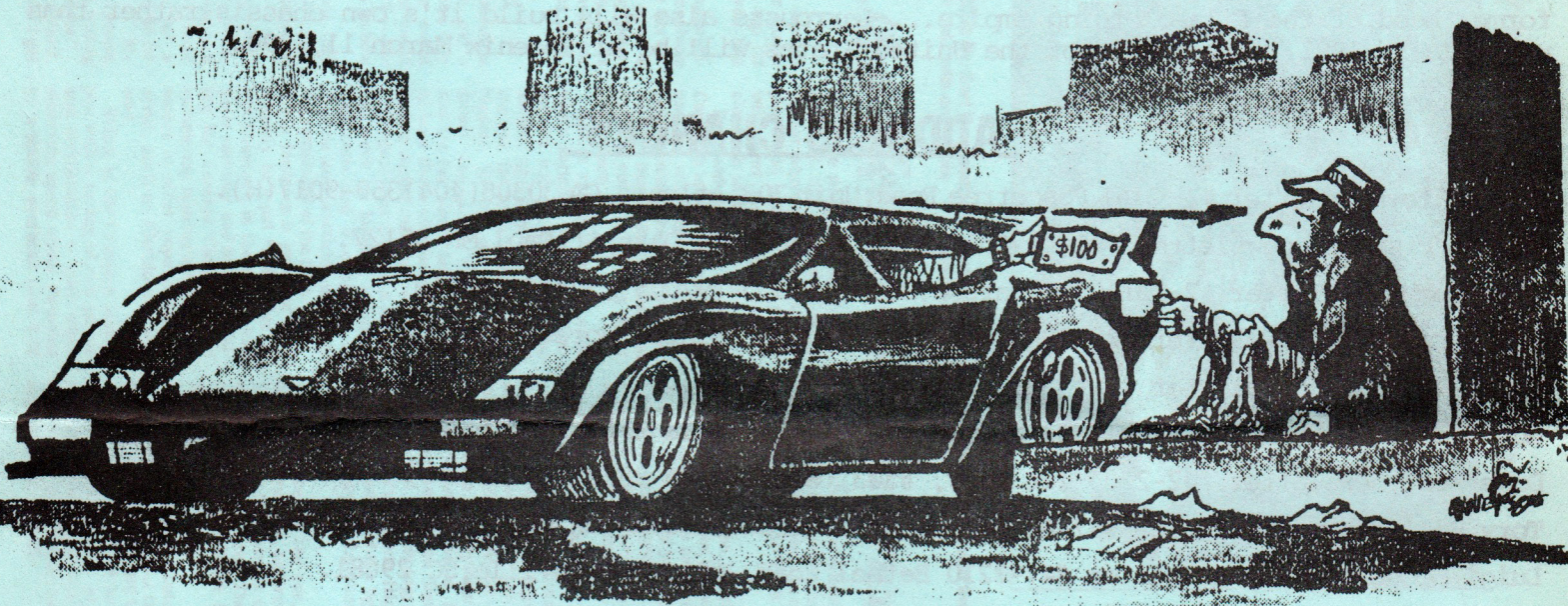


# LAMBORGHINI OWNERS CLUB NEWSLETTER

November, 1989--- #54  
St. Petersburg, Florida

by Jim Kaminski  
(813) 823-3536



Happy Holidays! A Time For Sharing!

**Factory Update-** Not much news on the expected debut of the Diablo is available. Best reports specify a 5.7 liter version of the current Q.V. V-12, with estimated 500 hp. Possible 4-wheel drive later, but 2wd at the start per Chrysler. No ABS brakes expected. Even the dealers do not seem to have final design views yet. Chrysler says 15-20 may be finished by the end of 1989, for distribution to various shows, dealers.?!??. We were told by Chrysler that all the press reports of Marcello Gandini being angry over his design not being accepted are untrue. Gandini did his original design for Lamborghini, which was not acceptable, then he provided this basic design to Claudio Zampoli (ex-test driver) for his concept car, the Cizeta Moroder. Then Gandini came to the USA to work with Chrysler Styling to modify his design to what was more acceptable by Chrysler/Lamborghini. The design will be totally attributable to Marcello Gandini for the record, Chrysler says.

Gandini also penned the design for the new Jalpa replacement, which only carries a P140 project name at present. Supposedly the design is finalized, but a name is not per Chrysler executives. One executive told me the car is extremely exciting, possibly more so than the Diablo. When you see this car on the road he said, your mind will be astonished just the way the Countach has done. It should be a V-10, 300 hp, with ABS. Even an electronic clutch is being experimented with. It should be near-supercar looks and performance, by no means tame or common.

At our August Monterey, California meeting, Tony Richards (VP of Lambo.Int'l. Program Planning for Chrysler) told our group he was test driving the Diablo prototype in Italy, near the factory, and surprisingly met none other than the Cizeta Moroder coming from the other direction. He said in jest " I was so surprised I didn't even have time to run it off the road!"

Autoweek also reported that March Engineering of England had done feasibility studies on the P140 Jalpa replacement.

**Formula One-** Recapping Grid/Finish placement over the final seven races, the Larrousse Lamborghini/Lola first year team fared as follows: West Germany-15/18, Budapest-33/23, Monza-7/23, Portugal-17/9, Spain-5/6 (bravo!), Japan-8/16, and Australia-19/21. Reliability over the long haul was the main problem seemingly, but for a first-year engine was not all that bad. One high point for our club members was at Phoenix early in the season when Jeff LeBlond, one of the best Lamborghini service technicians in the USA, did some welding on the F1 car to help cure an overheating problem caused by an airlock. A great opportunity and a job well done! (continued)....



