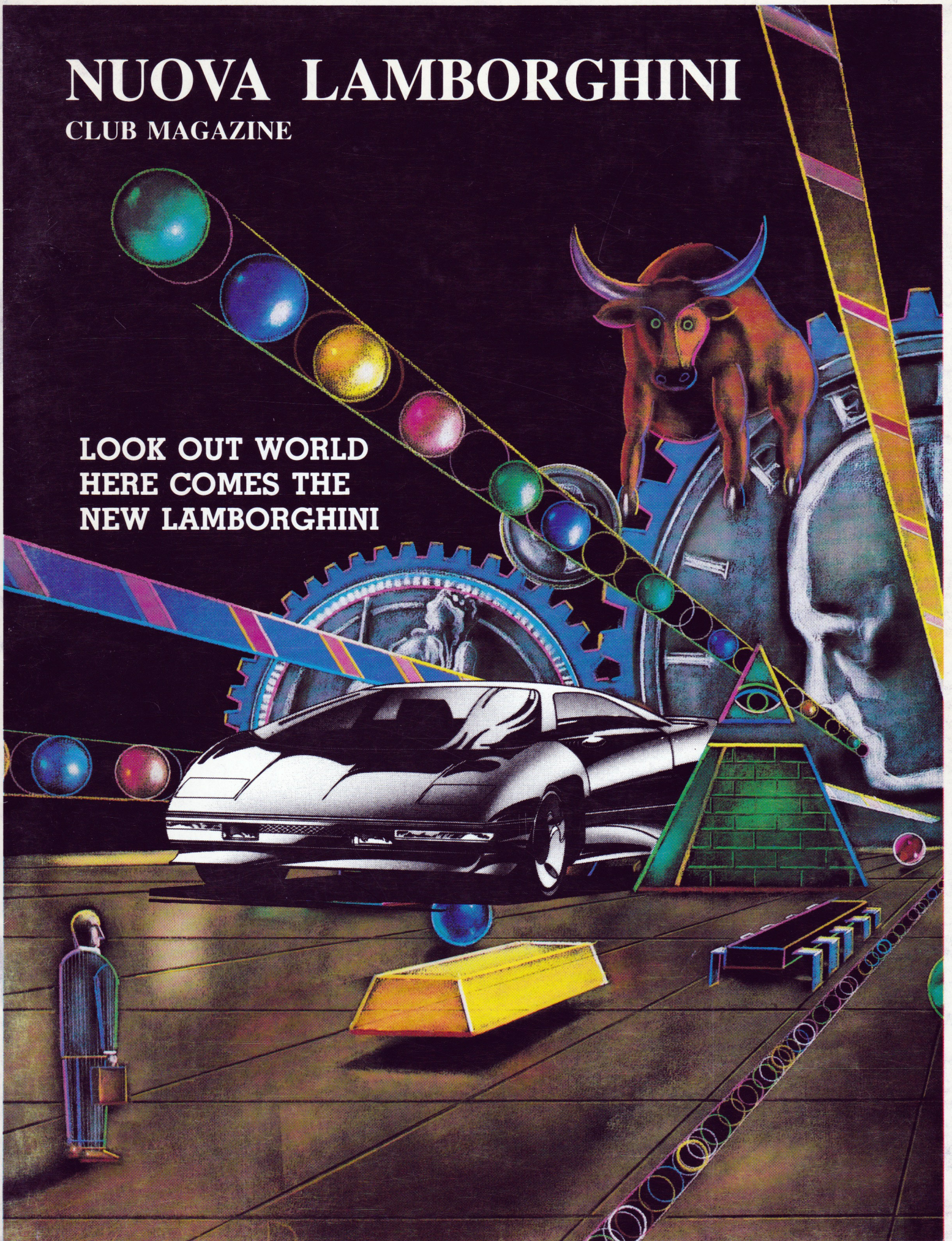
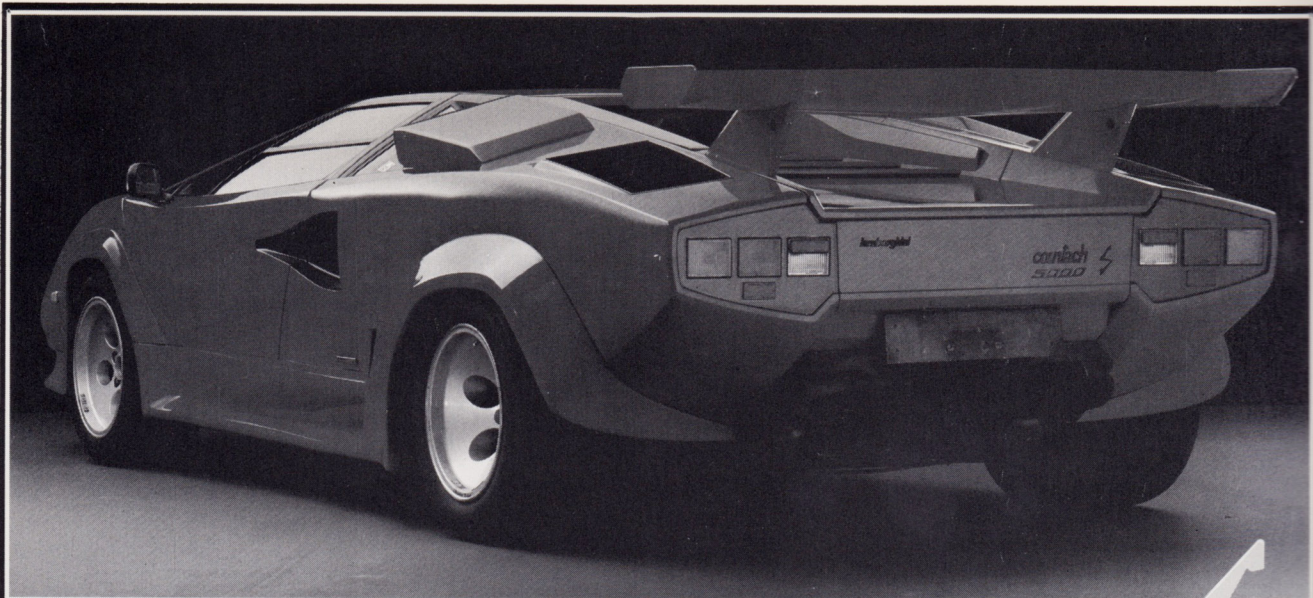


# NUOVA LAMBORGHINI

CLUB MAGAZINE

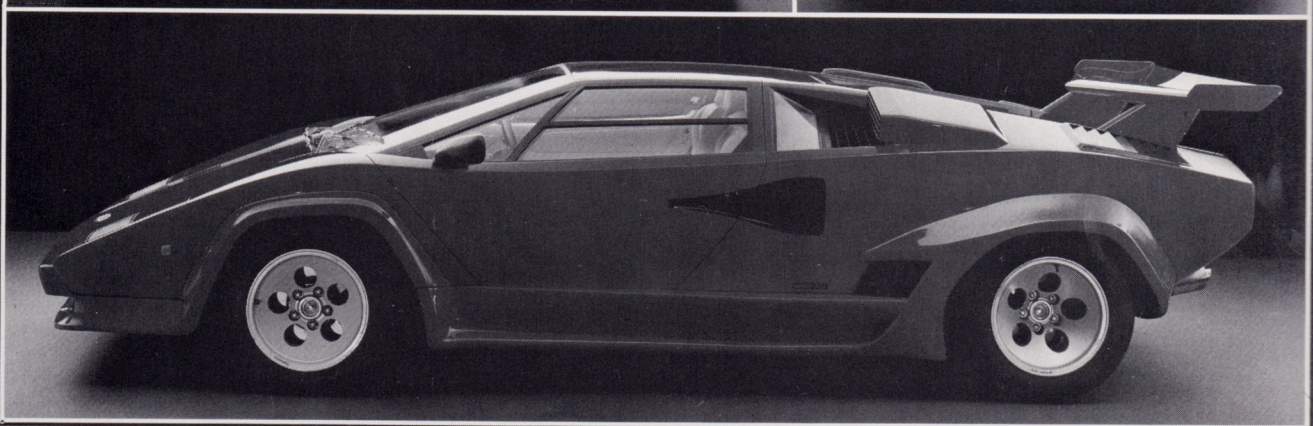
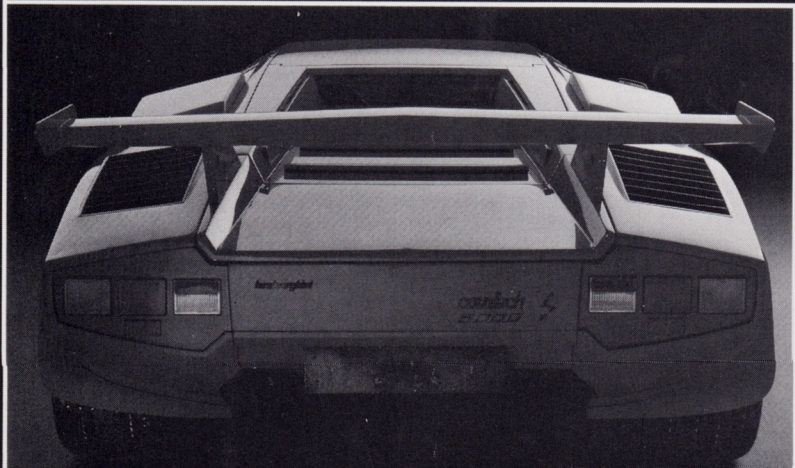
LOOK OUT WORLD  
HERE COMES THE  
NEW LAMBORGHINI





# Lamborghini Countach

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##### ADVERTISING RATES

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##### NUOVA LAMBORGHINI CLUB

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### NUOVA LAMBORGHINI CLUB MEMBERSHIP APPLICATION

Please mail to: Jim Heady, 4 Sol Brae Way, Orinda, California 94563

This club is organized for Lamborghini owners and enthusiasts. The magazine is published quarterly. Yearly dues for club membership and magazine is \$50 for U.S. and Canada. Add \$10 for postage outside U.S. and Canada. U.S. currency only. Please make checks payable to Nuova Lamborghini Club.

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City \_\_\_\_\_ State \_\_\_\_\_

Country \_\_\_\_\_ Zip \_\_\_\_\_

Type of exotic car, if any.

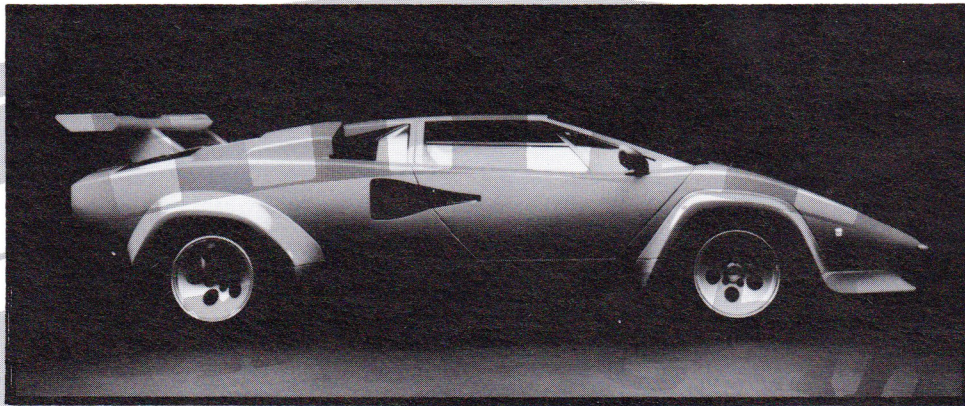
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# LAMBORGHINI

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# From The Editor's Desk

## — AN EDITORIAL —

As you are all well aware, Lamborghini is back in the news. It's great to see all the activity and press coverage the Mark is receiving.

It was a great disappointment to have the 25th anniversary party cancelled, but it simply was too ambitious of a project for a company who is going so fast in so many directions.

The future car, the offshore program, expanding, and the introduction into formula racing. The weekend chosen happened to be Monte Carlo, and on top of it all, hotel reservations for all of the owners around the world were never confirmed, anyway, the party is on & will be in September on the 8, 9, & 10th (for more on what we have to date see page 7).

Since some of us already had tickets, we decided to go on to Italy and attend the party that never was. The Parodis, Gilfix, Burtoni's, Kelems, Lombardo's, Sugarmans and Joan and I had a marvelous time and our pictures and comments appear on pages 8-9.

We would like to initiate a new section called "SPEAK OUT" since we all have opinions & love to voice our pleasure or displeasure, I want to solicit your thoughts and comments to air in the magazine. Joan & I will pick the best each quarter and run the piece.

A great party was put together by Al Parodi with help from the Gilfix's down on the San Francisco Peninsula — this was to be the "good bye" party for the group that was going to Italy — We had 90 for dinner & what a sensational day & party it turned out to be.

A couple of interesting comments came up at a Ferrari dinner with the North American director of marketing for Ferrari. His answer to a question put to him by member Bill Morton, regarding if Ferrari was going to allow their dealers to take on a Lambo franchise and what his thoughts were on Chrysler taking over Lamborghini. His answer was that they will look very negatively at dual dealerships & perhaps take some action to cause this not to happen. His positive comment on the merger, was that he looked forward to seeing healthy competition between the cars & it was wonderful that Lamborghini now has the money & resources to become a factor in the exotic car market. He finished with an interesting comment that many people felt Chrysler could not keep their hands off & that personality clashes could occur with the new product not being the car it should. If Chrysler could keep their hands off, a better Italian product could be produced.

A big thank you to Al Burtoni who I inadvertently forgot to plug for being entirely responsible for bringing Valentino



## SPEAK OUT

Should a corporation who purchases a controlling interest in a high visibility quality product, change or alter the logo or identifying mark — in any way — I SAY NO

The historical lineage of a product; such as Lamborghini, should not be tampered with—the 2 pictures you see are not necessarily anything other than the logos used on the idea cars built jointly of Chrysler / Maserati / Lamborghini / this can be accepted in its situation.

Such well known products as Godiva Chocolates, Gumps - San Francisco, Neimen Marcus, Ferrari, Piaget S.A., Baume & Mercier S.A. are owned by companies who had the good sense to leave the image alone. When we pay top price to buy exclusivity we expect a continuous historical reference — an identity whose value increases with time — please — leave that wonderful charging bull as he was designed.

LIFE IS LIKE A  
LAMBORGHINI. IT  
GOES TOO FAST



BUT THAT'S  
OKAY



BECAUSE YOU CANT  
AFFORD IT  
ANYWAY



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JIM DAVIS

4-24

Balboni over to the U.S. for the Emilia Romagna auto show in San Francisco.

The California lottery is using in it's T.V. advertisements, a countach, showing that you too can drive the ultimate car if your lucky numbers win the big prize.

This month we feature two very important articles from Cris Holl and Jeff LeBlond.

Please take time to read them, it may save you a lot of repair & maintenance dollars.

Next month we will continue the "Looking for Mr. Good-car" article and the continuation of the Jota article.

JIM HEADY, *President*  
*Nuova Lamborghini Club*



It is with much sadness that we announce the death of Al Parodi.

Al was a founding member and a Lamborghini enthusiast of the highest order. He gave of his time and energy—always—in a totally unselfish manner.

Al died in May of a heart attack while traveling in Italy.

He will be sorely missed. Our heartfelt sympathy go out to Lois & the family.

## LAGUNA SECA AUGUST 18-21, 1988

### A Celebration of Lamborghini's 25th Anniversary

Due to the event always selling out, *please* call now and reserve your room—we have already registered 100 people for this year's party.

With this year being the 25th anniversary of The Lamborghini Automobile, we will be having a number of honored guests from Chrysler telling us what the future holds for the world's greatest exotic car.

#### THURSDAY:

Cocktail Party and Dinner at a home on the 17 Mile Drive

#### FRIDAY:

Lamborghini/Maserati/Isco/Bizzarrini/Concours during the day at Quail Lodge, Carmel Valley.

Lamborghini Punch Party and Western Dinner at Carmel Mission Ranch.

#### SATURDAY:

Laguna Seca Historic Car Races with Lambo Parking

Awards Dinner at the New Carmel Valley Hotel

#### SUNDAY:

Annual Brunch at the new Spanish Bay Hotel with the Pebble Beach Concours following

For those staying over, a Sunday Night Good-Bye Party in Carmel

For information, contact: Nuova Lamborghini  
c/o Joan and Jim Heady  
4 Sol Brae, Orinda, CA 94563  
Phone: 415-254-2107

For those who do not have your room reservations, *call now* to the Carmel Hill Motor Lodge for reservations.

**408-373-3252**

Ask for Marilyn. You must identify yourself as a member of the Lamborghini Club.

December 22, 1987

Mr. J. Heady  
Nuova Lamborghini  
4 Sol Brae Way  
Orinda, CA 94563

Dear Mr. Heady:

Thank you for your letter of November 11. I appreciate the complementary memberships and look forward to getting to know your group over time.

Please use my address for Mr. Iacocca and Mr. Lutz, while for Bruce Walker please use the mailing code shown on the enclosed.

I can confirm my intention to join you in Laguna Seca in August and will see if Bob Lutz is interested also.

By all means use my letter in some form for your next magazine and I will be happy to write the occasional "editorial" to keep everyone informed of our plans as appropriate.

By the way, the entry on page 4 of your magazine, issue No. 30, regarding the Formula 1 engine is incorrect. The Mauro Forghieri designed engine will be financed by Chrysler. Please correct this error in your next edition.

Sincerely,  
A.P.G. Richards  
Director—Lamborghini &  
Maserati Programs

May 12, 1988

Mr. James Heady  
4 Sol Brae Way  
Orinda, California 94563

Dear Jim:

After reading "Down the Grapevine", in your most current issue of the Nuova Lamborghini Club Magazine, I thought it might be appropriate to let the Club Members know the current status of Lamborghini in the U.S.

First, there has been no class action lawsuit filed by the dealer organization, or anyone else, that I am aware of. Everyone involved with Lamborghini is dedicated to a distribution system with absolute integrity.

Secondly, I have personally visited every "Lamborghini Dealer", not to advise them that we won't honor their dealer agreements, but to invite them to submit an application to become a Lamborghini Dealer. In most cases, the dealers had no formal dealer agreement. The letter mentioned in the article merely outlined the requirements to obtain a legitimate dealer agreement; things like a parts inventory, special tools, technical training, signage, etc.

As you can well imagine, Chrysler is making a substantial investment in Lamborghini and we are requiring potential dealers to do the same.

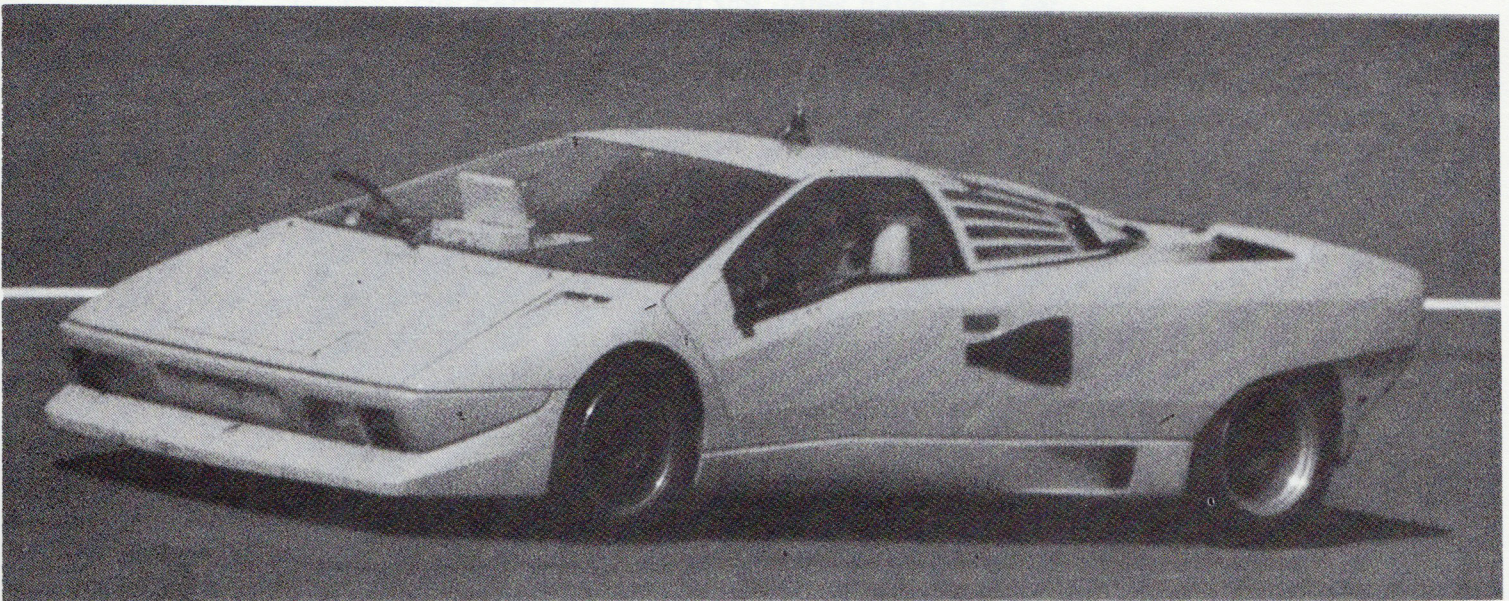
There has been tremendous interest in obtaining a Lamborghini Franchise, and we find ourselves in the enviable position of being able to franchise the *best* dealer in every market; that is exactly what we intend to do.

The Porsche situation was unfortunate, but really has nothing to do with Lamborghini. Quite simply, we want to manufacture and distribute the finest high-performance automobiles in the world — we are not interested in being retailers.

I won't comment on some of the problems that we are working through now, other than to say, we are not willing to compromise on the quality or integrity of the people who will be involved with Lamborghini in the future. It's absolutely amazing to hear of some of the situations that have existed over the years.

In essence, the days of independent distributors are over for Lamborghini. U.S. sales, marketing, distribution, service and parts, now is under Chrysler Italian Imports, Inc., a wholly owned Chrysler Company. CIII is the wholesaler, and our dealer organization will be the retailers. This will effectively eliminate the conflict of interest that exists with independent distributors.

(continued on page 6)



**EDITOR'S NOTE:** The New Countach Replacement — or is it only a disguise to throw the spy photographers off? See pages 18, 19, 20.

In the area of dealers, our initial representation will be in the following markets: New York, NY; Los Angeles, CA; Chicago, Ill.; San Francisco, CA; Philadelphia, PA; Boston, MA; Washington, DC; Atlanta, GA; Miami, FL; Dallas, TX; Houston, TX; San Diego, CA; Baltimore, MD; Tampa, FL; Providence, RI; Detroit, MI; Orlando, FL

As factory volume grows and new models are introduced, we will expand our dealer organization to eventually cover the top markets in the country.

We are currently in the process of signing dealer agreements with twelve dealers, in the mentioned markets, and should finish the first nineteen within the next 90 days.

As soon as the agreements are signed, I will forward a dealer list to the Club.

Joe Nastasi and his organization are now handling distribution out of New Jersey for the entire country for CIII. We are in the process of computerizing the parts system and substantially increasing inventories to adequately service the U.S. market.

As we grow to a Ferrari-size company, a West Coast Distribution Center will be opened to service the western states.

We are working on type certification for the LM, and hope to have it complete by year end, which will allow us to start shipping to California. Currently, the LM is a 49 state vehicle.

In closing, we all have heard a lot of rumbling from owners and the automotive press about Chrysler and Lamborghini, and what the combination will mean. It means a number of things:

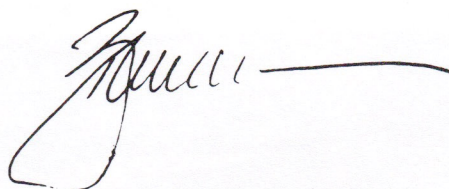
1. Lamborghini now has the capital to develop new products and expand capacity. It's not possible today to build 400 cars a year, and stay in business.
2. Lamborghini is now owned and run by car people, who are dedicated to producing the most exciting high performance automobiles in the world, and who are in it for the long term.
3. Lamborghini now has access to Chrysler's engineering data base. It is absolutely essential today to have the availability of a world class engineering organization, if the cars are to be world class.

What is happening to Lamborghini today is no different than what happened to Ferrari in the 1970's. Ferrari's great cars, the 308/328, the BB, the GTO, the Testarossa, and now the F40, are all post Fiat. We fully intend to do the same with Lamborghini, only we're going to do it better.

The press has widely reported that Chrysler delayed the Lamborghini 25th Anniversary celebration. In actual fact, Lamborghini management in Italy delayed the 25th Anniversary celebration due to a conflict with the Monaco Grand Prix. The date of the Monaco Grand Prix changed after the 25th Anniversary celebration dates had been established. Lamborghini felt that combining the factory event with the Italian Grand Prix in September would make for a more enjoyable event for all the attendees. They further felt that trying to compete with the Monaco Grand Prix would dramatically affect attendance at the factory event. We are maintaining a hands-off policy, as it relates to running the factory.

I look forward to seeing the club members at Laguna Seca in August, and Sant'Agata in September.

Sincerely,



B.A. Walker  
Lamborghini Sales &  
Marketing Executive





# LAMBORGHINI'S 25TH



automobili  
**Lamborghini**

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S. Agata Bolognese, June 3rd, 1988

**NUOVA LAMBORGHINI CLUB**  
c/o Mr. Jim Heady  
4 Sol Brae Way  
Orinda, CALIFORNIA 94563  
U.S.A.

Dear President,

I hereby officially inform you that the "Lamborghini Day" will once and for all take place on September 8-9-10, 1988.

The program is very interesting and it includes a short stay in Salsomaggiore Terme, the election of "Miss Lamborghini" (car), Gran Gala with official Dinner and finally a visit to the Lamborghini factory in S. Agata.

On Saturday morning a parade of all Lamborghini cars attending the meeting will take place at Monza Autodrome, before the trials of the F1 Grand-Prix.

We will send you as soon as possible the final program with the relevant admission form.

Attendance is free of charge for all Lamborghini cars and relevant owner or driver. For each passenger the cost is Lit. 500.000.

The meeting will be attended by Mr. Anthony Lee Iacocca.

I need to know as soon as possible how many members of your club will be able to attend.

The admission form filled in, and eventual payment for passengers must be received within August 20, 1988.

Yours Sincerely,  
AUTOMOBILI LAMBORGHINI, S.P.A.  
Stefano Pasini

## The 25th Anniversary of Lamborghini Lamborghini Days

September 8, 9, & 10, 1988 — Modena, Italy

*The Party is on, and the dates have been set.*

*The following is a tentative schedule of the events.*

1. Monday, fly to Italy, arrive Milan on Tuesday afternoon about 4:00 — Go by group bus to our hotel in the city of Como on Lake Como — Dinner on your own — Great restaurants in the city — a beautiful area.
2. Wednesday, relax with sightseeing & shopping of the city on your own — Group dinner Wednesday night — Lunch on your own.
3. Thursday morning early, group bus to Modena where Lamborghini days will begin.  
The final itinerary for the 3 days have not been finalized but there is talk of ending the 3 day event at Monza so that we can see; if we wish, the Italian Gran Prix on Sunday.
4. Saturday night in Monza/Milan—Hotel accommodations by Lamborghini (at the moment).
5. Sunday — On your own to see the race (tickets will be discussed A.S.A.P.) or touring the area on your own.
6. Monday — Touring — Group bus to see the design studios of Pinin Farina & Bertone — Return to Monza in afternoon — Hotel reservations for those who wish to stay in Monza.

