



MIDWEST LAMBOS



A NEWSLETTER FOR LAMBORGHINI OWNERS & ENTHUSIASTS

Lamborghini at the Detroit Auto Show

With over 750,000 visitors and 7 million watching the two hour special on NBC, the Detroit Auto Show is among the largest auto events in the world. With that kind of interest, approximately 600 million dollars impacted Metro Detroit's economy as a result of the show.

This year's Lamborghini display was among the best of the show, displaying three newer Lamborghinis: the LP640 Murcielago, the LP640 Murcielago Roadster, and the Gallardo Spyder. Many enthusiasts,

and owners alike, thought the LP640 was as good as the Murcielago could get. As everyone found out, though, the new Roadster version of the LP640 definitely raises the bar a notch. Something newer from Lamborghini this year is the extent to which you can order a cus-

tomized Lamborghini. Now, you can easily select colors for your seats, dash, floor, and door panels – making it especially effortless for an owner to create a unique car unlike any other. Although most



Lamborghinis are inherently unique, this takes it to a whole new level.

In attendance from Lamborghini were Stephan Winkelmann (President and CEO), Enrico Maffeo (Head of Sales Worldwide), Jonathan Kirshtein (Technical Services), Dominic Hoberg (Corporate Image Director), and Rene Suelztner (Technical Services). Richard Bell and Matthew Vazana from Lamborghini Troy were in charge of the display this year – and any Lamborghini owner visiting the dis-

play this year knows the VIP treatment for Lamborghini owners! Among several Lamborghini owners visiting, rapper 50 Cent stopped by the charity preview to check out the new Lamborghinis
(continued on page 4)

Running of Our Bulls

The Running of Our Bulls, an event hosted by Lamborghini Troy, marked the first driving event for Midwest owners that was longer than a just a single-day activity. With the weather soon to be getting colder, this event was also a last chance for everyone to take out their cars for the season. As many of us know, too, the weather in Michigan is never what we assume it will be – it can easily change with the drop of a hat. This weekend would be no different with us being unable to predict the weather.

As a small pre-party, several Midwest Lamborghini owners met at Ruth Chris's Steakhouse in Troy the night before to socialize with owners that were coming in from out of state for the event. Outside the restaurant, the site of a row of Lamborghinis in the valet parking area (of course, we parked our own cars) was phenomenal – it attracted, and maintained, a constant crowd the entire time we were

inside for dinner. We had a great time at dinner, but on the way out, Walter was unfortunately met with a dead battery in his Countach (a far too common problem for Italian exotics). So, everyone got together and gave him the good ol' push start which enabled him to drive the short distance to Randy's bull pen. For those of you who have not seen Randy's truck and trailer, little compares for Lamborghini transportation, including dealership semis! Soon, Walter's Countach was loaded into Randy's trailer for the short transport to Lamborghini Troy where Walter could get his battery situation straightened out.

To kick off the two-day event, everyone met at Lamborghini Troy on Saturday morning for refreshments and the chance to meet up with all of the other owners who were going on the run. After Walter's dead battery issue the previous night, he
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2007 Events:

- January:
 - International Auto Show
- April:
 - Lamborghini Ohio Road Show
- June:
 - Italian Cars at Pocono
- July:
 - Italian Car Festival
 - Vintage Grand Prix at Mid Ohio
 - Lamborghini Troy Driving School
- August:
 - Lamborghini National Meet
- September:
 - Italian Gathering
 - Wheels of Italy

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Dear Lamborghini Owner:

For those of you that were able to attend, thank you for visiting the Detroit Auto Show to see what's new at Lamborghini! With last year's performance and the new 2007 models, we are very excited about the upcoming year!

There are many new developments at Lamborghini Troy, and we wanted to share them with you. First off, we have expanded our boutique as a result of the increasing demand for Lamborghini-branded products – we have everything from racing gloves, models, and luggage to limited-edition couture sports attire – perfect for any Lamborghini enthusiast!

Additionally, we want to welcome Elizabeth Porter to Lamborghini Troy's team. Elizabeth will be overseeing all of the ArtiMarca and the showroom boutique. She is also in charge of creating the online store, which we hope to launch in February. Visit us at www.lamborghinitroy.com

Should you have any specific items you would like to see added to the collection, or if you have questions about an order, please contact Elizabeth directly at (248)341-5286. Also, if you would like to be added to the email list for Lamborghini Troy events and ArtiMarca specials and updates, send an email request to eporster@SuburbanCollection.com.

With the Lamborghini driving season still a couple months away, I would like to invite you to the Lamborghini Winter Academy; a one-day driving school where you are driving one of a fleet of Gallardos under professional driving instruction in the snow and ice! The one-day classes are March 1st, 2nd, 3rd, 7th, 8th, 9th and 10th at Mount Washington, New Hampshire. Please contact me for more information!

I look forward to seeing you soon!

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Lamborghini at the Detroit Auto Show (continued from page 1)

and to talk to Richard Bell about his chrome Murciélago roadster.