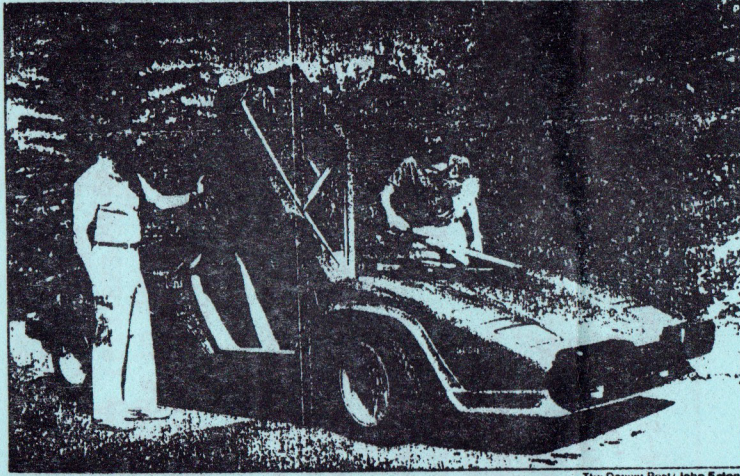
**Formula One** (continued)..Phillipe Alliot(#1 Larrousse driver) is going to Ligier in 1990...Team Lotus(chassis) will use the Lamborghini F1 engine in '90...a completely new F1 engine will be presented by Lamborghini and design-chief Mauro Forghieri...reportedly former race driver Fernando Luna intends to form a Mexican F1 team for 1991 and will use the Lamborghini F1 motor.. ..Derek Warwick will be one of the Lotus drivers for 1990...Larrousse team owner Gerard Larrousse has sold 50% of the team to Espo, a Japanese corporation and confirmed Eric Bernard and Aguri Suzuki as drivers...also reported is sale of a major Larrousse share to Carlo Patrucco, former head of the Fila clothing empire... Larrousse also will build it's own chassis rather than use Lola in 1991. Grand Prix of the United States will be at Phoenix March 11,1990.

## ADDRESS CHANGES

- Don White**,newsletter #7- 2161 Peachtree Road,Unit 703,Atlanta,GA 30308(404)350-9017(H).
- Walter Fisk, Jr.**,newsletter #41-#9 Chickadee Lane,North Oaks,St.Paul,MN 55127.
- John Mack**,newsletter #2-13150 SW Larson,Beaverton,OR 97005 (503)644-0960.
- James Costakis**,newsletter #22-39 Greenbriar,Grosse Pointe Shores,MI 48236.
- David O'Hanion**,newsletter #47- add '67 400GT 2+2 #0520.
- Ron Simmons**,newsletter #46-11224 Nieman Road,#202,Overland Park,KS 66210 (913)661-9626.
- Dave Wong**,newsletter #42-2204 1st Ave., #303, Seattle,WA 98121.
- Tory Bellingham**,newsletter #47-62 Dalegrove Crescent,Islington,Ont.,Canada M9B 6A9(416)626-3547.
- Luigi Scognamiglio**,newsletter #47-3210 Bethel Road, #31,Simpsonville,SC 29681.
- Mike George**,newsletter #49-421 Natchez Trace,Springfield,IL 62702.
- Tom Clark**,Pegasus Imports,newsletter #48-430 Holiday Road,Lexington,KY 40502 (606)266-5948.
- Carl Wells**,newsletter #41-1118 N. Newman Road,Racine, WI 53406.
- Ralph Chackal**,newsletter #41-2114 Suzanne Circle,Juno Beach,FL 33408 (407)775-1819.
- Louis Lombardo, Jr.**,newsletter #10-add '76 Espada #9604.
- Jon Pollock**,newsletter #51- add '66 350GT #0141.
- Jim Middlebrook**,newsletter #46-3872 Timberview Court,Moorpark,CA 93021.
- Tom Nara**,newsletter #4-110 McCullough Rd.,Imperial,PA 15126 (412)899-2141.
- Gary Baker**,newsletter #23-914 W. Duluth,Salt Lake City,UT 84116.
- Gonzales,David**,newsletter #44- add '71 Miura S #4824.
- James McCoy**,newsletter #33-3357 San Pablo Ave.,San Jose,CA 95127.
- Joseph Lucia**,newsletter #48- P.O. Box 708,Northfield,NJ 08225.
- Walter Hagstrom, Jr.**,newsletter #37- 3222 Links Pointe,Laguna Niguel,CA 92677(714) 496-2893.
- Ed Galvin**,newsletter #41- 2600 Bow Valley Square IV,250-6th Av.S.W.,Calgary,ALB Canada T2P 3H7.
- Tom Costello**,newsletter #47- 5046 Walnut Ave., Long Beach,CA 90807.
- Herve Gachon**,newsletter #44- 2025 Brickell Ave.,Miami,FL 33129.
- John Britton**,newsletter #49- 162 Formans Road,Sparkhill England B11 3BL.
- Mike Nowicki**,newsletter #9- 36124 Eaton,Mt.Clemens,MI 48043.
- Stan Russell**,newsletter #22- 4325 Rucker, Everett,WA 98023 (206) 259-6649.
- Gerry Matherne**,newsletter #42- P.O. BOX 7000, Mt.Laurel,NJ 08054.
- Chad Bolles, Jr.**,newsletter #32- 306 Valcour Road,Columbia,SC 29212.
- Peter Burnham, Jr.**,newsletter #50- 140A Calm Lake Circle,Rochester,NY 14612.
- Don Patterson**,newsletter #14- 6020 Jay Road,Boulder,CO 80301.
- Bob Lees**,newsletter #22- 9 Rodelle Woods Dr.,St.Charles,MO 63303 (314) 447-1878.
- Mike Palmieri**,newsletter #50- 126 28th Court,Hermosa Beach,CA 90254 (213)683-4580(O).



