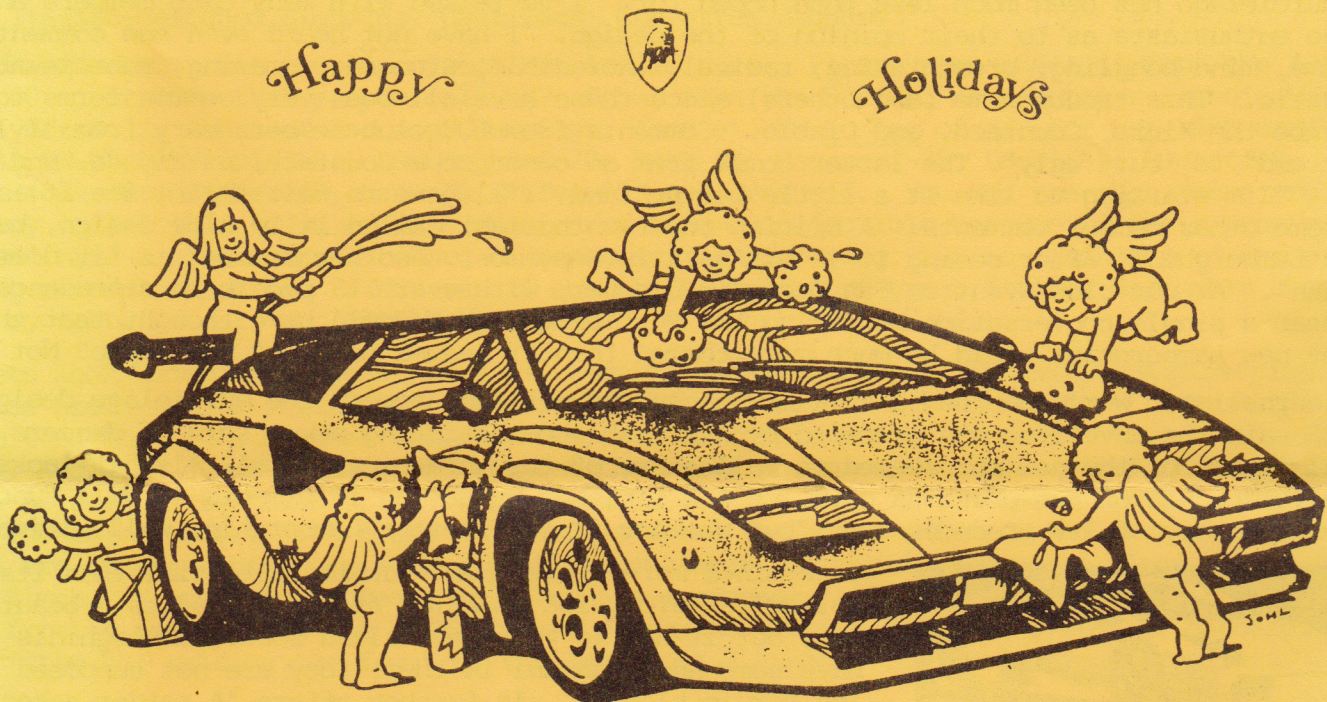


December, 2001- #95  
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# LAMBORGHINI OWNERS CLUB NEWSLETTER

by Jim Kaminski  
P.O.Box 7214  
St.Petersburg, FL 33734 USA



**Factory Update** - We are now embarking into a new year and a new decade of Lamborghini sportscar production. The '90s opened with a spectacular blast, the awe-inspiring Diablo. It had to overcome our expectations created by the equally earth-shattering Countach. The Countach probably was the most-photographed, most-idolized, and most-written about sportscar in automotive history.

Over the past few years, Lamborghini was very successful in not allowing any advanced knowledge of the replacement for the ten year old Diablo. The new Murcielago, however, doesn't seem to have resulted in a similar explosion of astonishing compliments.

At Lamborghini, we've been used to creations that shatter the imagination, and have resulted in **designs** that captivate those of us who spend a great portion of our life drooling over cars. The Miura in 1966, the Countach in 1974, and the Diablo in 1991 treated the auto enthusiast to a 35 year unbroken span of groundbreaking sportscar **designs**.