After reminiscing of the summer events and track activities, we had to retreat to the Lamborghini lounge for our fix of Lamborghini track action on the Xbox game console! Although Richard has pretty refined skills racing the Lamborghinis in the video game, I had absolutely no trouble finding a 12 year-old Lamborghini enthusiast at the Auto Show that taught him a lesson in video gaming – no matter how good you are, there will always be a 12 year-old that has spent more time on the game!

Lamborghini chose the Detroit Auto Show to announce the official sales numbers for 2006. From the official Lamborghini press release concerning the Detroit show: "In the last twelve months the House of Sant'Agata Bolognese has built and sold 2087 cars, which represents a growth of 30.4% compared to the year before (1600 cars). This is the highest total ever achieved in Lamborghini's history. A total of 876 units were sold in the United States, which remains the main market for Automobili Lamborghini. Sales grew by 37% compared to the year before (640 cars). In Europe, sales rose to 746 units, a growth of 50%.

Particularly strong sales were recorded in Germany with 234 units, an increase of 41% and Great Britain with a tremendous improvement of 81% and 151 cars delivered. In the home market of Italy, 134 units were sold, a growth of 38%, which was another strong performance. The Lamborghini product line was expanded with more new models introduced in 2006 than in any other year of the company's history. The Gallardo Spyder was launched on the markets in early 2006, while the extreme Murciélago LP640 Coupé was introduced in summer 2006. The new Murciélago LP640 Roadster was presented in November 2006 and will be launched in early spring 2007."

For more information on the Detroit Auto Show, visit their website at: www.naias.com.



LAMBORGHINI

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Running of Our Bulls (continued from page 1)

decided not to risk any more issues with the Countach and opted to make the run in his Ferrari Testarossa instead (an exception we gladly made for a fellow Lamborghini owner). All together on the run, we had a 400 GT, an Espada, a Countach, four Diablos, three Gallardos, and Walter's Ferrari.

After leaving Lamborghini Troy, we made our way up through the thumb of Michigan, enjoying Michigan's beautiful fall scenery along the way. Once we made it far enough north, we turned to head west and cut back in to arrive at our destination – Frankenmuth. Although we were met with light rain sporadically during the run, the excitement of the event far outweighed any weather issues. Throughout the trip, we made scheduled stops to snack and stretch our legs. Richard Bell from Lamborghini Troy had pre-arranged "Red Bull Recharge Stations", where Red Bull offered free refreshments for those on the run. For the most part, however, we kept the pedal down through the winding roads of the thumb of Michigan. At no time did we do anything irresponsible, but we did exceed the local speeds limits from time to time to feel a little bit of what our cars were built for – traveling at high speed in comfort. Fortunately for us, we were not met with any of the local law enforcement!

Along the way, too, we caused quite a site with the number of our exotic Lamborghinis driving all together. We managed to draw a few different car enthusiasts from the expressway onto our next stop so they could see and admire our cars up close and take pictures as they pleased. It's always nice to have our cars admired, and this was quite a treat to be able to entice spectators to follow the run. Richard Bell brought along a new Gallardo Spyder – a model that has not been commonly seen yet – and he even drove with the top down on one leg of the run. He mentioned that, despite the weather conditions, there was minimal wind intrusion so he did not feel much of the weather effects.

When we finally made it to Frankenmuth, we planned to stop for dinner and to relax for the night. After dinner, everyone was at their leisure to walk around Frankenmuth and go for some site seeing. This also gave the ladies on the run a chance to do a bit of shopping in Frankenmuth. To top off the night, we returned to a lounge at the hotel for drinks and the company of other Lamborghini owners to share stories of ownership and talk about what sort of events we would like to plan for the future.

We woke up on Sunday morning to some hit and miss rain, but we were soon on our way to breakfast in Birch Run. After breakfast, the run was in the final stage and everyone parted ways as they headed back toward the dealership.

Per request of Midwest Lamborghini owners, this event is just the first of many to be hosted by Lamborghini Troy for owners in the Midwest and nearby states!