## JOY RIDE IN A LAMBORGHINI



The Denver Post/John Eaton

**READY TO BLAST OFF:** Dr. Bert Bergland, left, who started Autovia Ltd., with one of his

professional drivers, Sam Weldner, and the Lamborghini Countach.

## It's drive of a lifetime — for a price

By John Eaton

Denver Post Automotive Writer

**ESTES PARK** — The car resembles an intergalactic spaceship, costs \$140,000, will top 181 mph and attracts crowds like honey draws bees.

Many consider the Lamborghini Countach 5000 Quattrovalve the most exotic car in the world.

And, for a fee, you can go for a ride in it on the winding mountain roads surrounding Estes Park. Prices range from \$10 for a seven-minute ride to an eight-hour day for \$850.

### Doctor's brainchild

Talk about unusual business entrepreneurship. The car's manufacturer says it's the only known Countach in the world used for joy rides. This could happen only in Estes Park — the town that wrote the book on how to draw tourists.

The business — Autovia Ltd. — is the brainchild of Dr. Bert Bergland, who has a family practice in Estes Park.

"I bought a Jalpa Lamborghini in April of '87 and drove it to Estes Park. It didn't take long in a small town before the phone calls began: 'Can I go for a ride?' 'Will you take the kids for a ride?' 'I'll pay you for it.' My mind started to work. If people were that interested and willing to pay, there's a market there."

Bergland says his wife, Marti, thought he was crazy. "And I got

the same response from my accountant and lawyer. But no matter where you parked it, people would gather. Most people will never see such a car, let alone ride in it."

Bergland persisted, bought the Countach in January, and now he and his wife run a "mom and pop" Lamborghini ride service, with the help of four professional drivers, out of a parking lot at 354 Elkhorn.

Riders range from the child who's satisfied with the seven-minute trip to the Texan who showed up recently and booked the car for a half-day drive to Denver. He had one rule: The driver was to be "his driver." And the car was to be "his car." At least that's what he told all his friends during the trip.

Bergland has created a seven-day week for himself, spending weekends and Wednesdays at Autovia and practicing medicine the remainder of the time.

But business is good, he said. Already he's put 8,000 miles on the Countach in the spring and early summer and he's negotiating for another Countach and considering opening similar businesses in other popular tourist areas, such as Florida and Hawaii.

Riding in the Countach leaves you with a feeling of raw power and acceleration — even when observing speed limits. Powered by a double overhead cam V-12

with four valves per cylinder and boasting 420 horsepower and 341 foot pounds of torque, the car accelerates from 0 to 60 in about five seconds.

And driver Glenn Herrington speculates that those horsepower and torque figures are probably conservative. When you ride in a Countach, you'll agree. It roars, growls and streaks — and, admirably, brakes as quickly.

### Spin-off enterprise

And Bergland's Countach — an Italian word expressing astonishment or wonder — has created its own little spin-off enterprise to help the Orphans Fund for the Colorado State Patrol Protective Association. Bergland had the red car photographed with a Colorado State Highway Patrol logo and roof-top lights — a cherry-topped, Lamborghini "fuzzmobile."

Standing beside the car, looking the stern law enforcer, is Steve Snee, the patrol's officer in the Estes Park area. The caption reads: "Your Worst Nightmare."

Bergland supplied posters to the patrol at his cost and the patrol is selling them at \$10 to bolster an education fund for children of members of the protective association who have died. To obtain a poster, call the association at 237-7439.

← Thanks to LOC member Mark Griffin in Denver for sharing this unusual article from an early 1988 Denver Post. Entrepreneurial creativity!!

**EXOTIC ENGINE GASKETS**  
Lamborghini V12-all engine gaskets  
Ferrari 330/365-head gaskets  
**BILL STEWART** 3314 Greenfield Ave.  
Los Angeles, CA 90034 (213) 475-4367

Bill Stewart, an 11 year LOC member, manufacturers a complete variety of Lambo V-12 engine gaskets, and does specialty work upon request. Sorry, that doesn't include windows or dusting!

Tom Nara of Pittsburgh offers this possible solution to the historical problem of Miura engine fires. A partial cure at least.

Dear Jim:

Ironically as it may sound, I had another Miura fire. This time it was in the front bank of carburetors and did more damage than the first occurrence even though I had the Halon fire extinguisher installed. God bless the fire extinguisher because it saved the car!

It is presently restored ala Larry Lloyd. That is taking the trumpets of the carburetor through the air cleaners allowing no chamber for the fire to migrate.

Larry indicated that once he did this he had no further fires, and he had four.

