



# Lamborghini Cars, the Magazine

Some information about the Magazine you should know ...

## Lamborghini Cars, the Magazine

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## index NOV/DEC 2007

You can't have a Magazine without an index ...

**EDITorial** 4

A small word from the editor ...

**QUICK look** 6

All about Lamborghini you just need to know ...

**EVENT horizon** 8

2007 IAA in Frankfurt ...

**PHOTO album** 18

Our cover car seen from every angle ...

**EVENT horizon** 24

Lamborghini After Summer Rally

**the PIT LANE** 34

Lamborghini's on the race track ...

**In DEPTH** 46

Golden Sixties Bull ...

**AUTOMobilia** 58

From scale cars to books ...

**LAMBORGHINI online** 60

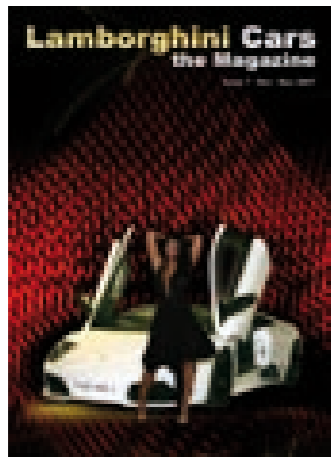
the Magazine's links to the internet.

**NEXT time** 61



# EDITORIAL

A small word from the author ...



Lamborghini Cars, the Magazine has reached its first birthday, this seventh issue marks one full year of publication of our dedicated magazine.

This time we've returned to the UK for another photo shoot with Marina, the fashion model from our last cover car, in this issue she accompanies an awesome white Lamborghini Murciélago LP640, truly an amazing looking car, again photographed by Diana Kaiani.

But the biggest news during the last two months must have been the introduction of the Reventón at the IAA in Frankfurt, this totally new, 1 million Euro super car reached collector's status right from the start with only 20 being built worldwide, and they were all sold before we even saw it !

Which once again shows just how good Automobili Lamborghini SpA is doing these days, they will set a new record revenue for 2007, when this year ends they will have shipped over 2400 units to their fortunate owners. While you are reading this, the entire production run for 2008 is already sold out, with 25 percent going out to Asia Pacific, the fastest growing market for Lamborghini, with Japan these days being the fifth most important country in terms of numbers

To keep up with this ever increasing number of Lamborghinis that are being sold, the dealer network will continue to grow over the next years, Stephan Winkelmann is sure that Automobili Lamborghini SpA is currently one step closer to becoming the world's most profitable super sports car manufacturer.

The ever growing brand awareness among customers and enthusiasts

shows in other areas too, the prices on the second hand market are starting to rise steadily. Buying one of those legendary Miura's, an original Countach LP400 or a good example of those Golden Sixties Bulls, the 350 GT will take a whole lot more money than ten years ago.

These classic Lamborghinis are finally getting the appreciation, value wise, they've always deserved, we are still not in the same league as Modern Art when it comes to prices, but the Bull is swiftly catching up, a decent Miura SV will set you back US \$ 500,000 or more these days, and it doesn't even have to be one of those amazing SVJ models anymore ...

Mark Smeyers  
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## 2008 ENHANCEMENTS

### Lamborghini announces 2008 Model Year enhancements.

Text : Mark Smeyers - Photo's : Mark Smeyers

Automobili Lamborghini has announced its 2008 model year Gallardo and Murciélago LP640 models.

The Lamborghini Murciélago will now come with a three-year warranty, in line with the three-year warranty already offered in the UK on Lamborghini Gallardo models. The unlimited mileage warranty will now be standard across all markets, reflecting the high level of manufacturing qualities found in Lamborghini cars.

The Gallardo MY08 now offers the following additional standard equipment: onboard computer, heated mirrors, and USB connection under the front bonnet in place of the CD loader as a no-cost option.

The list of Gallardo optional equipment has also been enhanced. A new soft-top colour – beige – will become available for the Gallardo Spyder, plus i-Pod preparation/connection can be provided in the glove compartment.

Within the interiors options range, the special Q-citura upholstery stitching has now become an option across the Gallardo range, following the success of this stitching in the seat centres, door panels and dashboard of the Murciélago LP640 and the Gallardo Nera limited edition.

For the Murciélago LP640, the MY08 is anticipated with i-Pod preparation or a USB interface as new options, with CD loader still available as standard equipment but also available with a satellite navigation system.

Other options offered include the steering wheel in perforated leather across all models, and two new choices of dark blue and grey colours for the soft-top of the Murciélago LP640 Roadster.

Other options for the LP640 include an additional set of winter tyres, and enhancement of the carbon kit with the carbon weave on the lower part of the steering wheel and on the gear levers (e-gear version).



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# 2007 IAA FRANKFURT

The amazing Lamborghini Reventón is unveiled

Text : Mark Smeyers - Photo's : Mark Smeyers

The 2007 edition of the famous IAA in Frankfurt, Germany was bound to be a very important event for exotic car enthusiasts as the forums had been buzzing with rumors for weeks about Automobili Lamborghini SpA unveiling a very special car during this show.

Automobili Lamborghini SpA was able to keep this car a secret for months prior to this show, apparently only a select handful of people were allowed to see a scale model of the car that would rock the world in Frankfurt.

***the one million Euro price tag on the new Reventón didn't hold back the 20 buyers ...***

During an eagerly awaited press conference on September 11 at the 2007 edition of the IAA Motor Show in Frankfurt, none other than Stephan Winkelmann unveiled the amazing Lamborghini Reventón, based of the current Murciélago LP640, but still very different car and a Raging Bull like no other.

The official press release distributed to select members of the press mentioned all the details, but let's go over a few of them anyway, a modified LP640 engine with no less than 650 Hp from a total displacement of 6.5 liters was mounted inside the Reventón.

Other than that the engine is just about the only item from the base car that hasn't been modified or replaced during the creation of the impressive Reventón.

I was able to attend the press conference in Frankfurt, when Mr Winkelmann proudly had the car unveiled by three lovely ladies, the Reventón marks another milestone in the history of Automobili Lamborghini SpA since it's founding more than 40 years ago.

No other car that ever left the factory gates at Sant'Agata was ever this expensive, the MSRP on this Bull was set at 1 million Euro (excluding taxes) and with an initial production run of no more than 20 units, the new Reventón became an instant collector's item, I can imagine only a few of these 20 cars will actually be driven on the road, which is a real pity actually.

However there have been rumors that the production numbers have been increased following the amazing reception of this new Lamborghini, apparently they sold a lot quicker than the management at Automobili Lamborghini SpA foresaw

***the 12:40 press conference was eagerly awaited by the gathered press in Frankfurt...***





**the new Murciélago LP640 Roadster on display during the 2007 IAA in Frankfurt ...**

So what does actually make this Reventón such an interesting car ?

For on there is a totally new dashboard treatment and some stunning seats, this is a Lamborghini that is destined to be enjoyed on the open road, as a side note, the entire dashboard cluster is machined from a solid piece of aluminum, covered by a Carbon Fiber section to avoid glare. The instruments itself are even more exclusive, there are three LCD monitors that actually display all necessary information, the central screen even shows G-Forces ... just to make sure you know how much G's you are pulling going around the corners, just like in a fighter plane, from which

the initial design was taken in fact, which was clarified by a fast-paced introduction video shown at the IAA.

One thing you must agree on, the Reventón sure looks like a fighter plane for road use, this is one angular and aggressive looking car.



**a Lamborghini Gallardo Superleggera was also shown at the IAA ...**

Continuing on the exterior design, it is different, very wide and uses a vast collection of angles and design clues ... the wide rear fenders are amazing, the front lights are innovative, and the taillight clusters are made of three arrays of special heat resistant LED's to be able to cope with the heat from the central mounted, massive exhaust pipe.

A closer look at the design of the car shows that the wheel arches are somewhat angular now, not round like on the original LP640 Murciélago, it is obvious the car was based on this flagship, but still it is totally different nonetheless.

The triangular design of the front spoiler and hood is taken all the way back to the engine cover and rear section. Also note that the engine cover is again finished with glass 'blades' to give everybody a glance at the heart of the car and in the mean time makes the car look even more intimidating.





Another styling detail, the special fuel filler is made from one single piece of aluminum, another detail that shows the impressive amount of workmanship that will go into each of the 20 cars that will be built and delivered to their lucky owners during 2008.

All car will be finished in the same custom mixed grey/green shade, that actually isn't glossy, but due to the subtle addition of metallic flakes in the paint give an unseen shine when parked in the sunshine.

If you think the LP640 sits on nice wheels, the Reventón takes them to the next level, the black rims are finished in a high gloss, and each of the five spokes has a special Carbon Fiber fin attached to it, to create a jet turbine

***finally the Reventón is being unveiled in Frankfurt, a very special, limited edition model***



look and at the same time induce extra cooling onto the ceramic disc brakes, which are standard fitment on the Reventón.

There is no doubt the Reventón will stir emotions once again, but you can't deny the fact that Automobili Lamborghini SpA isn't following any well known paths here, they are building innovative cars, just like the Miura and the Countach were years ahead of their time

***this special glass engine cover is standard issue on the new Reventón ...***

when they were introduced, the Reventón is ahead of it's time, and it's competition today, it is in a league of it's own.