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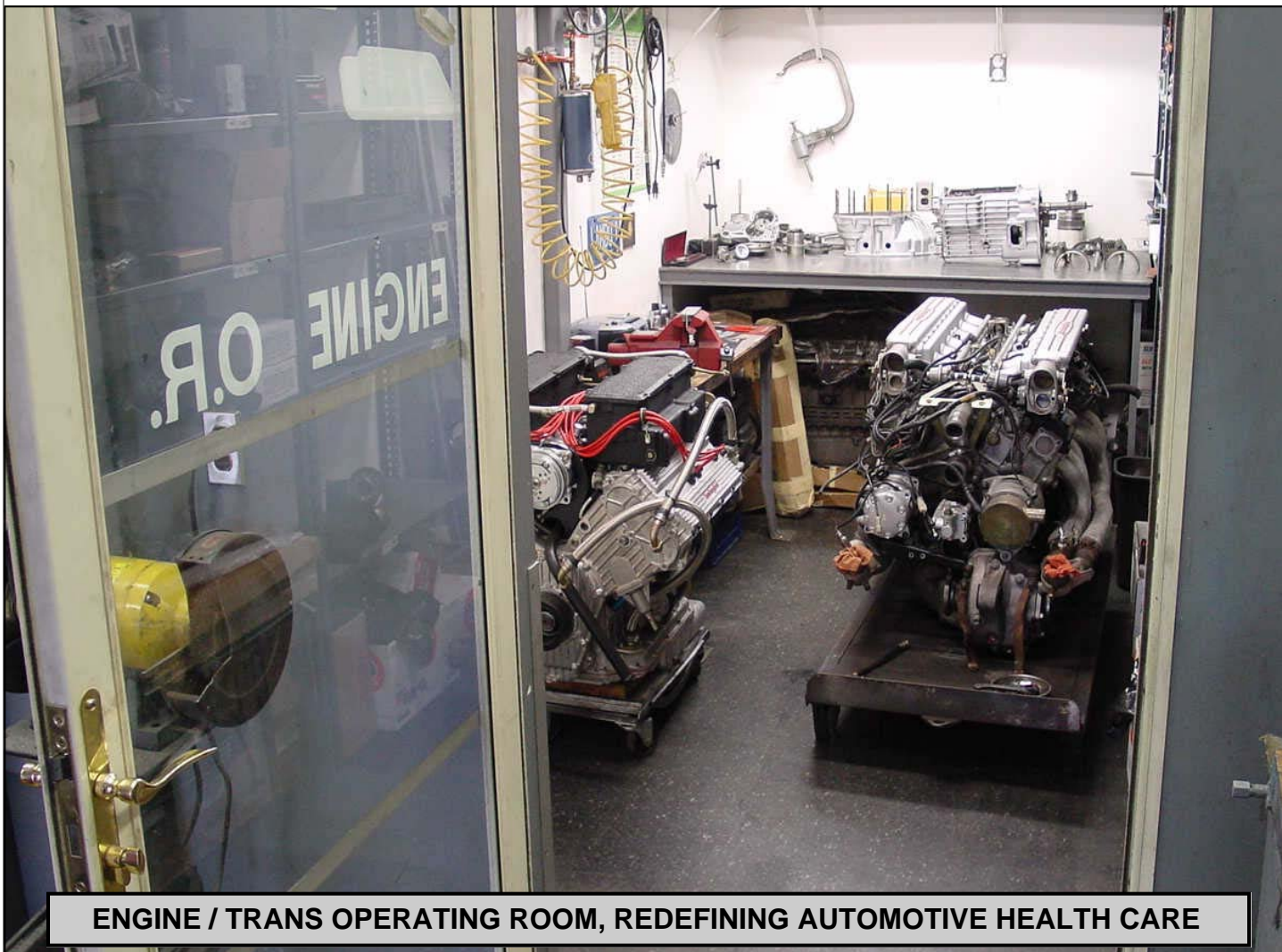
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Rare & Mysterious, the 3500 GTZ

Near the beginning of true 'Lamborghini time', the 3500 GTZ was created. Although Ferruccio Lamborghini officially gave the thumbs down to this car, it marks the beginning of Lamborghini road cars – and thus represents a very important part of Lamborghini history.

It started that two prototypes were built – only to be rejected and shoved out of the limelight. They were to be forgotten and left to disappear from history. Ironically, though, they are among the most interesting, and, perhaps, most mysterious autos to come from Sant'A-gata Bolognese – Bologna, Italy. The two 1965 Lamborghini 3500 GTZs by Zagato (chassis #0310 and #0320) began as early GT prototypes that never made it to production because they lacked favor with Ferruccio. Pushed aside, these two cars fell from grace and were lost to the world for many years. In order to follow the history of these two cars, we need to go back to the beginning.

After becoming a successful tractor, heating, and cooling component company, Lamborghini, now a man of great wealth in Italy, turned his money and talents towards his original passion: sports cars. As an owner of multiple brands, it was ultimately the Ferrari 250 GT and its clutch that gave him the most problems. While his 250 GT was in for service, he approached the Ferrari founder, Enzo Ferrari, to complain about his problem. As rumor has it, he was not met with the warmest reception:

"You cannot complain about my cars," Ferrari allegedly told him, "because you are a tractor driver."

Surprised and equally upset, Lamborghini responded, "I will show you how to make a sports car."

In 1963, Lamborghini responded with his 350 GTV which was formally introduced at the Turin Motor show, despite it lacking a motor. This was Automobili Lamborghini's first official sports car. After the show, Lamborghini and Giotto Bizzarrini, the man responsible for the successful Ferrari 250 GT's V12 power plant, designed and built a state-of-the-art 3.5 liter V12, with dual overhead cams, and six dual-choke Weber carburetors that would produce 350 horsepower. Giotto exceeded the horsepower requirement by eight horsepower, but the engine did not make the horsepower until almost 10,000 RPM. Upset, Ferruccio accused Giotto of tricking him into buying a racecar engine, causing the dissolution of their partnership.