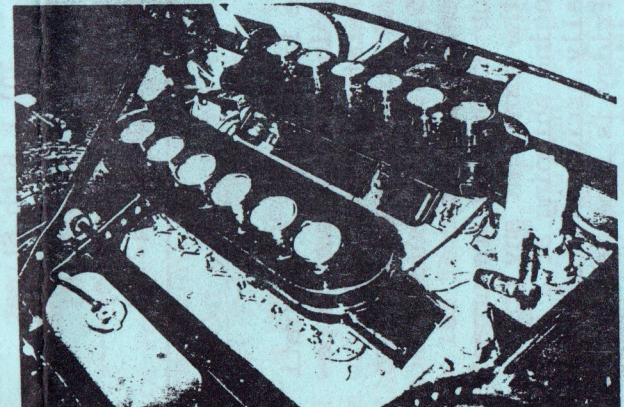
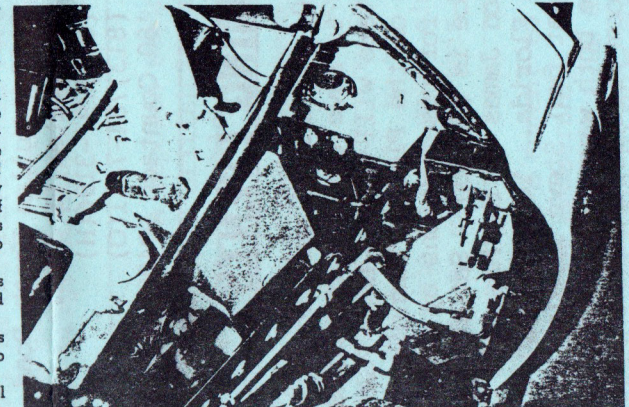
I kept my original air cleaner covers so that the car may be restored to original anytime.

Please note the installation of a fuel pressure regulator. It is adjustable in half pound increments up to six pounds. Presently, I have it set on one and one-half pounds, and it works very well. This takes a lot of the pressure off the carburetors, and they no longer lose gasoline around the gaskets. My mechanic, Earl Schapiro, feels this is as important a cure as the trumpets through the air cleaners.

If you have trouble finding the fuel pressure regulator, it is right beside the fuel filter.

I hope all is well with you and Joan — look forward to seeing you both (and the rest of the gang) in August.

Kindest regards,  
T.J. Nara





## NEW MEMBERS

Douglas Elslager 2863 Stanton Ave. Cincinnati, OH 45206 (513) 221-3525(O) '89 Countach Q.V. #12615 '88½ Countach Q.V. #12364	Gerald Mehner 144A David Post Road Annandale, NJ 08801 (201)236-2302(H) (201)250-9515(O) '75 Espada #9678	Scott Wanstrath 11814 Loganfield Ct. Cincinnati, OH 45249 (513)677-1462(H) '71 Espada #8252	John Kolkka 1175 Shasta Street Redwood City, CA 94063 (415)940-1224(H) (415)327-5001(O) '76 Countach LP400 #1120238
Joseph Piscazzi 2860 Marcia Blvd. Cuyahoga Falls, OH 44223 (216)920-1109(H) (216)633-1900(O) '68 400GT 2+2 #01018	Patrick Kawasjee c/o Salomon Bros(Tokyo) 1 New York Plaza New York, NY 10004 (3)724-1618(H)Tokyo '68 Miura S #3805 '68 Miura S #3784 '68 Miura P400 #3652	Ulrich Buschmeier Plaggenhof D-3079 Diepenau-Nordel West Germany 05777-1034(H)	Geoffrey Eaton 31331 Sunset Drive Franklin, MI 48025 (313)851-5780(H) (313)352-8100(O) '73 Espada #8954
Stephen Papalas 23619 Huron River Dr. Rockwood, MI 48173 (313)379-3298(H) (313)388-3000(O) '87 Countach QV #12078	Dave Seibert 990 Mountain Creek Trail Atlanta, GA 30328	Wayne Nelson 3003 E.98th Street Indianapolis, IN 46280 (317)776-2828(H) (317)844-1122(O) '71 Miura SV #4924 '82 Countach '83 Countach #12479	Don Sullivan 27042 Calle Juanita Capistrano Beach, CA 92624 (714)661-8172(H) (714)975-5112(O) '68 Miura P400 #3375
Andy Manganaro 1821 Schnebly Road Xenia, OH 45385 (513) 372-2409(H) (513) 433-2802(O) '67 400GT 2+2 #0724	Lars Bildman 511 Chestnut Hill Ave. Brookline, MA 02146 (617)277-6719(H) (508)366-1100(O) '67 Miura P400 #3249	Richard Gent 445 S. Green Road South Euclid, OH 44121 (216)561-6281(H) (216)481-2334(O) '65 350GT #0127	Tom Sidlik 2475 Devonshire Road Ann Arbor, MI 48104 (313)973-6483(H) (313)956-0491(O) '88 Jalpa #12379
John Hall P.O. Box 3134 Apopka, FL 32703 (407)291-9554(H) (407)298-2641(O) '71 Espada #8236	Dan Mershon c/o Mershons World of Cars 2141 E.Main St. Springfield, OH 45505 (513)324-8899(O) '88 Countach #12337	James Simkins 1636 Valley Road Meadowbrook, PA 19046 (215)884-3378(H) (203)723-7475(O) 400GT 2+2 #1087	Nick Rizos 1840 Mesquite Ave., #H Lake Havasu City, AZ 86403 (602)453-1470(H) (602)855-8176(O)
John Hensler 8709 N. 11th Ave. Phoenix, AZ 85021 (602)944-2875(H) (602)257-1656(O)	Tom Nash P.O. Box 566426 Atlanta, GA 30356 (404)998-8711(H) '85 Jalpa #12139	James McCullough 3160 McMullen Booth Road Clearwater, FL 34621 (813)797-3196(H) (813)784-7411(O) '80 Countach LP400S #1121194	Frank Juliano 201 E.87th Street New York, NY 10128 (212)289-2886(H) (212)697-0200(O) '86 Jalpa #12328