Rumor has it all 20 cars were actually already sold when the first prototype was shown in Frankfurt, later on this same car bearing nr 0/20 was also on display during the Tokyo Motor Show, and as mentioned earlier, there are plans to build a few more to satisfy customer demand.

If you could sell such a car for 1 million Euro each, you wouldn't hesitate to make a few more either would you, naturally this could badly influence the actual investment value of such a rare car, but I'm sure that the Reventón will remain a very special car in the ongoing history of Automobili Lamborghini SpA.

Without a doubt the Reventón was the most important Lamborghini at the IAA, but it would be totally unfair to not mention the other Bulls

***Stephan Winkelmann was very proud to be seated in the brand new Reventón ...***

in Frankfurt, both on the Automobili Lamborghini SpA stand on in the tuning 'Halle'.

The Reventón was surrounded on both sides by two other masterpieces, both of them a little more 'reachable' in terms of pricing.

On the left of this new Bull was a magnificent black Murciélago LP640 Roadster, the current production flagship at Sant'Agata. Finished with a black leather interior and sitting on high gloss black rims, this convertible sure drew a lot of attention too, this is still an amazing automobile, and priced at only a third of the Reventón, I'm sure we'll be able to encounter it easier than that latter one.

The LP640 Roadster was introduced a few months after the closed version during a late 2006 Los Angeles Auto Show, and it became an instant hit, orders started pouring in.



Just like on the regular LP640, the optional Q-Citura stitching was available for the interior, making this car look even better, if that is even feasible.

This car is a beauty, and finished in triple black like this one it doesn't get more intimidating

***a very angular design characterizes the amazing new Lamborghini Reventón ...***

looking, note that these days this black shade and the pearl metallic white are the most popular colors in the range at Lamborghini, closely followed by the several grey shades the factory offer, apparently the 'Rosso' days are over for Italian super cars, at least when they are built at Sant'Agata.

This also showed on the third car at the IAA, a black Gallardo Superleggera with the optional, high rear wing. The Superleggera is the latest evolution of the successful V10 model range, built in only four colors, black, orange, silver and yellow, this is the car to own.





At the moment there is no Superleggera Spyder, and according the Stephan Winkelmann there never will be, he believes the Superleggera specs don't work for an open top car, and perhaps he's right. The Gallardo Superleggera is a super V10, lighter than the original car, fitted with loads of Carbon Fiber details and new, race inspired wheels, it drives totally different from the standard car too, more 'on edge', nearly a race car for the open road, no wonder it is outselling both the Gallardo 5.0 and the Gallardo Spyder at this moment, even with it's elevated price tag.

**two stunning Hamann specials were shown at the IAA too, note the black wide body Gallardo tuning package ...**



But some extra spectacle could be found in the tuning hall of the IAA, both Hamann and BF Performance showed their tuning packages for the Gallardo and the Murciélago LP 640, and especially the new bodykit for the Gallardo from Hamann was very impressive.



Hamann unveiled it's new Victory package for the V10 model, an amazing wide body styling kit, including a stunning roof mounted air intake, awesome gullwing doors and impressive orange tinted Carbon Fiber trim on the interior, next to this black beauty they parked

**BF Performance showed two amazing Bulls on their stand on the 2007 IAA in Frankfurt.**

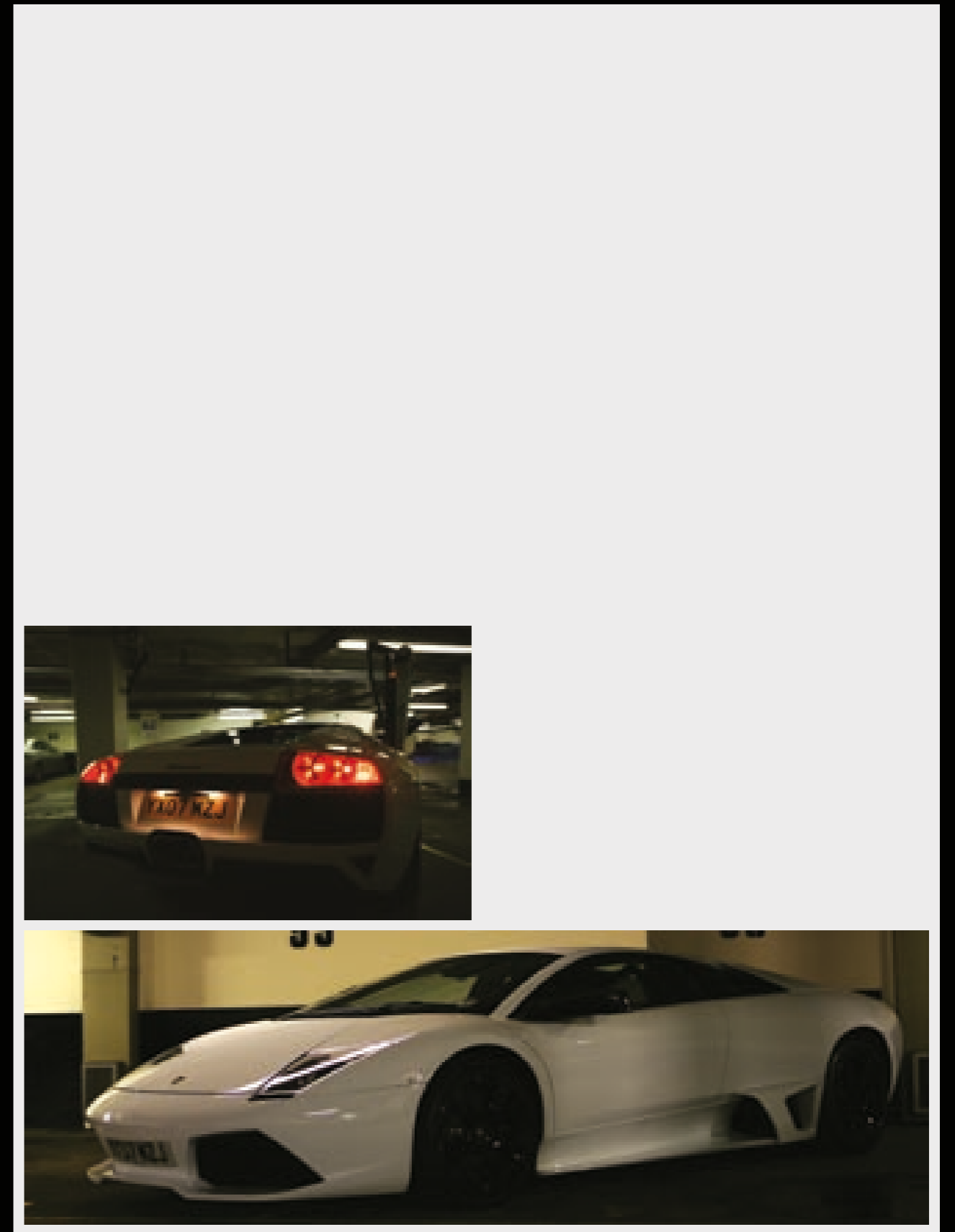
the white LP640 we've seen in St.Moritz before, but still a sight for sore eyes.



BF Performance went a different route with their styling kits, more aggressive, perhaps even more race inspired, but nonetheless very impressive, again the Gallardo was fitted with gullwing doors and a massive rear wing, but also the interior was nicely decorated while the by now well known grey LP640 looked amazing on it's own, almost like a Murciélago LP640 R-GT edition, something that Reiter would enter into the 2008 FIA GT Championship next year ...