From there, Ferruccio hired another talented engineer, Gianpaolo Dallara, to take the project over and design the production V12. The production-ready 350GT was unveiled for everyone to see at the following Geneva show in 1964, where it was met with much praise and admiration. Lamborghini quickly sent two frames to one of the best coach builders in Italy at the time, Zagato, to make a sportier alternative to the standard tourer, which would go on to be the 3500 GTZ.

The design of the 3500 GTZ was done by none other than Ercole Spada, famed Italian car designer and chief stylist for Zagato. Spada took the original Lamborghini 350 GT chassis and shortened it by 10cm, in order to help accommodate the new body. Spada's upgrades weren't considered his best efforts, despite sharing the same lines as the much-praised Alfa Romero TZ 2 or having a strikingly similar appearance to the Ferrari 250 GTO. Some say the 3500 GTZ lacked the grandeur and style that many of the Gran Turismo cars of the 1960's had – even though the front-mounted, four-liter, DOHC, 320bhp V12, with six Weber 40 DCOE carburetors could send the 2315lb. car to 149mph.

Since Ferruccio was not pleased with the overall look of Spada's 3500 GTZ, he chose Gruppo Bertone's designs instead for his much-desired sports car. As a notable fact, Bertone is also widely known as the man who designed the now extremely sought-after Miura.



This Lamborghini on a car transport is believed to be the only existing photo of Chassis #0320



Chassis #0310 shortly after being built



These two prototypes, along with a single prototype of the Raptor Concept in 1995, are the only connection that the companies (Lamborghini and Zagato) ever shared and, sadly, production on either prototype never began.

But whatever happened to the two 3500 GTZ prototypes? Tracing the tire tracks of these two cars throughout history has been nothing short of interesting. The following is a collection of information from multiple emails, countless websites, phone interviews, and countless other sources. Accordingly, they have been put together into a chronological order, of sorts:

According to the Zagato records, on October 12th, 1965, chassis #0310, a bianco (white) exterior and interni elastipel nero (black vinyl interior) was completed. From this point, #0310 had eight days to make the trip from Milan, Italy to London, England for the October 20th Opening Day of the Earls Court Motor Show, where it would make its first public appearance.

Just nine days later, on October 29, chassis #0320 was completed with a grigio (gray) exterior and interni pelle nera (black leather interior).



From there, the story of chassis #0320 is unknown. A few rumors are floating around regarding the location and condition of #0320. One such rumor surrounding #0320 is that, after the Turin show in November, according to some sources, the car went to a wealthy business man in Hong Kong, where the car was then damaged beyond repair and scrapped. Others believe the car may still be in Hong Kong to this day.

Another story along the way is from the US: In 1977, Lamborghini owner and enthusiast, Charlie Martineck, found, and responded to, an advertisement in the New York Times for a "one off" Lamborghini. The silver-colored car was listed in a small town near Valley Forge, Pennsylvania and it was none other than the Zagato-styled 3500 GTZ. According to Charlie, the car was in such a state of disrepair, he felt that the asking price of \$7,000 was too much for him at the time. No VIN numbers were officially recorded, but speculation would lead us to believe this would be chassis #0320.

And yet, another possibility is that #0320 was kept by chief engineer Paolo Stanzini for over a year-and-a-half as a daily driver, and then for use by Ambrosio Francesco. It was then turned into a test mule and it was damaged beyond repair.

With multiple sources quoting #0320's demise, we are led to believe that #0310 may be the only survivor.

Gerino Gerini a formula one driver, who participated in seven grand prixes from 1956-58, was also Lamborghini's agent to Milan. He was rumored to have used #0310 as a daily driver. During this time, Gerini had the car painted red, and then sold it to a fortunate customer in Australia who had the car restored, converted to a right hand drive, and painted Jaguar red! With #0310 being "down under" for so many years, only a limited amount of information is available. Some say the Australian owner used the car for vintage racing.

The next time the car shows up was quite a bit later, in 1999. A new owner, known as Mr. Stumpen, must have known the history of the



Chassis #0310 in Australia as RHD and in red



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3500 GTZs and was able to locate and purchase #0310 from the Australian owner. The car was then shipped to the Netherlands where it underwent a complete restoration back to its original configuration – white on black in left hand drive.

Two years after the restoration, July 6th-8th, 2001, the sole-surviving #0310 appears at the European Concours d'Elegance in Schloss Schwetzingen, Germany. Then, on April 28th, 2002, Mr. Stumpen arrived with the 3500 GTZ, with much delight of the attendees, at the Villa d'Este Concorso d'Eleganza in Munich, Germany. Unfortunately, there was no record of attendance for the car showing or placement. The only noted Zagato presence at the Villa d'Este Concorso was from this past year, when their 1961 Aston Martin DB4 GT coupé took third place in the vintage automobile category.

So, we fast forward to the third weekend in August, 2006 at the Pebble Beach Concours in Monterey, California. This premiere event is recognized around the world for its amazing atmosphere and displays of the most beautiful, collectable, and rare cars that span the globe. The #0310 Lamborghini 3500 GTZ by Zagato rests quietly on the 18th fairway in pristine condition on a beautiful Sunday morning. Earlier in the week, current owner and collector Scott Gauthier was on the Ninth annual Tour d'Elegance, with #0310. The 60-mile pleasure cruise, for invited-only Pebble Beach Concours d'Elegance entrants, offered owners and admirers a chance to see this wonderful automobile in its natural habitat. While the future of what lies ahead for #0310 is not yet written, be sure to know that the car is in extremely good hands and will be enjoyed and cherished for years to come!