Most car enthusiasts never get to drive their dreamcars, nor to ride as a passenger. Most are never afforded the opportunity to sit for a moment in one! Many are lucky to see one in person, but after a very long wait. I've had people come up to me at car shows and say they've waited five, ten, or more years to see a Countach or Diablo in person! Their passion was created by magazines, books, posters, or films. I've been attending the Pebble Beach Concours for 15+ years, along with hundreds of classic car shows around the world. With all that exposure, I just saw my first rare Toyota 2000GT in person this past August. It took me 6-7 years to see my first Jaguar XJ220 supercar in person! I still have not seen the motor or heard the sound. But my passion for further experiences has been created by that glorious **design**.

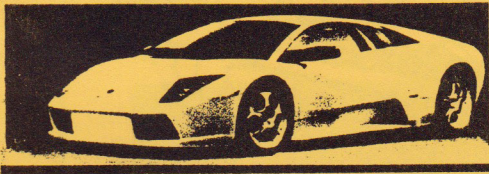
My point is that we always start our automotive passions with what we **see!** The **design** must stimulate us into wanting to learn more. Then to hear the sound. Then to sit in it. Then to ride as a passenger. Then the ultimate culmination of our perceived passion, the driving experience we dreamed of! But we all **start** with the beauty in what we see - **the design!**

Most of the rare, exciting cars we physically see are in a stationary environment. A car show! In a race paddock! Seldom do we hear the engine run or seldom do we see the the finer points of mechanical engineering underneath the skin! I was lucky to see all six Bugatti Royales in one place at Pebble Beach. Most all the world's car enthusiasts have never seen more than one. I even heard one run and saw it move in front of me. I dare say far fewer have had that experience! I saw my first Royale in a museum at least 10 years before I saw it run. But my passion was created the first time I saw it in the museum. The **design** is what capitivates us. The mechanicals are an added pleasure which comes at a later moment or date!

I drove my first Espada nearly 10 years after I was stimulated by the first magazine article. I was 14 years old when I drove it! The **design** stimulated me first, the mechanicals came later.

Just as we saw with the debuts of the Miura, the Countach, and the Diablo, we hoped for the same explosion of emotions within ourselves and in the motoring public. But so far, the **design** of the Murcielago has been much less than hoped for. I've talked with many club members and other marque enthusiasts as to their opinion of the **design**. I have not heard even one comment of awesome, mind-boggling, breathtaking, radical, incredible, stunning, amazing, unbelievable, or fantastic. This troubles me (and others) since these have all been very common terms to describe the Miura, Countach, and Diablo. Comments from LOC club members vary from "I like the front end" to "butt ugly". The latter comes from an owner of a Countach, an Espada, and a Ferrari. "I'm starting to like it a little better" and "I'll have to wait till I see it in person" are some other member comments. A British super-enthusiast called it "a nice design, but it's not a Lamborghini" after seeing it in St. Agata in September. Another comment is "it doesn't look Italian". At our club event in San Diego in October, with over 115 people in attendance, I did not hear a single conversation regarding the Murcielago. You would have thought that the topic of the new Lamborghini would be much more common than it seemed to be. A hot topic? Not at all!

The journalistic world has had a similar uninspired attitude toward the Murcielago **design**. CAR & DRIVER said "the unveiling was preceded by a lavish show featuring seven sets of dancers, but the visual impact of the new car seemed to fall short of the theatrical mark". Also "it lacks the dramatic touches of the previous car". C & D finishes by saying it expects it will function better than any of its predecessors, "but whether it is a better Lamborghini will ultimately be



determined more by its head-turning potential than its technology". AUTOMOBILE MAGAZINE states "Yes, it's a beautiful car, but it has no visible Italian soul. Lamborghinis should have some Anna Magnani in them; they are not supposed to be icy Nordic blondes". It further offers "A reader asked me not too long ago whether a German-designed Lamborghini would

still be an Italian car. I now have an answer for him: Not really". AUTOMOBILE continues with "Vulnerable aftermarket-looking air scoop kindly provided by the factory, saves you a trip to Pep Boys (a chain of discount auto stores)". Further it states "It isn't a **design** revolution in the way the Countach and the Miura were, and it's not as outrageous as the Diablo".

A European attending the Swiss importer's official presentation, after enjoying a Murcielago demo ride with Valentino Balboni, says "The Murcielago's road handling is so superior to the Diablo. Of course I'm a Countach lover, and I didn't like the look of the Murcielago. But if I had the money I would buy one immediately".