7. Tuesday on your own.

Because of the short time frame — please call us and let us know immediately if you are going on the trip — it will be a once in a lifetime experience — don't miss out.

We have a group air rate, leaving out of L.A./S.F. To Milan.

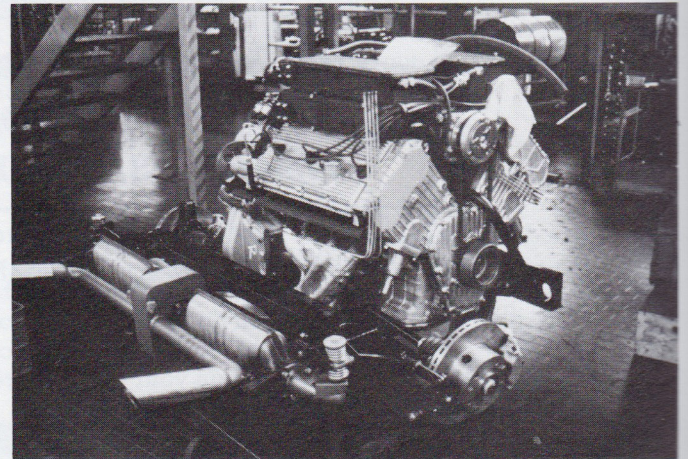
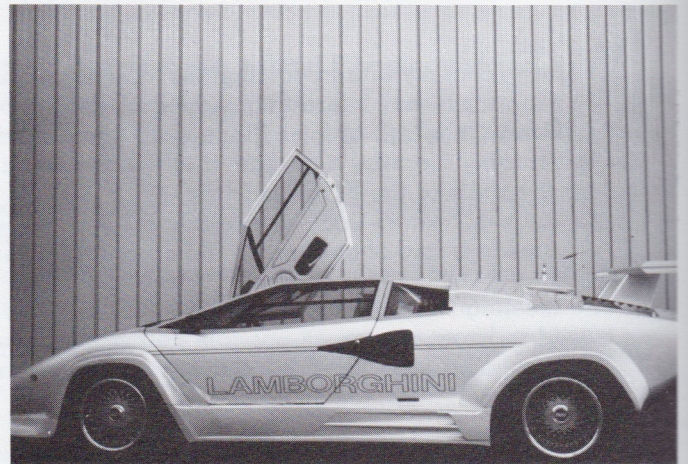
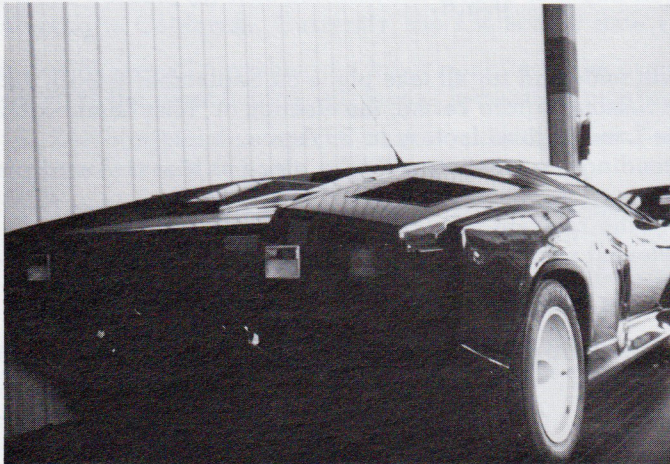
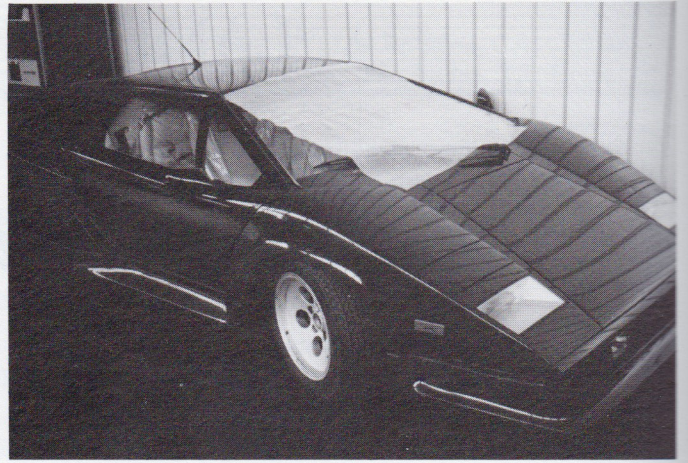
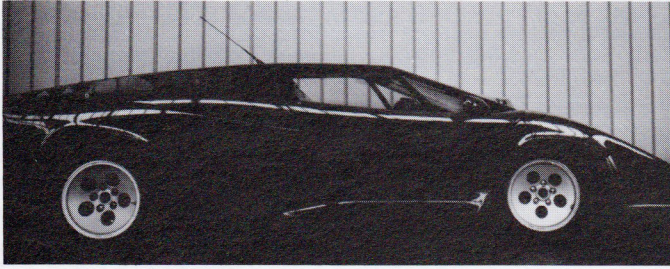
Joan or Jim Heady 415-254-2107

Cost is approximate — per person

Air Fare.....\$1000 round trip approximately  
Hotels.....\$100 to \$125/night per couple  
Lunches.....\$15 to \$25/person  
Dinners.....\$25 to \$50/person  
Bus, Transfers, etc.....\$100/person

Italy is expensive. A group of us went in May and had a wonderful time, but everything costs a lot more than we had expected. We will have more details hopefully in a couple of weeks, and will mail this info. out under a separate cover.

**EDITOR'S NOTE:** These pictures come from the restoration area of the Lamborghini plant—they are 2 examples of custom Countachs—note the hammer, in order to break out of the car, if you happen to roll the car and land upside down.



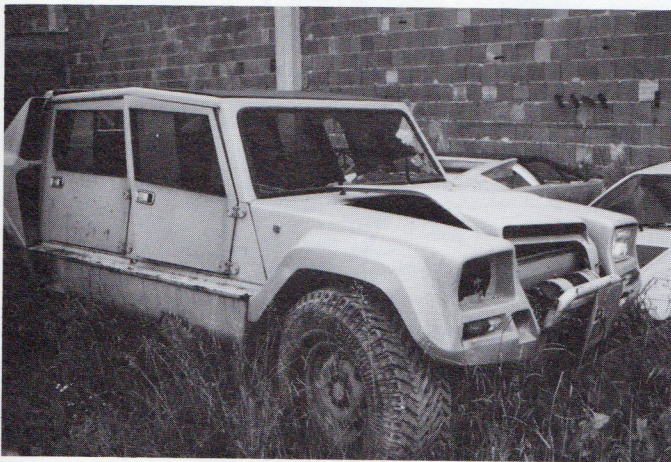
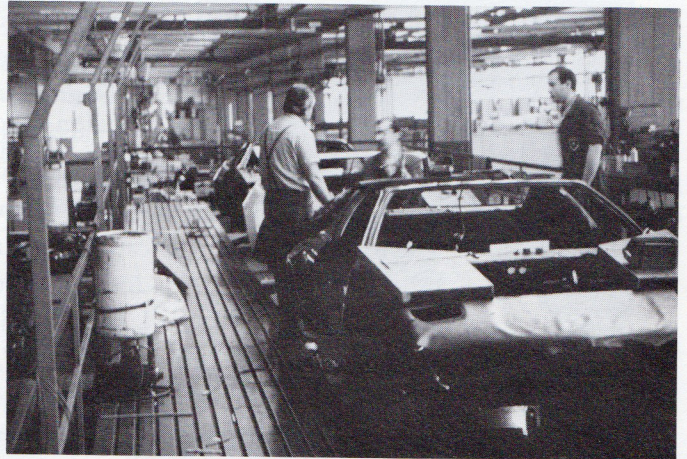
**Perfection.**



**Myself, Lucia, Valentino, Gil**



**This wonderful restaurant is where you have lunch if you visit the factory.**



**EDITOR'S NOTE:** *The last cars in the famous Lamborghini junkyard — when the building expansion is started this will all be gone — no plans yet to save the cars. These pictures were taken during lunch break. The factory is going full blast, and is as clean and organized as you will find.*



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# GUEST WRITER

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## Ferruccio Lamborghini

I am the son of country people and what I am doing now is only a return to my roots, something which ought not to be surprising. Instead of taking my pension, I decided, as indeed I had done some time ago, to buy some land to devote to agriculture. From my childhood onwards, my father always wanted me to help him in the fields and thus continue his work; but I was not of the same opinion and I left home to go to work in a smithy at Cento; later on I did the same to work in a factory at Bologna.

Meanwhile the War had broken out and I was sent as a soldier to the Island of Rodi and in particular to the Auto-centre where I improved my knowledge of mechanics.

Returning home after the War was

over, I began to build tractors. Burners and heaters followed, but I was able to give expression to my real passion in the planning and construction of my first car in 1962.

At that time I was doing all kinds of jobs, the engineer's (a qualification which I received later, ad honorem causa) the mechanic's, the test driver's and the salesman's.

I had round me a team of passionate staff, friends and exceptional collaborators.

Then fate bore me to Umbria where I began to take pleasure in the country life which I had rejected as a child. I organized an estate and a model wine growers' co-operative on a plain between the lake and the mountains, where today I produce D.O.C. wines, which are sold all over the world.

But one fine day my nostalgia for my old loves returned to me, from which I had never succeeded in cutting myself off entirely, and so I decided to surround myself with my tractors, my cars and everything I had built in so many years of work.

Thus, after a great deal of searching in which my son and some of my friends also took part, a museum was born. Now those who turn up at my estate expecting to find bottles and alembics for wine-

producing are astonished by this other harvest.

For those who like me, love the green and quiet of the country, I have built a residence in the midst of the maize and the vineyards and it is to those people that I say "arrivederci" at Lake Trasimeno.

A handwritten signature in black ink, reading "Ferruccio Lamborghini". The signature is written in a cursive, flowing style and is underlined.



### EDITOR'S NOTE:

This article was taken from "Leading" Magazine—a magazine representing the Leading Hotels of The World Ltd. Thank you Gil & Vicky Gilfix.

# Los Angeles Connection

## A Toast to 25 Years of Lamborghini

Given by Trefor Thomas  
at the May Lamborghini Party

In a world where to a greater and greater extent each year, the word automobile fades from past splendour and glory into the ever deepening abyss of uniformity, mundaneness and monotony, it is comforting to know that there are still some men who refuse to accept that the automobile should become what most people consider it today to be, merely a tool. It's concept or conversion from an everyday item into something exceptional, the work of only a handful of small manufacturers, has in some cases made it more a work of art than a simple consumer product.

The men of perspicacity, foresight and ambition who have strived to achieve such glory with their brainchildren have

been many, that same character that has made men stand out from the crowd and excel in their chosen field has created paths strewn with both success and failure as the recognition of only a few ever becomes sufficiently widespread for the world to recognize them in history.

It is to the success of the fruits of the innovation of one man, Ferruccio Lamborghini and his expression of audacity in creating a world beating series of automobiles that we are today gathered to celebrate 25 years of, if you'll forgive the phrase, "automotive greatness".

Lamborghini automobiles are truly works of art and all those men, from the enthusiasts who encourage the stylists

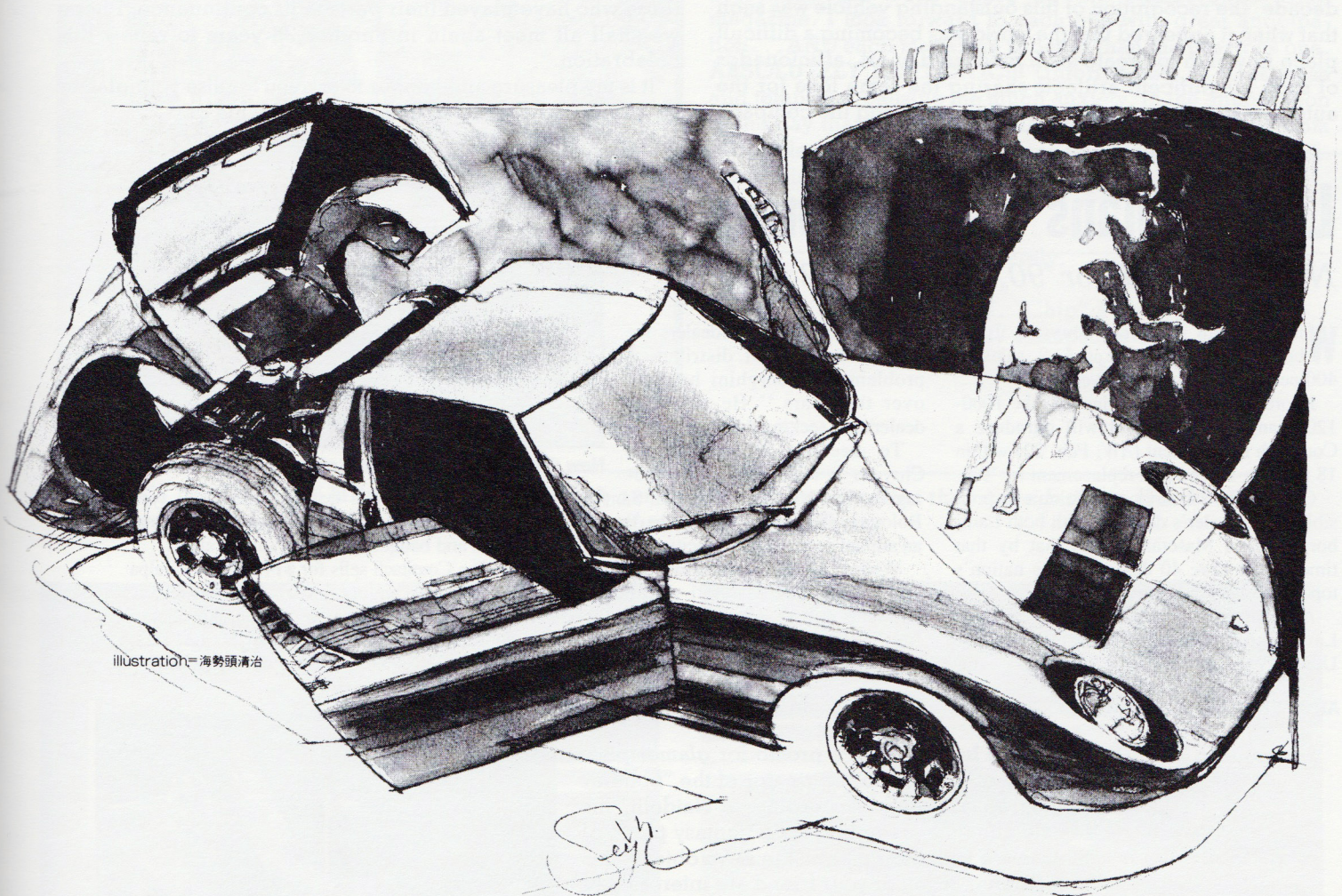


illustration = 海勢頭清治

to produce the best of their work, to the engineers who innovate the whole pattern of technical achievement that contributes to the performance, the workers in the factory whose skills translate ideas into metal reality are all artists in a noble sense. One can parallel their achievements with the architects who made Versailles, the sculptors who produced the friezes of Notre Dame, the sculptors of Italy whose statues and fountains celebrate the Piazzas and lives of the people everyday, the art we celebrate today is founded on an artistic tradition transmogrified into the automobile as an art form.

To strive after art can be applied to any field of man's activity or endeavour. It is a part of civilization, a part of our free world which has given us the environment on which we are free to strive to achieve ever better results, products and expressions of excellence in whatever field we choose. Thus through the initial vision and efforts of one man, namely Ferruccio Lamborghini, who had the imagination and creative spirit, the audacity and the originality to place the products of Sant'Agata on a higher plane, thus created the tradition of excellence and innovation that have endured the ravages and vagaries of the World's environmental and monetary changes and survived to be celebrated today. Such survival through times that have seen lesser products disappear is the hallmark of true and worthy art.

The enormous courage and dynamism it took to start such a company is exceptional, despite the problems of the past decade, the recognition of this outstanding vehicle was such that when it appeared that the world was becoming a difficult place in which to create such modern day art, aficionados of such magnificent artifacts sharing the same love for the automobile expressed their affection by saving the company

from extinction and guiding it into a path for a changing world.

To continue to offer these magnificent vehicles to what was to become an increasing number of discerning customers who shared the same desire to resist the onslaught of automotive mediocrity and to whom such a vehicle was their expression of resistance or conversely achievement of success, created a new found stability for the factory. In order to mould the products to satisfy the requirements of our changing world, it took courage to make the product legal for sale in America. The success of this endeavour was created by the men of perspicacity and courage who ignored their detractors and who took pride in their ever so small but nevertheless important role, which as it turned out just happened to revive the market for vehicles from other manufacturers. Even the grey-market-dealers played an important role in the continuity of Lamborghini's fortunes.

Enterprises such as Automobili Lamborghini will continue for as long as enthusiasm can resist the march of rationalization, it is with this in mind that we hope that the new owners of the Lamborghini factory will recognize the spirit of creativity and achievement that we celebrate today, for without that spirit the products of a once revered and glorious past will stand alone in history and the world will become a poorer place.

Please join me in celebration of 25 glorious years of Lamborghini, a tribute to the man who made it possible and those who have played their parts in its continuance, I hope we shall all meet again in another 25 years to renew this celebration.

It is my pleasure and honour to ask you to raise your glasses in a toast the Ferruccio Lamborghini & his cars.

## Lambo plans U.S. expansion

*New Countach for '90, Jalpa for '92 to help*

With the help of parent Chrysler, Lamborghini hopes to raise its U.S. sales by 400 percent over the next five years.

In order to help push sales into the 1000-1200 range, Lamborghini will introduce a Countach replacement (AW, Feb. 22) within 18 months, and a Jalpa replacement by '92.

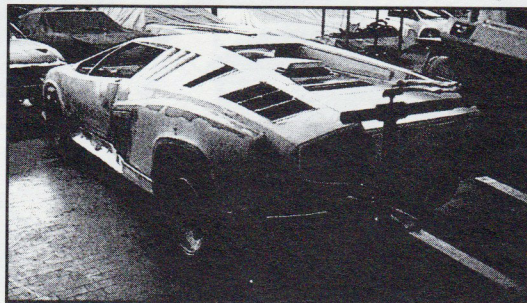
Chrysler Italian Imports, the unit responsible for Chrysler's dealings with both Lamborghini and Maserati, hopes that by that time it will have 40 dealers in the nation's top 36 markets to sell the new cars.

According to Bruce Walker, head of Lamborghini sales and marketing in the U.S., "We are trying to be very, very care-

ful about the kinds of dealers we appoint because of distribution problems Lamborghini has had over the years." He said 600 dealers are seeking the franchise.

To meet the sales forecasts, Chrysler is updating and expanding the Lamborghini factory in Sant'Agata, Bologna, Italy. At present, the factory has an annual production capacity of 400 units.

Walker cautioned, however, that unlike the TC built by Maserati all future Lamborghinis will be designed and developed in Italy. "Our relationship is purely one of distributing an Italian car that they design



Giancarlo Perini photo

**New Countach for 1990 takes shape**

and build. No one wants to spend this type of money for a car designed in Highland Park and badged in Italy," said Walker.

The Countach sells for \$141,000, the Jalpa for \$68,000, and the LM002 off-road vehicle for \$126,000. This year Lamborghini hopes to sell 140 Countaches, 40 to 60 LM002s, and a "very small" number of Jalpas. ■

AUTOWEEK APRIL 4, 1988

**Your wife here.** This is a promo for *glamor photographer* Stu Naideth, originator of the "boudior photography" trend. According to Naideth, his female clientele are opting for a "fantasy photo of themselves with their man's other love object—his automobile." If you or your friend are interested in this kind of exposure, Naideth can be reached at (714) 751-960.

AUTOWEEK MARCH 28, 1988



**Say 'cheese': Pleasing pix of your spouse and car**

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# Member's Mailbox

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Dear Jim & Joan,

Thanks for the Christmas party. That was excellent.

I am currently in the process of installing a "Blaupunkt" stereo in my car. It is relatively discreet looking but sounds impressively good. Hopefully I'll get time to write a short article about this installation and car stereos in general to the Club Magazine.

Sincerely

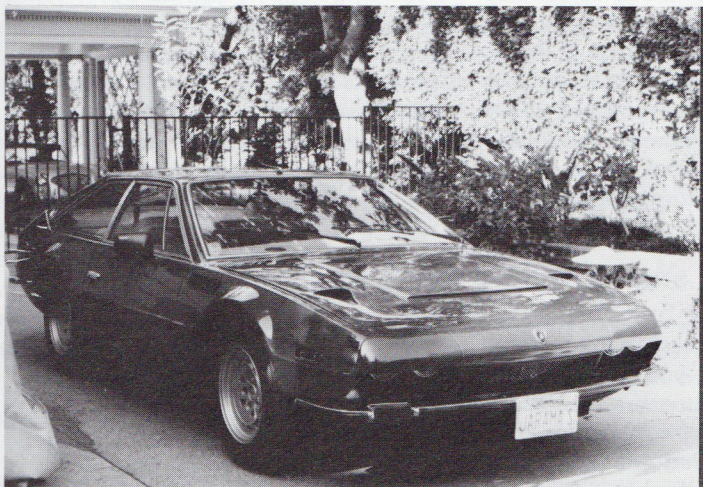
Laust Pedersen

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Enclosed is a picture of my Jarama S which I thought you might enjoy seeing.

Thank You

Tracy A. Pulvers



February 29, 1988

Mr. Jim Fox  
5606 Park Oak Place  
Los Angeles, CA 90068

Dear Jim,

I would like to order one (1) yellow Ladies Nuova Lamborghini Club T-Shirt in size large. Since this is for my girlfriend's birthday, I would like it to arrive at her home by the 15th of March, if at all possible. Enclosed is \$10.00 plus \$1.50 S/H; totaling \$11.50.

Please sent it to: Ms. Carolyn Press  
330 Oak Grove, Apt. 109  
Minneapolis, Mn. 55403

Since this is a gift, please do not put any billing paperwork in the package.

Thank you also for the great job that you, Terry, and everybody has been doing on the Lamborghini Club magazine. I look forward to each one with great anticipation... AND each magazine is better than the previous one. **ABSOLUTELY FANTASTIC!!!** Unfortunately, it does tease and tempt me; causing me much anxiety, in the anticipation of the day that I will get my fully restored Miura back from Jeff LeBlond in Phoenix. Jeff is one fine individual; I'd recommend his services on anybody!

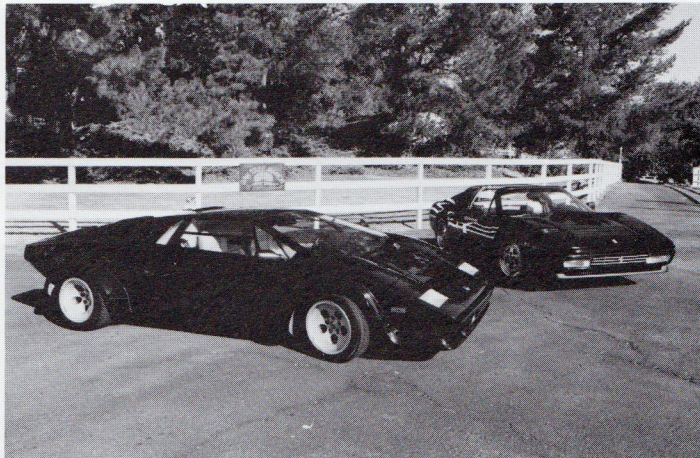
Thanks again for the shirt.

Sincerely,

L.N. "Chip" Foster  
2327 Hampshire Ave. So.  
St. Louis Park, MN 55426

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**EDITOR'S NOTE:** Frank Milne's collection. Check out the two fantastic vettes that were built in Frank's shop in L.A. Some of us have had the pleasure of seeing them at Laguna Seca.



# Letters to the Editor

## WHAT'S IN A NAME?

Chrysler is wrong to put its name on the Lamborghini Formula One engine. It's doing a great disservice to Lamborghini. All great marque names should be left alone! They are a part of automotive heritage.

The next thing you know Toyota will buy Rolls-Royce and put the Supra swan on the hood or Yugo will buy Jaguar and have the Yugo name sewn into the Jaguar seatbacks. Chrysler and Lamborghini shouldn't even be uttered in the same breath!

Scott Tyacke  
Escondido, Calif.

## EDITOR'S NOTE:

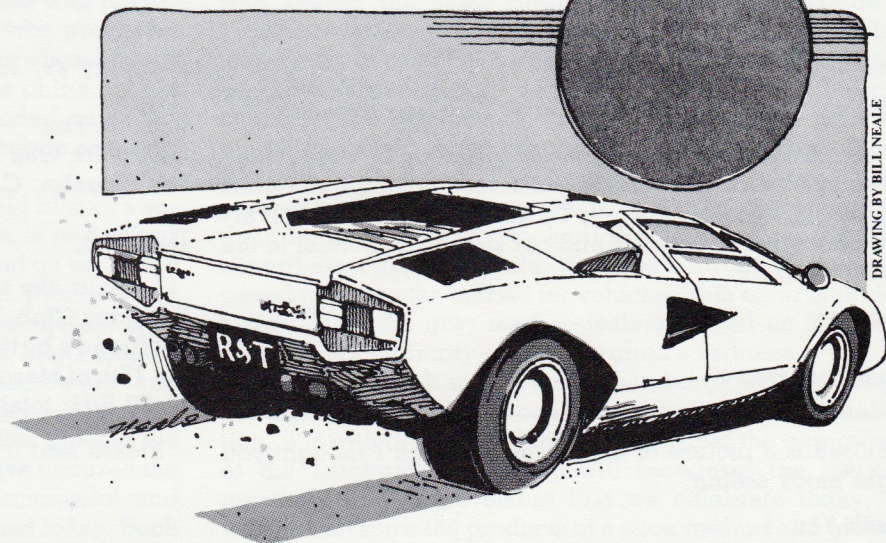
This is the Road & Track letter that started my thinking on the value of the Lamborghini Logo.

## LAMBO LOVE

I have been obsessed with the Lamborghini Countach for several years and first read about the Evoluzione prototype in a British car magazine a few months ago. However, I was very insulted by a point made by Paul Frere ("Super Countach," January 1988). He implied that women cannot appreciate the Lamborghini or any other performance car as a man can.

This statement is false. The Countach is my dream car; and I have read extensively on Lamborghinis and have even ridden in one, an experience most people can only covet. In the future, I surely expect to drive one if not purchase one. Mr. Frere, I do believe that there are other women who are "unreasonable enough to get involved in a love affair" with a Countach.

