss an opportunity of a lifetime!!

For more information contact Bill Nuccio Jr. at Lamborghini Chicago

630-231-3400 or [billjr@foxvalleymotorcars.com](mailto:billjr@foxvalleymotorcars.com)

Autobahn Country Club: [www.autobahncountryclub.net](http://www.autobahncountryclub.net)

### **July 21st - Lamborghini Driving School at Grattan Raceway hosted by Lamborghini Troy - Belding, Michigan**

Grattan Raceway Park is located in Belding, Michigan just minutes away from Grand Rapids, the road course is 2 miles long with several unique and challenging corners. It is considered to be one of the finest courses in America. Some of its features include a 3,200 foot straight-away, a 160 degree hairpin turn and a downhill reverse camber turn. If you can master Grattan, you can race anywhere.

For more information:

Richard Bell, Lamborghini Brand Manager

248-341-5210

[rbell@suburbancollection.com](mailto:rbell@suburbancollection.com)

Grattan Raceway: [www.grattanraceway.com](http://www.grattanraceway.com)



**August 6th - Concorso d'Italia at Meadow Brook Concours - Rochester, Michigan**

Concorso d'Italia celebrates the passion that auto enthusiasts have for Italian cars and the trademark styling that goes with them. They gather to view the finest and most exceptional Italian automobiles including Ferrari, Maserati and Lamborghini. Tickets may be purchased in advance or at the gate.

For more information:

Lolly Bezy, Concours Executive Director

248-269-7672

[lbezy@mbhconcours.org](mailto:lbezy@mbhconcours.org)

[www.meadowbrookconcours.org](http://www.meadowbrookconcours.org)

**August 18th-20th - The 27th Annual Lamborghini Club National Meet - Monterey, California**

This is one of the largest Lamborghini gatherings in the world! Many Lamborghinis and Lamborghini friends!

Friday, The Annual Concorso Italiano - [www.concorso.com](http://www.concorso.com)

Saturday, Laguna Seca Historic Races - [www.laguna-seca.com](http://www.laguna-seca.com)

Sunday, Pebble Beach Concours - [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

Lamborghini Club event info - [www.lamborghiniclub.com](http://www.lamborghiniclub.com)

For more information:

Jim and Joan Heady - Lamborghini Club America

925-253-9399 days FAX: 925-253-9397

[heady@lamborghiniclub.com](mailto:heady@lamborghiniclub.com)

**August 19th - The 12th Annual Woodward Dream Cruise - Ferndale, Michigan**

Mark your calendars! The Woodward Dream Cruise is the world's largest one-day celebration of car culture that attracts over 1.7 million visitors, and more than 40,000 muscle cars, street rods, custom, collector and special interest vehicles. Cruisers and spectators will be driving along a 16-mile route of nine communities including Berkley, Birmingham, Bloomfield Hills, Bloomfield Township, Ferndale, Huntington Woods, Pleasant Ridge, Pontiac and Royal Oak.

[www.woodwarddreamcruise.com](http://www.woodwarddreamcruise.com)

**August - Wheels of Italy - Minneapolis, Minnesota**

Attention all Midwest Lamborghini owners! In August, our annual Wheels of Italy car show will be held again at the Lake Calhoun Executive Plaza in Minneapolis, Minnesota. Last year's event had around eight Lamborghinis, but there are a lot more already planned for this year and we are always looking for more!

The event is FREE to both spectators and owners! Registration as well as some photos from last year's show are available on the WOI home page at [www.wheelsofitaly.com](http://www.wheelsofitaly.com)

**September 3rd - The Italian Gathering - Dublin, Ohio**

Get ready for what is expected to be the largest gathering of Lamborghinis to date in the Midwest!!! This will also be where the Midwest Region of Lamborghini Club America will have its annual meeting!

This event will be held on the grounds of Wendy's International Inc. corporate offices, #1 Dave Thomas Blvd., Dublin Ohio 43017

Evans Automotive: [www.evansauto.com](http://www.evansauto.com)

The Italian Gathering 2006: [www.evansauto.com/ig2006.htm](http://www.evansauto.com/ig2006.htm)



Pre-Production Murcielago LP640s at the Lamborghini Factory in Sant'Agata on May 3rd



# LAMBORGHINI CLUB AMERICA

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Jack Riddell - San Diego Region  
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Fellow Lamborghini Owner:

Time has really flown by here in 2006! Spring is well underway, and with the warmer weather, hopefully we'll all have plenty of time to get our Lamborghinis out for some driving! I hope everyone has a chance to check out the list of upcoming Lamborghini events on pages 16&17, and can make it to at least one of them! If you have any information on Lamborghini events or related interests that you would like to appear in upcoming newsletters, please let me know.

The main purpose of the LCA Midwest Region is to provide an additional resource for Midwest owners. In addition to bringing owners together through our website for Lamborghini-related interests, we also help to organize several Lamborghini events throughout the year. Currently, we are in contact with well over 250 owners in not only the Midwest region, but other parts of the country as well. With your help, we can extend our contact base and your participation in the club makes us a stronger community! Please take a moment and update us with your current contact information (this information is kept confidential to Lamborghini Club America).

Lamborghini Club America would like to acknowledge the generous sponsorship of this newsletter: Lamborghini Troy, Lamborghini Ohio, Evans Automotive, Tubi Style USA, PaintShield, and Premier Motorcars of Sioux Falls. Without their support, we would be unable to provide this newsletter to Lamborghini owners in the Midwest region.

Once again, thanks for reading this newsletter and I look forward to meeting you at an upcoming event!

Andrew Romanowski - Midwest Region Director of Lamborghini Club America

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