Another journalist offers "the glaring feature is the lower rocker scoops, which rally protrude out like elephant ears" and "you see them more in person than in pictures". "The rear end looks like it was done in haste". "The Murcielago is a vast improvement over the Diablo, but for a car that is easier to use there is a price to be paid in terms of the sheer visceral (inner feelings) thrill".

At present, your editor basically agrees with most of the aforementioned opinions. I see nothing that is creative, as I have throughout most other models of Lamborghinis through the company's history. It appears to me that the Audi styling intern, Luc Donckerwolke of Belgium, did a great job of copying what every styling genius had created before. But he only performed and did no creating whatsoever. There seems to be a lack of pride in the results. Why no 'Disegno Donckerwolke' badge as seen throughout past Lamborghini models? Of all the photos I've seen so far, there is no 'Murcielago script' on the outside of the car. Only place so far is on the doorsill area. How is a stranger supposed to know what this car is, if he sees it at curbside. An enthusiast might think it's the latest version of the Diablo! Why are my senses not being challenged? I've seen the front end on the '99 Diablo GT. The rear end treatment may fit on a purpose-built racecar, but on a status-conscious road car, it looks like 'the best we could do under the circumstances'. Then I see the side profile like a Nissan 300ZX with aftermarket body sculptures.

I am also personally offended that my favorite Italian sportscar was not designed by an Italian and has lost its Italian heart in the process! What was wrong with the styling creations of Italian designers? I surely have not noticed any decline in the inherent capabilities of Italian designers. Most of all the most beautiful creations in cars, clothing, artworks, sculpture, and cuisine have historically been created by ITALIANS. If the stylists of Audi or VW would have a world-class reputation in the styling field, I could understand such a decision.

But I see no tradition of successful styling by Audi or VW, especially when compared with the immense success of Italian car stylists. I've attended Pebble Beach for 15+ years, seeing some of the greatest auto creations from around the world. I virtually find it very hard to think of ANY rare VW or Audi I've seen at the world's finest concours. Yet I see Italian designed Ferraris, Lamborghinis, Maseratis, Alfa Romeos, Lancias, Fiats, Cisitalias, Oscas every year, let alone Italian-designed Lincolns, Cadillacs, Corvettes, Jaguars.

Consider the cars that people collect as classic cars. Please name one Audi from the 40's, 50's, 60's, or 70's that people collect? Other than the Beetle, name another classic VW from those years? In the last issue of Hemmings, look at the number of ads for pre-1985 cars: Audi-4, VW-50, Ferrari-300+, Lamborghini-20, Fiat-14, Maserati-35, Lancia-11, Bugatti-8, Jaguar-400+, Studebaker-40, Nash-16, Volvo-25, and Jensen-6. You can see that there are not too many collectible Audis or VW's. Most cars become collectible because of their beauty. VW and Audi have a superb track record of mechanical engineering, but no track record for any styling accomplishments. So WHY wasn't one of the myriad of great Italian designers chosen to style my favorite car, an ITALIAN sportscar?

Now lets look underneath the styling and examine the Murcielago's mechanical engineering. The V-12 has grown to 6.2 liters(6192cc) and provides 580 horses and 480 lb-ft of torque. Power is transmitted through a 6-speed transmission, a Lamborghini first. The engine now has dry-sump oiling. A clutch slave-cylinder, to lighten the pedal pressure, has been added. The steel tube frame, as used in the Diablo, is still the choice. The body is 4.3 inches longer than a Diablo but 6 inches narrower. The doors and roof is steel for added safety. The rest of the body panels are carbon fibre. An automatically adjustable rear spoiler remains closed up to 81mph. Above 81mph, it opens 50 degrees, at 137mph it increases to 70 degrees. Pirellis are on 18inch rims, front & rear. As in the Diablo VT, a permanent viscous traction system is onboard. There is a system for raising the front of the car almost 2 inches, to avoid damaged spoilers.

The newest technical feature is the adjustable air-intake scoops for the rear-mounted radiators. As the engine requires more cooling, the scoops automatically tilt open to increase air flow. These can be tilted open by the driver also.

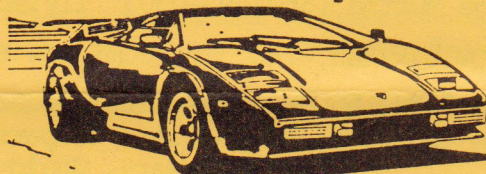
Weight is about 3650lbs, a bit heavier than the Diablo. A bit more cockpit space is available to make larger people more comfortable. Untested quotes of 205mph and 3.8sec 0-60mph are being quoted. USA list price is about \$274,000.