## UPCOMING EVENTS

**West Palm Beach, Florida-February 23-25, 1990;** 4th annual meeting of the Lamborghini & Maserati Clubs in sunny Florida. It is our pleasure to have the Ferrari clubs join us this year. Hopefully some Iso/Bizzarini's also. Headquarters will be the huge PGA Sheraton Resort on PGA Boulevard. This is ¼ mile west of exit 44 on the Florida Turnpike, and 2½ miles west of I-95 at the PGA Blvd. exit. Call (407) 627-7000 for reservations by Jan. 15, 1990. It's tourist season so make them soon! Special room price is \$135.00. Saturday evening gala banquet is \$25.00/PP. As in past years, Steve & Alison James of the Maserati Club of America are organizing their annual road trip from New York to Florida. You can join in the convoy at any point along I-95. Call MCA at (212)582-1030. Great fun! Steve is also arranging shipping at a reasonable rate for those who don't want to drive both ways. Earlybirds usually arrive on Thursday evening, as does the convoy. Hospitality room will be open Thursday. Friday is free day for checking in, getting acquainted with new friends & old, and dinner is on your own at many great local restaurants. Again the hospitality suite will display paraphernalia & momentos, videos,



**Palm Beach continued;** cocktails & snacks. Saturday morning concours(casual) at the PGA, the convoy to local scenic restaurant for lunch. Balance of afternoon is free for sightseeing, being lazy, or shopping at famous Worth Avenue in Palm Beach. Banquet Saturday evening at PGA, with speakers and trophy presentations. Sunday morning prestige breakfast. Balance of Sunday is free. Sunday afternoon is the Miami Grand Prix(IMSA GTP race)in downtown Miami, and the final race is 2-2:30 PM for those who want to attend. Call Jim Kaminski at (813)823-3536 or Steve & Alison James at (212)582-1030 for information. More specific details in January newsletter, but you've now got the basics to make your personal committments and schedules for a great time!!!!

**Monte Carlo-January 20-21,1990**, Lamborghini Days II sponsored by the factory. Introduction of the Diablo. Lee Iacocca will attend. Saturday guests will park Lamborghini's at The Casino. Saturday evening dinner at The Sporting Club, cabaret entertainment. Sunday morning Lamborghini cars will parade over the official start ramp of the Monte Carlo Rally in front of an international jury composed of specialized journalists and Monaco authorities. Award buffet at Loews Hotel following. I suggest you FAX Sandro Munari at the factory for specific details which I do not have at present[ (51) 95.66.44 ].

**Oyster Bay,NY(L.I.)-May 20,1990**, LOC member Harvy Goldberg tells me this is becoming a major concours with many unusual and rare cars of all makes, including lots of Italian cars. Judging and trophies sponsored by local S.C.C.A. Location is Planting Fields Arboretum,Planting Fields Road in Oyster Bay. Details from Stuart Light,40 Stevenson Rd.,Hewlett,NY 11557(516)374-3154(H).

**Phoenix F1 race-March 11,1990**, call Jim & Joan Heady at (415)254-2107 ASAP for details.

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## FOR SALE

Jalpa wheel rims, four stock items,make offer-Tony @ Eurosport (716) 385-2530.

'88 IM002,red/tan, completely de-bugged-Al Burtoni (408) 847-8732(CA).

Urraco P250 engine,Auto Italia (214) 243-5682(TX).

Screenprinting of Fiaam logo on air filter covers on V-12's, reproduction of original black logo printed on your finished & painted covers,mark covers for driver/passenger side for proper alignment,must be very smooth, screened and shipped back to you for \$75.00/pair, as done on my own Islero, Lou Herrin,2712 E. Lincoln,Bloomington,IL 61704(309) 662-3633 office.

'88 Jalpa, brand new, Silhouette wheels; '89 IM002, silver/red; P538, Bizzarini-designed open-cockpit car, Lambo V-12,red,Ultimate Motorworks(407)339-3443 authorized dealer(Florida).

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**NEWS:** In July,1989 the one-off Lamborghini Miura P400 roadster/ZN-75 was sold by The Chequered Flag in Los Angeles to a group of German businessmen for \$850,000 US. Rumor has it that it will be reversed back to original Miura roadster form.

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LOC member Mike Kollins of Long Beach,CA reports seeing an interesting TV movie with a green Lamborghini Jarama in it. It was a 1970 British horror film(B grade) titled The Night Evelyn Came Out of the Grave (Yuk!). It was on cable channel WOR from Secaucus,NJ on it's Night Fright show( Frightening-right?). If anyone has any contacts, contact Jim Kaminski with information as to a possible copy or if it may be on video somewhere.

I was watching a short-lived TV series titled "In Like Flynn" a few years ago. A woman cast as a writer/journalist was doing research in Kingston,Jamaica for a book. Her style was very flourishing/flamboyant and as she took a ride to the local boat docks in a Fiat, she wrote " I took a fast Lamborghini Countach ride to the yacht club!" Interesting when you consider what car the "real" script writer chose to exemplify this point. A flamboyant Countach! Naturally!

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**Editors note:** I would just like to take a moment to say Grazie/Thank You to all my loyal and supportive club members. Through your membership, the joint support provided by all the combined memberships really is what makes this club a continuing entity. Your constant renewal through the years is what allows this club to grow and exist. Your contribution, joining and yearly renewals, allow each of us to gather some piece of helpful information sometime. Each of you could not benefit sometime if it were not for everyone else always being here.