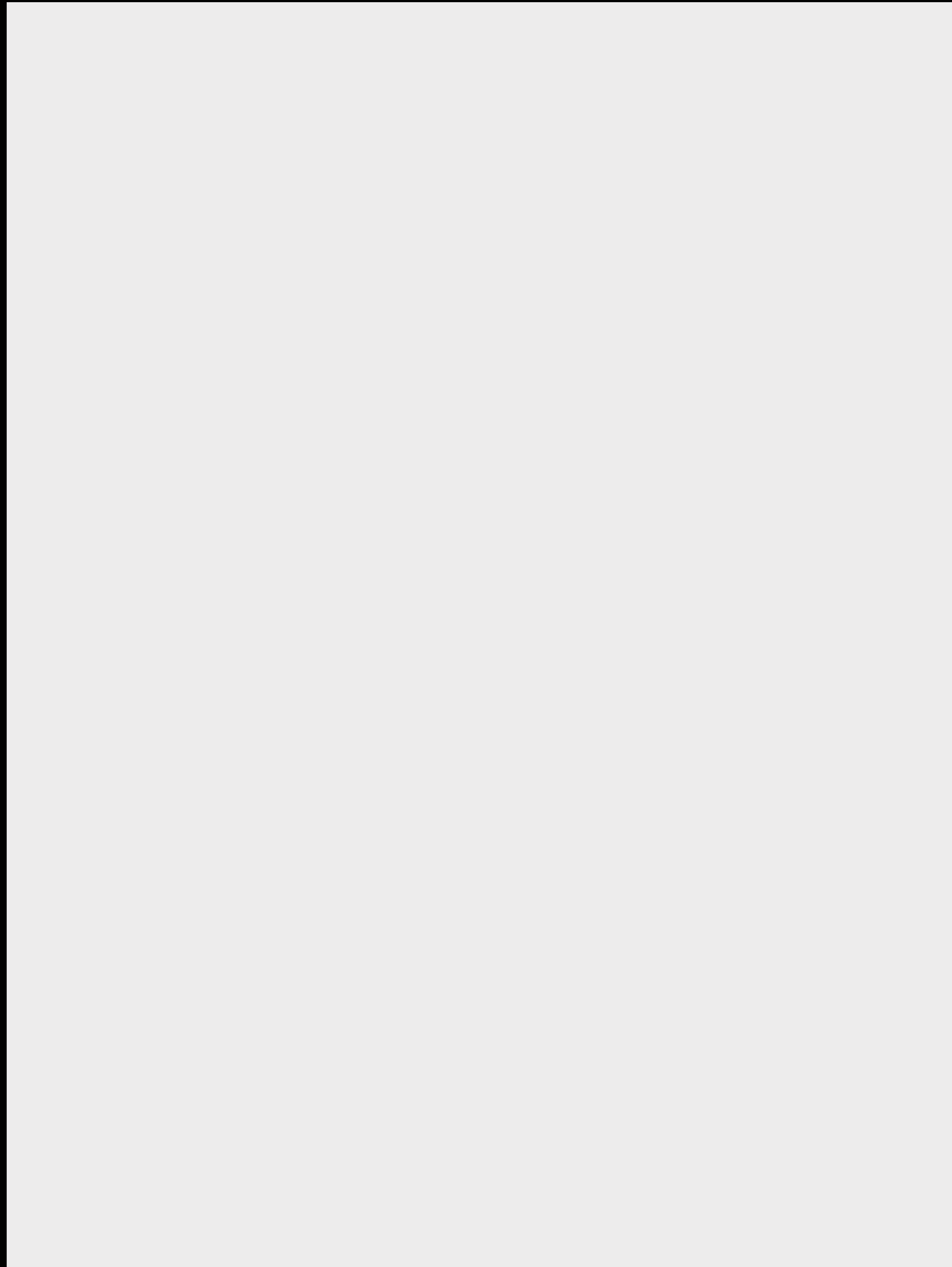
# WHITE KNIGHT

Lamborghini Murciélago LP640



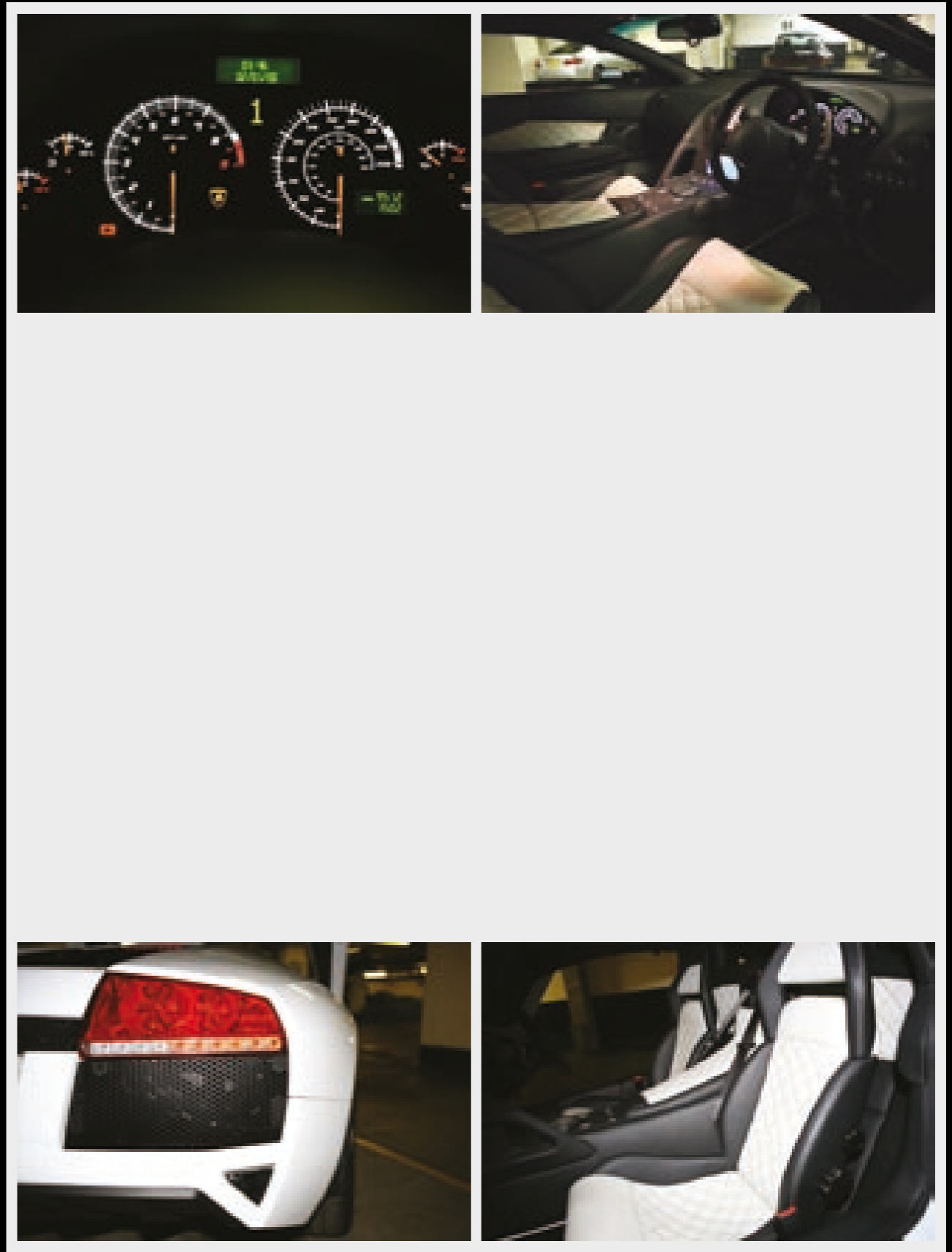
# PHOTO album

Our cover car seen from every angle ...



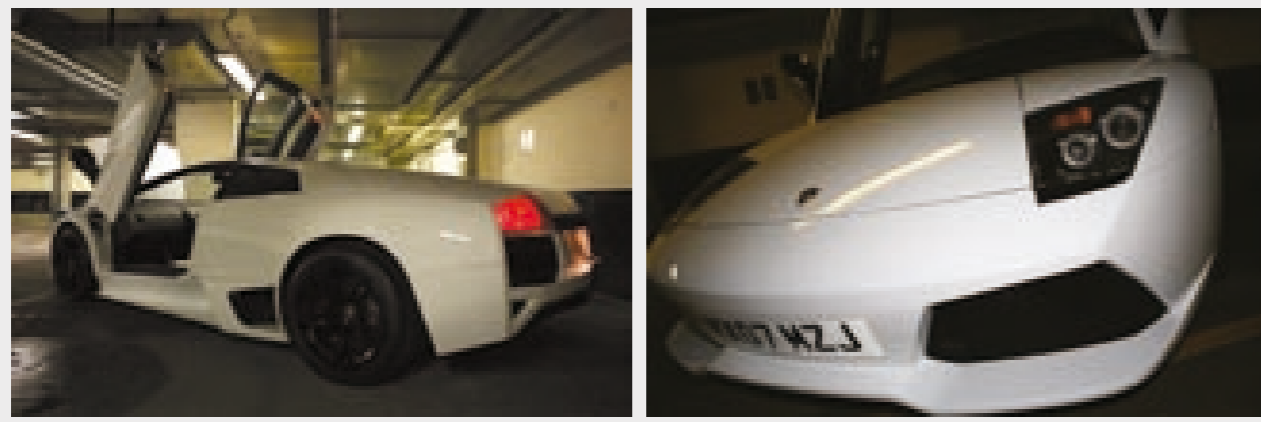
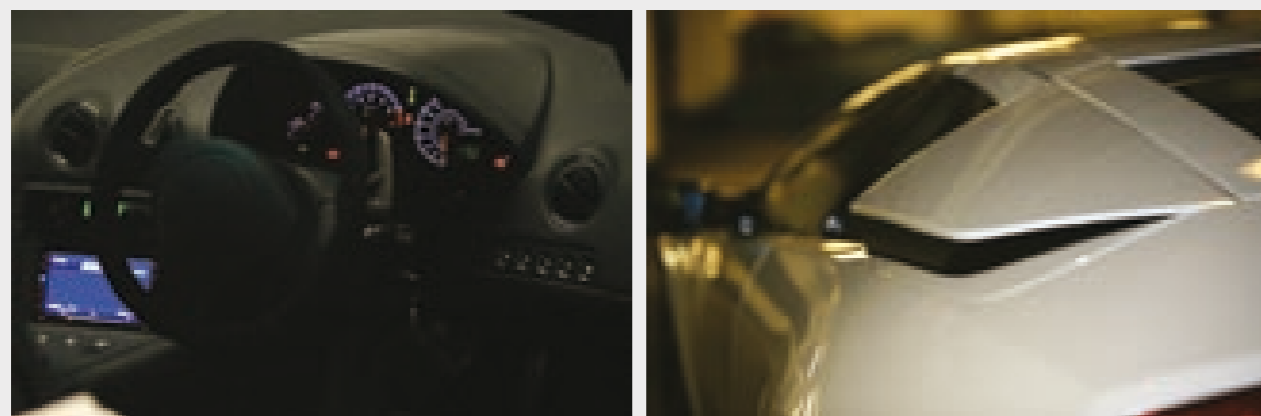
# PHOTO album

Our cover car seen from every angle ...