The name Murcielago comes from that of a legendary Spanish fighting bull, whose life was spared in 1879 by a sympathetic bullfighter, who admired the bull's courage. It is being reported the bull was then given to the Miura ranch. However, Don Eduardo Miura was not born yet in 1879, nor anytime close to that period. The word also means 'bat' in Spanish.

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'87 Countach QV, 4-valve, downdraft carbs, Euro trim, \$93,000 spent on mechanical & cosmetic restoration, red/tan-Bob DeVries(678)296-7785, rdevries@fast-talk.com(Georgia).....

'75 Urraco P250(Tipo 111-USA), rebuilt engine- Chris Holl(858)679-8611, chris\_holl@hotmail.com(CA).

Countach police cars, 1/16th, radio-control, flashing light bar, siren, \$30.00 shipped-Jim Fox, 5606 Park Oak Place, Los Angeles, CA 90068(323) 462-2272, jimterfox@hotmail.com.....

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'70 Espada parts car, prior to being rear-ended by a semi-truck, this restored car was in Pebble Beach Concours! Engine, wheels, seats, glass, interior elements, new carbon fiber clutch, please inquire- Jim Fox (323)462-2272, Fax 469-9204, jimterfox@hotmail.com.....

'72 Miura SV, #4882, blk/blk, restored, \$189,500..... '73 Jarama S, wht/red, major restoration, 5spd, a/c, \$39,500..... '72 Espada II, red/blk, 33k miles, one owner since '76, \$19,500..... Motorcar Gallery (LOC club member since 1985)(954) 522-9900.....

'74 Urraco, missing entire engine/transaxle assy, new red paint, stored inside 15 years, body & interior excellent, windshield cracked, \$8,000 OBO-George Murtha (860)693-0303/ Llylaclama@aol.com

CAVIS plug wire set for Countach 2V, new, \$265 +ship- George Murtha (860)693-0303.....

'86 Countach QV, euro, carbs, red/tan, new tires & clutch, wing, EPA?DOT papers, \$20K recent major service, Ansa Sport, \$89,000..... '91 Diablo, blk/tan, prior owner Rod Stewart documented, 5k miles, new tires, wing, \$124,900- Jim Dawson (614)354-6605 cell(Ohio).....

'78 Silhouette, red/blk, 26k mi, from pvt. collection, \$45,000 OBO-UltimateMotorWorks(407)522-9900

'88½ Countach QV, wht/wht, 9,000mi, major service done, new Burtoni clutch, excellent condition, \$79,000- George Murtha (860)693-0303 llylaclama@aol.com.

'87 Countach QV, blk/tan, wing, 13,000mi, new P-Zeros, excellent condition, \$79,900-George(614)471-7535.

'72 Espada II, #8584, 55,000km, red/blk, powder-coated Miura wheels, new Pirellis, powder-coated cam covers, top end rebuilt, stainless bumpers, all books & manuals. Good shape, runs & drives fine, but used little in recent years. Could use a little TLC, \$20,000-Howard (516)541-4316(NY).

'91 Diablo, wht/blk, 18,000mi, \$109,000-David Cutter (978)468-3220 evenings(Mass.)

Weber carbs, 45mm off '83 Countach, manifold & linkage, \$3500.00-Chad Bolles(803)798-3044(SoCar.)

Tires, used, for Countach, complete set used 50%, Yokohama AVS, \$400-Michael Fuschi(805)581-3322(CA).

Diablo wing & production mold. Precision carbon fiber duplicate of '97 Roadster wing. Master mold resides at manufacturer, ready to produce more wings, or mold can be shipped to your shop. Package price at \$3500.00. Paul Spruell(770)458-8458 @ Paul Spruell Lamborghini-Atlanta.

Miura battery cover, reproduction...\$90.00 + ship - Paul Hoey (360)943-3462 or FAX 943-1226

Miura battery straps, reproduction...made by Paul Hoey...sold at GT Car Parts(623)780-2200 OR Linea Veloce (818)906-8434.