Stefanie Friel  
Merion, Pennsylvania



## LAMBO SPACESHIP

The new composite Countach seems very exciting, and I hope it goes into production. But I think that if Lamborghini smoothed out the lines of their spaceship, and maybe removed some of the queer protuberances, the Countach could gain a lot of speed. Then again, there is no wind resistance in space.

Gene Fang  
Portland, Oregon

I am completely taken aback by Paul Frere's statement in your publication that the Countach is a man's car: "I doubt that women are unreasonable enough to get involved in a love affair with such an impractical beast." Your belief that women could not worship, nor drive, the machine as you do, is preposterous. I have worshipped and loved the Lamborghini Countach for years. It may come as a surprise to you, but I was so excited to see your

article, and I raced into the house to read it, quite like getting a love letter. I can accept your opinion, but trying to influence many people with biased remarks is unfair. It is not a certain sex that gets caught up in the Countachs; it is a creed of people lusting for the power and ultimate beauty of such a car. I do not think I am alone as a female Countach enthusiast, and it is important it's known that women are put speechless by the Countach also.

Melissa Wagner  
Del Mar, California

Dear Jim:

Thought you would get a kick out of this article.

By the way, you published a wrong number for our company the correct number is (201) 866-4448.

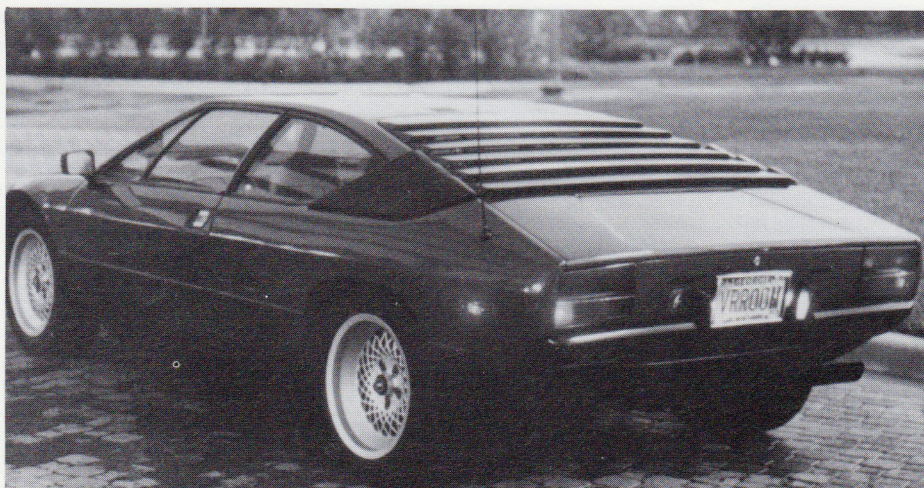
Thanks,  
Adam  
Meadowlands Car Imports  
North Bergen, NJ

Dear Jim:

It appears that you have a great Lambo club and I really enjoyed the Club magazine. Any back issues you can send me on the Unaco will be appreciated; photocopies are fine with me, send me the bill. Some photos of my car, I'll send some more with my new girlfriend, Amber.

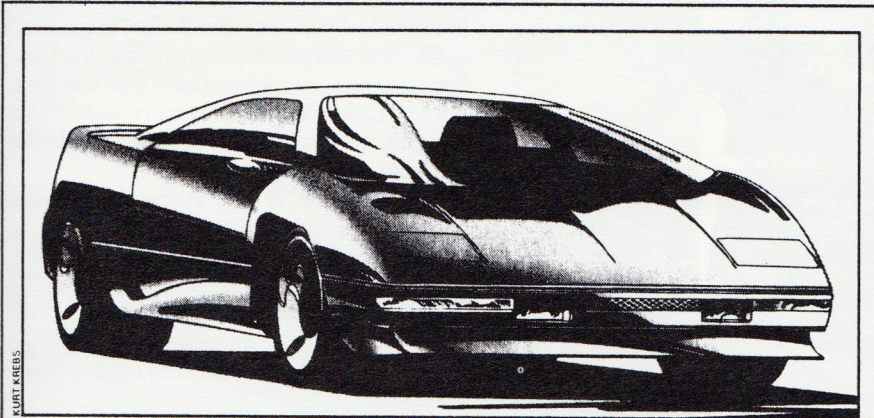
Also enclosed is an *Autoweek* that featured my car on Escape Road. Mine is the European version, more h.p. and much better performance—looks great at night, almost purple, metallic blue in day.

Sincerely,  
Don White





# Lamborghini News Items



## New Lamborghini Countach?

This exclusive drawing of the next Countach, which is due to be unveiled at the 1989 Geneva Auto Show, is based on information from insiders at Chrysler, Lamborghini's parent company. The new supercar was styled by Marcello Gandini, the designer of the original Countach, with minor revisions by Chrysler. The hot exoticcar will have a carbon-fiber body, six exhausts, and an improved version of the current 48-valve, 5.2-liter V-12, making about 450 hp. The new Countach is expected to go on sale in June 1989.

## New Bugatti

PRECIOUS FEW names elicit greater recognition than Lamborghini or Bugatti when it comes to classic or exotic cars. Which is exactly what Ferruccio Lamborghini, founder of the company that bears his name, and Paolo Stanzini, last technical director under Lamborghini and the man responsible for the Countach, hope will work in their favor as they design and build a new Bugatti.

Lamborghini (the man) is more interested in making cars than wine and is determined to make a comeback in the exotic-car field. He has secured the rights to name his new Modena-based company after the great Ettore and has enrolled Stanzini to design the most powerful, most comfortable and fastest car ever to go on the road.

← EDITOR'S NOTE: Taken from Auto Week — Who knows the truth.

## Chrysler to build new V10

### Lambo does a one-off for old time's sake

Chrysler and Cummins are negotiating to produce a new line of high performance engines—one of which is a high output V10. Should the negotiations fall through, however, Chrysler may build the engines in its Saltillo, Mexico, plant.

Still unsettled are decisions about production targets, cost projections, and Chrysler's sourcing requirements. The V10's design will be locked in at a Feb. 22 meeting of Chrysler's product planning group.

Chrysler's V10 will be the first domestically produced engine of this configuration, and is said to be a response to the V12 engines planned by General Motors and Ford. Chrysler's Lamborghini V12 is too large and heavy for light truck and front-wheel-drive applications. A high performance V8 that would compete with Ford's modular and GM's Lotus and North Star V8s may join the V10. Lamborghini and Maserati may also use these engines.

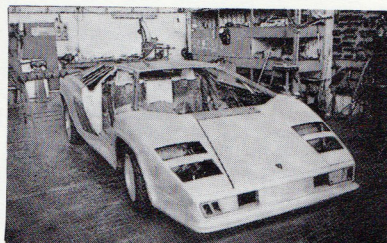
Sources say that production facilities will be flexible enough to make both eight- and ten-cylinder motors. One of the decisions yet to be made—and presumably to be addressed by the product planning group—is whether or not Chrysler will pull inline engines off the V10 and V8.

Meanwhile, over at Lamborghini, sources say that a one-off Countach will be delivered "sometime in May" to Patrick Mimran, one of the former owners of Lamborghini.

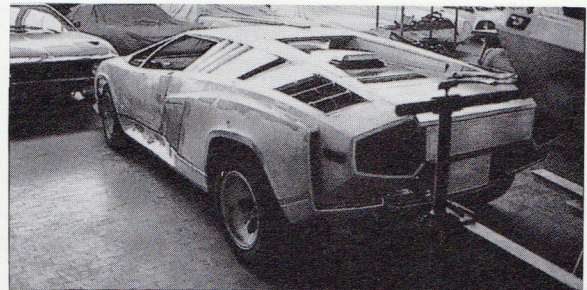
Lamborghini engineer Giulio Alfieri designed the car, and reduced the Cd from 0.44 to 0.34/0.33—primarily through the addition of large rear wheel-arches with air extractors that exhaust air trapped in the engine compartment. Top speed is more than 195 mph.

On the new car front, Chrysler has reportedly approved the design for the new Countach. Roomier and more comfortable than the present car, it was designed by Marcello Gandini while the Mimrans still owned Lamborghini. ■

AUTOWEEK FEBRUARY 22, 1988



One-off Countach was meant to bridge the gap between the old and new. A new Countach, wilder than the old, has been given the okay



# How the other half drives

## Rugged, expensive Lamborghini takes off-road tour of Santa Fe

By Kay Bird  
The New Mexican Staff

The Lamborghini LM002 is to off-road vehicles what *Lifestyles of the Rich and*

*Famous* is to the average viewer.

You can look at both, but you probably won't ever touch.

One of the rare creatures was in Santa Fe

this week at the request of Denise McCluggage, a senior editor for *AutoWorld* magazine.

McCluggage, who tests cars for the magazine, said she saw an item about the Lamborghini and thought, "Oh, I've got to see that."

Chrysler Corporation, which owns the Lamborghini line, cooperated and sent the vehicle to Santa Fe under the supervision of Dan Mancini, the coordinator of special vehicles for Chrysler.

His next stop is Los Angeles. Sylvester Stallone might want to make a movie with the car, Mancini said. It's that kind of car.

A few impressive numbers connected to the LM002: The selling price is roughly \$130,000. It has a 12-cylinder engine and generates 450 horsepower. It goes 125 miles an hour on pavement, 110 in sand.

Sand speed is very important because the vehicle is very popular among sheiks, Mancini said.

Rumors at Chrysler had it that a powerful person in "some oil country" ordered 50 of the vehicles, Mancini said. That's a whole year's production.

The vehicle was originally designed for those interested in just the right style of paramilitary force, McCluggage said. Designers played with the look and came up with the ultimate off-road roadster. It still looks a little like a tank, something Rommel, the famed German military commander, might have taken across Africa.

Malcolm Forbes owns one. There are about nine others in the country, Mancini said.

It comes equipped with a leather interior, air conditioning and electric windows, mirrors and door locks. An electrically operated winch is optional. The LM002 weighs three tons.

"It handles like a little sports car," Mancini said.

Other Lamborghinis are the ultimate dream toy for many 14-year-olds, McCluggage said.

"This is the toy of every 44-year-old boy in America," she said.

Many observers ask the same questions they would if they were spending a Saturday afternoon tire-kicking.

Mancini answers the questions patiently. The tires cost \$1,000 each. The car carries 74 gallons of gas, uses one of those gallons for every six miles it travels. It's not under warranty.

Mancini said he knows those questions only come from people who could never even hope to own such a vehicle. But it's still fun to talk about it.

"I think you could probably compare it to a woman who looks at a fur coat that costs a half a million dollars," he said. "She tries it on, just to see what it feels like."

A-2 THE NEW MEXICAN  
Santa Fe, N.M., Wednesday, June 15, 1988



Denise McCluggage, right, took the Lamborghini on a 250-mile test drive.

## Chrysler/Lambo F1 engine unveiled

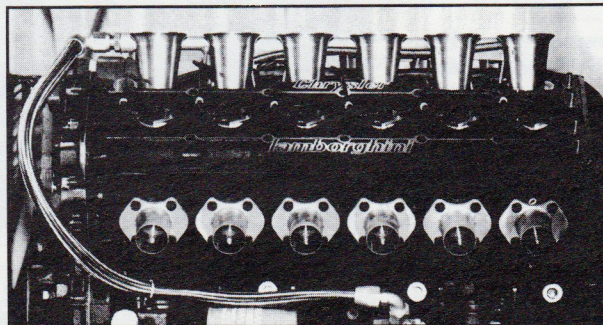
*Compact and lightweight V12 designed by Forghieri*

Chrysler in F1?

Well, the names of both Chrysler and its recently acquired Italian supercar subsidiary, Lamborghini, appear on the cam covers of a new atmospheric 3.5-liter racing engine shown last week in Modena. Designed by former Ferrari man Mauro Forghieri, the engine is an 80-degree V12 giving particular attention to light weight and compact size. Use of magnesium, titanium and reinforced plastic yields a light 352 pounds in a bit over 28 inches of length.

Two units have been completed and are being bench-tested with four- and five-valve cylinder head options. Track tests are due in late summer and the V12 will be evaluated for F1 use by March, Lola and Dallara. The engine opens the way for Chrysler participation not only in Grand Prix racing, but also in the future Sportscar and Production Car World Championships. Not that it's easy to compete on such a level.

Take, for example, Giuseppe Lucchini's Scuderia Italia team, which sought to move up this year from F3000. But the team's new F1 machine, the aforementioned Dallara, wasn't ready for the season opener at Brazil. Seemingly no problem, right? Until you learn



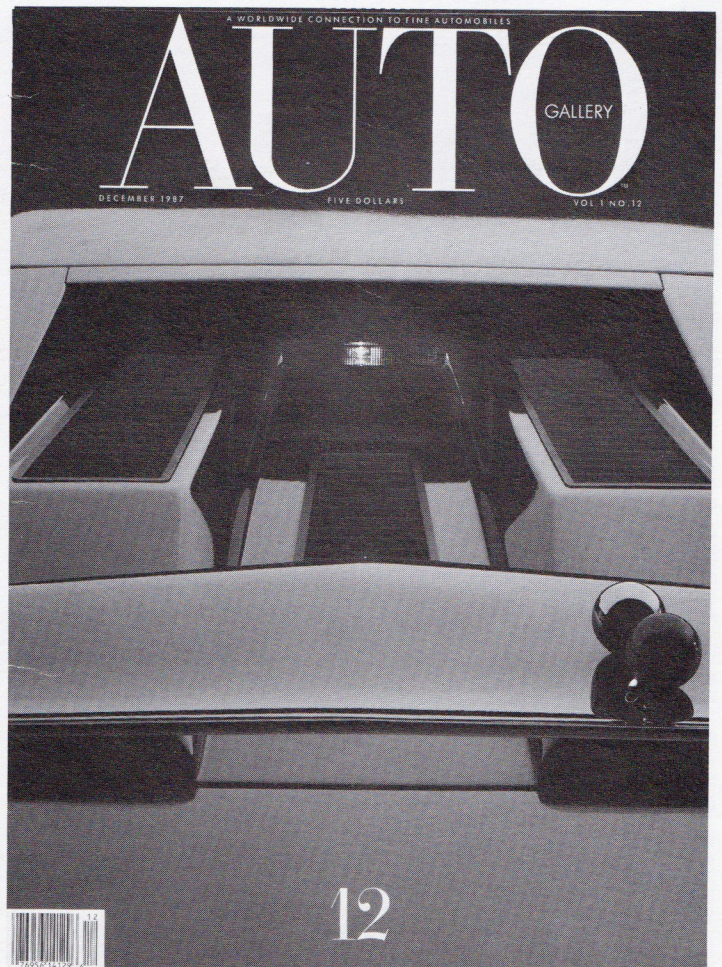
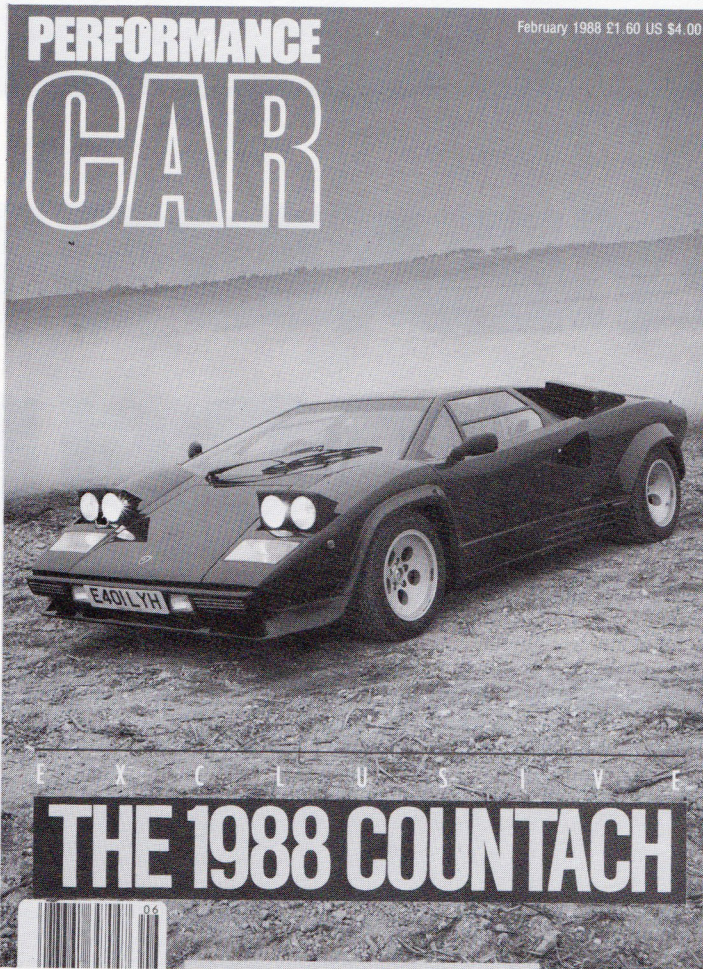
Chrysler foots the bills, so it gets top billing on cam covers

that FISA says if you don't show up for the opener, don't bother to show up at all.

Rather than wait until '89, the team converted an F3000 car and flew it and four mechanics to Rio. They knew they'd have no chance of qualifying, so, the proper appearance having been made, flights were booked to return home on the eve of the race. Back in Europe, the crew joined other team members to finish the F1 car, the new Dallara 188, for its May debut at Imola.

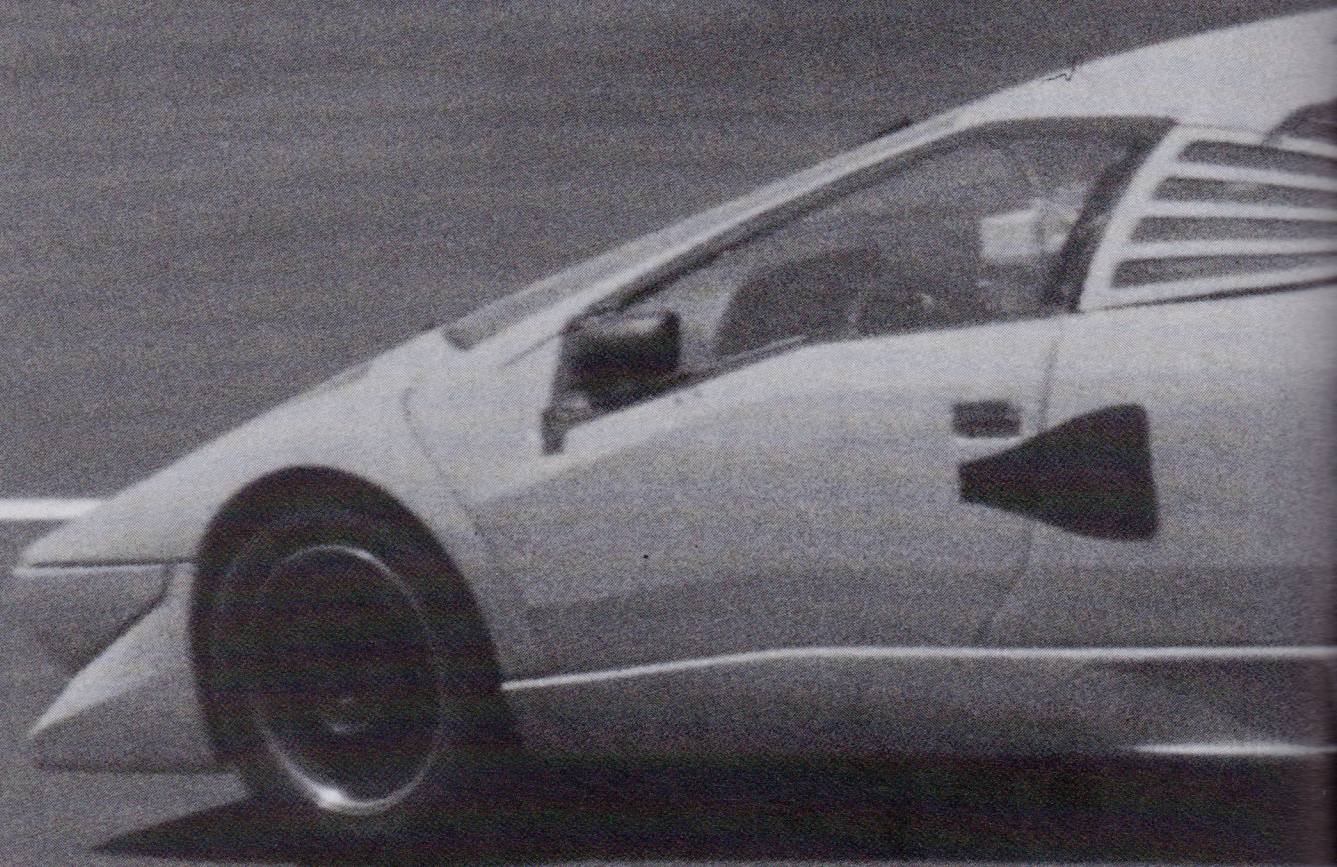
The car was designed by Guiapaulo Dallara, who also penned the DeTomaso and Iso-Marlboro GP cars raced several years ago by Frank Williams. Alex Caffi will test at Monza before trying to make the Imola grid. A Cosworth V8 will power the car this year, but the team hopes to use the new Chrysler/Lamborghini V12 next season. ■

Archivio Perini



# NEXT YEAR'S S LAMBORGHINI

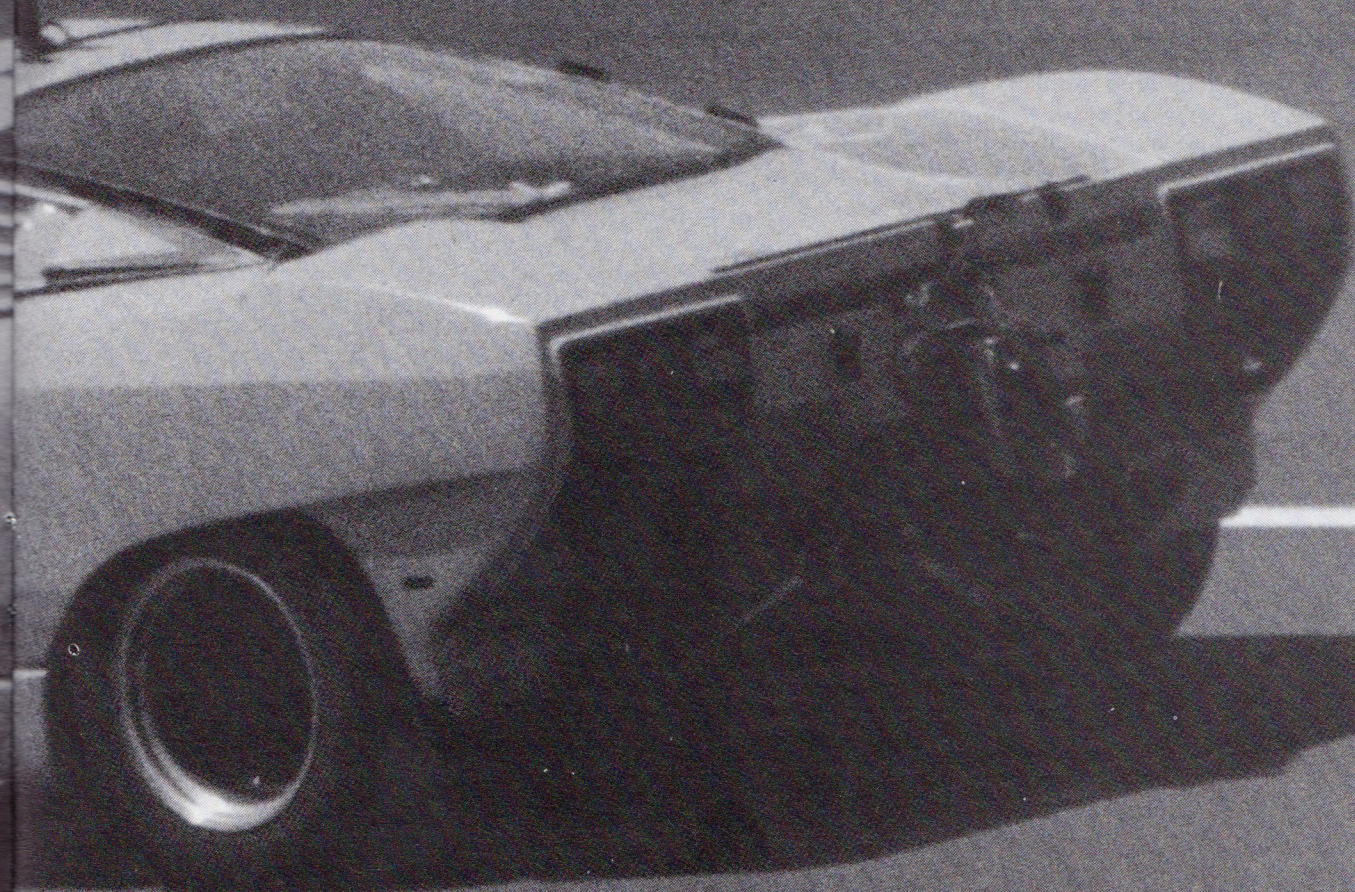
*The Countach II — the successor to the world's greatest supercar will be u*



# STUNNING NEW MI COUNTACH

*revealed late in '89. Expect more style, more speed and even more exhilaration*

PHOTOGRAPHS BY AUTO ZEITUNG



**T**

he world's most striking supercar, the Lamborghini Countach, will be replaced next year by a car that looks even more extraordinary, and goes even faster.

The new car, the Countach II, has a completely different body, yet retains enough of the current car's styling elements to make its identity unmistakable. It is the work of Marcello Gandini who, when part of the Bertone fold, styled the original Countach and, before it, the Miura. Gandini, now self-employed, was an automatic choice for the new car.

Like the original, Countach II is a stunning looking, but mechanically straightforward car. Four-wheel drive – although likely to be an option sometime during the model life of the car – will not be available. Nor will anti-lock brakes, active ride, four-wheel steering, or any other recent technical novelty. Instead, the recipe retains the same simple purity: a mid-mounted power-house V12 engine (likely to be stretched from 5.2litres to 5.4), five-speed Lamborghini-built transmission, rear drive, all-round wishbone suspension, two seats, spaceframe chassis and aluminium body.

Apart from being larger in capacity, the latest version of the 455bhp four-cam V12 gets an electronic engine management system to assist fuel economy and emissions controls, electronic fuel injection instead of carburettors, and modified combustion chambers. Apart from making the engine run cleaner, the main purpose of the changes is to increase the torque to make the car easier to drive. 'We do not want to give the engine more power,' says a source within Lamborghini. 'We feel the current Countach is powerful enough.' Nonetheless, the performance of the Countach II will be improved, owing to its reduced weight – it will be some 250lb lighter – and to superior aerodynamics. Expect a top speed of 200mph, and 0 to 60mph in about 4.0seconds. In other

words, it will be the fastest Lamborghini ever built.

Chrysler, which now owns the company, has imposed little of its own thinking on the new car – fortunately. Most of the engineering and design were finalised before Lee Iacocca's company bought the firm from the Franco-Swiss Mimram family a year ago. Nonetheless, sources say that Chrysler has contributed usefully to the car's electronics, which will ensure it passes US emissions standards. Unlike the current Countach, the new machine should run sweetly and reliably on the other side of the Atlantic.