If you have any additional information on either of the 3500 GTZs – especially #0320, I would love to hear from you!

David Arnouts - LCA member & Midwest Lambos Contributor
Email: darnouts@verizon.net
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Chassis #0310 at the Pebble Beach Concours in 2006

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2006 F430 F1 Spider, Red/Tan	Del mi
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2004 360 F1 Spider, Red/Tan	1,305 mi
2003 360 Spider, Silver/Dark Grey	3,391 mi
2001 550 Maranello, Silver/Char	1,811 mi
1999 355 F1 Spider Fiorano, Blk/Black	8,121 mi
1992 512 TR, Red/Tan	4,537 mi
1989 328 GTS, Red/Tan	28,127 mi
1989 328 GTS, Black/Crema	30,037 mi
1988 Testarossa, Red/Tan	8,558 mi
1987 328 GTB, Red/Tan	16,720 mi
1986 Testarossa, Silver/Tan	13,110 mi
1983 512 BBi, Red/Black	10,700 mi
1983 308 GTS QV, Red/Creme	22,374 mi

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2006 Gallardo Spyder, Yellow/Black	Del mi
2006 Gallardo Spyder 6-speed, Org/Blk	46 mi
2005 Murcie Roadster e-gear Yell/Blk	1,207 mi
2005 Gallardo e-gear, Met. Yell/Blk	2,690 mi
2004 Murcielago e-gear, Silver/Blk	2,987 mi
2004 Gallardo, Met. Yellow/Black	3,460 mi
2002 Murcielago, Met Yellow/Blk	4,785 mi
2001 Diablo 6.0 VT Coupe, Titan/Bk	6,972 mi
2001 Diablo 6.0 VT, Titanium, Grey	2,806 mi
1999 Diablo SV, Yellow/Tan	9,538 mi
1998 Diablo VT Roadster, Red/Creme	4,350 mi
1991 Diablo, Black/Black	6,834 mi
1989 Anny, Countach, Red/Tan	8,841 mi

PORSCHE

2007 997 Twin Turbo, Silver/Black	Del mi
2005 Carrera GT, Red/Black	1,800 mi
2002 GT2, Midnight Blue/Natural	7,889 mi
2001 Twin Turbo, Black/Black	6,287 mi
1997 Twin Turbo, White/Black	7,240 mi

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2001 BMW Z8, Silver/Black	4,850 mi
2005 Viper "V-Club of Amer" Y/Blk	5,915 mi
2004 Viper, Black/Black	3,924 mi
1994 Viper RT10 Hennessey, Red	2,650 mi



1988 Ferrari Testarossa



2001 Lamborghini Diablo 6.0 VT



2002 Porsche GT2

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2004 Gallardo Coupe e-gear, Silver	2,600 mi
1998 Diablo SV, White	17,200 mi

Ferrari

2006 F430 F1 Spider, Red & Black	Del mi
2004 360 6-speed Spider, Red	3,500 mi
1998 355 GTS F1, Red	13,000 mi
1971 Daytona Spider, Red	34,000 mi

Saleen, Porsche & Other

2005 Saleen S7, 7.0L Twin Turbo V8, Yellow	Del mi
2005 Porsche Carrera GT, Black	195 mi
2002 Aston Martin Vanquish, Silver	17,818 mi
2005 Bentley Continental GT, Black	2,900 mi
2007 Mercedes Benz SL 55 AMG, Red	850 mi
2005 Ford GT, Yellow w Black Stripes	500 mi

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Grand Opening
Thursday Night - October 12, 2006

Lamborghini Houston's official Grand Opening took place on Thursday evening, October 12th. Approximately 400 guests attended the successful event with many expressing raves for an excellent party and exciting night hosted by The MotorCars Auto Group.

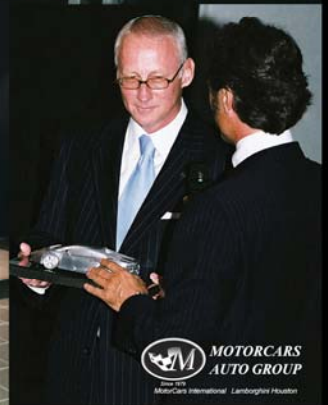
MotorCars Auto Group of Springfield, Missouri continues to expand its operation by opening it's second Lamborghini Dealership in Texas. Lamborghini Houston is located just South of The Woodlands in Northern Houston. Bob Cann (Owner) and Gary Seale (Co-Partner & General Manager) had previously opened the successful Lamborghini Dallas dealership in 2003. In 2004 it proceeded to become Lamborghini's leading North America Volume Dealership.