## PHOTO album

Our cover car seen from every angle ...



## PHOTO album

Our cover car seen from every angle ...

This amazing white Lamborghini Murciélago LP640 was fitted with the optional Q-Citura stitching for the interior, which gives it a nice touch of class and still has a very sporty look about it.

The combination of a white bodywork and a black and white interior works very well on this car, especially with those high gloss black wheels, creating a high contrast between to extremes ... which fits such an extreme car perfectly ...

This awesome white LP640 was photographed in the United Kingdom by Diana Kaiani, the amazing model on some of these shots is Marina, a professional fashion model.





## AFTER SUMMER RALLY

Lamborghini's on the Dutch Veluwe

Text - Mark Smeyers - Photos - Mark Smeyers

The summer was heading towards its end, and so were the several Italian car meetings and events, so if you would like to take your Bull onto the road for the last time before putting it into its winter sleep, the After summer Tourrally was a great idea.

Saturday, September 1. 2007 was picked to have one last blast on the road inside those amazing Raging Bulls, a group of Lamborghini owners had a nice little get together with fellow Lamborghini enthusiasts and had

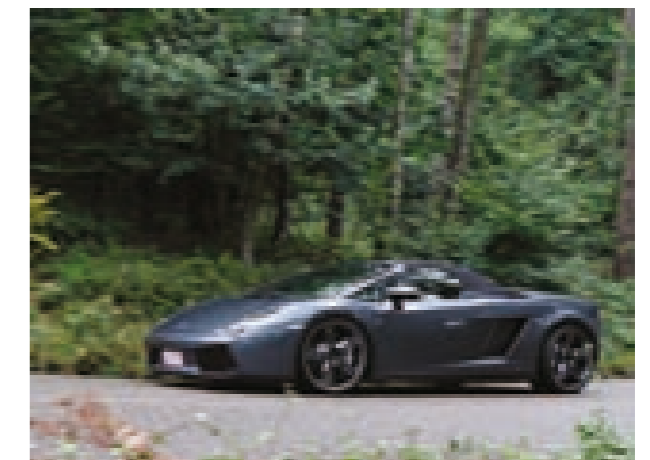


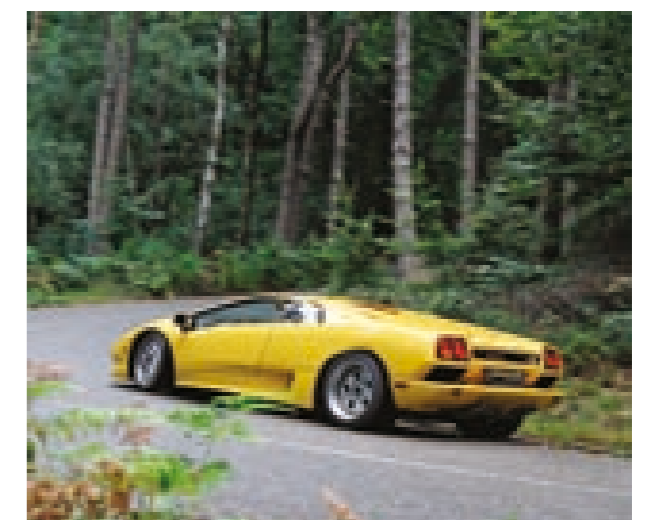
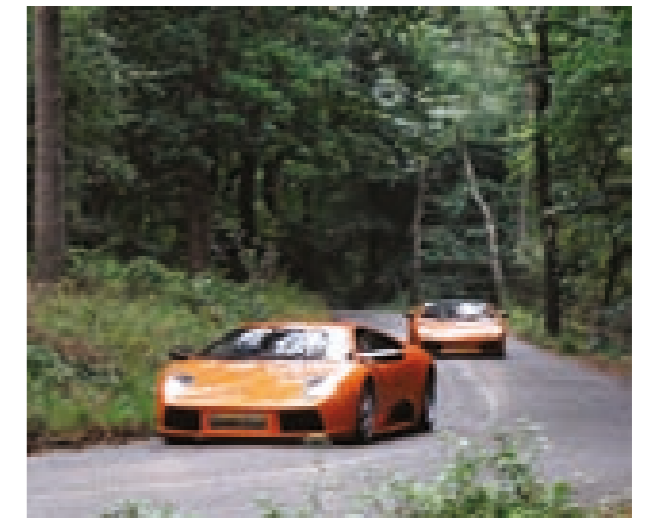
a great drive through the beautiful countryside around Gelderland in the Netherlands. In the afternoon they even took these Bulls onto the 'unlimited' German Autobahn to unleash the true power of the Raging Bull, some reaching speeds well over 300 Km/h.

The day began with a nice gathering at Ekris Exclusief in Duiven in the morning, drivers were welcomed with coffee and traditional appiepie, a nice touch as some had driven

for several hours already to join the group, two Gallardo's came all the way from Belgium to enjoy this Tourrally.

While enjoying a nice cup of coffee, the drivers were given a booklet with detailed directions for the day, the first drive would be a 136 Km trip on some of the most beautiful roads around Gelderland. These included some rare S-curves in a great forest environment, which would cause some great sounds.





A virtual checkered flag was given at 9:30, and the 'treasure hunt' would begin, you had to follow the directions to get to lunch, which would be served at 12:30 at the Gallery, a museum style shop where some classic cars were for sale, sadly not all the Lamborghinis would make it to the Gallery. So it was time to tackle a four hour drive, sometimes on some very narrow roads, but always with the most stunning views available to enjoy the day to the fullest.

So let's take a look at the cars that were present, one of the rarest Bulls was a stunning black Lamborghini Gallardo Nera, which came all the way from Belgium. He only owned this very special car a few months, but unfortunately during the first drive of the day he encountered some issues with the e-Gear transmission, so he decided not to take any risks and had his car towed away. But he still joined us for dinner in the evening anyway, his car would be repaired quickly.

Other Lamborghinis that entered the Tour-rally were no less than three Murciélagos, a bright yellow metallic one, an intimidating black one and a stunning orange metallic one. The latter joined mid-drive actually, he didn't make to Ekris in time. Two yellow Diablo's were on the road, a classic VT and a more recent VT 6.0 model, two similar models yet with a totally different driving experience, the VT 6.0 is arguably the best Diablo made.





Completing the more recent Bull line-up were an amazing black Gallardo with a tobacco leather interior and an awesome dark grey Gallardo Spyder sitting on massive 20-inch wheels. More on this latter car in a future issue of the magazine. Another limited edition was the orange metallic Gallardo SE, with its two tone interior an glossy black roof, combined with the dark wheels, this sure is a great looking V10.

But some of the more classic, or should we say legendary Bulls were accounted for too, a great looking black over light tan Lamborghini Countach, a red over tan Quattrovalvole, a red over black Jalpa in showroom fresh state.

The really classic Bulls were a brand new looking, dark green Espada, a great light blue metallic Jarama S and a stunning silver metallic 350 GT. The latter being an US model hence it boasted the dual headlights later found on the 400 GT 2+2, but this was a real 350 GT, with the early 2+1 seating arrangement nonetheless.



After lunch, the group went on the second part of the Tourrally, a total of 192 Km which would take most of them about 3 hours to complete. It would take them through the 'Achterhoek' and onto the German Autobahn, where speeds of over 300 Km/h were achieved this time, naturally by the more recent cars, the classic Bulls took a more scenic approach to this second stint, hence most of them arrived well behind the forerunners in the Murciélago, Gallardo and Diablo's.

But the first Lamborghini to arrive at dinner was the classic Espada, the driver got lost somewhere Germany and took the first exit back to the Netherlands, to arrive well ahead of the pack at Groot Warnsbom, a stunning estate in Arnhem where dinner would be served at 19:30.

Afterwards the other cars would pull onto the large drive of the castle, and they were allowed to park on the grass around it, a privilege only awarded to our Bulls, which resulted in some amazing views, exclusive cars parked in front of a nice estate.



# EVENT horizon

Lamborghini's on display to the public



All in all it was a great way to finalize a season of various Lamborghini events, a nice, relaxing drive around the countryside combined with a quick spin on the highways in Germany while enjoying a great lunch and a

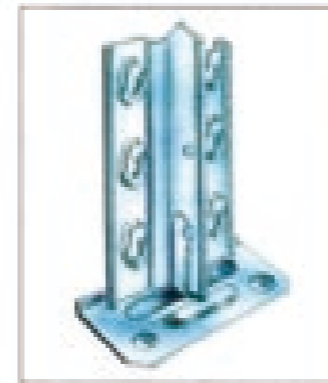
marvelous dinner set in the best surroundings ... everybody had great fun, and a lot of work to clean the cars after the typical Dutch combination of rain and sunshine ... but it was all worth it ... next year we'll meet again !