Espada blueprints, high quality black-line copies of originals from Carr. Bertone, dated 3.5.67. Four views of Espada: top, side, front, rear. 1:10 scale. Dimensions printed on each view. 25 X 40 inches. Great gift or to frame! \$10 + \$5 ship- Jim Fox (323)462-2272/FAX 469-9204/jimterfox@hotmail.com



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By DAVID KARP  
Times Staff Writer

TAMPA — Nester DeJesus and his girlfriend were sitting around a friend's house about a month ago when DeJesus offered up a plan. Let's rob a Lamborghini dealership, he said. He knew someone who would buy the stolen cars for cash.

"Man, you have to be crazy to try anything like that," his friend, Julio Palau, 29, said. "You are better off robbing a bank."

Palau had no idea that DeJesus and Paula Gutierrez would carry out the plan, he said.

Last Friday, authorities say, the couple robbed a Bank of America branch in South Tampa, and then shot and killed Tampa police Officer Lois Marrero at the Crossings apartment complex as they fled.

Palau said he batted down the idea of robbing a Lamborghini dealership, but Gutierrez promoted it.

**TOO CLOSE FOR COMFORT** - A bank robbery took place near my home this summer. The robbers were captured very soon after. The news clip above appeared later. If not for this article, we would not have known of their original plan. Ultimate Motor Works, the oldest Lamborghini dealer in the USA, would have been their target, as it is only 80 miles away! Owner Peter Cohen breathed a sigh of relief. He can't get enough Diablos from Italy as it is, and he sure did not need one hijacked! Whew!

TIM KESELUK

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Hello Jim,

St-Maurice, July 27th 2001

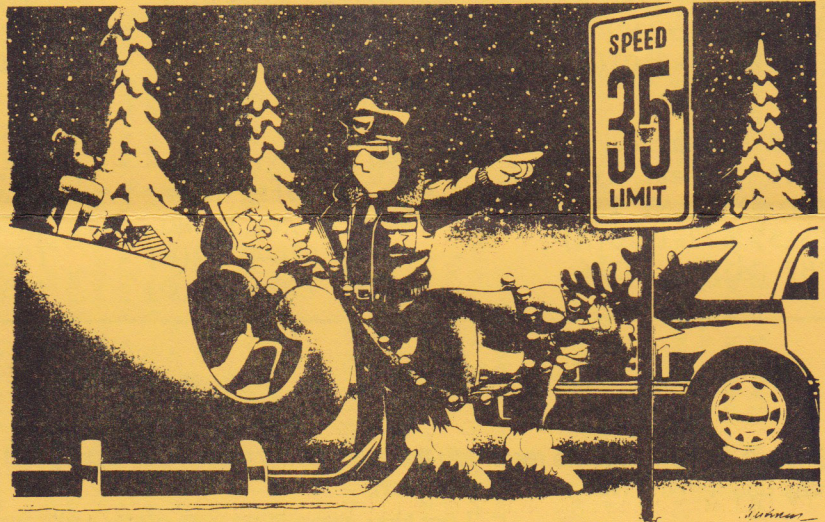
I have received your letter with the information about the slave cylinder, clutch and air filters, for my Espada, following our phone conversation. Thanks a lot for these tips. Exactly what I expected from you. I can tell you that you deserve totally your excellent reputation!

Enclosed are photographs of my car (Espada S2 7987 / engine 40355 built Jan. 71) and of my original toolkit, for your information and your files.

Sincerely,

  
PHILIPPE MURATORI

The Members Speak !



Jim,

6/1/2001

Just a note to thank you for the helpful information... leading us to Mr. Greco in researching a car cover that should have come to us from the Distributor after purchasing our 1998 Diablo SV new from Nelson Auto Group. We were impressed that Mr. Greco responded to us directly with information about the covers.

As it turns out, Nelson Auto Group is actually ordering the cover set for us at their expense...and it appears that the Distributorship winds up off the hook. We are pleased to be getting our cover...we are not pleased that Nelson is footing the bill when it is clear that the Distributor likely profited from the original cover. Kudos to Nelson!!

Your newsletter is great and full of information. Thanks for keeping on top...

Rich & Sue Ormanovich

The Members Speak !