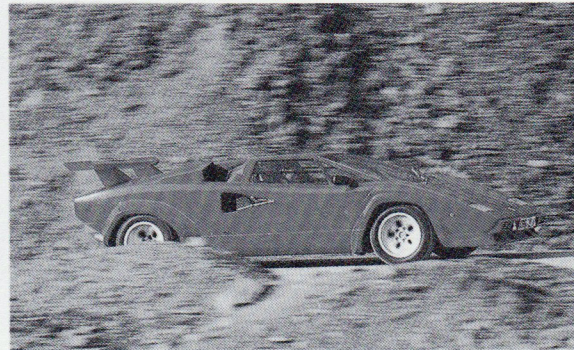
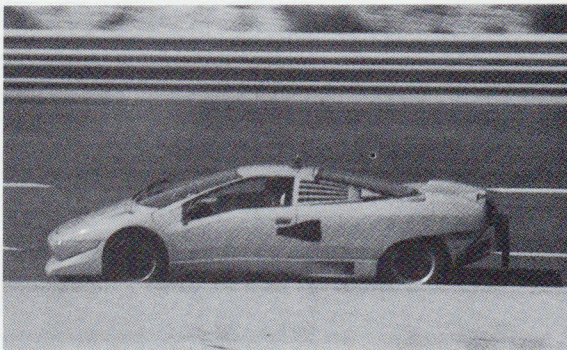
The car's debut is currently scheduled for late 1989, possibly at the Frankfurt Show. Sales are likely to start in Europe and the US early in 1990.

The expected success of the new Countach in America – where Chrysler's marketing muscle should greatly improve its fortunes – means that production numbers are likely to be far greater than those of its predecessor. Last year, Lamborghini built 230 Countachs. Countach II production is likely to be between 500 and 1000 cars a year.

Initially, Lamborghini will build the new Countach itself, contracting out as little work as possible. When production increases, however, it is possible that an outside *carrozzeria* may build the bodies – all-aluminium apart from some carbon fibre used for strengthening.

Despite the more generous torque spread on offer, and news that automatic transmission will be an option, there's little doubt that the standard, five-speed machine will remain an uncompromising driver's car, very much in the mould of the current Countach. Concern that it will follow the Testarossa path, and become softer and 'more Californian', is unfounded. The present Countach is the world's greatest supercar because it places unrivalled demands on the driver while at the same time offering unrivalled rewards. Word from the factory is that the Countach II will be as exhilarating as ever.

**New Countach designed by Gandini, who styled the old car (below right). Has unmistakable Countach look. Power comes from 5.4litre injected V12**



**'The new Countach will be the quickest  
Lamborghini ever built'**

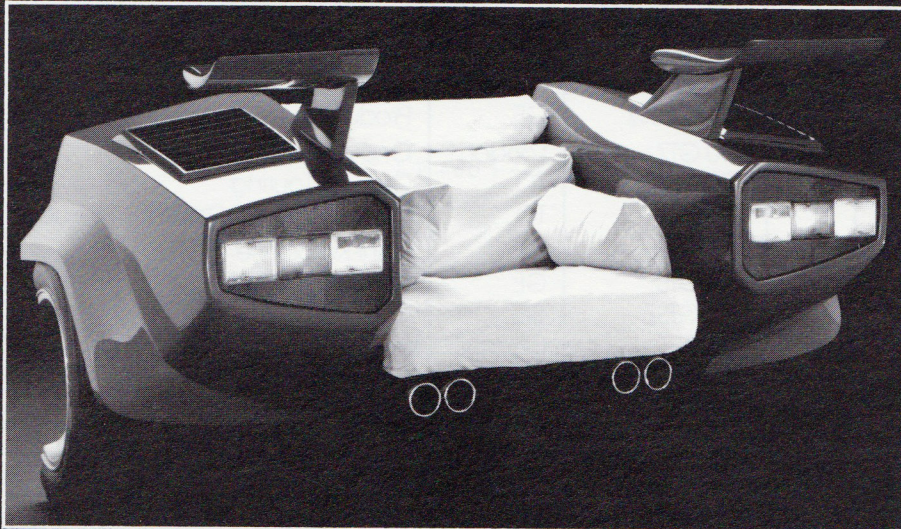
*Reprinted from Car Magazine*

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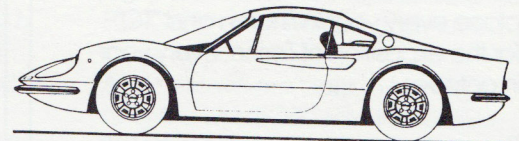
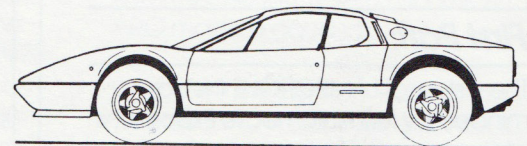
## What's your knowledge of exotic cars?

Do you know the difference between a Miura and a Miura SV? Or what kind of engine came in the Bizzarrini? If you consider yourself an exotic car expert, then read on — it may be profitable. All over California, and beyond, there are exotic cars that — for one reason or another — aren't being used and are no longer wanted by their owners. But their owners are reluctant to put any more money into them to make them "concours," and they don't want to leave them with a dealer on consignment.

I represent a collector who is searching for neglected exotics because he relishes the challenge of bringing them back again to "as new" condition.

If you know of a private party who has any of these cars, and who is willing to part with it "AS IS," (not running, apart, etc.) then why not capitalize off your car knowledge and let me know the particulars? If I buy said car through your tip, I'm willing to pay a finder's fee that'll make it worth your while.

- |                     |   |
|---------------------|---|
| <b>FERRARI:</b>     | <b>Boxer, Dino, any V-12</b>  |
| <b>MASERATI:</b>    | <b>Bora, or 5-speed Khamsin, Indy, Mistral spyder</b>   |
| <b>LAMBORGHINI:</b> | <b>Miura, Espada Series III, 350GT or 400</b>   |
| <b>DE TOMASO:</b>   | <b>Mangusta</b>   |
| <b>OTHERS:</b>      | <b>Intermeccanica Italia roadster, Aston Martin<br/>Volante convertible or DB5 or DB6, LHD only<br/>Bizzarrini or Iso Grifo manual shift.</b> |



If you know of one of these cars, be a car detective and send photos, a description and the owner's asking price to **The Collector, Box 9359, Marina Del Rey, CA 90295.**

# 25 YEARS

# Lamborghini



In all sections of live the 25th anniversary is a date to be celebrated. It is time to look back, but as well an occasion to look forward to what the future is bringing. The retrospective view is done by a German, but with his heart beating for ITALY; the future activities are described by an Italian. Stefano Pasini from Bologna. The retrospective view is divided in three parts.

**Part I:** The research is done with German accurateness, but therefore not necessarily perfect, it is a purely chronological presentation of LAMBORGHINI'S.

**Part II:** Is based on the chronological presentation, but goes further, there is an allusion of the author's heart-beating for Italy. It is entitled "Personalities of LAMBORGHINI".

**Part III:** The author's love for Italy breaks through. A subjective presentation of his experiences with LAMBORGHINI and the ideas, he has, when he hears LAMBORGHINI: 25 years of enthusiasm!

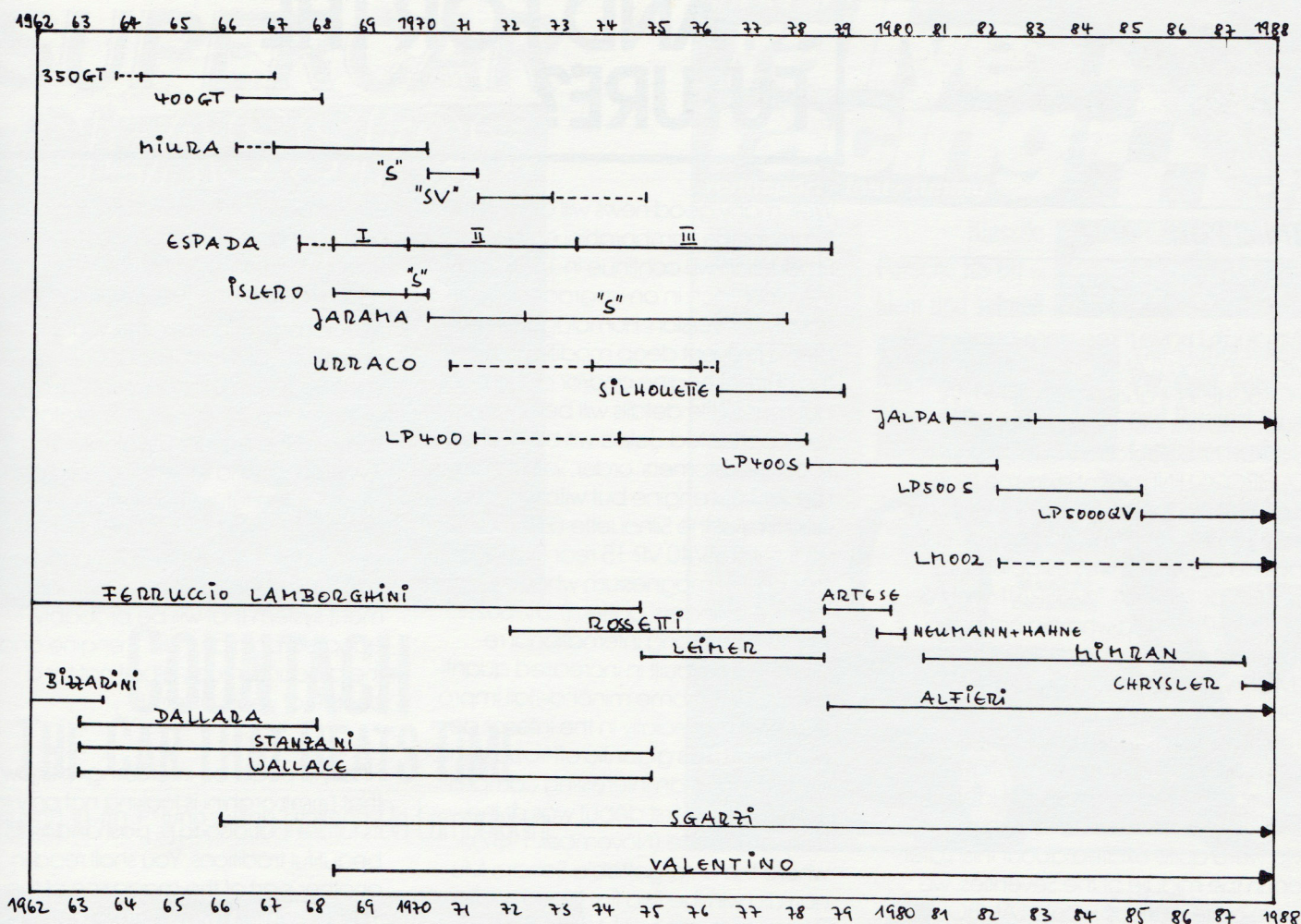
## First Part:

The history of LAMBORGHINI is ob-minded by the Automobile Expositions of Geneva and Torino. I will write "GE" for the exposition of Geneva, taking place every year in march and "TO" for the exposition of Torino, every year in october.

Those who want to know more details about LAMBORGHINI, who consider the chronological view is too brief, could refer to the following authors: Rob de la Rive Box/Jean-Marc Borel/Chris Harvey/Jean-François Marchet/Stefano Pasini a. s. o.

Jahr	Modell	Salon	Bemerkungen
1962	Im Herbst kauft F. LAMBORGHINI das Gelände in St. Agata Bolognese, G. Bizzarini beginnt mit der Konstruktion des 3500-V-12.		
1963	Baubeginn in St. Agata Bolognese, im Juli läuft der V-12 auf dem Prüfstand. 360 PS		
	350 GTV	TO	One-off, Scaglione/Sargiotto
1964	350 GT	GE	Produktionsmodell, Touring, 270 PS
1965	350 GTZ	London	One-off, Zagato
	350 GTS	TO	One-off, Touring
	P 400	TO	Chassis: Dallara, Stanzani, Wallace
1966	400 GT	GE	Stahl-Karosserie, 320 PS
	400 GTS	GE	One-off, Touring
	400 GTSZ	GE	One-off, Zagato (evtl. 2)
	P 400	GE	MIURA, Gandini/Bertone, 350 PS
	400 GTF	TO	Flying Star, One-off; Touring (Cidet)
	P 538		Bizzarini
	Monza 400		One-off, Neri & Bonacini (Spain)
1967	Marzal	GE	One-off, Bertone, 6-Zylinder
1968	Islero	GE	Marazzi, 2 + 2
	Espada I	GE	Gandini/Bertone, 4-Sitzer
	P 400-R	Brüssel	One-off, Bertone-Roadster
1969	Islero S		365 PS
	Espada II		325 PS
1970	P 400 S	GE	370 PS
	Jarama	GE	Bertone, 2 + 2
	P 250	TO	URRACO, Bertone, 2 + 2
	Jota		Wallace
1971	P 400 SV	GE	385 PS
	LP 500	GE	COUNTACH, Gandini/Bertone, One-off
1972	Jarama S	GE	365 PS
1973	LP 400	GE	Vorserien-Modell
	Espada III	GE	350 PS
1974	LP 400	GE	Produktions-Modell
	P 200/300	TO	
	Bravo	TO	Gandini/Bertone, One-off
1976	P 3000	GE	SILHOUETTE, 3.000 ccm
1977	Cheetah	GE	Offroad, Chrysler
1978	LP 400 S	GE	Verbreiterungen, P 7
	Espada-Frua	GE	Faena, One-off (Klinger)
1980	Athon	GE	Bertone, One-off
1981	Jalpa	GE	3.500 ccm
	LM 001	GE	Offroad, V-12
1982	LP 500 S	GE	5.000 ccm, 375 PS
	LM 002	GE	Offroad, Frontmotor
1984	Motor QV		
1985	LP 5000QV	GE	5.200 ccm, Vierventiler, 455 PS
1986	LM 002		Produktions-Modell
1987	LP 5000QVS		One-off, Sperimentale, Karbon-Monocoque, 1.150 kg
1988	Formula I		Forghieri/Dallara/Marmiroli/Lucchini





## Second Part:

The story about FERRUCCIO LAMBORGHINI and the "old" FERRARI and its result, the foundation of LAMBORGHINI, is generally known, in how far it is true, nobody knows. It can be taken as a fact, that FERRUCCIO LAMBORGHINI made a good choice with his collaborators, not hesitating to employ young progressive people. BIZZARINI was only 36 years old, whereas the "magic.three" DALLARA, STANZANI and WALLACE were only in their twenties. They had new ideas and their dream was racing. As FERRUCCIO LAMBORGHINI refused this very strictly, first BIZZARINI and then DALLARA left the company to found their own little manufacturers of racing cars. STANZANI and WALLACE went on working for LAMBORGHINI, even during the first "Swiss period" with ROSSETTI. But soon after FERRUCCIO LAMBORGHINI had sold his remaining 49 % of the company to LEIMER in 1974, STANZANI and

WALLACE left LAMBORGHINI, because they did not agree with LEIMER's management.

Due to the bad situation of the automobile industry in general (petrol-crisis, USA-antipollution) and mismanagement the situation of LAMBORGHINI became worse and worse, until the Italian Government interfered in 1978. Dr. ARTESE became head of the company and Dr. ALFIERI became managing director of LAMBORGHINI.

Trying to find a wealthy person to buy the tired out company, lead to the "German period", beginning on the 5th November 1979. NEUMANN & HAHNE brought the company to the brim of being bankrupt, they sold whatever they found. In the beginning of 1980 the Italian Government discharged them from the management of the company and this lead to the companies official bankrupt on the 28th of February 1980.

Maybe it was BERTONES "Athon", which induced MIMRAN to lease the company from the 1st September 1980, changing the name in "NUOVA AUTOMOBILI FERRUCCIO LAMBORGHINI S.p.A." On the 23rd May 1981 the MIMRAN-group bought the company and LAMBORGHINI was recovering. MIMRAN, ALFIERI, SGARZI and NOVARO made a good job.

In May '87 the last step – up to now – was taken. CHRYSLER with LEE IACocca bought the factory and presented to the LAMBORGHINI-fans people like FORGHIERI, MARMIROLI and AUDETTO.

And here we are back in the beginning, the LAMBORGHINI-FORGHIERI-12-cylinder will compete in Formula One installed in a DALLARA-chassis. Good things need some time!

(continued on page 24)

# ... AND FOR THE FUTURE?

## Third Part:

1963 to 1988 - 25 years!!!

Although I have three anniversaries (silver) in mind (LAMBORGHINI/PORSCHE 911 and GÖBELS ENZMANN 506), I will concentrate on **our** LAMBORGHINI celebration: in the first years LAMBORGHINI meant extreme technical dates to me and I was rather sceptical, whether the newcomer would be able to cope with well established names as FERRARI, MASERATI and ASTON MARTIN. And who did not hear the most exciting stories about the "MIURA", which should bring LAMBORGHINI a good reputation in 1968/69? They made my heart beat faster! I would like to own such a "bestia" ... who of us did not have this idea and thought it over again and again? And we were quite excited about this! Later on, in the middle of the Seventies, we were quite anxious: would LAMBORGHINI manage to survive? We were excited again!

When I finally owned a LAMBORGHINI, I thought, that I would never feel this excitement again, but I was totally wrong! It was just the beginning of the excitement! And that's what I consider FERRUCCIOS greatest merit: my "adrenaline-level" will never be too low in all my life, he gave me a valve to let off steam on the mad days of the year and he made that I get excited, whenever I enter the garage, when I hear the buzzing of the fuelpump and I only slow down, when I switched the motor off.

LET US ENJOY THIS EXCITEMENT, THAT LAMBORGHINI-DRIVING MEANS TO US!!!

Heinz Göbel

Well, many good news will arrive in the future for the Lamborghini enthusiasts. Production will continue in 1988 with the Countach in an upgraded 'quattrovalvole' version, homologation problems prevent deep modifications of the current engine and/or of the body, but many little details will be undoubtedly perfected. Jalpa will be built on special customers' order, with the same 247 CV engine but with wheels and tires of the Silhouette (205/50 VR 15 front, 285/40 VR 15 rear Pirelli P7F tires on 15" magnesium wheels with the 'five cylinders' pattern). LM 002, following a strong international request, will be built in increased quantities and with some minor detail improvements (especially in the interior department). This gigantic off-road vehicle has begun an interesting competition activity, its first début was at the Rally of Greece (November 1987), where the unforgettable Sandro Munari did win the two first timed sections in a works-backed LM before being blocked by fuel problems and by the cancellation of the fastest sections. For many reasons it was decided not to race the Rallye des Pharaohs and the Paris-Dakar. But 1988 will see other competitions for the LM 002 and for Sandro Munari, now a firm collaborator of Lamborghini for competitions.

On the production side, designers and engineers are working hard in Sant'Agata these days, the stronger technical staff ever assembled in Lamborghini since many years comprehends dr. Ing. Mauro Forghieri (former Ferrari Racing Team Technical Manager), dr. Ing. Giulio Alfieri (former Maserati Racing Team Manager) and dr. Ing. Luigi Marmiroli (former Alfa Romeo F.1 designer). Forghieri is designing and building the first Lamborghini F.1 engine, which will be fitted to a chassis built by a very well-known racing manufacturer, whilst Alfieri and Marmiroli are working on new materials and designs for the future Lamborghinis. Many tests have been conducted on ultra-light,

ultra-strong materials like Kevlar, carbon fiber and other composites (in a special section directed by H. Pagani), and a result of the tests were some special prototypes like the widely-acclaimed 'Countach Evoluzione', a 980 Kg., 500 CV, 330 km/h supercar designed as a pure 'mobile laboratory'. Some of the features evaluated on the 'Evoluzione' and other disguised prototypes for the future Lamborghinis were an elaborated four-wheels-drive system, a third-generation ABS, and a complete electronic engine-management system that will be probably adopted both by the F.1 engine and the production car, albeit not for a couple of years at least.

Finally, it could be interesting to know that Lamborghini is looking not only to its future, but also to its past and to its beautiful traditions. You shall read in another part of the magazine of the 'Lamborghini Day' we are organizing in Italy to celebrate all together the 25th birthday of Lamborghini as a car builder, the restoration of the 350 GTV, at Emilianauto in Bologna, is going well, even if it is a long work because of the bad conditions of the original prototype. ILOC member Romano Bernardoni is trying to have the car ready for the Lamborghini Day, if not running, at least rolling. ... Then, also the Urraco 'Rally' or 'Bob' (the original racing Urraco built by mr. Wallace, ch./eng. no. '3000') has been saved and is undergoing now a complete restoration from the wheels up, which I shall personally cure. Another piece of Lamborghini history comes to life, and there are some talks also to rescue the very battered remains of the prototype Espada. The best way to celebrate 'our' 25 years ...

Stefano Pasini

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# SUPERCAR CLASSICS



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Formel 1:  
Das sind die  
schönsten Fotos  
der Saison '87

Rallye Monte Carlo:  
Alles, was Sie  
wissen müssen

Rallyesprint  
in Bologna: Das  
große Spektakel

Test: Alfa 75 3.0,  
Volvo 480 Turbo

Klassik:  
Porsche RS 60 –  
klein und schnell



Vier starke Renner:  
VW, Opel, Ford  
und Peugeot im  
Langstreckentest

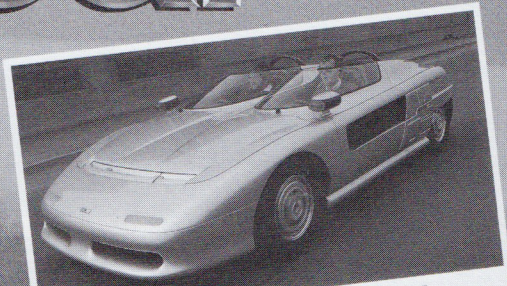
## SUPER LAMBO

So wurde der  
Countach noch  
heißer



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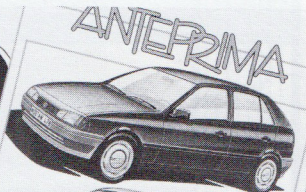


EXCLUSIVE!  
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# auto

LE NOVITÀ LO SPORT I TEST L'AVVENTURA

PROVE VERITÀ  
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MAZDA 1.6i TURBO 16V 4WD  
CITROËN BX TURBO DIESEL  
INNOCENTI 500 SL



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VW GOLF - BMW SERIE 3



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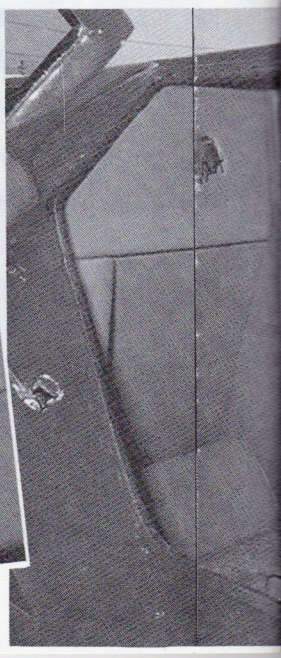
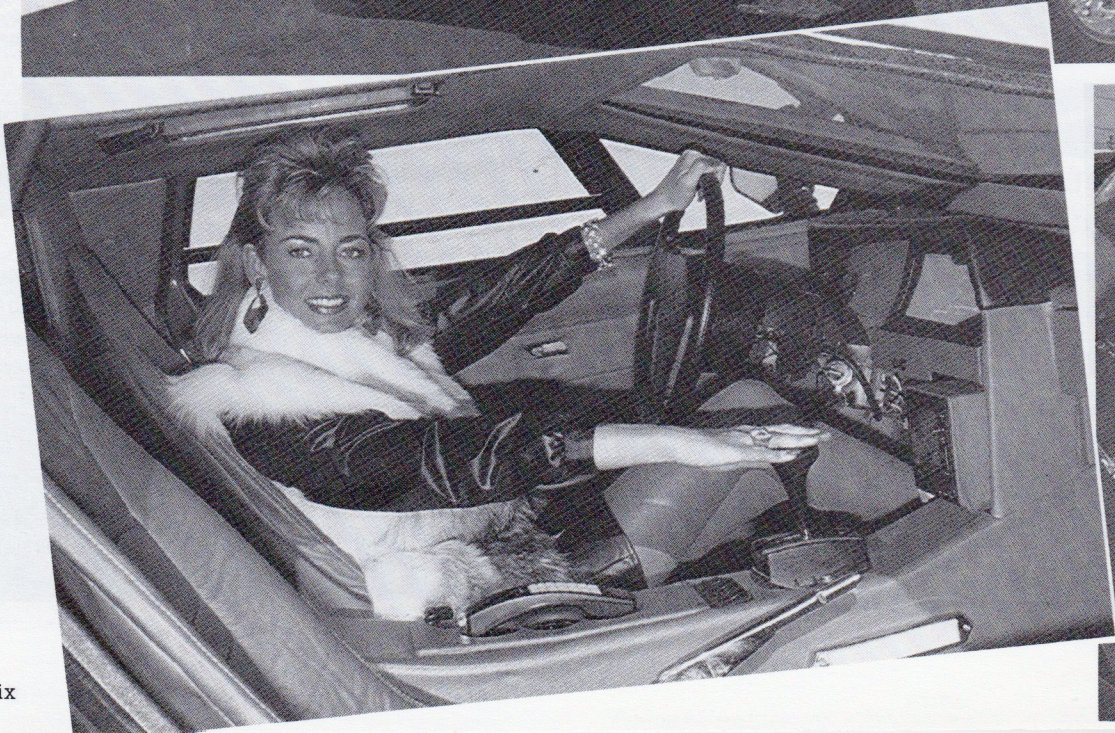
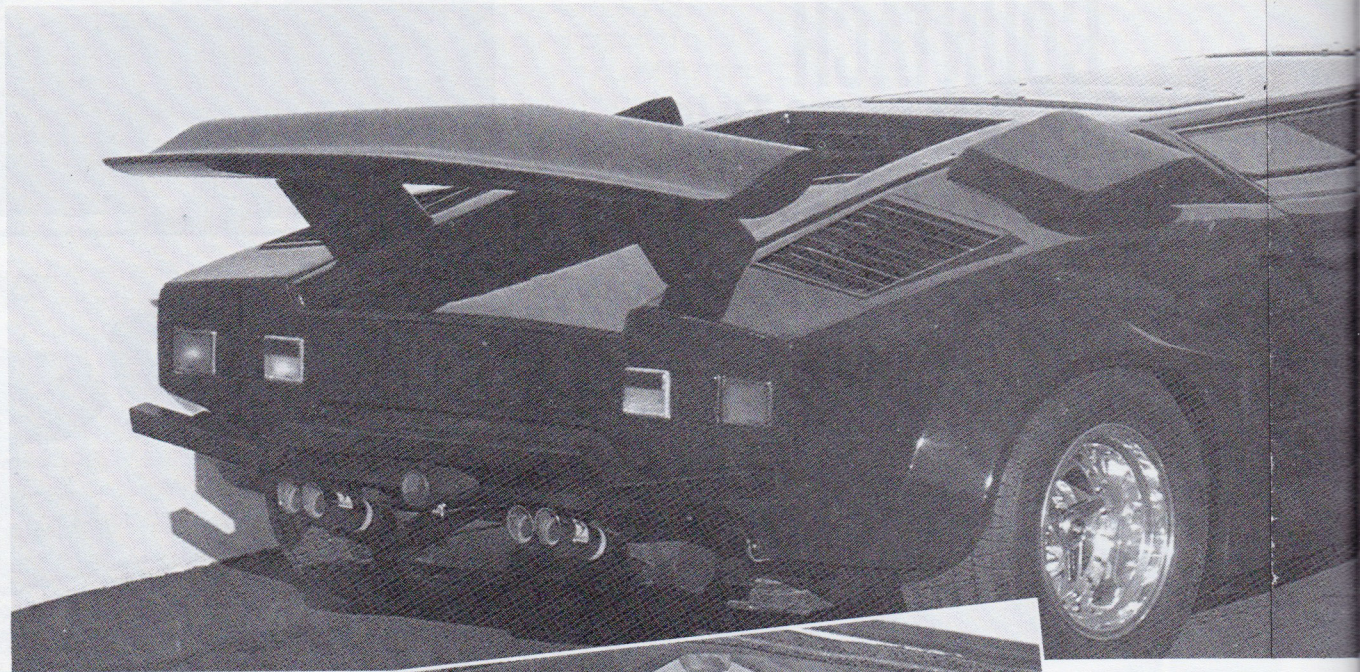
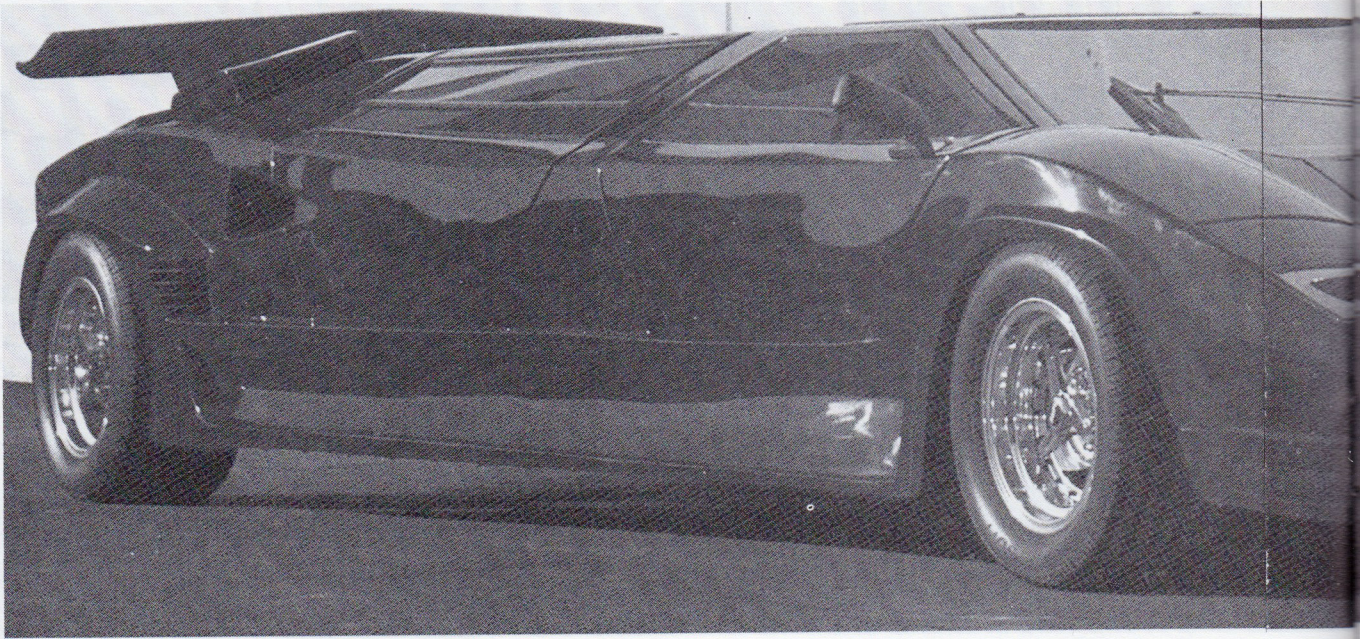