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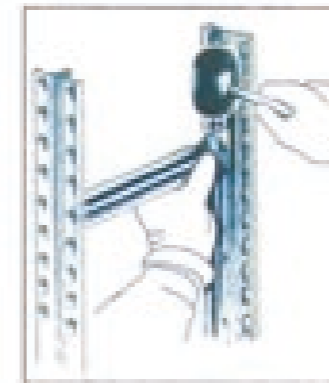
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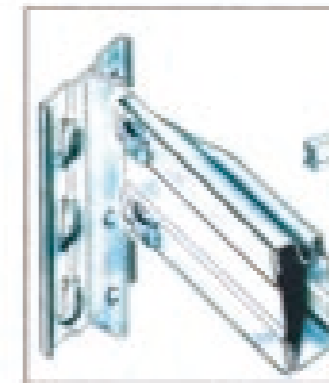
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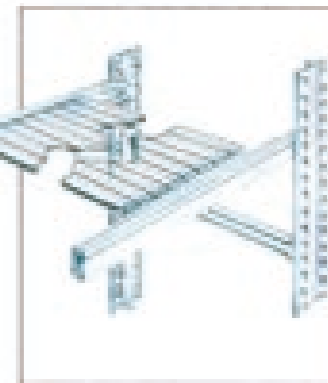
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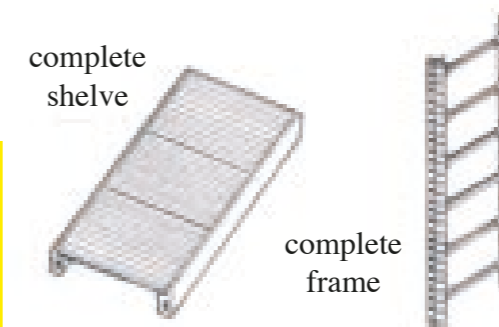
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AND THIS ...



Art. nr.	Length	Depth
81019	1200	320
81022	1200	400
81025	1200	500
81028	1200	600
81034	1200	800
81055	1800	320
81058	1800	400
81061	1800	500
81064	1800	600
81070	1800	800

Art. nr.	Height	Depth
71001	1972	320
71004	2500	320
71016	1972	400
71019	2500	400
71031	1972	500
71034	2500	500
71046	1972	600
71049	2500	600
71076	1972	800
71079	2500	800



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# FIA GT - FINAL ROUND

FIA GT1 at Zolder

Text : Mark Smeyers - Photo's : Mark Smeyers





During the 2007 FIA GT Championship, the competitors came to Belgium twice, first for the Total 24h de Spa, which we covered in our last issue, and a second time on the famous circuit of Zolder, which subsequently was also the final round of the 2007 championship, so tension was high.

After the rather disappointing performance of the Lamborghini's in Spa Francorchamps, which wasn't due to either Reiter Engineering or the pilots, but due to a change in production of the drive shafts of the Murciélago R-GT, Zolder was another chance to show the supremacy of the Raging Bull on the track.

***the All-Inkl.com Lamborghini Murciélago R-GT before the start of the final round ...***



The Lamborghini Murciélago R-GT that was entered into the 2007 FIA GT Championship was in fact the latest Le Mans edition, an updated version of the 2006 car that was also prepared by Reiter Engineering, as they took over the Murciélago R-GT racing programme from Automobili Lamborghini SpA back in 2005.

The original R-GT was introduced in 2003 during the IAA in Frankfurt, this amazing, Carbon bodied V12 was heavily modified to comply with FIA GT regulations, hence the 4WD was removed and replaced with a Rear Wheel drive transmission.

This initial race car was already built by Reiter Engineering with the help of Audi Sport to make sure the pedigree was set for a successful racing season. The R-GT was entered into several races during 2004, but

## the PIT LANE

Lamborghini's on the race track ...

unfortunately didn't impress too much and Automobili Lamborghini SpA decided to put a stop to their racing incentive ... but Hans Reiter did see a future for this amazing Raging Bull, so he took over the entire idea from the Lamborghini Customer Sports Programme in 2005 and built his own interpretation of the Murciélago R-GT.

It didn't take Reiter and his team of highly skilled engineers long to show the real potential of this V12, during the 2005 edition of the 1000 Km at Monza, their R-GT was leading

***the nr 28 car was entered by Reiter Engineering, driven by Peter Kox and Jos Menten ...***

a pack of Le Mans winning Ferrari's. Unfortunately Peter Kox and Norman Simon had an oil fire in their Lamborghini which ended a possible victory prematurely.

Things finally started looking bright during the 2006 season, not only did the revised Murciélago R-GT reach several top ten finishes in the FIA GT championship, but a reworked RG-1 for the Japanese Super GT Series was entered by the JLOC, and won several races in this grueling challenge.

It became obvious Hans Reiter made the right choice to continue developing the Lamborghini into a real race GT, so for the 2007 FIA GT Championship they came up with an even better Bull, the Murciélago R-GT Le Mans edition.



## the PIT LANE

Lamborghini's on the race track ...





This car was a highly developed version of the 200 edition, with many subtle changes that would make it a serious contender during the new season. Testing of the LeMans prototype were undertaken on the nice Salzburg Ring in Austria in late November 2006. This is an extremely fast circuit, hence it's perfect to fine tune the brutal new R-GT version before entering it into the 2007 FIA GT Championship.

None other than Peter Kox would be driving the new Le Mans edition during these tests, he would also pilot on of the cars during the FIA GT Championship, so he knew like no other how the car should react on the track.

And their hard work during the preparation was worth it, the first race of the 2007 FIA GT Championship in Zuhai was won by a Lamborghini, the number 7, All-Inkl.com car

driven by Bouchot/Mucke, a well deserved victory for the Raging Bull.

***the Lamborghini Murciélago R-GT in action on the Zolder track in Belgium ...***



Unfortunately things didn't really continue like glorious during the remainder of the Championship, and to make things even worse, both cars failed to reach the finish in the Total 24h in Spa Francorchamps due to a drive-shaft problem.

All the more problematic because double points could be scored in this race as it was the only 24 hours race of the season.

When in late October the 10th and final round of the 2007 FIA GT Championship returned to Belgium, things didn't look too bright for the amazing Lamborghini Murciélago R-GT LeMans edition.

***some very impressive flames could be seen whenever the pilot briefly lifted his foot of the accelerator pedal ...***



The difficult circuit at Zolder was the place to be during this weekend, as not only the 2007 FIA GT would reach it's end there, but also the famous BTCS and Belcar series, so a lot of spectators would spend their Sunday on this nice little circuit.





The first free practice runs were performed on Saturday morning, and the nr 28 car driven by Jos Menten and Peter Kox did a stint of 29 laps, resulting in a time of 1:29.718, which was 1.973 behind the leading car at that moment, the nr 9 Aston Martin. The black and orange Lamborghini reached an average speed of 160.74 at that time, while the white nr 7 All-Inkl.com Murciélago R-GT driven by Bouchot/Duez did only 5 laps and set a preliminary time of 1:41.350 with an average speed of 142.29.

During this first practice the track was dry and the skies were bright, near perfect conditions to get to know the track before the qualifying rounds later that day, but the Bull had to take it easy because they could only use a limited amount of tires as they missed a race earlier in the season.

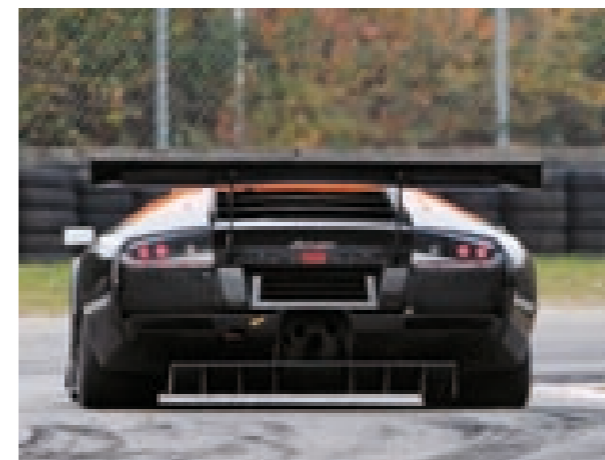
During the second free practice the nr 7 Lamborghini wasn't driving, so only the Menten/Kox car put a time on the scales, this time the 9th time of 1:28.338 after 13 laps with an average speed of 163.25, this meant a gap

**during a race the disc brakes can get rather hot, take a look at the front ones here ...**

of 1.378 was still there with the lead car after this second practice, the nr 12 Maserati MC12 GT1 which set a time of 1:26.960. But the qualifying rounds were still to come, under sunny, dry conditions both Lamborghi-

ni's qualified on the grid, car nr 28 reached a 10th starting position with a time of 1:27.351 set in 8 laps, reaching an average speed of 165.09, however a gap of 1.539 was still there with the car on the first starting position, the nr33 Aston Martin DBR9.