## COUNTACH DRIVING-AT GUNPOINT!

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Steve Claassen, LOC member who owns Tropical Sportscar Center in Ft. Lauderdale, Florida has related this wild happening to me. Steve services a majority of the Lamborghini's in Miami-Ft. Lauderdale area. At this time he was performing the service work for Royal Motorcar, who was the authorized dealer at the time. Steve had just finished tuning a black Countach 5000S for a customer. It was about 7:00PM on a winter evening (about 70 degrees!) and Steve was taking the Countach back to the customer's storage garage.

Cruising at the speed limit (45 mph) down Sunrise Blvd (a major 6-lane through street), Steve noticed a familiar rooftop light assembly (local Gestapo) in his limited rear vision, so he made sure he was maintaining proper speed. A mile down the road he noticed the leech was still attached to his very visible vehicle.

All of a sudden he noticed a lone figure jump from the sidewalk directly into his path, about 4-5 car lengths ahead. The figure was pointing at him and motioning to stop. He slowed to a stop, leaned forward to see better, and to his astonishment was confronted by a uniformed policeman, 357 Magnum pointed squarely at him. Steve had the radio and A/C on and couldn't hear the screams for him to stop. He then noticed the flashing light behind him and was ordered out of the car, to be greeted by 5 police cars and 6 armed officers! Hands were forced up onto the roof of the Countach. Steve was still in a total quandary as to what he had done, knowing fully that he had done nothing. This allowed a semblance of coolness within Steve. He said "I don't know what you're doing, but you've made a big mistake!" He was soon told that a black Countach was reported stolen from Royal Motorcar earlier that day.

The Countach Steve was driving happened to have a Royal Motorcar license plate frame and this was too much of a coincidence for the cop who was following Steve, and was radioing ahead for assistance. The policeman who jumped out in front was an off-duty officer who was working at a grocery store, heard the report on his radio, and ran out to the street to await the black Countach he heard was heading his way.

Steve told the police they could call Royal's sales manager to verify he had permission to drive this Countach. The police had already verified the owner's name from the registration. The car had been purchased from Royal Motorcar, so they knew the car and owner. The police now started to believe Steve's story. Verification then was made by phone to the sales manager. Steve was off the hook! The policemen apologized for their over-zealous attitude, one saying "You don't see two of these too often." Steve quipped "You haven't been by my shop before, have you?" The 3-lane street had been completely blocked for about 20 minutes according to Steve.

As Steve was getting into the Countach to leave, he asked the policemen "You want to see what this will really do?" The police were obviously impressed with the Countach. Steve proceeded to leave the scene at full power, and with no traffic ahead, said he was going at least 100 mph two blocks away. Nobody followed this time!

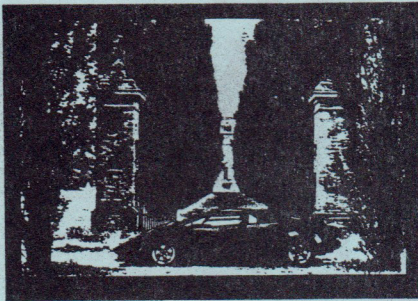
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**Monterey Meet RECAP-August, 1989**, Twenty Lambos arrived on Thursday for our first event at Gary Kildall's Pebble Beach home. Friday's concours in Carmel was a USA record 42 Lamborghinis in one spot! Also we had about 60 Maseratis and 15 rare Iso & Bizzarinis. Friday nights carpark at the Quail Lodge dinner was joined by the unexpected landing of Aston Martin's executive Peter Livanos personal helicopter. Saturday 30 Lambos gathered at the Laguna Seca Raceway club carpark to enjoy the featured Aston Martin marque and the new track layout. Saturday night 31 Lamborghinis raced into the Rancho Canada Country Club in Carmel for a great Italian dinner. Honored speakers Alan Miller and Jay Leno had the group of 160 diners rolling on the floor as they presented the concours winners. With machine-gun paced humor, we got completely crazy with laughter for 45 minutes. It may have been one of the few current times that Jay Leno played understudy, to our rising new comedy star Alan Miller of Los Angeles, with his gifted slow-paced British ad-libbing. Tony Richards from Chrysler/Lamborghini shared with us the state of Lamborghini plans and a slide of the nearly-final Diablo design, along with a rousing video of the LM002 racing at Pikes Peak narrated in person by driver John Crawford. Sunday we brunchd at Poppy Hills C.C. and spent the afternoon at a very chilly but absolutely awesome display at the Pebble Beach Concours 'd Elegance. There was a special exhibition of Ghia-designed American cars of the 50's/60's and an immense showing of Italian coachwork one-offs in the main concours. Twenty percent more cars than previous years, including Bertone 911 Porsche, Pininfarina Corvette, Bizzarini Spyder, Monteverdi Hai, DeTomaso Mangusta Spyder, ATS, all 3 Alfa-Romeo BAT cars, etc, etc. Those members who were still around Sunday night joined for a fabulous meal at Casanova's in Carmel and I personally finished my night with a hot cider-Tuaca drink at Clint Eastwood's Hogs Breath Inn.



## The Bulls from Sant'Agata.

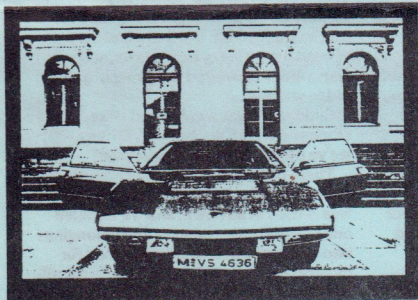
The fascination of overwhelming power. Excellent interpreted and captured with a 4 x 5 inch camera by Cornelia Christ.