LAMBORGHINI COUNTACH LIMOUSINE  
KOENIG COMPETITION  
EVEX PORSCHE 911 TURBO

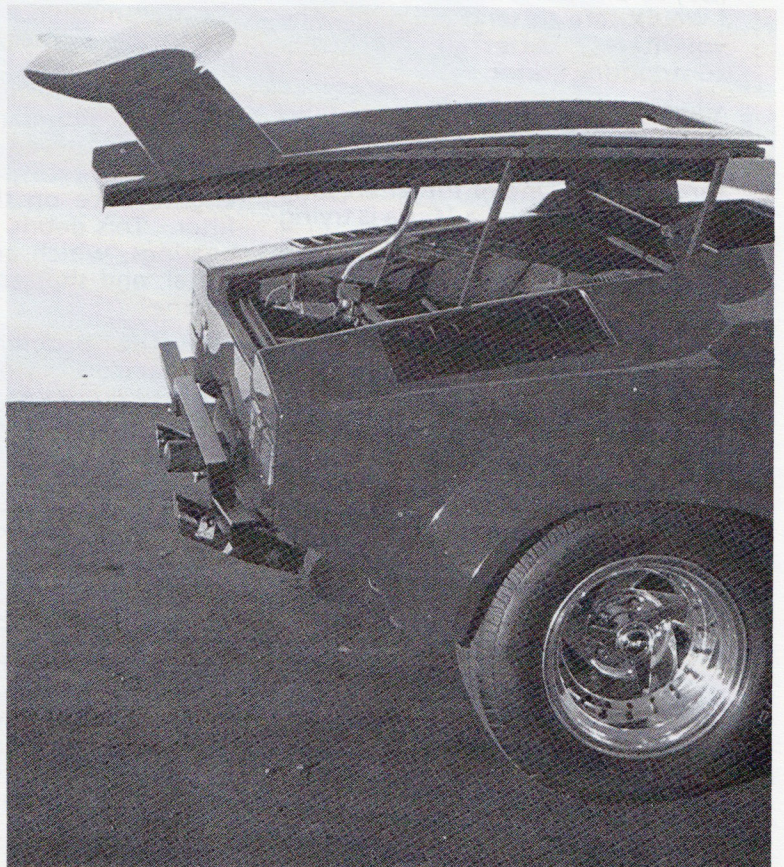
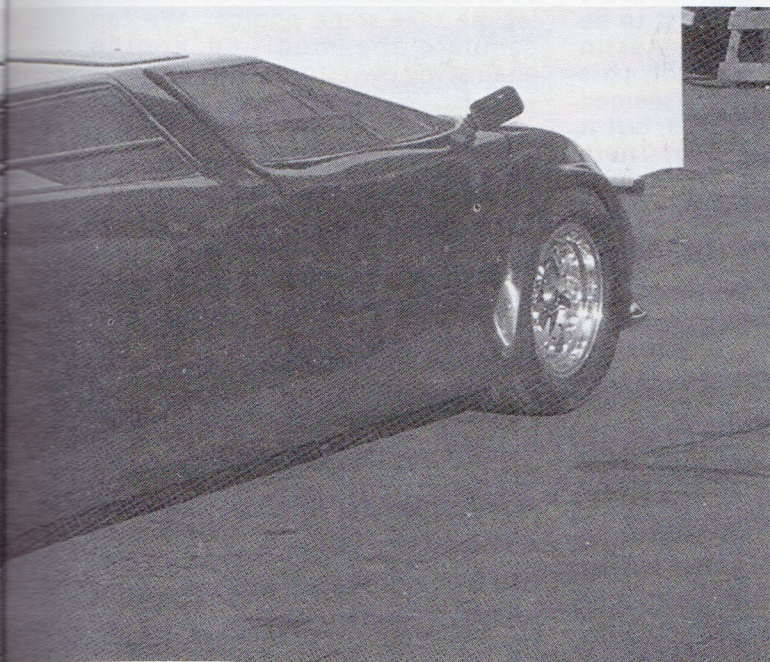
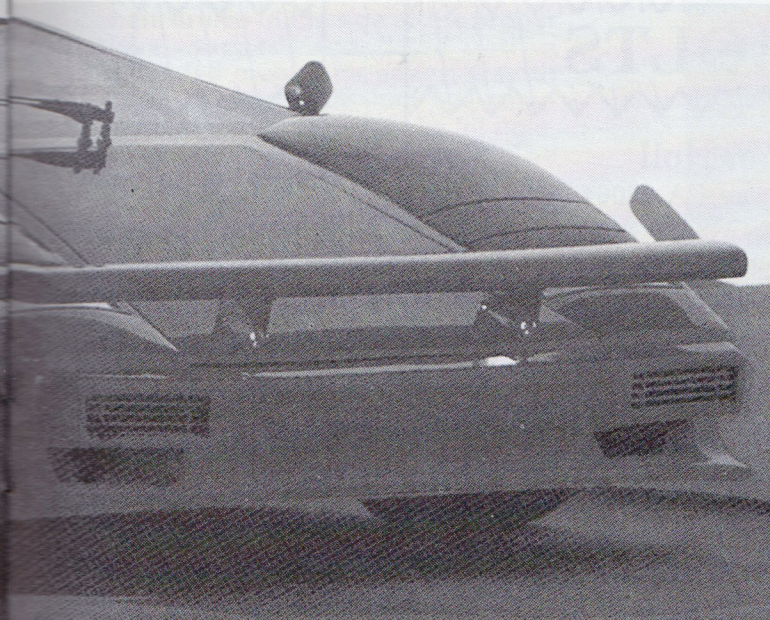
SUPERCAR

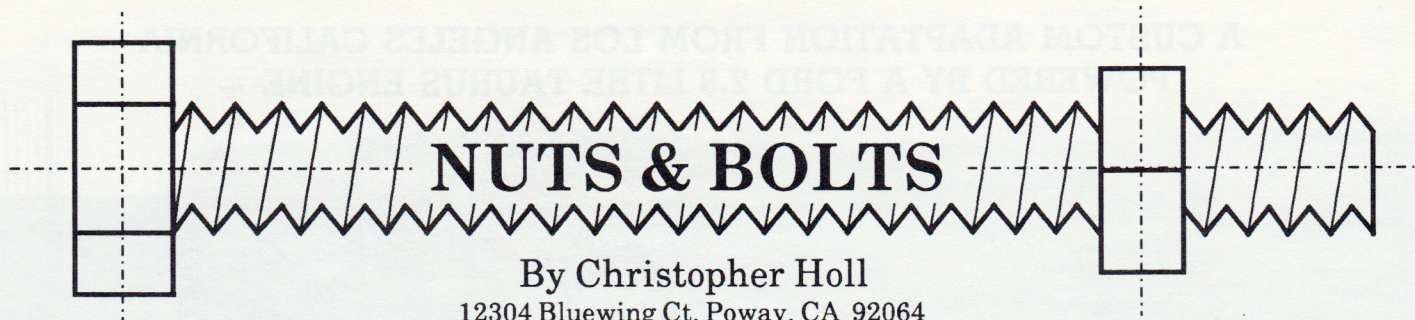
KOENIG

LAMBORGHINI COUNTACH LIMOUSINE



**A CUSTOM ADAPTATION FROM LOS ANGELES CALIFORNIA  
POWERED BY A FORD 2.8 LITRE TAURUS ENGINE —**





# NUTS & BOLTS

By Christopher Holl

12304 Bluewing Ct, Poway, CA 92064

At the end of my column two issues ago I wrote about engine firing order and cam timing and referred to some diagrams "on the following page" that weren't there. That page was printed in the last issue, but read on before you run out to re-time your cams. At the time I turned that column over to Jim Heady during the Laguna Seca weekend I showed it to Jeff LeBlond. Jeff warned that even factory information must be taken with a little healthy skepticism. Different examples of the same model car may have different cam timings. Besides not doing things consistently at the factory, some flywheels were mismarked, which makes "trying this at home" a frustrating and potentially expensive exercise. (It costs a lot to replace bent valves.) I know this is true because my Miura flywheel is mismarked by over 10°. Be careful. Perhaps in a future column I can run a proper article on cams and timing. Maybe one-who-knows-more-than-I would care to send me one. Any volunteers? After all, I'm just a contributing *editor*.

Since I have not had any new input from you members, I am resorting to more on the Miura, as threatened. One of the interesting aspects of restoring a Miura is trying to learn all the updates and improvements that were done to the car, both during its production run at Sant' Agata, and by knowledgeable shops afterwards. The two most significant updates didn't occur until the SV model was produced. The first was introduced with the SV and was a redesign of the rear suspension that solved many of the handling problems inherent in the P400 and S cars. Although it has been done, this improvement is very difficult and expensive to retrofit to an earlier car. The second update, done rather late in the SV's life, was the sump separation. This is a fairly common and relatively inexpensive update. More and more Miuras are having this done during engine rebuilds. But what exactly is it?

What are the benefits and how is it done?

In the process of turning the V-12 sideways to fit behind the passenger compartment, the transmission was placed behind the engine, parallel to the crankshaft. The casing for the transmission was cast as part of the engine block. The oil that ran through the engine was pumped into the transmission, and drained back through four holes in the wall between the two compartments. The Miura's transmission was not the first to be lubricated this way. The Austin Mini Cooper also had this arrangement. It must have seemed like a good idea at the time, but it leaves much to be desired. There are three deficiencies in this design.

The most serious problem is that particles can move between the two areas. Perhaps the original thought was that the transmission oil could be filtered with the engine oil, but much of the metal that comes from the transmission is too small to be caught by a filter. Tiny pieces of hardened metal can flake off of gears, and fine metal dust comes from the continual normal wear on syncro rings. Even particles that are caught have to pass through the engine once on their way to the filter. This debris ruins the engine bearings, which are made of soft metal, and shortens the life of the engine.

The other problems are minor in comparison. Heavy-weight oil cannot be used in the transmission. Thicker oil is generally considered better for transmissions, since the constant meshing of gears and high temperature can break down an oil's viscosity quickly. Thin oil gets thinner, and provides less protection for moving parts. (Actually, I have run heavy duty 30 weight in my MGB gearbox for 13 years with only one problem, and that wasn't directly related to lubrication. In general however, MGB transmissions are not known for their reliability.) The last disadvantage is trying to isolate the

temperatures of the different components and oil.

Fortunately there are several shops that can perform this update. One shop here in San Diego is **Bobileff Motors**, run by Gary Bobileff (619) 587-9175. Gary has a '68 P400 Miura in his garage now for restoration, including an engine rebuild. For about \$1000 over the cost of the rebuild the customer is having the sump separation performed. Gary was nice enough to show me the basics involved and let me take some photos. We can compare the modified engine against my own stock P400 engine.

The first pair of pictures shows the wall between the transmission and engine, looking into the transmission side. Photo 1 is my unmodified block. Two of the four holes that let oil drain back into the engine sump are clearly visible. In photo 2 the holes have been closed.

Other drain-back holes are blocked like the one in photo 3 under the head stud. Gary has threaded the hole and inserted a plug, shown in photo 4.

The three holes where the shift rods fit are capped, and the rods are shortened about a quarter inch so they don't protrude. Photo 5 is my block and in photo 6 you can see the two holes drilled and taped ready to hold the cap.

The large opening under the shift rod holes is where the drive gear comes from the transmission. You can see the ball-bearing in my block. A custom retaining plate is made and fitted with an oil seal. You can see the difference in photo 7. Gary's plate is on the right.

Photo 8 shows the new plate, bearing and drive gear. Gary uses a Ferrari 308 double row cam seal, because of its availability. In the earlier cars the gear is machined down and a sleeve is pressed over it to fit in the seal. Later cars use a different method. The sleeve is easily visible. It is the outer shiny portion of the gear shaft.

Once separated, the transmission case must be vented to prevent

pressure from building up and pushing oil out past the seals. A fill hole drilled in the side at the proper level, tapped, and fitted with a threaded plug. The easiest way to tell if a Miura has had the sump separated is to look for the fill hole. Gary paints that square red. Gary paints that square red. The drain plug is seen in photo 9 (my block), and the square with the X is where the fill plug will go.

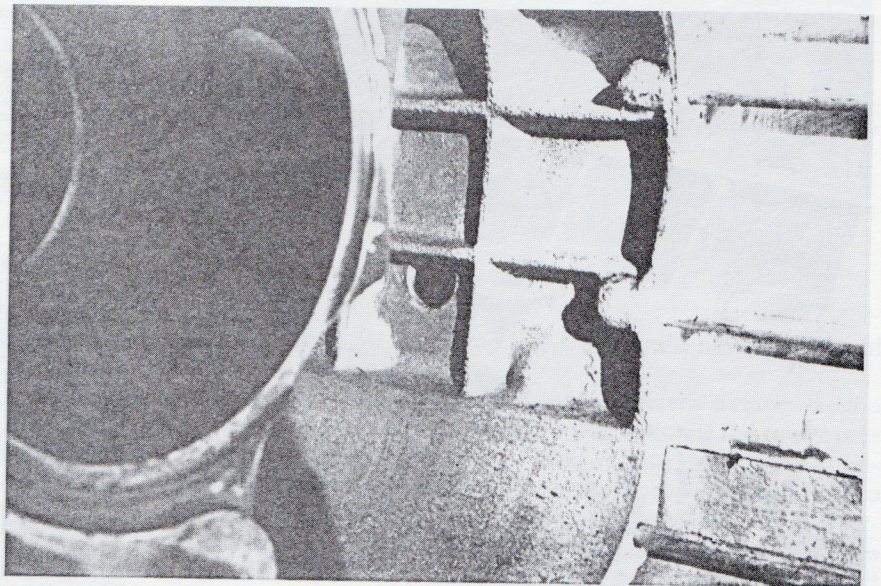
The last picture shows Gary in his shop next to the Miura engine. Gary has done about a dozen such operations. He estimates that the typical life of an engine without the separation is about 20 to 30 thousand miles. When the update is made that figure can be tripled. Not a bad investment considering the cost of an engine rebuild!

Thanks very much to Gary and Bobileff Motors for the information and pictures. I will have the sump separated as part of my restoration.

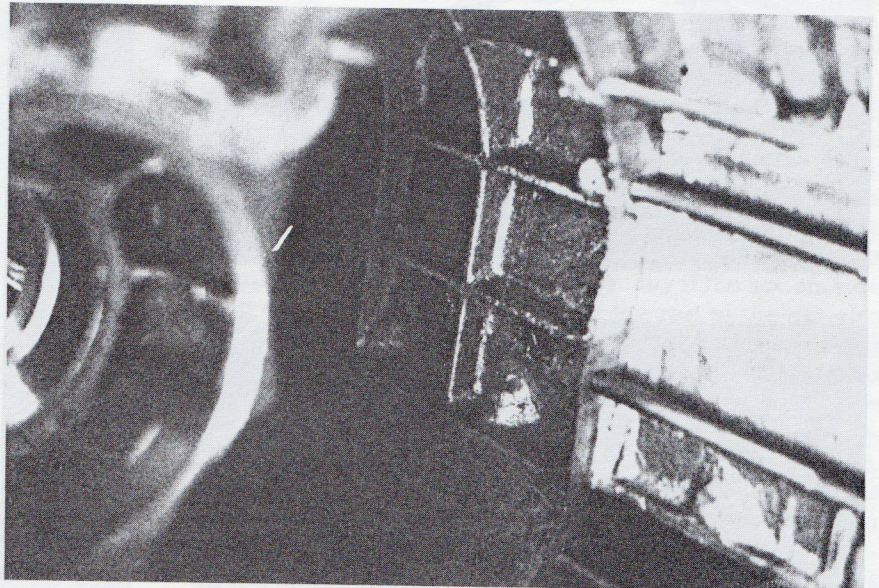
I know there are several other things that can be done to the Miura engine, such as adding an oil cooler and fuel return lines. If you have an improved Miura, or any other Lamborghini model, write and tell me about it. I still want information from the members to help with this column. Note the new address, and send your tips there to be included in future issues.

I know one person who has found a way out of doing a sump separation in his Miura. Perhaps next issue I will show you his solution. Keep those cards and letters coming,

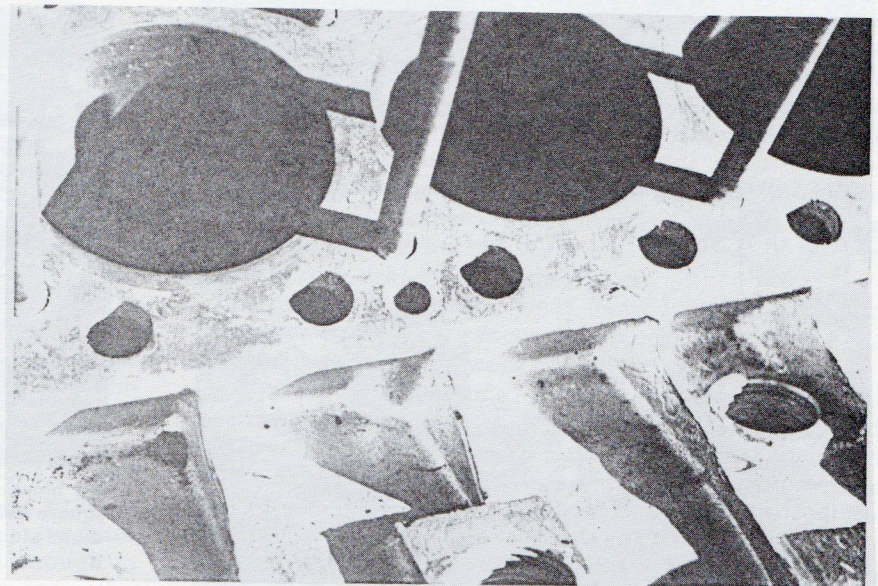
*Chris*



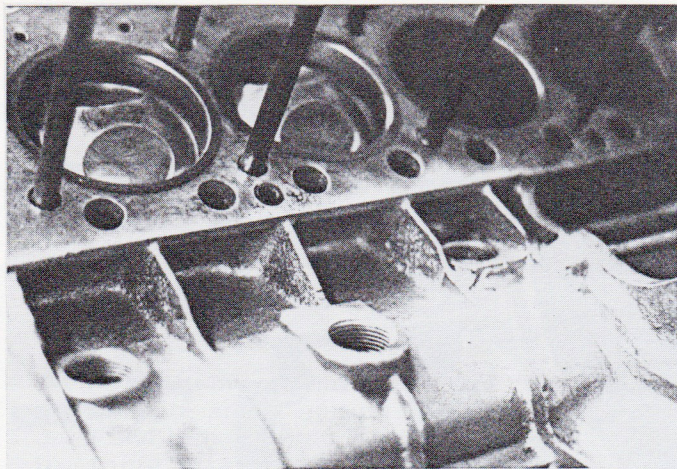
Unmodified block showing oil holes.



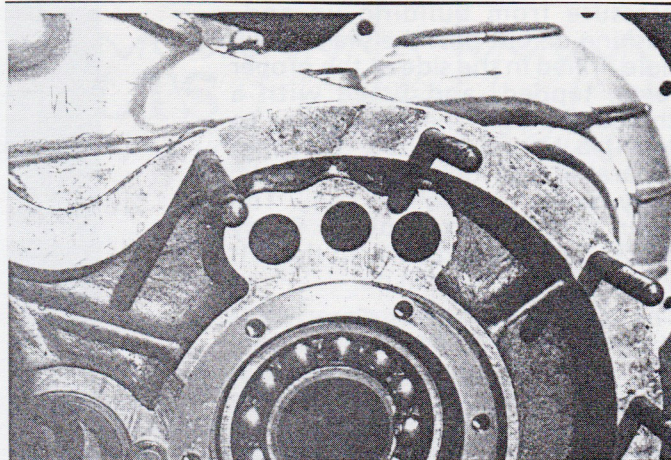
Block with oil holes welded closed.



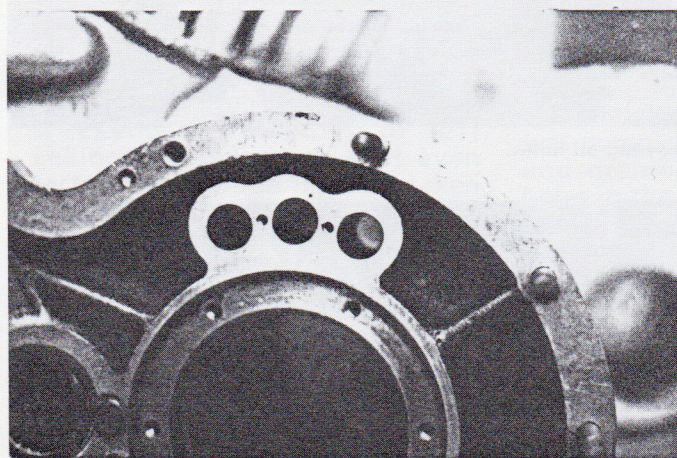
The smaller hole under the head stud lets oil drain into the transmission.



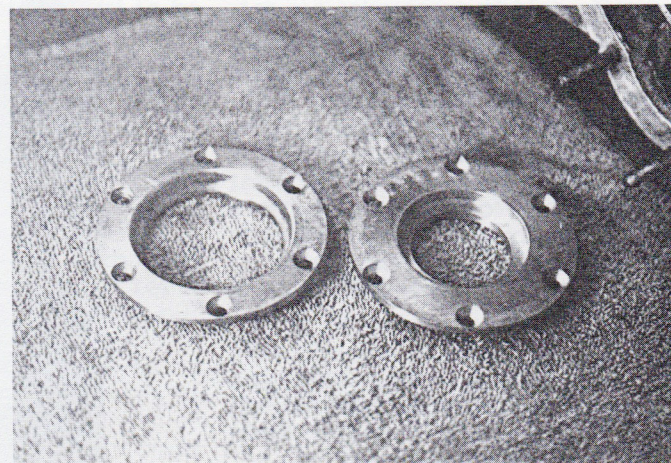
< Drain holes tapped and plugged.



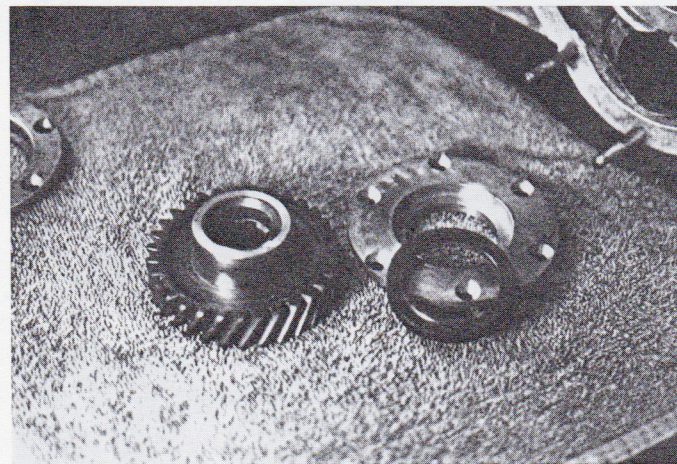
The shift rods are held in these three holes.