Even worse, the nr 7 All-Inkl.com Lamborghini only managed a 15th starting place, Bouchot/Duez managed a time of 1:30.190 after only 4 laps with an average speed of 159.90.





**the nr 7 All-Inkl.com R-GT shortly before it dropped out of the race at Zolder ...**

The black Murciélago was first driven by Jos Menten in the actual race, he was able to reach eighth position in his first 14 lap stint, after which Peter Kox took the wheel.

Peter was able to work his way through the field and reach a second place. Kox was able to hold this great position throughout his entire stint, but naturally had to make another mandatory pit stop after his 48th lap.

Jos Menten got back in the driver's seat and joined the other GT1 cars in seventh place. After doing battle with one of the BMS Aston Martin's, Jos was able to hold onto a sixth position when he took the checkered flag, gaining some much needed points for the Championship.

During the race, the nr 28 car pulled 79 laps in a time of 2:01:25,453 and managed an average speed of 156,37, it crossed the finish line less than a minute behind the winner, an Aston Martin DBR9, on the other hand, the nr

7 car stopped at the exit of the pit lane in the 72nd lap, after 1:54:34.925 it was forced to leave the race, Bouchut had to walk back into the pitbox, leaving his car on the side of the pitlane.

After a very interesting 2007 FIA GT season, Lamborghini was able to reach fourth place in the Manufacturers' Championship behind Maserati, Corvette and Aston Martin, a nice feat which I'm sure Reiter will try to improve on next year.

When taking a look at the overall team positions, the All-Inkl.com Lamborghini was able to reach a 7th position with 25 points while the black and orange nr 28 car entered by Reiter reached a 9th place overall with 7 points.

On the driver's Championship, Stefan Mücke and Christophe Bouchot managed a 10th place while Peter Kox and Jos Menten reached 14 place, I'm sure that next year these figures are bound to be totally different, 2008 will bring another opportunity to show the supremacy of the Raging Bull in action.

The official 2008 FIA GT Championship calendar has been approved by the FIA World Sport Council, and looks like this :

1. 20/04 - Silverstone, Great Britain
2. 18/05 - Monza, Italy
3. 21/06 - Adria, Italy (Saturday Night Race)
4. 06/07 - Oschersleben, Germany
5. 03/08 - Total 24 Hours of Spa, Belgium
6. 31/08 - Bucarest, Romania
7. 14/09 - Brno, Czech Republic

8. 28/09 - Nogaro, France
9. 18/10 - Zolder, Belgium
10. 23/11 - San Luis, Argentina

See you there next year as I try to cover as many races of the season as possible ...



# GOLDEN SIXTIES GT

The Lamborghini 350 GT and 400 GT 2+2

Text : Mark Smeyers - Photo's : Mark Smeyers



The late Ferruccio Lamborghini didn't start out by building legendary cars like the Miura or the Countach, but he initially wanted to build the best Gran Turismo possible, not a highly tuned, uncomfortable supercar.

He built a completely new factory near Modena in Sant'Agata from scratch, and manned it with some of the greatest engineers money could buy in the early Sixties.

Ferruccio knew exactly what he wanted, and had the charisma to get other people to do whatever he envisioned for his new car, so he convinced Franco Scaglione to design the very first Lamborghini 350 GTV back in 1963.

This, for some, strange looking prototype would have to be powered by a dedicated V12 engine, Ferruccio Lamborghini didn't want to borrow the engine for his masterpiece anywhere else, and it just had to be a V12, anything less wouldn't do, only the best GT's used a V12, so the new Lamborghini would have to too.

Ferruccio contracted none other than Giotto Bizzarrini, who also worked on the legendary Ferrari 250 GTO, the latter designed a masterpiece that was brought to life on May 15, 1963, with a power output of no less than 350 DIN at 8000 rpm.



This initial tune of the Lamborghini V12 would be great for a race car, but Ferruccio requested the engine to be de-tuned to 'only' 270 Bhp at 6500 rpm for his production GT, the classic 350 GT.

When the classic Lamborghini 350 GT was shown to the public on the 1964 Geneva Auto Show it was obvious this was a totally different car compared to the 350 GTV prototype.

Carrozzeria Touring of Bianchi Anderloni was contacted by Ferruccio Lamborghini when the doors closed on the 1963 Turin Auto Show, to completely redesign the one of a kind 350 GTV, everything about the exterior would be modified, even the chassis was altered, again by Neri & Bonacini, under direct order from Chief Engineering Giampaolo Dallara.





The wheelbase was enlarged from 2450mm to 2550mm to get more interior room, the overall length was also increased to 4640mm while the height was raised to 1270mm.

A ZF all-synchromesh transmission was coupled to a Salisbury limited slip differential, the final result would be a top speed of 250 Km/h (or 156 Mph) depending on the final drive ratio, which could be selected from three values ; 3,31:1 or 3,77:1 and finally 4,09:1. Opting for another final drive ratio would increase or decrease the final top speed, but also modify the acceleration figures.

On the engine, the rather expensive and rare vertical Weber carburetors were removed, and horizontal, side-draught units were installed, resulting in a power output of 280 Bhp at 6500 rpm, in this tune the 350 GT would reach 100 Km/h in only 6,8 seconds, a very impressive figure back in the early Sixties.

The rather special, rotating pop-up headlights found on the 350 GTV would be replaced by fixed oval units, however on 350 GT's destined for the US, dual sealed beam headlights would be used to comply with the US regulations.

The overall body design of the 350 GT was smoothed but the result was still a totally different looking car, no other GT in the early Sixties had the same sensual lines as the new Lamborghini.

Subsequently the 350 GT (the 'V' for Veloce was dropped) was ready for production in just five months time, and once it was unveiled at the 1964 Geneva Auto Show, orders for it began coming in.

During the Geneva Auto Show Lamborghini distributed a folder stating the first cars would be delivered from May 15 1964, and once the car was released for road testing, people liked it even more, this was a smooth-running, sophisticated high-performer that was generally faster and technically years ahead of everything Ferrari had been offering.

The final production version of the 350 GT



would be shown a few months after the initial unveiling in Geneva, during the Paris Auto Show, after this Touring would actually build the 350 GT, and used it's patented SuperLeggera method for it, a special construction using thin aluminum panels over a space frame

resulting in a very strong yet light bodywork.

The Lamborghini 350 GT took the world by storm, only a year ago nobody ever heard of Ferruccio Lamborghini (other than the farmers using his tractors) and now he was a car



## in DEPTH

A closer look at a specific Lamborghini ...



builder with a great reputation, and he would only extend his reputation during the following years.

The Lamborghini 350 GT was initially introduced as a 2+1 model, with the single seat at

the rear, right in the middle like a throne, but as this was more a luxuries, leather gadget, a lot of GT's were ordered with a platform using leather straps to hold any luggage in place.

In 1966, Lamborghini made the first little refinements to the GT, the front grill styling was altered, now using two horizontal bars in the air-intake. A second windscreen wiper was added and a rear backup light was installed underneath the license plate holder. Two air intakes appeared ahead of the windscreen, and on the interior, the dashboard trim was changed to leather, instead of the early polished aluminium.

Only 120 units of this classic 350 GT would be built, making it a highly sought after collector's item these days, but what happened next would lead to an even rarer GT. That same



## in DEPTH

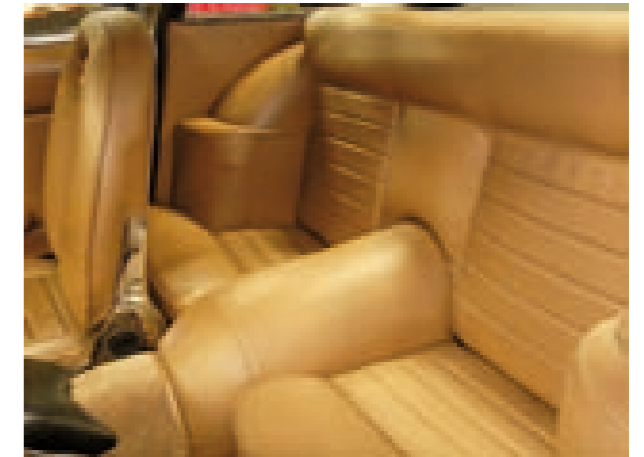
A closer look at a specific Lamborghini ...



year, Lamborghini could optionally install a 4.0-Liter engine into the 350 GT chassis, resulting in the 400 GT (not the 2+2 however!). Today these early 350's are rather hard to find, let alone restore, don't think you can afford a Lamborghini too fast, restoring an aluminium bodied car like this and keeping it running afterwards can be very expensive. Next to the Lamborghini Miura that would appear later on, these early 350 GT's are now among the most desirable Raging Bulls ever, resulting in elevated prices.

A few 'specials' were built on the GT chassis, among them the one of a kind Monza 400, the 3500 GTZ by Zagato and the Flying Star II, built by none other than Touring themselves, just before they went out of business, but one other special drew our attention.