Stephan Winkelmann, President and CEO of Automobili Lamborghini, Dominik Hoberg, Corporate Image Director and Pietro Frigerio, Western USA Sales Manager were Lamborghini Corporate guests in attendance. Winkelmann shared his excitement with the crowd before the LP640 unveiling, stating that Automobili Lamborghini would always seek to preserve the exclusivity of it automobiles by producing fewer cars than the demand.



The highlight of the evening was the unveiling of Lamborghini's newest Super-Bull: the Murcielago LP640. The energy-packed introduction was presented under the covered outdoor portion of the dealership. It was a dramatic light and smoke show with models pulling off the black satin veil. Immediately following this climax, guests clamored to get a better look at the exotic car's first appearance in Texas.

Go to our events calendar on our lamborghinihouston.com website to view future exciting events!



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The Lamborghini Islero

The Islero (pronounced "eez-LEHR-oh"), named after a Miura bull that killed famed matador Manuel Rodriguez "Manolete" on August 28th, 1947, first debuted at the 1968 Geneva Auto Show. It was produced by Lamborghini between 1968 and 1970, features the Lamborghini V12 engine, and it has quite a history all of its own.

In late 1967, with the ongoing desire to produce his dream executive GT, Ferruccio Lamborghini was in search of a coachbuilder to commission a replacement for the 400GT. Since the 400GT (and previous 350GT) had been designed by Carrozzeria Touring – a company that had ultimately gone under near the end of 400GT production, there was a choice to make. That led Ferruccio to the next logical choice, Carrozzeria Marazzi, as it was the company funded by Mario Marazzi, a previous employee of Touring.

The design by Carrozzeria Marazzi was essentially a rebody of the 400GT, but the track was altered to allow for wider tires. While the Islero's body suffered from a lack of proper fit between the panels, its good outward visibility, roomier interior, and much-improved soundproofing made it an improvement over previous models. It had a 325hp, 4L, V12 engine, 5 speed transmission, fully independent suspension, and disc brakes. Its top speed was rated at 155 mph (however, the owner's manual lists the official top speed at 161 mph).

The Islero, as the update was to be named, would share many mechanical and chassis details with its predecessor (and was technically referred to as the 400GT Islero), but the body was quite different.

Mr. Lamborghini took a hand in the design as he had visions of what it should be. Evidently, he was pleased with the results as he owned one personally (#6201).

Marazzi delivered the first finished body in February of 1968 – it had a light blue exterior with brown leather interior. The grill intake was larger than the cars that followed, and there was a wide stainless trim plate over the rocker panels. Also, the seats were unique with a different leather trim pattern and with head rests. Typical of high-end GT cars of the era, the wheels were Borrani wire wheels. Another one of the first examples was the Geneva Auto Show car (#6036) in dark blue with mustard interior. Another was "introduced" to the public at the Eduardo Miura Bull Ranch in Spain – this one had a two-part front bumper.

Production continued after #6000 (the prototype), with every 3rd serial number being used. (Internally, the Islero was the 25000 body series, with numbers starting at 25001 and ending with 25225.) There were a lot of exceptions to this practice, as one serial number was issued to two different cars, and, late in production, they got off sequence and so these are not divisible by 3. (Maybe there was too much wine enjoyed in the cafeteria?!) Bodies were delivered from Marazzi at about 4 per week by April of 1968. It seemed to have taken the factory about 5 to 7 days to finish assembly on the "Islero" lines before consigning them to dealers. The script on the car spelling out "Islero" seems to be ignored in favor of the Islero spelling in nearly all literature.



Ferruccio Lamborghini and Mario Marazzi contemplating the first Islero, #6000



All of the 125 bodies of the series I cars were delivered to the factory by mid-December of 1968, but some of these cars were finished and consigned in early 1969. In 1969, an updated Islero, named the Islero S, was released. The 100 S model bodies were delivered during 1969, although the last two or three cars were completed in the first few weeks of 1970 (bringing the production total of the Islero nameplate to 225 cars). Of all the Isleros produced, the fit and finish of all the body panels varied somewhat – which was quite common among handmade Italians. Overall, they came out very close to perfection – quite a task for being hand-formed!

The engine in the updated S model was tuned to 350hp, but the torque remained the same. There were quite a few styling changes including brightwork blind slots (cooling slots for the vehicles that were produced with air conditioning) on the front fenders, an enlarged hood scoop (which supplied air to the interior of the car, not the engine), slightly flared wheel arches, tinted windows, round side marker lights (instead of tear drops on the original), and a fixed section in the door windows. Various other changes included larger brake discs, revised rear suspension, and revamped dashboard and interior. The top speed of the S improved to 161mph.

Many of the early cars were silver, blue, or bronze. By the end of the S production, green was the popular color at the time, and many were finished in a lime green shade. The common interior leather color was “senape” which is a mustard color. There were other colors, of course, but they were more rare. There were a few cars with sunroofs, a few cars with Borrani wheels, and about half of the produced cars had air conditioning. Those cars also had a more robust oil pump, but suffered with an ugly bracket over the engine for the air conditioning compressor.