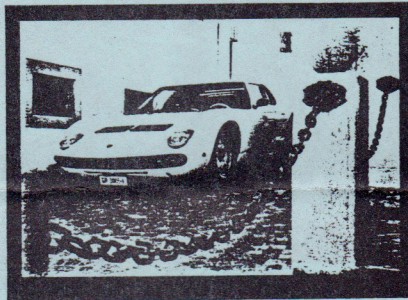
Picture size 30 cm x 45 cm.

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under license from automobili Lamborghini S.p.A. Sant'Agata Bolgnese (Bo) Italy



Bildformat 30 cm x 45 cm.



Grandezza delle fotografie 30 cm x 45 cm.

4-color print on 250 gramm artprinting paper and each page cellophaned, that makes the Lamborghini calendar a product of top quality.

Order in time, so you can get your calendar of this limited and numbered edition of only 1100 calendars.

Preis p. Stück: Bei Versand im Inland

DM 85,60 inkl. 7% Mwst.  
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Shipment to other countries DM 85,-,

plus DM 28,- postage and packaging  
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Japan  
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Italy  
and all other countries

to all other europ. countries

Canada  
and USA  
only DM 22,- postage and packaging

Matthias Böttcher  
Kalenderverlag

Buchhaldenstraße 15

D-7042 Aidlingen  
W.-Germany

\* Great quality..heavy paper  
.. '89 Countach, LM, Q.V.,  
Jalpa, Silhouette, Bravo,  
Urraco, LP400, Jarama, Miura,  
Espada, 350GT..glossy black  
border on each page..ser-  
ial numbered..17" x 23"....  
spiral binding.....

## WANTED

Miura SV trunk lock and mechanism wanted-Greg Dahlen, III (805)569-1463(H), 964-7724(O).

Prospective buyers for a 350GT solid wood model, cost would be about \$250.00 with base & gold-plated plaque, if interested, write Dale Beitler, 74-2 Round Tree Drive, Naugatuck, CT 06770. Approximately 50 orders are necessary to produce.

ROBERT D. HALPERN  
President

### DREAMCARS LTD.

DIVISION OF  
INTERNATIONAL AUTO INVESTORS EXCHANGE, INC.

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■  
**Beware the Beltway.** Traffic Monitoring Technologies may be operating its photo radar system on the 66-mile Washington, D.C., Beltway by January. But first, the states of Virginia and Maryland must rewrite their laws to make owners, not operators, of offending vehicles liable.  
■

AUTOWEEK- 9/18/89

AUTOWEEK-August 7, 1989

**Holding steady.** NHTSA's Traffic Fatality Facts report indicates the 1988 mileage death rate was 2.4 per 100 million miles, the same as the previous year's—and the lowest in history.

It seems our closed-eye, open-mouth politicians just keep spreading their political lies!

## Fatality Rate Lowest In History

As of May 1989 the fatality rate for the previous 12 months was 2.3 per hundred million vehicle miles travelled. If this rate holds until the end of 1989 it will be the lowest highway fatality rate ever recorded in the United States.



## Marcello Gandini

*Recluse with a mean pen*

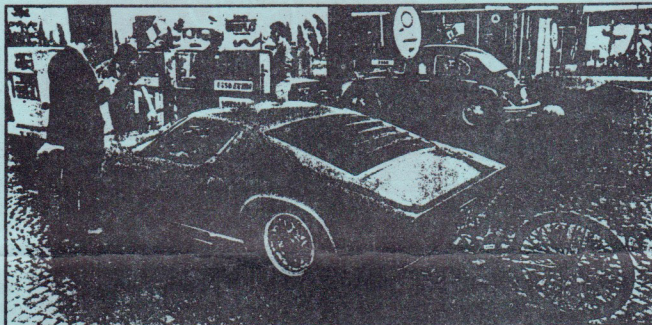
- 1960 OSCA 1000 Competizione
- 1966 Porsche 911 Roadster  
Jaguar FT  
Lamborghini Miura \*
- 1967 Lamborghini Miura spider \*
- Jaguar Pirana  
Alfa Romeo Montreal  
Lamborghini Marzal \*
- Fiat 125 Executive  
Panther
- 1968 Lamborghini Espada \*
- Alfa Romeo Carabo
- 1969 BMW 2500  
Iso Rivolta Lele  
BMW 2800 Spicup  
Fiat 128 coupe  
Autobianchi Runabout
- 1970 Alfa Romeo Montreal  
Lamborghini Jarama \*
- Lancia Stratos Zero  
BMW 2002 TI Garmisch  
Chrysler France Shake
- 1971 Lamborghini Urraco \*
- 1972 BMW 520  
Maserati Khamsin  
Lamborghini Countach \*
- Citroen Camargue  
Suzuki Go
- 1973 Fiat X1/9  
Ferrari Dino GT4  
NSU Trapeze
- 1974 Lancia Stratos  
Innocenti Mini 90/120  
Fiat 127 Village  
Maserati Quattroporte II  
Lamborghini Bravo \*
- 1975 Volkswagen Polo/Audi 50  
X1/9 Dallara
- 1976 Fiat 131 Rally  
Lamborghini Urraco Silhouette \*
- Alfa Romeo Navajo  
Ferrari Rainbow
- 1977 Alfa Romeo Alfetta 2000  
Jaguar Ascot
- 1978 Lancia Sibilo
- 1979 Volvo Tundra  
Mazda Cosmo
- 1983 Citroen BX
- 1986 Renault Superfive
- 1988 Cizeta V16 T

**Bold face:** produced; normal face: concept car

Thanks to Fred Paroutaud of Los Angeles for this article from Thoroughbred & Classic Cars- September, 1987....