On the 1965 Turin Auto Show, the public could admire a very special 350 GT, Touring had designed and build a convertible along the same lines as



the closed model, and designated it the 350 GTS (or 350 GT Spyder, as it was sometimes called). Only two were ever built (some sources state four, including a 400 GTS) one was displayed on the Touring stand (the black one), while the second, a yellow/gold painted one, was shown on the Lamborghini stand.

Only marginal modifications were made to the original car, the roof was removed naturally, the windows were altered and the trunk was redesigned to store the top. The dashboard and the central console in these GTS were also slightly altered, and looked even better than those in the GT version of the 350.



350 GTS photograph © Automobili Lamborghini SpA

Touring even went to the lengths to design a stunning hardtop for this car, because it was thought this car would go into limited production. Touring was going through a very difficult period at that time, so production remained at only two cars, mainly because Ferruccio wanted to create a quiet, all-weather car with top performance, and a convertible just didn't qualify.

Today the nr. 0325 car, which was sold to the United States, is now fitted with the 400 GT 2+2 sealed-beam type headlights (probably to comply with the U.S. Laws) and is finished in white over a black leather interior. The second car, nr. 0328 and the hardtop were sold to a customer in Spain who later sold it to Prince Altani of Saudi Arabia, it is

however unknown if the hardtop was still in existence then, it's current whereabouts are uncertain, but it is believed this car is now also located in the United States.

During 1982, Automobili Lamborghini SpA performed a conversion on a 350 GT, chassis number 0160 was converted into a 350 GTS for a French customer. The owner remained anonymous however and the third almost original 350 GTS disappeared.

Later a 1967 Lamborghini 400 GT with chassis number 0907 was also converted into a Spyder by an unknown body shop in Europe, this car has been for sale several times on various car shows, the last time this car was seen was at the 1998 Techno Classica in

Essen, Germany, the last 400 GT that was 'chopped' was also a 1967 model, finished in light blue metallic it was located in the United States when it was offered for sale years ago.

Today it is safe to say that you should keep the 350 GT as original as possible, turning it into a Spyder will not increase its value but will actually decrease the value, the more original the car is, the more value it will hold.

As stated, during 1966 you could order a Lamborghini 350 GT with an optional 4.0-Liter engine, resulting in a 400 GT model, not to be confused with the 400 GT 2+2 model, which also had a modified body design and would be introduced later on.

By enlarging the bore from 77 to 82mm Dallara achieved a displacement of 3939 cc, by raising the compression ratio to 10,2:1 the power output was increased to a healthy 320 bhp at 6500 rpm. This 4-Liter version of the Lamborghini V-12 would be used in several Bulls, even in the legendary Miura. A lot of the image and attraction of future Lamborghini's would partly be due to this engine. After testing a Bull for its October 1966 issue, Road & Track termed the 400 GT 'the finest GT car they've ever driven'.

Only 23 cars were built with the 4-Liter engine and 2 seater bodywork, 20 of these were mounted with a heavier, steel body, only 3 were built using the patented SuperLeggera





bodywork, acquiring one of these 3 will be very expensive, but one (nr. 0674) was recently sold.

The 4.0-Liter unit was a very smooth-running engine, it was willing to run at any rpm and always started instantly. Yet it reached the highest top speed Road & Track ever recorded. The 350/400 GT had a very elegant styling, with its aluminium body and two seat layout, some still prefer it over the Miura or the Countach today.

These highly energetic models, with their names taken from bullfighting, have made the Lamborghini name world-famous, but they don't even come close to Ferruccio's initial idea of a Gran Turismo. Today it is considered that the 350/400 GT-series were the closest to Ferruccio's origi-

nal idea of creating a comfortable high-performance GT, the Countach can hardly be called comfortable or practical.

On the inside nothing much changed for the 400 GT, the steering wheel and gear shift knob were finished in wood, while the rest of the interior used leather, the central console housed four dials and a large collection of lights and rocker switches.

Few people wouldn't like owning one of these early Lamborghinis, especially one of those three aluminium bodied 400 GT's, but just about any of these first series GT's is a great driving car, very powerful for their age.

The final GT was put into production in the spring of 1966, the 400 GT 2+2 was actually shown during the Geneva Auto Show in March.



The 2+2 used an identical wheelbase, extra space for the two rear seats was created by raising the roof line a bit and actually lowering the floor of the car, the 400 GT 2+2 was actually 65 mm taller than the 350 GT.

From the rear you would notice a different rear window and trunk lid, and naturally the 400 GT 2+2 scripting at the tail, from the front those dual Hello lamps would immediately draw your attention compared to the single Cibie units on the original 350 GT. These twin units were required to comply the car with the strict US regulation at that time.

On first glance the 350 GT and the later 400 GT 2+2 might look very much alike, more so because a lot of 350 GT's were retro-fitted with the dual headlights by the factory, but closer examination reveals quite a lot of differences, in fact almost no body panel could be interchanged between them, partly because the 400 GT 2+2 had an all-steel body.

On the inside few things changed compared to the final 350 GT, a new ash tray was used for the central console and a glove compartment appeared, but the most important addition were naturally the two extra seats.

From the 400 GT 2+2 on, Lamborghini also built its own transmission and differential, this way Ferruccio could assure himself of almost all the pieces he needed to built 'his' cars. Also note that there was only one fuel tank now, while the 350 GT used two units, this increased the luggage space in the trunk.

By using taller springs at the rear to have the suspension cope with the additional weight of two extra passengers, a little oversteer was introduced in the 400 GT 2+2, but on the whole this new Lamborghini GT was a much smoother running car compared to the initial 350 GT,

People who actually owned both models all agree that the ultimate GT would be a 350 GT chassis with the original ZF synchromesh and a 4-Liter engine ... hence some restoration projects went this way.

The 400 GT 2+2 was new success for Automobili Lamborghini SpA, totalling at 224 units it outsold the 350 by more than 100 units, all the more impressive if you take into account that the two extra seats cost about \$ 500 each, a rather stiff price back in 1966.

If you are in the market for an early Lamborghini at this time, try to find a decent 400 GT 2+2, it will be easier to locate than a 350 GT, and thanks to its steel body, less expensive and easier to restore, some body parts are actually still available these days, if you look hard enough.

Don't underestimate these early GT's however, lately the prices have been increasing steadily, not yet reaching the Miura regions,

but they are getting there, don't expect to find a Lamborghini 400 GT 2+2 for anything less than US \$100,000 today if it's in any decent shape, the times of finding these amazing cars for around \$25,000 are long gone, the 350 GT and 400 GT 2+2 are finally reaching their much deserved 'classic' status.

These GT's created the foundation that would allow Lamborghini to continue building cars, and give us masterpieces like the Miura, the Countach, the Diablo and the current Murciélago ... it all started back in the early Sixties with these stunning GT's, after being founded only three years earlier, Lamborghini already had three models in their line-up, the 350 GT, the 400 GT and the 400 GT 2+2, talk about taking a good start.



## Specifications sheet

### General information

<b>Type of car</b>	Lamborghini 350 GT, 400 GT, 400 GT 2+2
<b>Years built</b>	1964 - 1968
<b>Production</b>	120 (350 GT), 23 (400 GT), 224 (400 GT 2+2)
<b>Chassis numbers</b>	102 - 1354
<b>Presentation</b>	March 1964 Geneva Auto Show (350 GT) March 1966 Geneva Show (400 GT 2+2)
<b>Type of car</b>	Two door coupé, 2+1 seater (350 GT), 2+2 seater (400 GT 2+2)
<b>Designed by</b>	Carrozzeria Touring of Milano
<b>Built by</b>	Carrozzeria Touring of Milano

### Dimensions

<b>Wheelbase</b>	2550 mm (100.4 in)
<b>Overall length</b>	4640 mm (182.7 in)
<b>Overall width</b>	1730 mm (68.1 in)
<b>Overall height</b>	1220 mm (48 in for 350 GT, 400 GT) 1285 mm (50.6 in for 400 GT 2+2)
<b>Front track</b>	1380 mm (54.3 in)
<b>Rear track</b>	1380 mm (54.3 in)
<b>Ground clearance</b>	130 mm (5.1 in)
<b>Front overhang</b>	855 mm (33.7 in)
<b>Rear overhang</b>	1235 mm (48.7 in)
<b>Weight</b>	1050 kg (350 GT), 1249 (400 GT, 400 GT 2+2)
<b>Distribution</b>	48 / 52 %. Front / Rear

### Chassis

<b>Structure</b>	Floor of square and rectangular steel tubing, round tube superstructure
<b>Body</b>	Superleggera (r), framework of small steel tubes skinned with aluminum (350 GT and 3 400 GT's) All steel (20 400 GT and all 400 GT 2+2)
<b>Suspension</b>	All-independent, coil springs, telescopic shock absorbers with tubular wishbones and anti-roll bars
<b>Brakes</b>	All wheel Girling disc brakes, hydraulically operated via a dual circuit system with servo assistance
<b>Front</b>	280 mm
<b>Rear</b>	275 mm
<b>Steering type</b>	Worm & roller, 4 turns lock to lock
<b>Turning circle</b>	12.00 m
<b>Front tyre size</b>	HS 205/15 (350 GT, 400 GT) VR 210/15 (400 GT 2+2)
<b>Rear tyre size</b>	HS 205/15 (350 GT, 400 GT) VR 210/15 (400 GT 2+2)
<b>Type</b>	Pirelli Cinturato Belted
<b>Front rim size</b>	6.5 x 15 inch
<b>Rear rim size</b>	6.5 x 15 inch
<b>Type</b>	72 spokes Borrani wheels