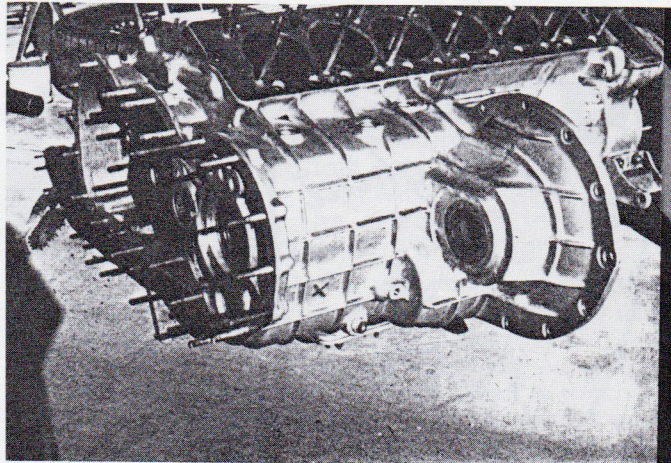
< Threaded holes have been drilled to hold a plate and gasket which will seal the openings. The rods will be shortened so they don't protrude.



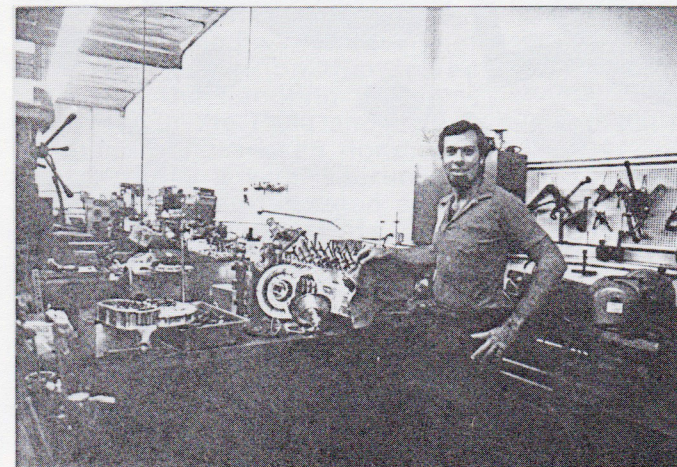
Stock retaining plate (left) and custom plate which holds oil seal.



< New retaining plate, oil seal, and modified gear with sleeve.



My block showing X where fill plug will go, and in the square below and to the right of that is the transmission drain plug.



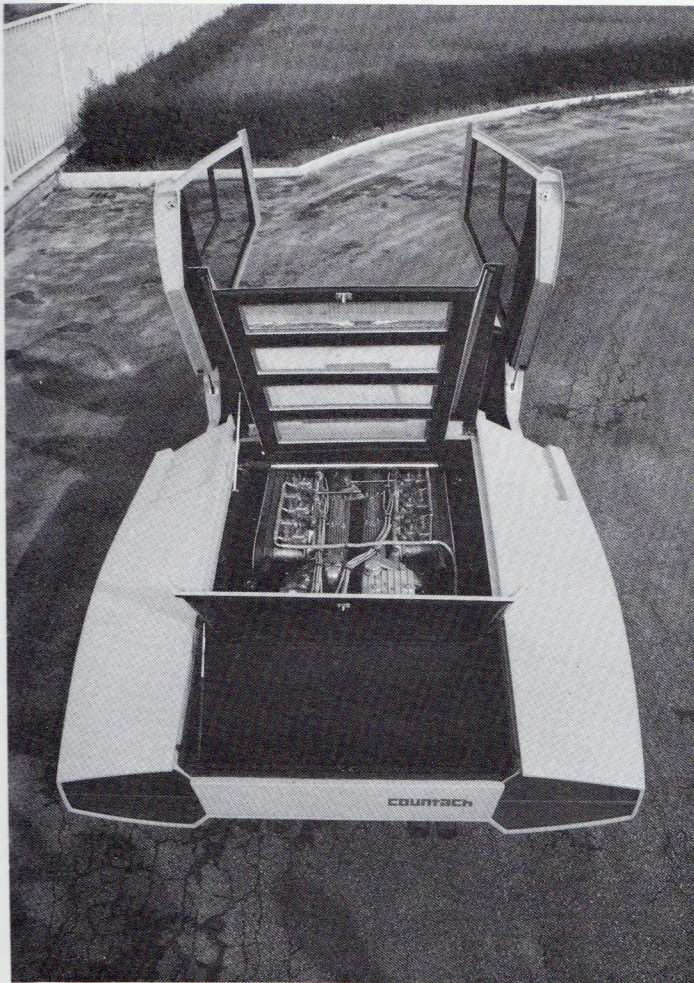
< Gary Bobileff and Miura engine in **Bobileff Motors**.



# Phoenix Connection

## HOW TO KEEP YOUR COUNTACH IN GOOD WORKING ORDER

By Jeff LeBlond



Lamborghini's are becoming more popular and in demand, whenever something that is already exotic becomes more in demand things start happening, other than the obvious price inflation. Everyone who thinks they're a salesman gets on the bandwagon and starts selling that item, meaning Lamborghinis. Because the number of automobiles that are available to start with are low, automobiles that normally would not even be considered, all of a sudden are being called creampuffs, and low mileage, one owner, cars.

The Countach's are being sought out and are now in enough numbers to where every Lamborghini factory trained technician (bless their little hearts) haven't been able to get their greasy little wrenches on them to correct all the mistakes. I must say that if you ever find a virgin Lamborghini, believe me, you've found the rarest of them all.

In this article I'm going to give you things to look for that are problems or high wear items on Countach's. My writings are going to be aimed at the Countach mainly because other than the Jalpa, every other Lamborghini is old enough to where it has been worked on and hopefully done correctly. But, many of the things I'm going to say here will apply to

all Lamborghinis and if not, at least you'll have an idea of where or what to look at.

One of the first things I almost always see damaged on a Countach when I first lift it up for inspection is the lower rear suspension strut rods / tubes / links. These links or rods connect the lower part of the suspension upright or axle hub to the chassis. This link keeps the rear suspension from moving fore and aft and it's also the adjustment for toe on the rear. What I find on this part is that many people use a lift or jack on this link to lift the car, (because of this they're all bent up), by bending or kinking this tubular link - it gets very weak - not to mention the rear suspension is now out of adjustment. If it ever broke, that corner of the car's suspension would flop in the breeze like an old worn out flag.

With the car jacked up it is now a good time to look at oil pans, oil leaks and general condition of the underside of the car. More than not, I've seen the under side of a Lamborghini scraped, bent and dented from trying to move unmovable objects. I always look for this because it gives me a good idea of how the vehicle was driven, where and the care it was given. I mention this only because usually if the bottom side of the car is messed up, you'll find the rest of the car also in poor shape. On the oil pans of the engines, I look for cracks and stripped drain plugs. Oil leaks, many have said that it's Italian so its going to leak oil, wrong! Usually the worst oil leaks are the cam covers.

While it's up in the air, check for loose wheel bearings, ones making noise and the condition of the brake rotors. This can all be done without taking anything apart and speaking of brakes, count on needing a brake and clutch fluid change. For some reason unknown to me, brake and clutch fluids never get changed in Lamborghinis.

The oil cooler and its hoses have a bad habit of developing leaks in the front and rear. The only other leak that is common to all Lamborghinis is a coolant leak. This is at the rear of the heads (in front of the engine compartment) where the pipe has a rubber connection to the tube going to the right to the radiator(s). It's real hard to see or get to, but the rubber connection is what leaks.

The oil cooler hoses are those large metal braided lines that run the length of the car. If you see oil leaks on the right side of the car just behind the front tire or just in front of the right rear tire, it's oil cooler hoses.

The most common high wear items I find are ignition distributor parts. Every moving part inside is usually not serviced so it's usually worn out.

As in all Lamborghinis, second and third gear synchronizers in the transmissions get worn out. They're bad when you try to shift gears — it'll either grind or is very hard to shift. This comes from not properly warming up the grease and bringing temperatures up in the metals before fast or hard driving.

Here's an item I'll bet very few people think about — if ever — just because it's thought of as either it works or it doesn't. The carburetor linkage is a very high wear item and

I'm sure has caused many runability problems.

Between the two crossover and six short links to the carbs, there are sixteen points of movement to cause wear and poor synchronization of the carburetors. There are sixteen balls and sixteen sockets, so really there are 32 high wear points to cause problems. When I think of it that way, no wonder balancing all six carburetors can be a large pain. Don't forget — carburetors themselves can and do wear out. There are a lot of moving parts inside.

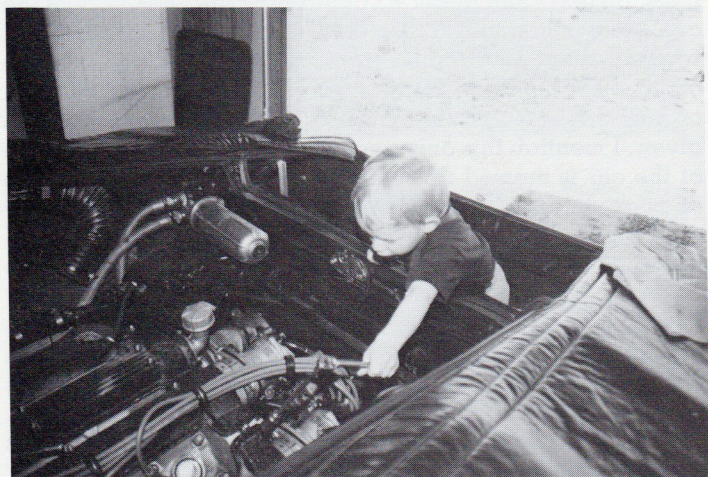
Following is the absolute worst item on a Countach that I can think of, though it is not a wear item, but it causes very high dollar repairs. Most Countachs in the U.S. right now are gray market cars and these are the cars I'm talking about now. The exhaust system on every gray market Countach I've seen, if you come even close to driving the car the way a Countach was designed to be driven, will cause serious engine and valve problems. You cannot take an exhaust system designed for a small cubic inch, low speed engine and put it on a large, high speed engine and expect it to work. The original U.S. legal Lamborghini of North American cars were the only ones I've ever seen that had an exhaust system designed for the V-12 engine and not something taken from a Ford or Chevrolet.

The second most abused parts on Lamborghinis are the valves and valve drive systems in the engines. There seems

to be three reasons I hear as to why the valves and chains aren't adjusted. One is they didn't know, two is they only drive it once in a while slowly anyway while the third is the one that makes my fists get tight is, it's too expensive and besides, it won't hurt anything anyway. All it'll hurt is ruin the cams and burn the valves. Yep, that's the one I love!

Electrically speaking, the cooling fans seem to be somewhat of a problem going bad, but the most expensive and hard to repair problem on a Countach is the starter motor. It's about the same amount of time to either pull the engine or take the starter out the side. The parts aren't that much to repair a starter motor, but the labor bill will look like a credit card number. Electrically speaking, one point I'd like to make to all Countach owners and future owners of any Countach — with the new Lamborghini electronic ignition, do *not* put a battery charger or jumper cables from another car to start it. If there's not enough power in the battery to start the car, *don't*. By boosting it you'll take a chance on blowing the electronic ignition box.

I hope this will give you an idea of something to look for, maybe even on your own car. Now, I'm sure I'm safe in saying, if you're looking at a pre-owned Countach, it'll need service. Of course if it's a cream-puff, service it anyway. Happy and safe motoring.



Jeff's son Jeffrey showing how it's done.

## Leyton House March 881 is Newey's first F1 design

### *Cowled cockpit, unique nose*

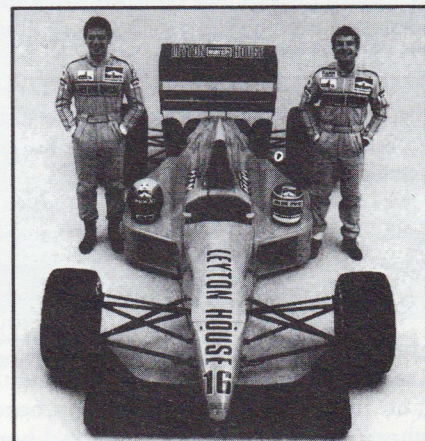
**A** cowled cockpit, a unique nose with a scalloped underside—and, of course, its Miami blue color—distinguish the Leyton House March 881 Formula One car.

March, world's largest maker of specialist racing cars, re-entered F1 last year for the first time since 1977. Its newest car marks the F1-design debut of 29-year-old Adrian Newey, youngest technical director in Grand Prix racing. Newey previously shaped the March cars which won the IMSA GTP title in '83 and '84.

"The basic shape was wholly evolved in the wind tunnel," Newey said, referring to March's state-of-the-art rolling road tunnel and Comtec composites facility.

"There are a few constructional advances in the chassis which we are quite pleased with," he said. "The chassis is a lot stiffer than last year's car which, essentially, came out of our Formula 3000 design. The 881 is a pure Grand Prix car with no carried over parts. To make the car compact (yet to also move the driver's feet back 15 inches so they are behind the front axle), the fuel cell is a fairly advanced design and that allowed us to reshape the midsection of the chassis quite dramatically."

The 881s will carry Judd V8 engines and be driven by Ivan Capelli and Senna-protege Mauricio Gugelmin. Another 881 will be built for Chrysler to use in testing its new Lamborghini F1 engine. ■



March drivers Gugelmin (left) and Capelli

# A SUNDAY AFTERNOON GET-TOGETHER

On April 24, the Lamborghini Club held a great party, put together by Al Parodi. The event was a great success, and I hope the following pictures give you an indication of the fun we had.

The grand prize, which we all owe Vicky Gilfix a big thank you — a weekend in Las Vegas — was won by Alma Ibarra. She and her guest will be the guests of the Imperial Palace in Los Vegas.

Trefor Thomas gave us a great 25th Lamborghini birthday party speech and awarded very dubious prizes to all those who thought they deserved them.

A special menu was prepared by Piccolo Mondo, with of course a Lamborghini cake to finish the great dinner.

As you can see from the copies of the newspapers, we had excellent coverage, which in turn brought out everyone in the area to look at the great display of cars. The highlight of the day came when Dick Schader brought his new Italian red L.M. to show the world what a real off-road vehicle should look like, needless to say, everyone was quite impressed.

Thanks to all the members, and a lot of new faces who made the party such a success.

SATURDAY

# Times Tribune

Saturday, April 23, 1988

## Dream cars in Los Altos Sunday

### Wow Strutting their Lamborghinis

A 15-year-old boy satisfied his dying wish by sitting in Emilio Stoia's car. A highway patrolman once stopped Stoia on the freeway, not to give him a ticket, but just so he could look at a living, breathing Countach.

"A Countach is just like a beautiful woman," Stoia said of his sleek, white Lamborghini. "You've got to put it on a pedestal and admire it. They're temperamental ... (but) they don't throw dishes at you."

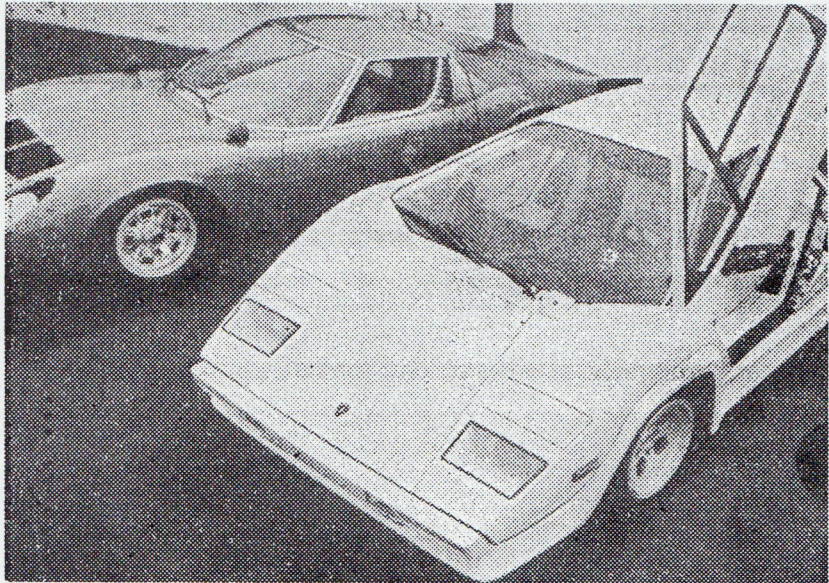
Stoia's friend and fellow Lamborghini owner, Al Parodi of Redwood City, said even an Air Force test pilot has asked to ride in his red Miura, which looks like a skateboard skimming over the road.

"It's a great thing for your friends and relatives, to give them a ride in the car," Parodi said.

This year marks the 25th anniversary of the Italian company that manufactures the powerfully fast supercars. So Stoia and Parodi will join with other proud owners at a Lamborghini Day party Sunday in Los Altos.

At least 25 cars — valued at \$25,000 and up — will be on public display from 1 to 4 p.m. outside Piccolo Mondo Italian restaurant, 4926 El Camino Real. (Parodi said a few owners may leave their pampered cars in the garage if it rains, however.)

Afterwards, the car owners and their families and friends will dine and swap



stories about the automaker whose mascot is a raging bull. Meanwhile, an armed security guard will watch the fleet.

Parodi said the show will include at least eight Countachs, known as the ultimate exotic car. People, he said, will bypass "10 Ferraris" to gravitate to a single, gull-winged Countach.

Sure enough, an interview outside Parodi's auto body shop on Spring Street was repeatedly interrupted by hoots and the squeal of tires as drivers slammed on the brakes for a second look at Stoia's Countach.

Among the curious was Jason Hayley, who works in the area. He tried to explain his fascination for the Countach.

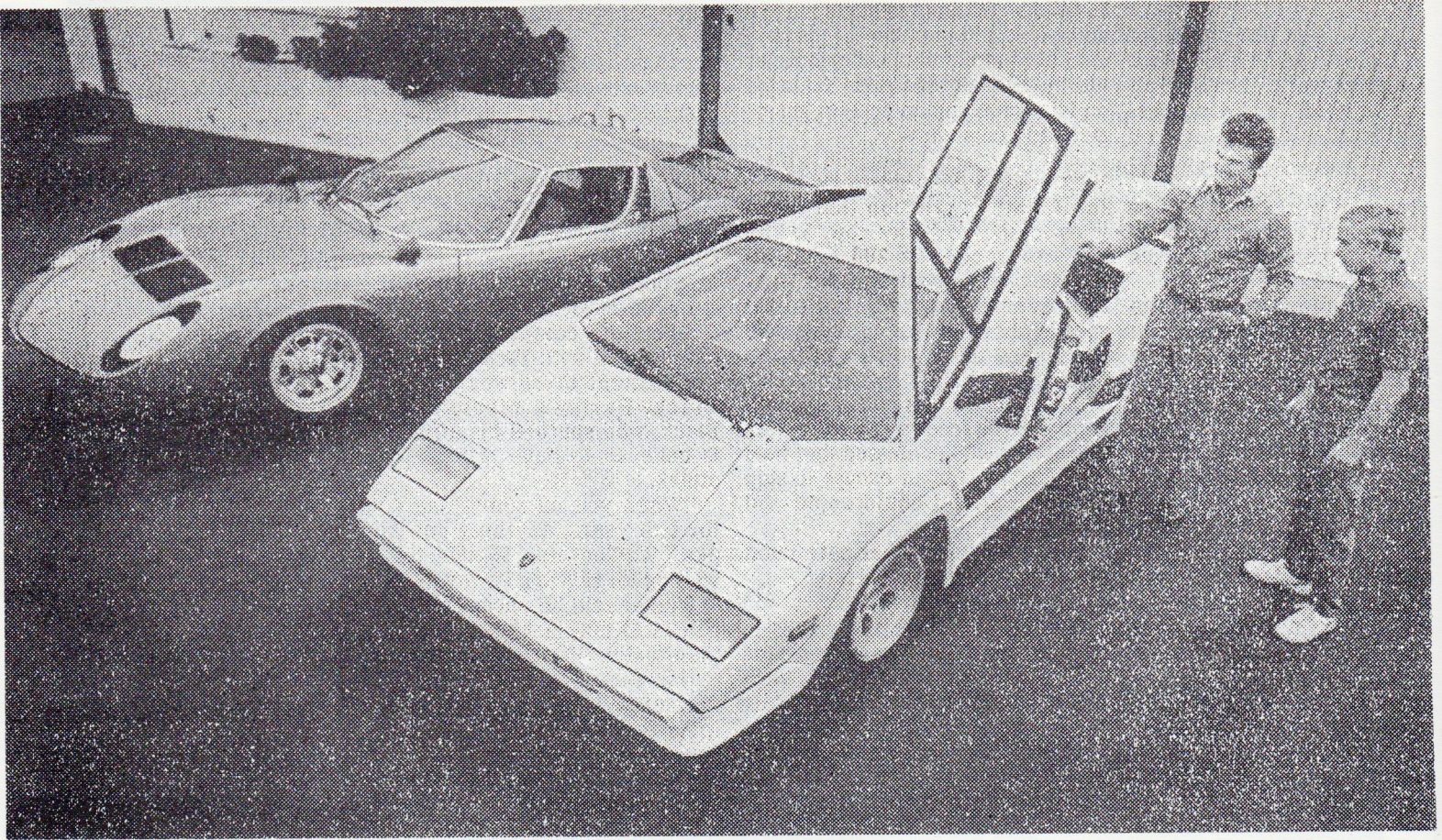
"It's like, wow, you know," he said. "It's a daydream car. I wish I could have it. It's like the hottest thing on wheels."

Parodi, who started learning the craft of auto body work from his father at the age of 7, got his Miura Lamborghini secondhand, a battered wreck that he put back together.

In a moment of frustration, a man who had leased the car had taken a sledgehammer to it, Parodi said.

One of a handful in the state who knows how to shrink aluminum, Parodi bought the Miura and then spent 700 hours getting it back in shape. In 1984,

By Janet McGovern  
Times Tribune staff



Times Tribune photos by Ellen Banner

Emilio Stoia (left) of Belmont and Al Parodi of Redwood City take great pride in displaying their Lamborghinis. The two men, along with other Lamborghini owners, will be showing off their cars Sunday in Los Altos.

he visited company founder Ferruccio Lamborghini at his winery in Italy and showed "before and after" photos.

Parodi and his wife now own three Lamborghinis and he considers the investment "better than the stock market."

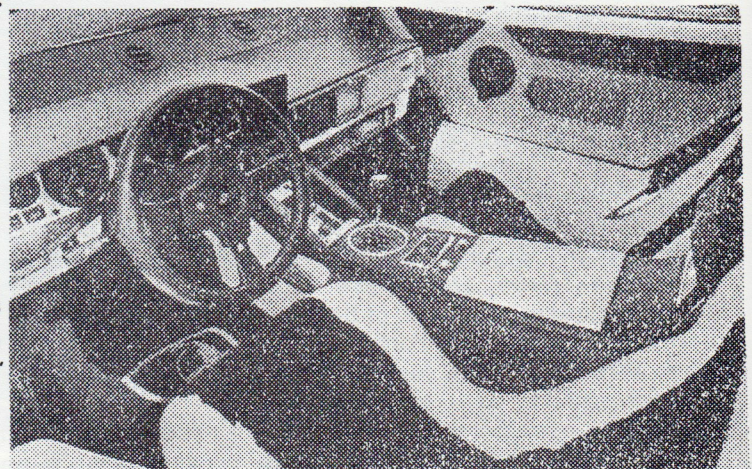
Stoia paid over \$120,000 for his Countach in 1984 and installed a computerized navigational map, a color TV, a telephone, a compact disc player, a radio and a burglar alarm. His car has been featured on television and on posters, magazines and calendars.

The futuristic Countach with a V-12 engine lives up to its name (an Italian expression that translates loosely to "holy cow.") The car's top speed is 200 mph, although both Parodi and Stoia say that even if they wanted to his speeds above 100 mph, there's little chance to do so on California highways.

Stoia said he was pulled over recently on the freeway by a highway patrolman who confessed that he'd been looking for an excuse to stop him so a friend could come and look, too.

Sure enough, another patrolman pulled up a few minutes later.

Emilio Stoia says his Lamborghini Countach is like a "beautiful woman."



Stoia said probably the biggest satisfaction his car has given him, though, was three years ago, when a boy dying of leukemia at Stanford University Hospital asked to ride in a Countach. The boy was so ill by then that he only sat in the car in the parking lot.

Parodi said when Joe Cotton, a test pilot for the Air Force, asked him for a ride, he felt obliged to make it memorable. Parodi got up to 110 mph entering the freeway before he spotted a highway patrolman.

Parodi dropped back to 60 but was trailed all the way to Mountain View.

Owning a Lamborghini isn't for everyone, Parodi and Stoia said. It is designed for speeds that are illegal in the United States.

Parodi and Stoia, a contractor who resides in Belmont, said owners should know how to make minor mechanical repairs to correct electrical problems.

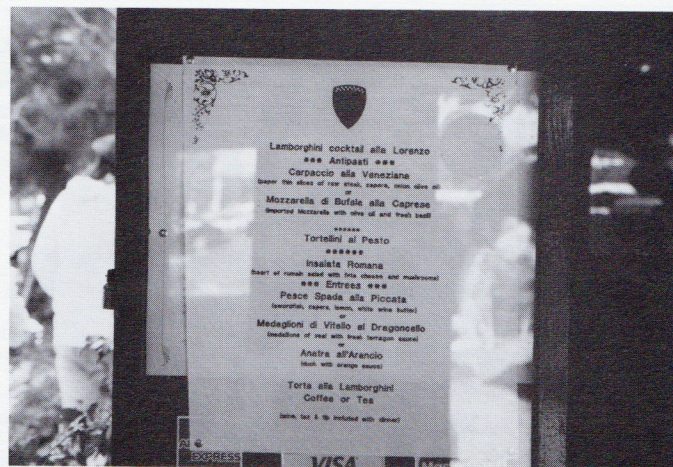
"Otherwise you'll take a sledgehammer at it," Stoia joked.

"It's about like an airplane," Parodi said.

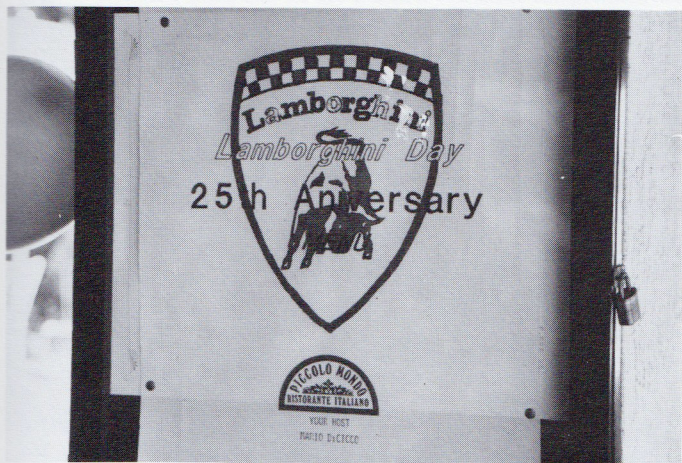
"The thrill about owning the car is the power you have for passing," Stoia said. "You can pass anything — if you have the guts."