\*\* A CITIBANK credit card ad



## NEW MEMBERS

Martin Chan  
2852 Cupeno Ct.  
Jamul, CA 91935  
(619) 669-9931(H)  
(480) 497-0488(O)  
'89 LM002  
'94 Diablo VT #12925

John Natole  
GT Cars  
950 W. 94th St.  
Bloomington, MN 55420  
(952) 884-3101(O)

Fred Kucharski  
2656 Howlett Hill Rd.  
Marcellus, NY 13108  
(315) 673-1020(H)  
'87 Jalpa #12366

Joe Battaglia  
87-07 158th Ave.  
Howard Beach, NY 11414  
(718) 848-5176(H)  
(917) 337-1210(O)  
'89 Countach 25th #12632  
'72 Miura SV #5022

Alan Watkins  
1752 Willowspring Dr.No.  
Encinitas, CA 92024  
(760) 436-4354(H)  
(858) 332-6381(O)  
'68 Islero #6342

Ted Musson  
40 Magnolia Lane  
Webster, NY 14580  
(716) 670-0352(H)  
(716) 750-7850(O)

Julian McManus  
1024 Obispo Ave.  
Coral Gables, FL 33134  
(305) 569-6413(H)  
(305) 666-1700(O)  
'69 Islero S #6643

Marc Trahan  
4200 Bradyleigh Blvd.  
Rochester Hills, MI  
(248) 377-0599(H) 48306  
'70 Jarama #10124

Edward Collins  
1721 SE 9th St. Island  
Ft. Lauderdale, FL 33316  
(954) 522-1522(H)  
(954) 522-2242(O)  
'98 Diablo Roadster

Matt Coyle, Sls. Mgr.  
Stanford European  
3045 Park Blvd.  
Palo Alto, CA 94306  
(650) 324-4488(O)

David Levy  
110 Sandpiper Circle  
Jupiter, FL 33477  
(561) 743-0513(H)  
(561) 655-1122(O)  
'88½ Countach QV

Henri Sas  
2040 Polk St., #271  
San Francisco, CA 94109  
(415) 345-8875(H)  
'68 Islero #6057

\*\* Factory Visit..Nov.2000...by John Mack(20 yr club member)

Enough of that.. Let me retell you the story of my visit to the factory last Nov. and you may use it in the Newsletter if you wish.

Last Nov. everything was pretty well torn up by construction, mostly for offices, museum, etc. The production facility will not be much effected. Our welcome was freindly and courteous as always and I was pleased to see Valentino again. Since it was rather late in the day we arranged for a tour the following morning and found a hotel in a nearby town. The following is directly from my journal.

I have been to car heaven and it was good. Arrived at the factory about 9:00 and were greeted by Miss Christina from P.R. who was our guide. Gave us nice press kits and lapel pins. No cameras allowed, but a complete tour. Everything seems busy and smooth. Presently at 1.8 cars per day, hoping for 1,000 per year. Only 6.0 VT's for now, no more two wheel drives. A few GTR's around and only two Miuras in the resto shop. The 350 GTV had been sold to Japan. Everyone seemed pretty unhappy with the German management and bean counters. Nothing special going on in the factory. Hoo Boy! Then saw Valentino and asked for a ride. He said ok and brought around a

bright Orange 6.0 VT after some delay. Lauane went out for a ride first and while I waited I saw Ms. Ingrid who has worked here since '68. She and Valentino have been here the longest of almost any current employee. Encouraged both of them to write the real inside story of Lamborghini. Then Valentino was back with a new 6 page release form, muttering about the new rules and forms. Strapped in and away we went down the narrow, congested 2-lane roads, often passing 6 or more cars and trucks at a guip. Everything was smooth and firm, acceleration, braking, cornering, even though we hit 200 kph several times. Most dramatic was pulling up behind trucks at speed and braking at the last moment, following 10' behind them and then blasting away again, passing clumps of cars before tucking in again for oncoming traffic. Exciting? Hell yes, but not frightening in the least. I remembered that Valentino probably has more seat time in Lamborghinis than anyone in the world, having driven nearly every one produced in thirty years on these very same roads. Everything felt firm and secure, not fast and ragged. Certainly one of my greatest car experiences.

Saw only one picture of the Frankfurt show car and was not impressed. Lambo will have to move beyond the old tube-frame tub to composites with careful attention to underbody airflow management if they really want to be on the cutting edge again. This car seems essentially the same as a 25 year old Countach technically speaking.

Keep up the good work Jim. Everything always comes to a quick stop when the newsletter arrives and doesn't move again until it is carefully read from cover to cover.  
John







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"What do I do? I drive a Lamborghini."