### Engine

<b>Type</b>	V-12 60 degree aluminum block with pressed-in liners, front mounted, rear wheel drive
<b>Distribution</b>	Dual overhead camshafts, chain drive, two valves / Cylinder
<b>Main bearings</b>	7
<b>Cylinder capacity</b>	3464 cc (350 GT), 3939 (400 GT, 400 GT 2+2)
<b>Bore and stroke</b>	77 x 62 mm (350 GT) 82 x 62 mm (400 GT and 400 GT 2+2)
<b>Compr. ratio</b>	9.5:1 (350 GT) 10.2:1 (400 GT, 400 GT 2+2)
<b>Maximum power</b>	280 Hp at 6500 rpm (350 GT) 320 Hp at 6500 rpm (400 GT, 400 GT 2+2)
<b>Maximum torque</b>	325 Nm at 4500 rpm (350 GT) 375 Nm at 4500 rpm (400 GT, 400 GT 2+2)
<b>Cooling system</b>	Water cooled with radiator and two electric fans
<b>Ignition</b>	Two coils and two Marelli distributors
<b>Plugs</b>	Golden Lodge (350 GT, 400 GT) Bosch 250 P Platinum Tips (400 GT 2+2)
<b>Electrical system</b>	12 V, 70 Amp/Hr battery
<b>Alternator</b>	400 Watt Bosch (350 GT, 400 GT) 420 Watt (400 GT 2+2)
<b>Fuel system</b>	Dual electric Bendix fuel pumps, 6 twin-barrel Weber 40 DCOE 2 carburetors. (350 GT, 400 GT), single Bendix pump on 400 GT 2+2
<b>Fuel type</b>	100 Octane
<b>Fuel consumption</b>	16 to 18 Lt./100 Km
<b>Lubrication</b>	Wet sump

### Drivetrain

<b>Type</b>	ZF all-synchromesh five speed + reverse manual with Salisbury limited slip differential.
<b>Clutch</b>	dry-single plate, hydraulically operated
<b>Disc diameter</b>	266.7 mm
<b>1st gear ratio</b>	3.00:1 <b>Max. speed</b> 44 Mph
<b>2nd gear ratio</b>	1.71:1 <b>Max. speed</b> 78 Mph
<b>3rd gear ratio</b>	1.24:1 <b>Max. speed</b> 107 Mph
<b>4th gear ratio</b>	1.00:1 <b>Max. speed</b> 133 Mph
<b>5th gear ratio</b>	0.86:1 <b>Max. speed</b> 156 Mph
<b>Reverse gear ratio</b>	2.75:1 <b>Max. speed</b> n.a.
<b>Final drive ratio</b>	3.31:1

### Performance

<b>Top speed</b>	250 Km/h (156 Mph for 350 GT) 270 Km/h (168 Mph for 400 GT 2+2)
<b>0-100 Km/h</b>	6.8 sec
<b>0-100 Mph</b>	16.3 sec
<b>Standing Km</b>	25.0 sec
<b>Standing 1/4 Mile</b>	14.9 sec <b>reaching a speed of</b> 93 Mph

# ANNEX "J"

## The stunning 1/18 Lamborghini Miura SVJ

Text : Mark Smeyers - Photo's : Mark Smeyers

We all know by now that Kyosho is one of the best scale model manufactures in the world today, we've taken a look at some of their amazing 1/18th scale Countach models in previous issues of this magazine, but now it's time to check out one of their earlier Lamborghini models, the amazing Miura SVJ.

First let's set the record straight, this is not a scale model of the famous Jota but a replica of probably one of the most famous 'modified' Miura's ever.

This original first series Miura P400 left the factory with a green bodywork over brown interior, chassis number 3781 was bought by Heinz E. Steber in Germany, but in November 1975 he asked Hubert Hahne to have the car modified by Automobili Lamborghini SpA.

The car was finished in April 1976 and included very wide central locking BBS wheels with

Pirelli P7R tires, massive 345/35 ZR 15 were mounted at the rear, a special Koni race suspension was installed and Girling disc brakes from a Porsche 917 were used to stop this very fast Miura SV Jota replica.

The engine was rumored to have been converted into dry sump, modified cams were mounted together with open Weber carburetors and a very loud race type exhaust system.

On the inside special race style Recaro seats combined with a four point harness were installed. This car was later sold to a wealthy Japanese collector for an unknown price, rumors stated however that he paid up to US \$ 550,000 for it, today this car is still in Japan. This very special Miura was finished in a bright red shade over a black interior, and that's also the color combination Kyosho used for their scale model, but they also built



a few other shades, one of them being this stunning black over tan edition, which is rather difficult to locate these days.

A third color was initially available, a bright blue shade, which is even rarer than this black one, and it is demanding some really high prices among scale car collectors these days.

Recently Kyosho added a fourth color to their Miura Jota line-up, an orange one. This lat-

ter doesn't even have the roof mounted wing, which is probably done to make it resemble the famous Mimram SVJ, another Miura Jota look-alike built specifically for Patrick Mimran when he owned the factory back in the Eighties.

As usual the level of detail on these models is very high, and I actually also own the red car, but I must admit that it looks ever so nice in black ...



## INTERESTING SITES

A selection of great Lamborghini related sites

Are you looking for more information on something you've seen inside this issue of the Magazine, or would you just like to get some details on the cars found in this issue ? In that case, this list of interesting online sources is the place to go looking for an answer to all your questions :

### Premium Lamborghini sites

#### **Automobili Lamborghini SpA**

The Official Automobili Lamborghini SpA site  
[www.lamborghini.com](http://www.lamborghini.com)

#### **Lamborghini Cars, the enthusiast site**

Lamborghini Cars, the enthusiast site, the very site I created over eight years ago to share the amazing Raging Bulls with fellow enthusiasts from all over the world.

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

#### **Lamborghini Collection**

The largest authorised distributor of official Lamborghini Merchandise in the world !

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

#### **KLD Concept**

Michael's Lamborghini site, an amazing source for photographs on Raging Bulls.

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

#### **Lamborghini Registry**

Looking for an extensive list of chassis numbers on Lamborghini's ? This is the place to be.

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

### Supercar photo collections

#### **Swiss Car Sightings**

A Swiss based enthusiast created a massive collection of photographs on the most amazing exotics cars in and around Switzerland.

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

#### **Supercar Photo Collection**

A French based enthusiast site with an ever growing collection of photographs on the most amazing exotics.

[yo.spc.free.fr](http://yo.spc.free.fr)

### Lamborghini Tuning sites

#### **Reiter Engineering**

A highly professional Lamborghini tuner and the only Lamborghini racing team in the 2006 FIA GT3 Championship.

[www.reiter-engineering.com](http://www.reiter-engineering.com)

#### **Hamann MotorSport GmbH**

One of the best known tuners in the world, recently they also started tuning Lamborghini's

[www.hamann-motorsport.com](http://www.hamann-motorsport.com)

#### **Edo Competition**

A rather new tuner on the market, their Gallardo tuning package is a great start.

[www.edo-competition.de](http://www.edo-competition.de)

#### **IMSA GmbH**

Creators of the magnificent Gallardo GTV, if you want a very special Gallardo you'll have to pay Mr Mohr a visit in Germany.

[www.imsa-tuning.de](http://www.imsa-tuning.de)

#### **BF Performance**

Home of Special Lamborghini's. German based tuner for both the Murciélago and the Gallardo, even the LP640 can be modified here.

[www.bfperformance.de](http://www.bfperformance.de)

### Lamborghini Forum

#### **Lamborghini Cars, the Forum !**

After the enthusiast site and the Magazine, Lamborghini Cars is now also offering it's very own online community, join now ...

[forum.lambocars.com](http://forum.lambocars.com)

#### **Mark Smeyers**

Editor

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## WHAT WILL BE IN OUR NEXT ISSUE ?

Our January issue will again be packed with the latest new from Sant'Agata, I will be showing you some of the amazing prototypes that have been added to the official factory museum recently and the story behind them.

Naturally I will also have a complete review of the Auto Moto Italia event in the Netherlands that was held in early November, bringing together an amazing collection of Italian exotics every year, there should even be an LP640 Roadster if all goes well.

We will feature an amazing photo shoot featuring a stunning Raging Bull in our next issue, thanks to David Kaiser from Switzerland, who will also bring us a in depth review of the Geneva Auto Show in March, can't wait to see what Automobili Lamborghini SpA is working on now, I doubt they will top the Reventón however, but an additional evolution of the LP640 or a modified Gallardo would be nice, or perhaps even another model altogether, you never know.

Naturally the usual sections will be back again, we'll take a QUICK look at some news from the factory, also the TUNING section will return after being absent for a while, the in DEPTH will take another look at on of the Sant'Agata made masterpieces and I'll review another model from my scale car collection ... and a new announcement will be made in our January 2008 issue, keep an eye out for it...

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