Giovanni, our restaurant host Mario Dicicco and Al.



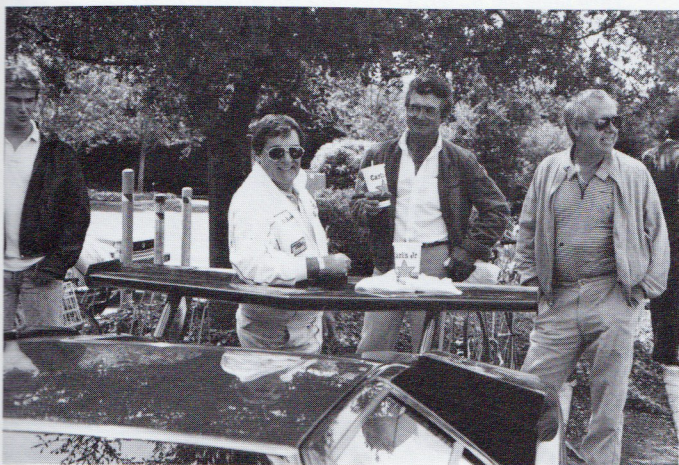
The menu



The great art work.



A shot of the crowd.



The only way to use the wing, but Carl's Jr.?



A magnum of Lamborghini wine, with a bottle of Mr. Lee Iacocca special wine Villa Nicola – the comparison was very interesting.



Our grand prize winner – she will have fun in Las Vegas.



As we set the show up.



**The Rambo Lambo.**



**A cheerful group.**



**Jim & Terry Fox—whose photographs you are enjoying.**



**A great dinner enjoyed by all.**



# MORE LAMBORGHINI MAILBOX

February 22, 1988

Mr. Jim Heady  
4 Sol Brae Way  
Orinda, California 94563

Jim:

Received my copy of issue 31 last friday. The best description I can find is fantastic. Membership involvement and care really shows.

In reply to the letter of Michael Trivichi, he has hit upon a problem that has plagued Lamborghini from the beginning. For his 1970 Espada Series One he may consider the following:

(1) Learn how to read Italian. This may sound contradictory to his wishes but the English translations may have been done by someone who didn't know the front from the back of the automobile.

(2) Espada Istruzioni Tecniche "Caratteristiche Tecniche ed Istruzioni Generali per le Revisioni e Norme di Montaggio" is somewhat of a combination owners and service manual. For more comprehensive engine service get a copy of "Manuale D'Officini Motore L403". Although this covers later versions it is still of great assistance.

(3) In regards to the braking system I would contact Girling directly. For his vehicle I have the following numbers for components:

Front calipers #64032518/9  
Used on earlier Lamborghini, Iso and Maseratis.

Rear calipers #64032257/8

Used on this vehicle only!

Brake booster #64049460

Used on Lamborghini, Alfa-Romeo, Aston Martin, Austin Healey, British Ford, Lotus, Maserati, Rover & Sunbeam.

(4) When it comes to the gearbox and final drive information becomes even more scarce. Lamborghini has not published any information on this subject for this car. One must remember however that the laws of physics, laws of thermodynamics and atomic structure are the same for all. So the best information for this does not come from Lamborghini but from Ferrari. The service manuals for 330GT 2&2, 365GT 2&2, 365GT4 2&2 and 400 will contain specifications applicable to Lamborghini.

As anyone who has had long term experience with Italian automobiles will testify good technical information is sometimes difficult to obtain. When all other sources fail you go back to your library and get out the basic engineering books. Such solutions may not be glamorous but parts are not cheap either.

Thank you for the soapbox. Keep up the good work.

Sincerely,  
s/Jon F. Gasper  
P.O. Box 31  
Fairbury, Nebraska 68352

P.O. Box 1187  
Crystal Bay, Nv. 89402  
March 21, 1988

Mr. Jim Heady, Editor  
Nuova Lamborghini

Dear Jim —

Over the years many of my friends have made choice remarks to me about the cost of those "foreign" cars, depreciation being most often mentioned.

When Cadillac came out with the Allante, I thought maybe I should give the American/Detroit a try, and also encourage the home team.

I bought a gold Allante April 27, 1987 for \$56,930 including taxes. I drove the car for three months including a long trip to the mid-west. The car had no power (108 mph max). We never got the top to not leak, but more important, the car had no character. It was not fun to drive. It didn't measure up to what we expect.

The Cadillac dealer was kind enough to put it on his show floor and try to sell it in July 1987. He had no luck so on March 17, 1988 I sold it for \$38,000. No Lamborghini ever depreciated so fast.

May this be a lesson for us to try to encourage General Motors.

See you at Laguna Seca  
Jim Moore



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DETOMASO PANTERA

February 8, 1988

Mr. Jim Heady  
4 Sol Brae Way  
Orinda, California 94563

Dear Jim,

Thanks for your time on the phone the other day, I enjoyed our phone conversation and am looking forward to being a member of your club. Here are the photo's and information I promised you on our new product line the Lamborghini chair and bar.

As you can see they are great grin material and are first class in quality and workmanship. Lee Iacocca and Mr. Forbes will be receiving one and Playboy is doing a feature article on the bar unit. We were at the Detroit and Chicago car show recently which generated a lot of interested customers and publicity. (Photograph on bar rendering).

Please give me a call or drop me a line on your opinion. Looking forward to meeting you on my next trip west. Good luck with the club.

Best regards,

*Kirk Evans*

KE/gn

Kirk Evans



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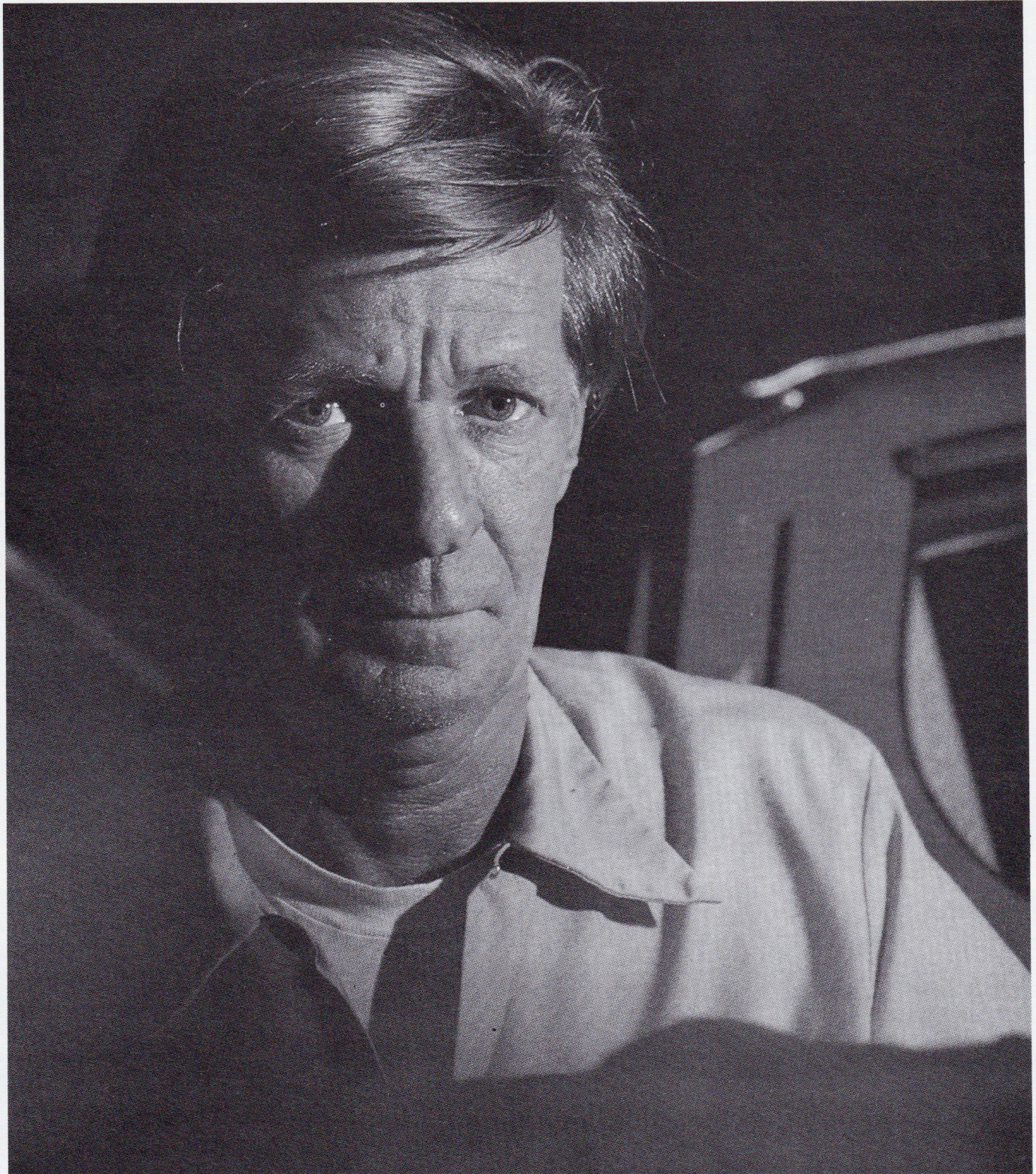
# DRIVING FORCE

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I answered only to Lamborghini himself. If I thought something should be changed, the workshop or whatever, I would just go ahead and do it.

Bob Wallace - one of the great talents that Ferruccio Lamborghini gathered around him, is a surprising fellow. These days, he claims the Countach is a pointless car.



PHOTOGRAPHS BY RICHARD NEWTON

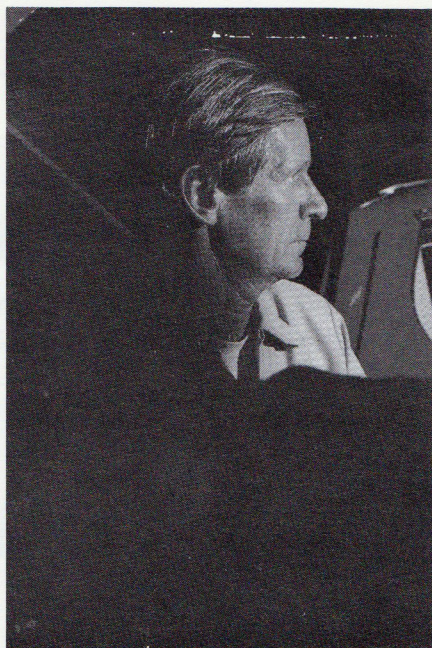
A SUPER CAR CLASSICS  
ARTICLE BY GAVIN GREEN



**Y**ou cannot stop a good engineer from dabbling. Bob Wallace, from the team which brought the world the Miura and the Countach, nowadays has to be content with repairing recalcitrant Ferrari GTBs, at his new home of Phoenix, Arizona. But he has a few projects 'on the side'. The most recent has been the development of an electronic fuel injection system for the Ferrari 308GTB; the system is fitted to his own 308 racer, which he uses every month or so on circuits such as Laguna Seca or Riverside. Before that, he developed two fuel-injected twin-turbo Lamborghini Countachs ('as something to do'). 'I lost a heap of money on them, but they sure as hell went. Driving across the freeway bridge into Phoenix, we were showing 155mph and the thing was still accelerating *hard*.'

Wallace, the chief development driver at Lamborghini from the company's inception in 1963, to 1975, runs a small garage near the airport in southern Phoenix. The garage is part of a new industrial estate, full of low brick buildings, clean driveways and grass nourished by sprinklers. Wallace hasn't changed all that much from the days when he used to punt Miuras across the Appennines. His blond hair is longer, and tinged with grey. His accent is now an extraordinary amalgam of south-western American drawl and New Zealand twang.

Wallace employs two mechanics and a small clerical staff. His company specialises in Ferraris, although a few Lamborghinis pass its way. 'We get a lot of business from nearby Ferrari dealers. When the problem is too hard for them to solve, they come to us.' In addition, Wallace reckons he gets '99percent of all the Ferrari GTBs in Phoenix' to work on. 'The staple work is an oil and service. It sounds boring, but it's our bread and butter.' A large drawing board in Wallace's office proves there is more to the Kiwi-born engineer's day than simply getting his fingers dirtied by Ferrari grease.



**'Once, GM lost a test Ferrari for six weeks. It was in a garage at the test track. Fancy losing a Ferrari'**

*New Zealander Wallace worked for Ferrari, then Lamborghini from its inception to 1975. Now settled in Phoenix, Arizona, Wallace owns garage specialising in Ferrari repairs*



Wallace left his native New Zealand in 1959, aged 21, armed with the knowledge gleaned from a night school course in engineering ('I never got my degree') and with a young man's hunger for success. 'I wanted to work in Italy for a racing team. I wanted to be a mechanic. So off I went.'

He got work with an American racing team based in Italy, that campaigned Birdcage Maseratis, before joining the Maserati factory full-time. He swapped jobs frequently. Eventually he ended up at Ferrari ('I worked for them, on and off, for a year'), before Giampaolo Dallara ('who I was quite friendly with') asked him to join a new company, to build a new supercar.

'I wasn't at all confident that the Lamborghini project would work out. But I did think it was worth taking the chance. Those early years at Lamborghini were among the happiest in my life. There was such a tremendous team spirit; such a feeling that we were doing something good, and worthy. There were some tremendously talented engineers and designers in the team.'

'For the first year or so I was treated as something of an oddity. I was the only foreigner there. But, after that, I became totally accepted. One of the boys. Officially I was the test driver and road developer, but I never fully understood how the system worked. I used to answer only to Ferruccio Lamborghini himself. Frequently if I thought something should be changed, the workshop and I would just go ahead and change it, not consulting any of the official engineers. Occasionally that caused problems. But when the people realised that the changes were usually for the good, that quietened down most of the complaints.'

'Lamborghini was a great boss. He hardly interfered at all. His great gift, like Enzo Ferrari's, was his ability to choose the right people. He delegated the responsibility, then let those people get on with it. And, once in a while, he would ask for an account of what was going on.'

'There has been a lot spoken about all the reasons why Lamborghini started the company. The truth is he thought he could build as good a car as Ferrari, or better. And he had the money, and inspiration, to do it. I was always very friendly with him. He used to lend me his Ferrari if I had a date.'

The first Lamborghini of all – the 350GT – was the firm's best, Wallace believes. 'It was very advanced for its day; much better than contemporary Ferraris. The Miura SV was also a fine car, although the earlier Miuras – the P400 and the S – were very underdeveloped. These cars were put into production well before their development programmes had been finished. The Miura was in much greater demand than anybody at Lamborghini thought it would be. We had all these people out there who wanted cars, and were getting impatient. We should have held off for another couple of years or so, but there you go. The problems were not so much the handling; rather it was the poor mechanical reliability and the fact that the chassis wasn't strong enough.'

'The SV was more reliable owing to its different cam timing, different lubrication

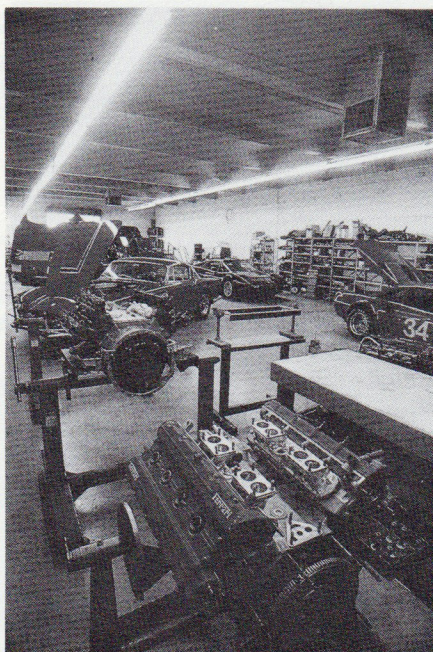
and better transmission. The chassis and suspension were also completely different. The SV was no more powerful than the P400 or the S, with no – despite what the P400 was saying. Other than the refinements mentioned, the engines were completely identical. The biggest power difference we saw from the first Miura V12 to the last Miura V12 was 10bhp.'

Wallace left Lamborghini in 1975, just after the Countach went into production. 'Things were bad at Lamborghini then. There were terrible labour problems, and among the management and engineers there wasn't very much commitment, or keenness. The whole place, then, was vastly different from how it had been. A lot of the top people had left by then, too. It was time for me to go.'

'Mister Bob' – as the Italians called him – does not seem particularly fond of the Countach. 'The original idea was for a light, nimble, powerful successor to the Miura. The early cars were fine. But they ruined the concept by making it bigger and heavier over the years. I hate all the wings and flares that the car now has. These days, I think the Countach is a pointless car.'

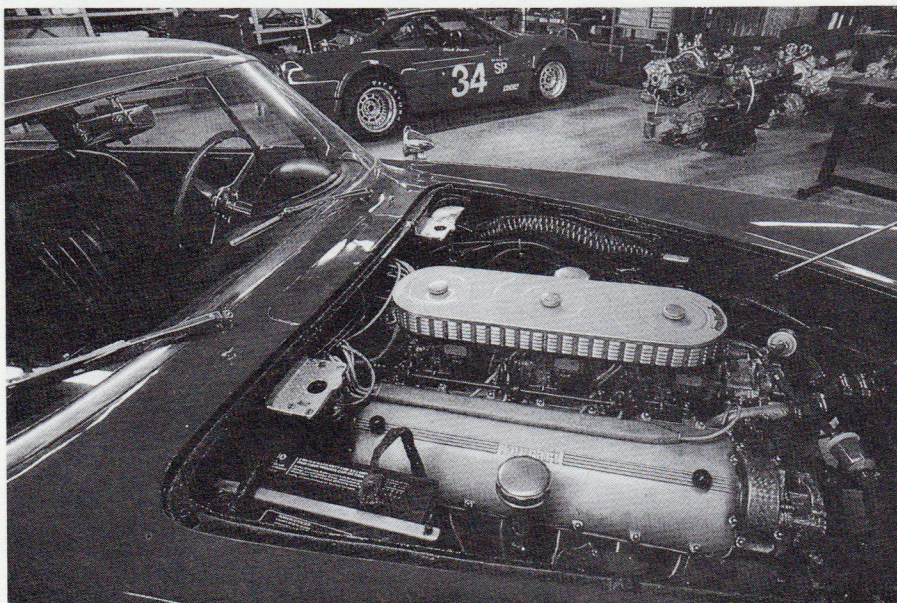
When Wallace left Lamborghini, he returned to his native New Zealand, 'but got bored with the quiet life out there'. He decided to move to America. 'If I had gone to southern California, I probably could have made a lot of money, but I hate the pretence of California. I just couldn't stand that. I decided to come to Arizona instead. It was a real boom area, with lots of wealth about. Sure it's a little backward, a little behind the times. And it's vastly different from Italy. I miss the sophistication, and the level of engineering excellence you find in Italy. But Arizona is a good place. The people are friendly, and trustworthy. I like the outdoor, laid-back life style. I go shooting on weekends, and go walking in the mountains.'

He still gets to drive a good selection of supercars, because a lot of customer



## 'The Lamborghini 350GT was much better than contemporary Ferraris. Nowadays, Ferrari is well ahead'

*Ferrari V8, garage's staple in front of 410 Super America and Wallace's 308GTB racer Ferrari V12 are the engine Wallace most admires. 'More durable' than Lambo V12*



Ferraris pass through his workshop, and his company has a contract with General Motors to service and maintain GM's fleet of supercars kept at the company's test track, in Arizona. 'They have got all sorts of cars: Testarossa, Countach, GTO, 959. I haven't driven the 959, yet. But I love the GTO. It's the best of the modern supercars: lighter and with much more usable power than the Countach. There's no doubt that nowadays Ferrari is well ahead of Lamborghini. They have so much more money, and therefore put so much more thought into their cars. For instance, the US version of the Countach is absolutely terrible, because of its appalling ventilation.'

Wallace reckons that the Italians still have a special feel for cars. 'There is so much natural engineering genius around Modena. They are such creative people. I miss that. I remember how we designed and built and installed the dry sump on the Countach within two-and-a-half days. You just couldn't do that anywhere else. The engineers I most admire are Dallara – the best chassis engineer I've ever met – and Stanzani. Stanzani had the job of running the place at Lamborghini and therefore didn't have the opportunity to express himself properly. But such a talented engineer. Compared with these sort of guys, the GM engineers I meet around here are totally different. Half of them just haven't got a clue what's going on. The best thing GM ever did was to buy Lotus. Those Lotus guys are very, very talented. The trouble with many of the GM engineers we meet is that they don't have a global perspective on anything. They just work on trying to cut the cost of one little component. GM is so inefficient, because of its vast size. I remember once they lost one of their test Ferraris for six weeks. It turned out that it was parked in one of the garages on the test track. Fancy losing a Ferrari.'

Engines, of course, are renowned for. And just about the best, reckons Wallace, is the Ferrari V12, as used in the Daytona. 'It's a better engine than that used in the Miura and Countach. More durable, better combustion chambers, better porting. The flat-12 Testarossa engine is no gem, though. We work on quite a few of them here. It's better than the engine in the old Boxer, but still has some enormous basic flaws: the block moves, for instance, and the liners walk everywhere. That doesn't happen on the V12. The Ferrari V8s are lovely engines. They are just made to rev high.'

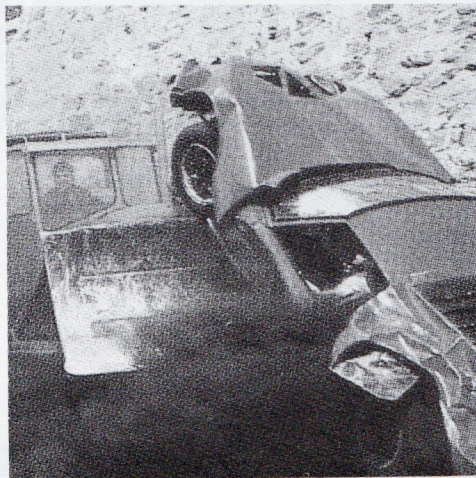
Although he admits that he misses Europe – 'the culture, the pace of life' – you can detect that there is a comfortable, settled-in feeling about Wallace in Phoenix, Arizona. 'Sure, the engineering challenges out here aren't anything like as great as they were 20 years ago at Lamborghini. But we do try. The fuel injection system, those turbo Countachs. They were fun projects. I enjoy the racing, too – although I'm not as fast as I used to be. I'm getting old, my eyesight's not as good as it was. Also I'm not as interested in fast driving as I used to be. Hell, my road car is a Datsun truck!'



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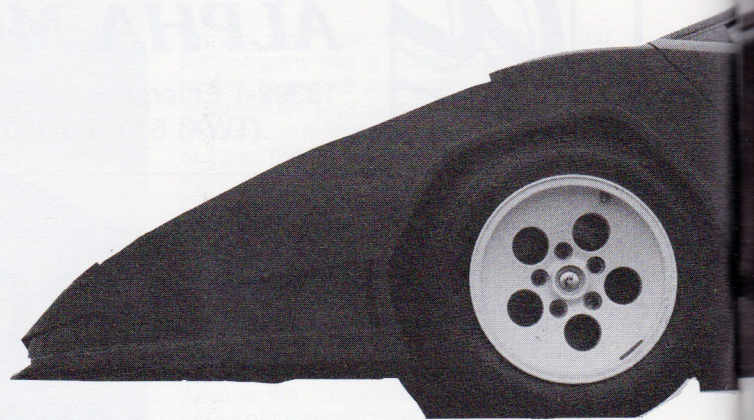
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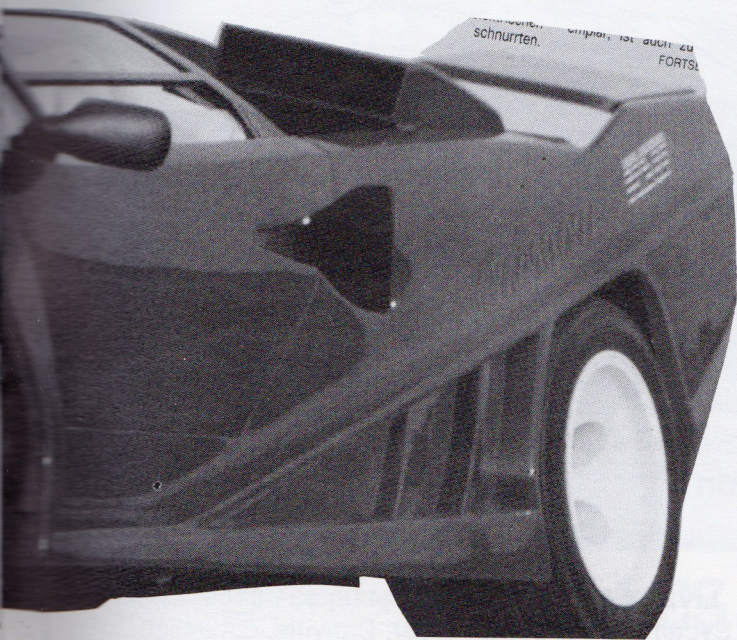
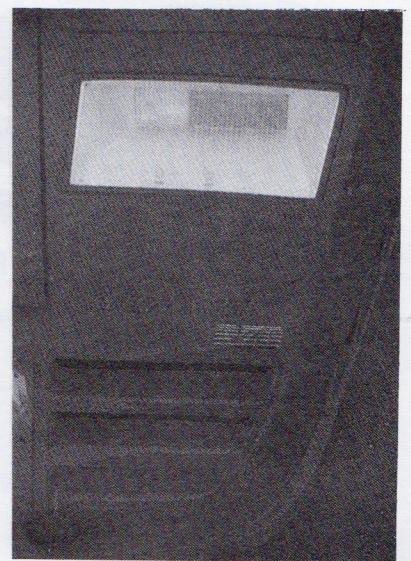
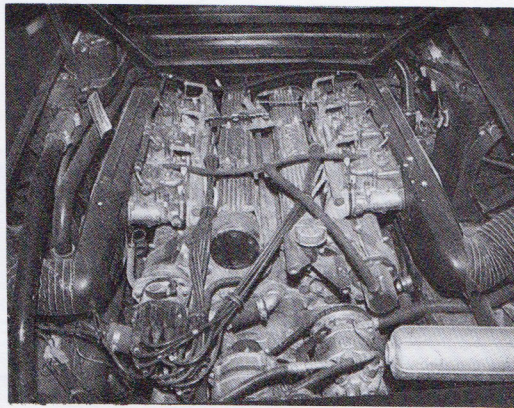
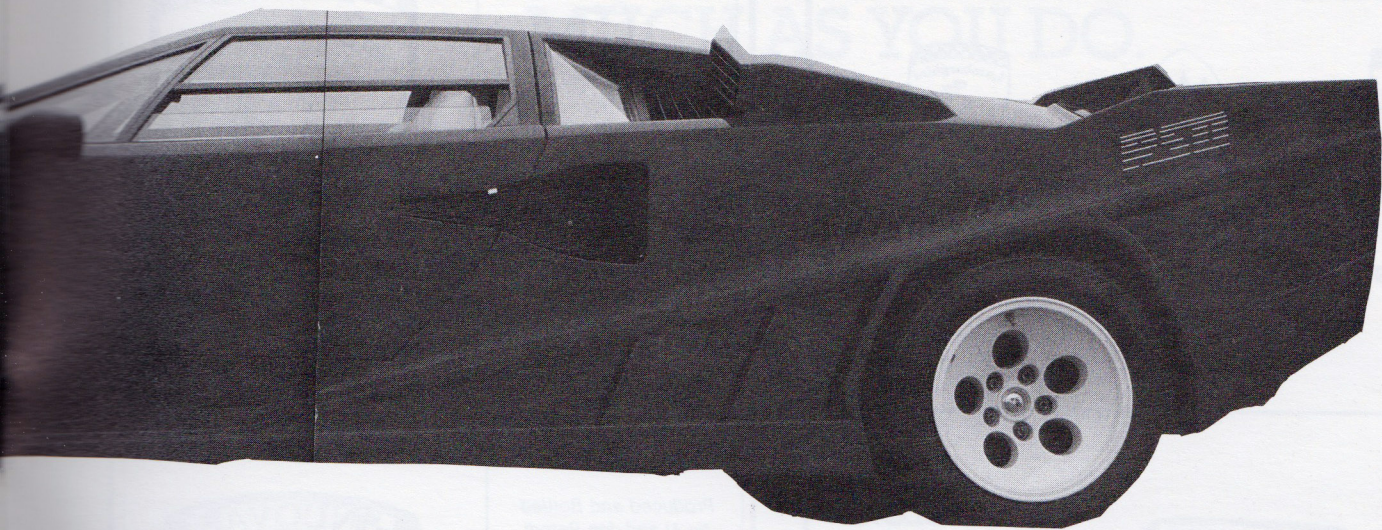
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*EDITOR'S NOTE: Thanks to Stuart Sobeck for finding this custom Countach.*