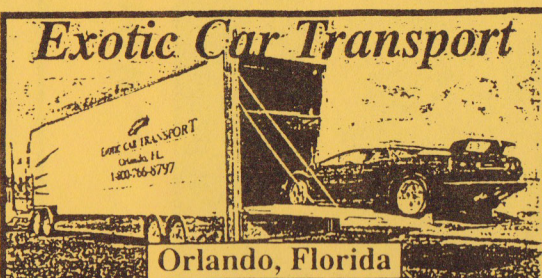
## Helpful Hints for your Espada.

Always make sure that the rear suspension lower link is well greased. I would recommend every three months even if 3000mls has not been covered. If these seize the whole rear suspension can collapse or break - a rather expensive job. Also make sure you use the correct grease. (Castrol MS3 or equivalent.)

The accelerator cable should be tensioned at the adjuster where it passes through the bulkhead so that there is no free play. Otherwise the cable will snap at the pedal end.

Make sure the handbrake is pulled straight up. There is a tendency to pull slightly away from the transmission tunnel due to its awkward position. If this happens the handle part can bend allowing the pawl to miss its engagement with the ratchet. These handbrakes have also been known to separate entirely from the pivot. They are only spot-welded at this point which makes them rather weak. I have replaced mine with 1/8" rods instead of spot welds going right through the pivot.

Upper steering ball joints which tend to go rather quickly, probably due to the uneven roads in this country, are identical to those fitted to the Hillman Minx. Simply remove the old ball joint from its mounting plate using a large socket and press (or large hammer if you are careful). Arrange it so that the socket pushes around the rim of the ball joint - it will not come out if you hit it on the pivot pin. Remove the rubber boot from the new one before pressing it in otherwise it will get nipped and split as it passes through the mounting plate. I was quoted £48.50 for one Lamborghini ball joint and mounting plate from a well known supplier whereas a pair of identical in every respect Hillman Minx ball joints cost just £10. Quite a saving! I am still on the track of an economical replacement for the lower ball joints.



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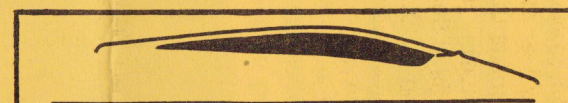
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It might be useful to know that 10mm microbore central heating pipe is a perfect sleeve fit inside the heater matrix tubes if you have any leaks. Also Renault 5 heater water valves make excellent replacements but you will need to make up a new backing plate and solder it to the inlet pipes. I have also soldered in an air-bleed valve to mine which makes it simple to clear air locks from the heater. Always remember that the cooling system should have antifreeze all the year round otherwise when you use the air-conditioning you will freeze the heater matrix.

The Sparkrite Electronic Ignition Units that I fitted to my Espada in July seem to be living up to expectations. There is no wear on the points at all after 3000mls and the points resistance is still good. I have not noticed any improvement in performance but the engine definitely stays in tune between services. Also cold starting is improved with the engine firing first time. Fuel consumption is marginally improved and there is no mis-firing when accelerating away after a lot of town use, although you do get some smoke as the plug deposits burn off, but this is preferable to lack of acceleration.

**\*\* Espada tips compliments from past newsletter from Lamborghini Great Britain...**



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3837 Pembroke Road Hollywood, Florida 33021

## UPCOMING EVENTS

Feb.1-3, 2002, Palm Beach, Florida...15th annual all-Italian car track day and concours...organized by Jim Kaminski...Saturday at Moroso road course...expecting Diablo SVR, Ferrari 333SP, '68 Ferrari Fl...banquet, hotel hospitality suite...room special deadline 1/18/02...registrations due 1/26/02...If you don't receive forms with this newsletter, call Jim Kaminski at (727)823-3536 or Fax at 392-3474 for registration forms and information.