Other variations included experimental pistons, dashboard mounted clocks, and later, S cars had velour inserts in the seat upholstery. Although a few cars made it to the USA while nearly new, the big market for these cars was Italy, Switzerland, and France, with only a few going to other destinations.

Engine numbers never matched chassis numbers except in rare instances, as the engines seemed to be taken from the completed engine holding area at random. About one-third of the way through the S production, the engines became 5 numbers in the 50 series. One



Ferruccio's daily driver during the Islero era, #6201

wonders if there may have been some basic engine change at that point.

Today, these older Lamborghinis are being appreciated more and more. Literature from the 60's and 70's basically ignored them – mostly in part because of it not being officially imported to the US. Yet, now, of the 225 Isleros produced, at least 140 survive are still running or being restored into a running condition – which is not bad for a nearly 40 year-old model! The Islero has proven to be a very enjoyable, robust, and a credit to Ferruccio's vision. Ferruccio's personal Islero, #6201, is now located in Texas, and still has a wooden gas cap that Mr. Lamborghini designed for it due to his reported love for wooden boats.

In 2008, La Bella Macchina d'Italia, held near Pocono, Pennsylvania each summer, will feature the Islero as the showcased Lamborghini model to celebrate its 40th anniversary. The Isleros have been greatly enjoyed by their owners as comfortable road cars, as well as for their exotic high performance mechanicals. This will be a wonderful opportunity to get a group of these cars and their owners together!

For more Islero information, please visit the Islero information exchange: <http://members.aol.com/LuigiDVM/>

Lou Herrin
309-827-3539 home
309-662-3633 work
luigidvm@aol.com



Seated in Islero #6015, Ferruccio Lamborghini meets with Eduardo Miura at Eduardo's bull ranch in Spain, 1968



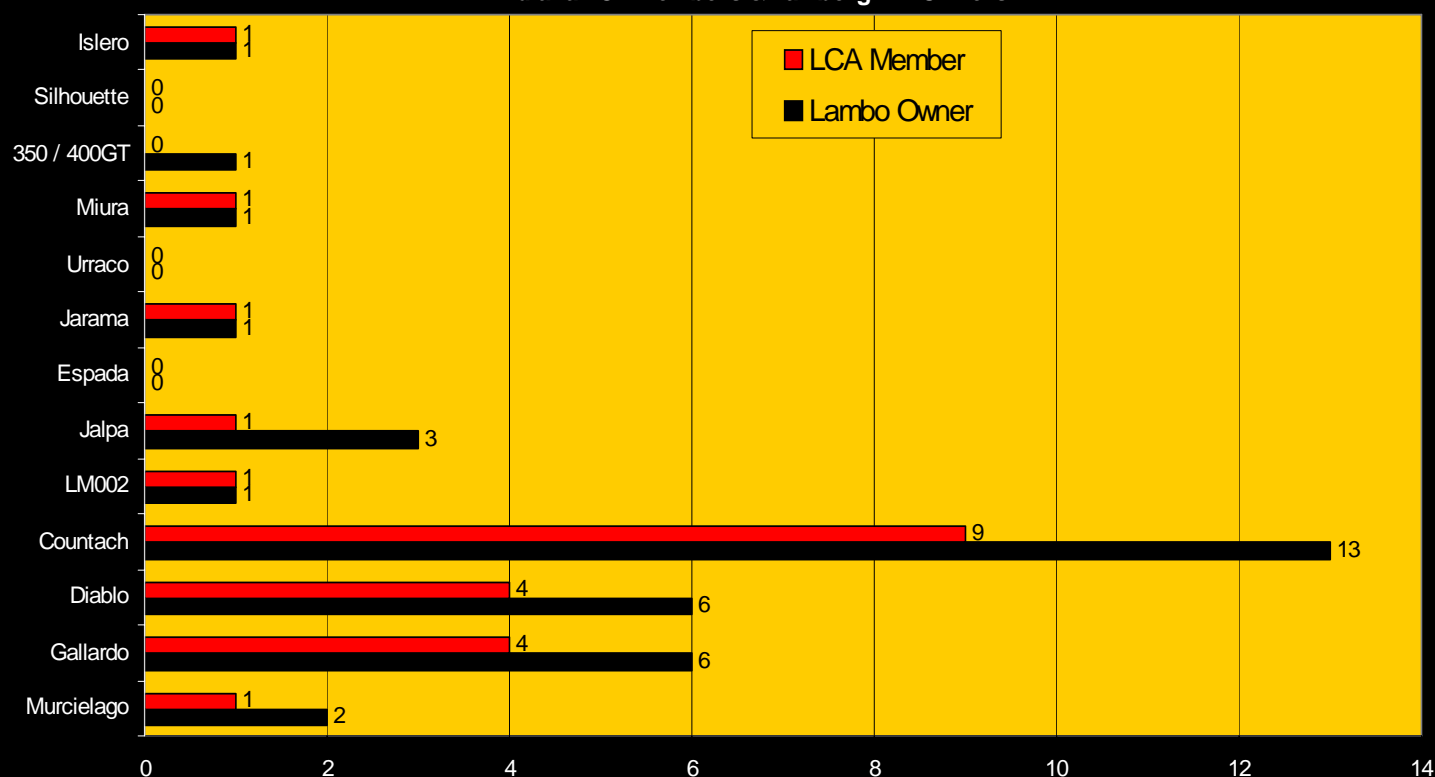
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Events for 2007