# WENT THE DAY BADLY

*Stuart Bladon recalls the occasion when one of Italy's fastest cars nearly missed the boat*



*The unusual lowness of the Lamborghini Miura shown to good effect on a filling station forecourt during a memorable Italian road test*

**W**HEN surveying the adventures of more than 30 years of motoring journalism, many superb long journeys in fine cars are remembered, but none was better than the occasion in June 1970 when I slipped away from the office on a sunny afternoon and drove as unobtrusively as possible out of the firm's car park in a Mercedes-Benz 280SL, destination Bologna.

The weather, the car, the prospect of several days of magnificent motoring — it all seemed too good to be true, especially as the job ahead took in the Lamborghini factory, where the fabulous V12 Miura two-seater coupé awaited us for road test.

Adding interest to the journey, my colleague and I plotted a fascinating route through Switzerland, but still reached the factory in time to collect the Miura on the second day. Unwisely, perhaps, we stayed at Bologna for the night, and at 4.30am next morning, with little experience of the car, launched into a determined attack on performance measurement, beginning with the slightly dreaded maximum speed runs. They had told us it should do 170, and they weren't talking kilometres!

One rather alarming moment came when, trying hard to beat earlier timed runs which had worked out at 168, I suddenly found myself bearing down on one of those very tight bends which often take one by surprise on the *autostrada*, and when I cut the throttle abruptly, the sudden torque reversal sent the mid-engined Miura into a terrifying snake. It took a couple of anxious seconds to sort itself out and I dared not touch the brakes until it was straight, by which time all that Arnco was getting frighteningly near; and

what a lot of distance it takes to bring the speed down from the upper 160s!

By now, appearance of occasional traffic was beginning to make any further attempts at such a high maximum speed too hazardous, so we concentrated on getting the acceleration testing done; but with such an enormous span of revs and speed in each gear, testing seemed to go on for ever. As the day warmed up, it became almost unbearably hot inside the Miura, since the ventilation seemed to depend on having the windows open, and we had to keep them closed to avoid upsetting the aerodynamics.

Up and down the *autostrada* we went, recording such times as fourth gear, 120 to 140mph in 8sec, and 100 to 120 in third in 5.8sec. Each time as the car came to rest for the figures to be written down, both doors were flung open like a couple of air brakes, to let in some cool air.

At last it was all over. We returned to the hotel for baths and lunch in lieu of the breakfast we had missed and settled on a plan of campaign. It was Friday, and we had to do pictures and have a final go at that elusive maximum speed. The island of Elba would make a wonderful venue for pictures, and then we could leave by an early ferry on the Sunday morning and try for our max on the Pisa-Florence *autostrada* before the Italians started to clutter up their fine roads.

Using the Miura for grand touring instead of just blasting up and down on full throttle showed it in a very different light. It really was a fabulous machine in which to cover the ground at simply appalling speeds, to which one gradually became more and more accustomed. There were no open road speed limits in

1970, of course, and we made a very rapid traverse of Italy, with a long stay at Florence, and spent the Friday night at Siena, before going on next morning to catch the ferry at Piombino.

There was no trouble getting across to Elba, we were told, but the only return ferry not fully booked was the 6am on Sunday morning. We decided to go, and make jolly sure we caught that ferry.

Elba provided all we could have wished for in the way of photographic backgrounds and we enjoyed a good dinner before turning in early, ready for the 5am alarm call. But there had been several days of very early starts, and the alarm clock unwound its spring in a vain bid to wake us.

Suddenly I was awake, and stared at clock and watch in disbelief. "Mike — we've overslept; it's half past five!"

There followed a frantic six minutes of dressing and packing. Fortunately the bill was settled in advance, and we tumbled out, hurling bags, cameras and belongings into a Miura boot scarcely designed for pit-stop loading, and squeezed into the all-too-cramped quarters of the cabin.

You start the V12 from cold after three stabs at the throttle to prime the six carburetors, and then it bursts into life with a crescendo of sound — just the thing for a Sunday morning.

Mike had the key and had taken the driving seat, leaving me in the passenger seat shouting encouragement with cries of "go, go, go" every time a left-hand bend gave me the first view of a clear straight.

There were some heart-stopping moments on the way, and then suddenly we were in the square at Portoferraio, and: "Yes! The ferry's still there — but he's putting the pole down, go, go, go..." I could visualise the futile arguments with a grumpy ferry operator who wouldn't let us on once he had lowered the barrier.

We squealed round the corner of the square, and roared towards the ferry. "Hoot!" I yelled. The Miura had strident air horns; but they weren't needed. The ferry man heard and saw the red projectile hurtling towards him, and at the last second flung the pole upwards just as we shot beneath it. We could never have stopped in time but we might just have cleared it, so low was the Miura.

The rest of the day went well. We established an unarguable maximum speed of 172mph on the Pisa motorway, and by next day were back at the office in London with one of the most exciting road tests ever, safely 'in the bag'.



Porsche: No geriatric motorist

**Going like 80.** Cover boy Ferry Porsche (see page 20), addressing criticism that sports cars have become too fast, revealed at least one lively 80-year-old's idea of leisurely cruising. "You don't always have to use the high speed which is available," he says. "I am satisfied with 140 to 150 km/h on the *auto-bahn*." That's about 87 to 94 mph. That you can seldom commute at that speed he blames on poor urban planning: "Sometimes one gets the impression that politicians are indifferent to whether a worker needs an hour more than necessary each day to reach his workplace and get home again ... there is too little space for traffic, and speed is too sharply limited ..."

Classic

Vintage

Exotic

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