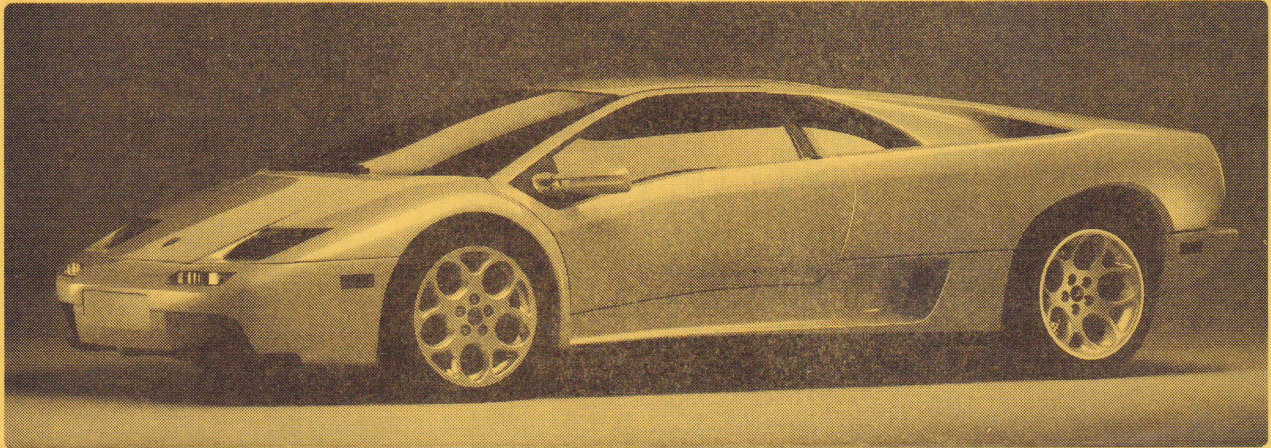
## WANTED

Miura steering wheel & shift knob wanted - Simon Kidston/Switzerland, 41(0)22-300-3035 FAX

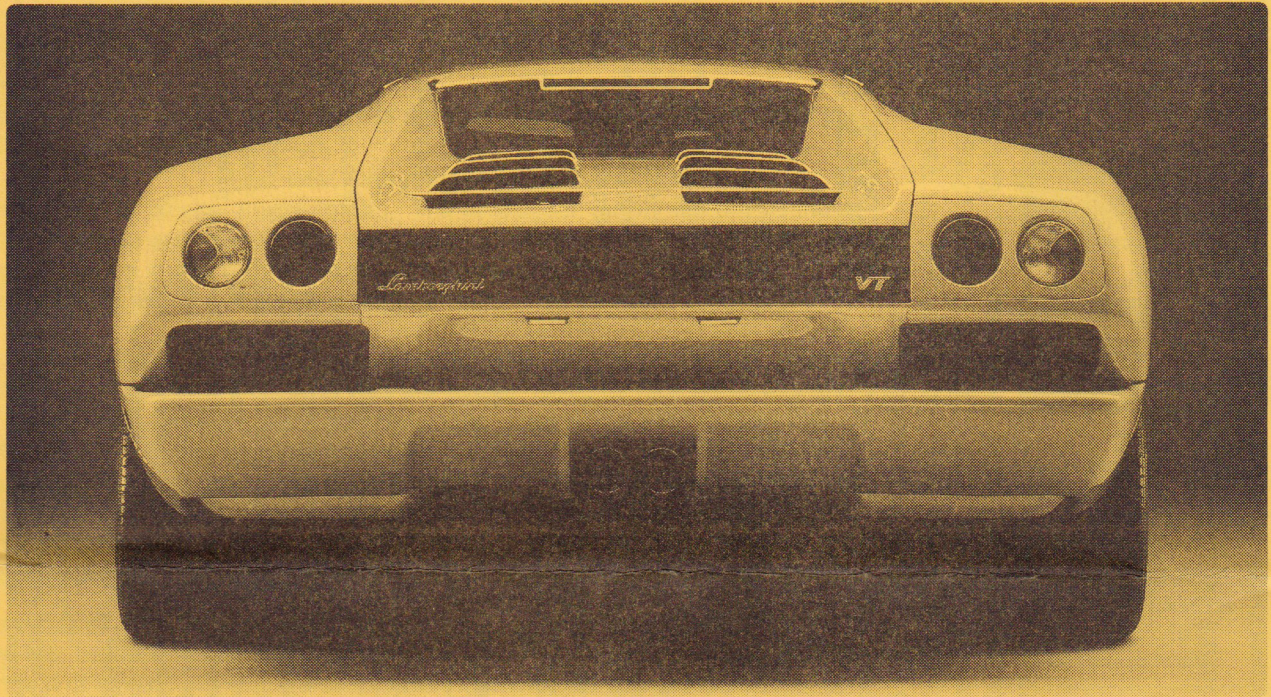
Carbs or F.I. & manifolds for a '85 Countach-FredObermueller(908)479-6465/fobermueller

@att.net

## Showroom View...



## Highway View...



Catch the ravishing 2000 Diablo VT sitting still, up close. As close as you'll ever get to the back of one!



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