April 27th - Lamborghini Ohio Road Show, Open House & VIP Party

Celebrate the 1 year anniversary of the new Lamborghini Ohio showroom (the largest Lamborghini Dealership in the US), with an Open House and Gallardo Road Show, featuring test drives with four Lamborghini Gallardos, music, refreshments, and tours of Lamborghini Ohio all day. At 7pm, Midwest Lamborghini and Ferrari Owners will meet at the dealership and take a "Bull and Horse Run" into downtown Columbus to the Bar of Modern Art (BoMa – barofmodernart.com) for Lamborghini Ohio Night at the club. We will dine, dance, and enjoy an exclusive Lamborghini Ohio VIP area. A special VIP Parking area with two security guards will be provided. Dinner reservations are limited, so RSVP as soon as possible. For more information, contact Marketing Director Paul Anthony at 800-606-9595 or marketing@nelsonautogroup.com.

June 22nd-25th - 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, set against the majestic and serene backdrop of the Pocono Mountains of Eastern Pennsylvania provides a weekend of pure excitement! Among other Lamborghini staff, Valentino Balboni will be present!

For more information: www.italiancarsatpocono.com 717-394-7218 until 5pm

July 1st - 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

Home: 330-471-9980, Work: 330-363-5055, lcontie@aultman.com

July 20th - Lamborghini Driving School at GingerMan Raceway hosted by Lamborghini Troy - South Haven, Michigan

Don't miss out on what was an unbelievable time last year - Lamborghinis, a track to ourselves, personal driving instruction, lunch with Lamborghini friends, and special guests. (last year Valentino Balboni was present) Going to a driving school does not mean racing around the track faster than you are comfortable, it means only driving as fast as you are comfortable with, but with a professional driving instruction to help learn your car and how to drive it more effectively. Spaces are limited, so contact Richard Bell if you think you might be interested!

For more information:

Richard Bell, Lamborghini Brand Manager

248-341-5210, rbell@suburbancollection.com

GingerMan Raceway: www.gingermanraceway.com

August 17th-19th - The 28th 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

Saturday, Laguna Seca Historic Races - www.laguna-seca.com

Sunday, Pebble Beach Concours - www.pebblebeachconcours.net

Lamborghini Club event info - www.lamborghiniclub.com

For more information:

Jim and Joan Heady - Lamborghini Club America

925-253-9399 days, fax: 925-253-9397, heady@lamborghiniclub.com

August 26th - 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 information, along with some photos from last year's show is available on the WOI home page at www.wheelsofitaly.com

September 2nd - The Italian Gathering - Dublin, Ohio

Get ready for what is expected to be the largest gathering of Lamborghinis in Midwest! In 2006, the Italian Gathering had the largest Lamborghini turn 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: 614-471-7535, www.evansauto.com

The Italian Gathering 2006: www.evansauto.com/ig2006.htm

LAMBORGHINI CLUB AMERICA



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Jack Riddell - San Diego Region
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Fellow Lamborghini Owner:

First, I am proud to announce that two very enthusiastic Lamborghini owners in the Chicago area have stepped up to coordinate events in the Chicago area, Carla Giordano and Dave Miller. With your help, Carla and Dave will make 2007 the best year yet for Lamborghini owners in the Chicago area! Next, I am proud to report the 2006 sales number for Lamborghini – 2087 cars (876 of which went to the United States, Lamborghini's largest market), which is 30.4% up from the 2005 sales number of 1600 cars. The dealer network has expanded to 100 dealers worldwide! Instantly, some people believe this directly translates into dilution of the brand's equity; I disagree at this point. I believe that the brand can sustain more growth without damaging the brand overall. Take another Italian exotic, Ferrari, for example – they produced 5,400 cars in 2006 alone, and are still in a very good standing as a brand.

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, this newsletter is mailed to well over 325 Lamborghini owners in the Midwest region, and more than 200 owners outside of the Midwest. With your help and participation in the club, we can continue to make this car club better than ever! I would like to personally extend a thank-you to all members who have returned their LCA renewal forms for 2007 – it is that support that will maintain the strength of the club and this newsletter. Please take a moment to complete the 2007 membership form and update us with your current contact information if you have not already done so (please note this information is kept strictly confidential to Lamborghini Club America).

Lamborghini Club America would like to acknowledge the generous sponsorship of this newsletter: Lamborghini Troy, Lamborghini Ohio, MotorCars International, Evans Automotive, Complete Hydraulic, and Premier Financial Services. Without their support, we would be unable to create this newsletter of such quality for the Lamborghini Community. Please support these businesses, as they have helped to make Lamborghini ownership a better experience.

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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Storage Tips for Your Lamborghini

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Use a battery tender to keep the battery charged
Use a fuel stabilizer during winter storage

Yearly Maintenance Recommendations

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