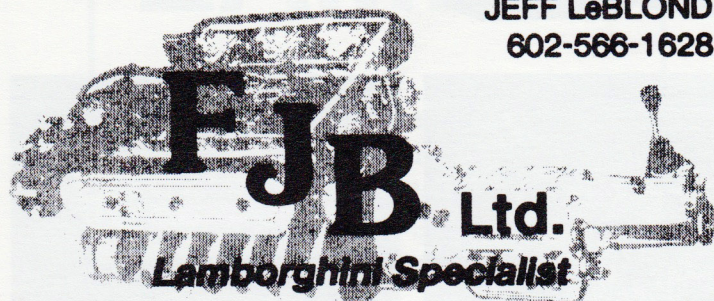


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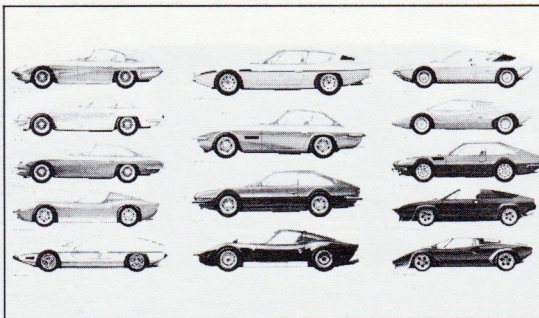
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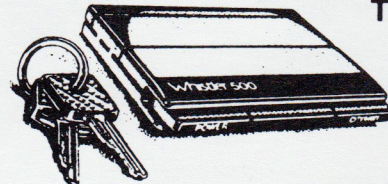
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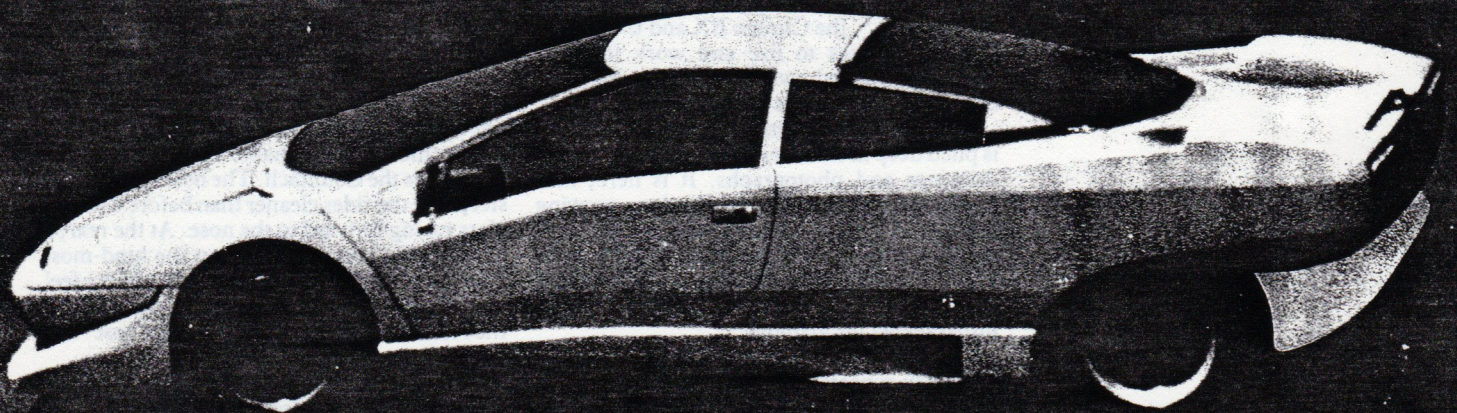
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# DIABLO!

The inside story  
of Lamborghini's  
new Countach





# TURIN'S RADICAL RECLUSE

## EDITORS NOTE:

THESE ARTICLES  
JUST APPEARED  
IN AUTO CAR  
& WE FELT THAT  
THEY SHOULD  
BE INCLUDED.-

IN THE NEXT  
ISSUE OF THE  
CLUB MAGAZINE  
WE WILL  
INCLUDE A  
QUESTIONNAIRE  
FOR YOUR  
THOUGHTS  
ON THE NEW CAR

Marcello Gandini has designed some of the world's most exotic cars. From his drawing board have sprung Lamborghini's Miura and Countach and Lancia's Stratos. Now he has designs on the Countach's successor, a new Maserati and a new Bugatti. Story by Michael Harvey, portrait by Dougie Firth

MARCELLO GANDINI DESIGNED THE Miura and Countach for Lamborghini. For that alone he deserves the fame that surrounds his compatriots — Giugiaro, Bertone and Pininfarina. Yet Gandini, responsible also for the Renault 5, the Citroen BX and the Lancia Stratos, chooses to live and work in quiet obscurity, tucked away in his secluded 17th century villa, 20 miles outside Turin.

Gandini's workroom at the villa Gran Vigna is piled deep in sketches, renderings, technical drawings and photographs. It is here, in a storehouse shaded by the vine growing outside, that Gandini is creating the Lamborghini Diablo — the Countach's successor, as well as a new Bora and Biturbo for Maserati and a new Bugatti. It is a clutch of design briefs unparalleled for glamour.

Gandini is 50. He is an unsmiling and curiously expressionless man of 5ft 10ins. He doesn't speak much English but, through his enthusiasm and his 18-year-old son, Marco,

conversing with him is easy enough. The first thing he wants to do is put the record straight.

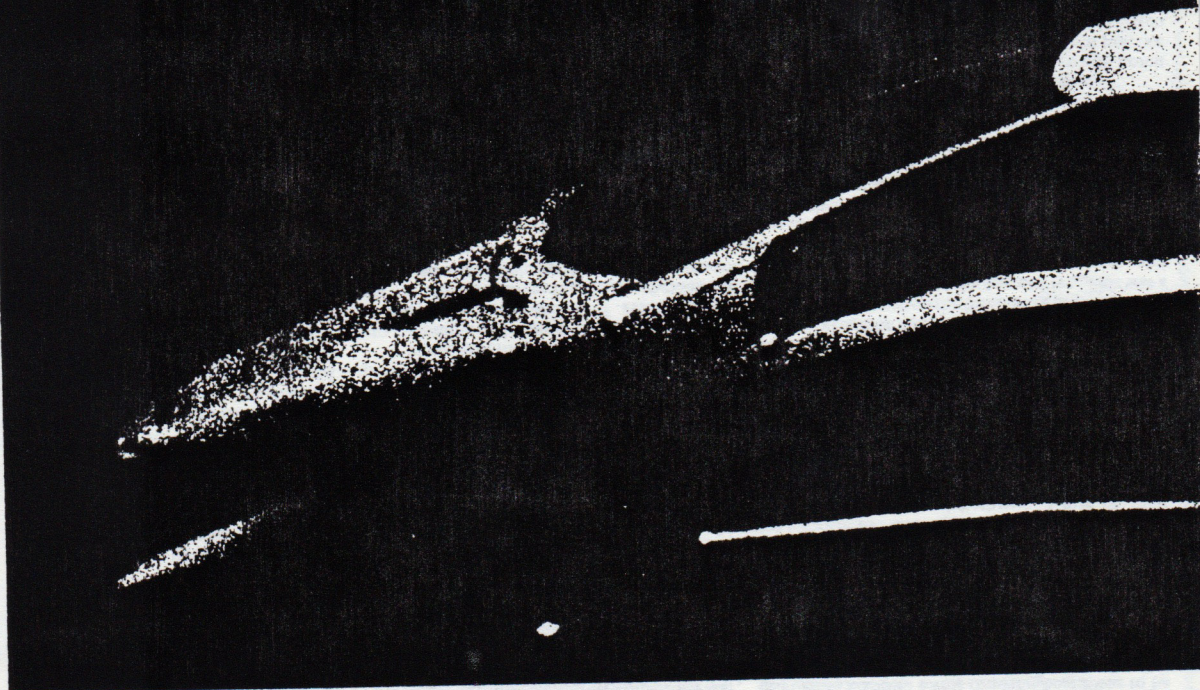
He talks about the row that has erupted over the design of the Diablo and, as he talks, storming up and down, his fervour turns to rage. Through the explosive Italian you hear him uttering "Chrysler" and "Iacocca".

When he has calmed down, Gandini strides across the studio to a desk and roots out some photographs of the full sized buck he intended to become the new Diablo. It is every bit as striking as the Countach. The nose is short and steep and the sides cleaner than before with the glass racing forward to the nose. At the rear, a ground effect sponson fills out the hind-most quarter, giving even more of a powerhouse feel than the current car. It's out of balance, with the rear end overwhelming the short nose. But it works, and it is gorgeous.

"The Countach is not an easy car to replace. It has now the same fresh feel as the day I first constructed those planes on the drawing ▶

Four-wheel drive and 480bhp plus are the keys to the c

# DIABLO: LAMBO



WHEN LAMBORGHINI'S REPLACEMENT for the Countach — packing four-wheel drive and called the Diablo — arrives in two years' time it should look like this. *Should*, because a battle over its final shape is raging between Lamborghini and its design consultant Marcello Gandini on one hand and Chrysler, the company's owner, on the other.

Gandini — revered for his work on the Miura and Countach — designed the Diablo early in 1987. He gave Lamborghini two options. One design featured awkward three-quarter stripes, among other details. Lamborghini rejected it in favour of the sharp, clean version shown above. The fussy detailing was re-adopted by Lamborghini purely to disguise a prototype it has been testing at the high-speed Nardo circuit in southern Italy.

But now Chrysler is said to be insisting that Lamborghini includes the stripes among a whole series of changes that Lamborghini believes will destroy the purity of the Gandini car's arresting shape. As he reveals in an exclusive interview for this week's *Autocar*, Gandini is outraged by Chrysler's moves. So, apparently, are the management and engineering staff at Lamborghini.

The Diablo — *Devil* — project began at the same time work started on the carbon fibre Countach Evoluzione. The engineers'

and designer's brief was simply to take the performance levels of the Countach one step further. This, according to technical director Luigi Marmioli, interviewed last week in the French magazine *Auto Hebdo*, means appreciably more power from the 48-valve V12 and four-wheel drive to cope with it.

"The Diablo's philosophy is the same as for the Countach," he said. "But it will have better performance. It will be more powerful. It will use advanced electronic ignition and have the four-wheel drive we believe it will need, but it will also be less civilised than the Ferrari Testarossa."

The increased performance will come from a lighter one-piece block for the V12 that helps raise power from the current Countach QV engine's 455bhp to something in excess of the 478bhp of the Ferrari F40. The Diablo V12 will also have advanced electronic engine management.

Marmioli said experiments to fathom the depths of the Lamborghini V12 had been very successful. "We managed to obtain 650bhp at 8000rpm without any difficulties," he said. "The noise was fantastic."

The unique Countach drivetrain layout — where the gearbox is mounted backwards, ahead of the engine and with the power output shaft running back through the V12's

sump to the differential — lends itself well to incorporate what is said to be a revolutionary four-wheel-drive system. Marmioli said the Diablo would incorporate a mechanical central differential to apportion torque — which, he acknowledges, is making it difficult to get the Diablo anti-lock brakes.

Marmioli said there would also be a two-wheel-drive version of the Diablo. It would use the same layout as the Countach but with the new, lighter, monoblock V12. With the complexities of 4wd, this model will certainly have ABS.

Marmioli also made it clear that Lamborghini's experiences with the Countach Evoluzione had put the company in a position to use composite body panels. He said it had become clear that for a compact Lamborghini's size, with such a small production capacity, it would be better to use carbon-fibre and Kevlar for the body and retain a traditional chassis structure. Marmioli confirmed that the chassis would not have adjustable suspension like Ferrari introduced on the F40.

There is little doubt that the Chrysler takeover — the US corporation took 100 per cent of the shares from the Mimram brothers in 1987 — has helped with the Diablo advanced specification, as well as over

ar that's designed to top the Testarossa. By Michael Harvey

# 'S NEW COUNTACH



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plans for the future. Everything seemed rosy at Sant' Agata Bolognese with the Formula 1 project, a booming marine engine business and projected production levels of 2000 cars a year, 1500 of those being a 1992 V8 Jalpa replacement to rival the Ferrari 348.

That was until the row with Chrysler over the Diablo's styling. In our interview with Gandini (p34), he confesses that the car's appearance is now out of his — and Lamborghini's — hands.

"The new Countach you have seen in spy pictures is not the car I designed," he says. "I did play with some ideas, like the stripes on the three-quarter flank, but the car I designed and Lamborghini told me it would build is much cleaner. I no longer know how the car will look when it goes into production. Chrysler has all the models and the design prototypes; it's now in its hands."

Given a chance, the Diablo could look every bit as sensational as the Countach. Its distinguishing feature is the wild new side windows, taking a nosedive just behind the mirrors to reflect the extremely steep rake of the new car's very short nose. There will be no ducting along the side of the car; instead, air feeds from behind the three-quarter window and exits at the very rear of the car's twin-boom back. Across its rump a massive

sponson joins the two flanks, indicating that this car not only has four-wheel drive, but also some form of ground effect.

The design Chrysler wants to build includes some of the detail Gandini played with, but both he and Lamborghini rejected — like the striped side window. The Chrysler version also loses the rear sponson, ruining the car's out-of-proportion looks, which Gandini says are crucial in making it look faster than the Countach.

Chrysler, which has two members on the Lamborghini board, is keen to play down the argument. Company spokesman Hank Carlini confirmed that Chrysler was "adding a little bit here and there". He went on to say that the company's design department would add "a few little trinkets we feel the American public will like".

But, he added: "Europe looks after the heart of the car — the mechanicals — and Lamborghini is running its own show out there. It's plugged in to all the technical assistance we can give, but the Diablo is its car. Our job is to help Lamborghini get its act together on production — it's only building 300 cars at the moment, but we hope that will rise to 2000 pretty soon." The Diablo is due to be signed off in September this year, when the final decision will be made on its styling

Apart from the Gandini car — now a runn prototype — it seems that there are studies from Bertone and maybe even se from Chrysler's own design studios. "Ce September, somebody is going to be unhp," said Carlini.

The same problem, it is hoped, will affect the Jalpa replacement due at the en 1991. Gianfranco Venturelli, mana director of Nuova Automobili Ferru Lamborghini, confirmed to *Auto Hebdo* the new car did exist.

"At the end of 1991 we will bring o small car to replace the Jalpa. It will t beautiful two-seater with good perform, and reliability and will be placed in Ferrari 348 market." But Marmiroli, 50, trained under Mauro Forghieri in the g days of the Ferrari sports racing cars — was indeed born on the site of what is Fiorano — was less candid with *Heb* Jean-Francois Marchet.

He confirmed the car would use a r powerful 32-valve V8 of similar displacer to the current 3.5-litre 255bhp unit. The is also likely to have four-wheel drive, to it an advantage over its rival from Maran. There will also be two-wheel drive, convertible versions, with bodies assem by an external contractor. ■



**You can't  
become too  
used to cars like  
these, or you  
lose touch with  
the fantasy  
world of the  
supercar**

board. I wanted the Diablo to have the same feel as the Countach, only more so.

"The Diablo is much simpler than the Countach. The Countach arrests you because of the intensity of the design, the intensity of the detailing. The Diablo will make you stop because of its silhouette, its proportions are deliberately out of shape. The rear of the car is much longer than the front. It looks faster than the Countach.

"The Miura and the Countach belonged to that generation, of the '60s and the '70s. This new shape is not of the '80s or of the '90s. Its shape is that of a Lamborghini. Lamborghini is now old enough to have a heritage, and cars like the Countach dictate what a Lamborghini must look like."

When he designed the Countach Gandini was midway through his 14-year stint as chief stylist at Bertone. He had joined the famous Turinese studio in 1965 without any formal training. The very day he started he was put to work on a theme begun by his predecessor, Giorgetto Giugiaro who had gone to Ghia and then on to start his now famous Italdesign. That shape became the Lamborghini Miura, to many the most beautiful car ever to grace the world's roads.

"Giugiaro left me a shape whose proportions fitted the mechanical design of the car," he says, "and the lines of the car just seemed to flow from that, it was as if they were there and I just had to find them."

Before the Miura, Gandini had played around with aerodynamics and coachwork on a succession of Italian sprint and hill climb cars. Before that, he'd been at music college studying for a career as a pianist. Nuccio Bertone, that superlative talent spotter, hired him on nothing but his experience with the racing cars. "Making a beautiful shape is not a problem, not a question of mathematics or statistics. When I created the body of the Miura I was just putting onto paper what had always been in my head," he explains.

The Miura remains Gandini's fondest memory of his years in studio design. "It is the most pure, the most fundamental. There is no cynicism in the Miura."

Before tackling the Countach, Gandini was also responsible for the Lancia Stratos and the competition Fiat 131 Abarth, his only involvement with motorsport since his early days.

"A competition car is very different from a road car," he says. "From the moment you first sit at the drawing board you think of the car on the move, on the Monte Carlo Rally of the San Remo. The Stratos was a simple exercise. It was a shape I had always dreamed of but there had never been a chance to put it into production. The 131 Abarth was more difficult, I had to go back to my pre-Bertone days to remember how to re-emphasise somebody else's shape."

All this time, Gandini says he had the idea for the Countach in his mind. He talks a lot of dreams, and the Countach was his greatest dream. Gandini's remarkable capacity for original thought stems, he thinks, from his lack of formal training. He fears for today's students worrying that filling their heads with preconceived ideas will stunt their imagination.

The Countach was an idea that Bertone proposed to Lamborghini which they liked. Gandini had sketched the mechanics of the car before beginning the shape, uncommon practice among the carrozzeria of Turin. Along with the Citroen BX it was to be the last major

project Gandini completed for Bertone.

"I did not for one single moment think I could not style a car more striking than the Miura," he confesses. "The Countach is a dreamer's car with no compromises on it. It was a project I had to begin and end. Nobody else could see my vision until I had a completed car, especially Bertone."

Like Giugiaro, Gandini eventually fell-out with Bertone. It was not an amicable split; Gandini says he could no longer face his work carrying another man's name.

"Bertone," he says, "is a great guide, and a great technical man. But he is a manager and not a designer anymore. How many people know the names of the stylists now at Bertone?"

The angular and unhappy Sibilo was Bertone's last Gandini show car. The last production car Gandini designed for Bertone was the Citroen BX, ironically its first mass production car.

"You cannot let your imagination run riot with a people's car," he says. "I was grateful that it was Citroen, who were happy to trust Bertone, but the constraints were so great I found the work difficult. The car we gave them was more Bertone than Gandini. It had the feel of something special, but lacked spirit."

Ironically, the next car to go into production from Gandini's vast drawing board was to be the second generation Renault Five. Gandini was approached by Renault just before the '79 Turin show, with a view to setting up a consultancy. He did not want to leave the Turin area, nor the villa he had just bought and was starting to redevelop himself. The original offer from Renault was to take over the styling centre in Paris. That didn't suit Gandini and Renault, happy that they had him on their books, relented and let him operate from home, visiting Paris every other month.

His first work was the interior of the Renault 25. Unlike many of his contemporaries, Gandini had always drawn both the inside and the outside of his cars, relishing the challenge of the industrial designer alongside the dreamy supercar designer.

From the 25 interior, Gandini was involved with Giugiaro on the Renault 21 project and his own team on the replacement Five. This was a new role for Gandini, the overseer and co-ordinator of style for a major manufacturer, and while it was not something he enjoyed, he relished the opportunity to learn.

"I had had a free hand at Bertone," he says. "I dreamt and the ideas went into three dimensions. At Renault I was a consultant. For the first time I was working with other designers and sharing the approach, learning to listen and develop a feel for the design brief."

By 1984, after five years with Renault, he felt it was time to put his experience into practice and to become his own man, freelancing from his quiet studio across the 17th century quadrangle from his home in the hills.

Gandini says he has no plans to become the next Giugiaro. He works strictly on his own, with a small team in Turin building his one-third size clay models.

"Gandini," he says, "will never become a coachbuilder. There will never be a styling study from the house of Gandini. I will only ever build cars on commission."

At present there are three major contracts in his desk drawer, although he is deliberately vague about Bugatti out of respect to his former Miura collaborator, ex-Lamborghini engineer Paolo Stanzani.

"Lamborghini was the brief was simple: they wanted to replace the Countach in form and appearance. I drew extra detailing on the rear, one much plainer. The evolutions of the Countach are different as the Miura are."

The two designs were double-sided models, taken to go with the project. Most distinctive is the shape. Bigger than the window snaps quickly, echoing the rake of the stubby nose. If it is a sign-off, it will become on the haunches of the car, see soon, but I have little car I designed."

Chrysler also has a stake there. He has Gandini projects. The first, due mid-engined supercar, the second is a re-skin off and generally softer new performance cars.

"It is a great honour," Gandini says with feeling considered alongside Ferrari. But their supercar bridge, so we cannot a car as radical as the new the feel of the Bora or

"The new Biturbo image than a new body Bora has appeared, coupé that drives like a that looks like a coupé

But it is the Bugatti challenge for Gandini, he is designing the car but he talks like a man

"To design a new possible job for a designer the world who hasn't doesn't have an idea. What is needed now identity and a new image be a very fine balance the modern. You can't history."

For a man entrusted significant as Gandini strangely unenthusiastic he's made famous.

He has never owned. He uses an Audi 80. Claudia drives a Renault

Gandini is a great Martin Smith. The aerodynamics obsession phase, where cars efficiency. There are bridging this gap between temporary norm, and better workers worked hard. The Alfa 164 and the examples. He would a remarkably hands well to hide the Japanese

Gandini is less cars on his home. Ferrari F40 he feels match its performance admits its mechanical

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"Lamborghini was the first to approach me when I left Renault," Gandini recalls. "Their brief was simple: they wanted a car that would replace the Countach in terms of performance and appearance. I drew two cars—one with the extra detailing on the rear quarter window, and one much plainer. But both designs are evolutions of the Countach theme, not as different as the Miura and the Countach were."

The two designs were incorporated onto a double-sided model, and the decision was taken to go with the plainer of the two cars. Most distinctive is the unique side window shape. Bigger than the current car's, the new window snaps quickly down at the front, echoing the rake of the screen and the snarl of the stubby nose. If it lives through Chrysler's sign-off, it will become as famous as the 'ears' on the haunches of the current car. "We shall see soon, but I have little hope that it will be the car I designed."

Chrysler also has a share in Maserati, but it is Alejandro de Tomaso who has the final say there. He has Gandini working on two projects. The first, due within two years is a mid-engined supercar in the Bora tradition; the second is a re-skinned Biturbo, rounded-off and generally softened to make way for its new performance cars.

"It is a great honour to work for Maserati," Gandini says with feeling. "They are again to be considered alongside Lamborghini and Ferrari. But their supercars have a gap in history to bridge, so we cannot afford to build a Maserati car as radical as the new Countach. It must have the feel of the Bora or the Merak."

"The new Biturbo design is more of a new image than a new body. In future, after the new Bora has appeared, the Biturbo must be a coupé that drives like a supercar, not a supercar that looks like a coupé."

But it is the Bugatti that is the biggest challenge for Gandini. he doesn't confirm that he is designing the car, nor does he deny it—but he talks like a man who is very informed.

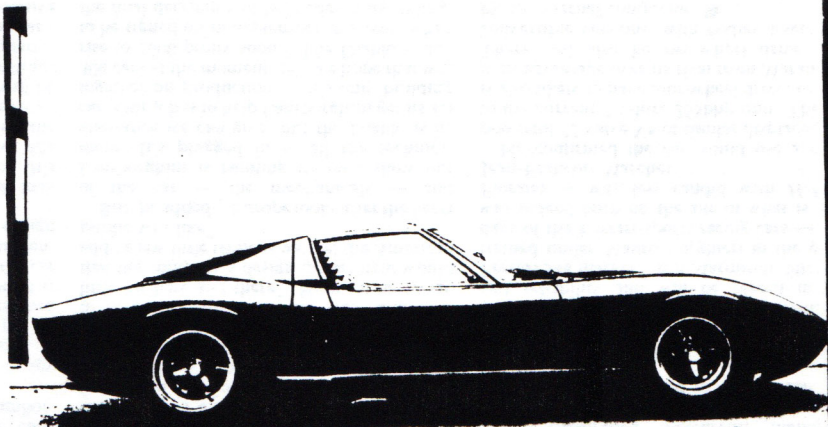
"To design a new Bugatti is the greatest possible job for a designer. There is no-one in the world who hasn't heard of Bugatti, or who doesn't have an idea of what Bugatti means. What is needed now is a new shape, a new identity and a new image. But that image must be a very fine balance between the classical and the modern. You cannot ignore all of Bugatti's history."

For a man entrusted with three contracts as significant as Gandini's present trio, he is strangely unenthusiastic about driving the cars he's made famous.

He has never owned a Miura or a Contach. He uses an Audi 80 to get about and his wife Claudia drives a Renault Five.

Gandini is a great fan of Audi and designer Martin Smith. The 80 he feels has taken the aerodynamics obsessed '80s era into a new phase, where cars can have both style and efficiency. There are other cars he likes for bridging this gap between the bland contemporary norm, and better days when manufacturers worked hard to achieve their own style. The Alfa 164 and the Rover 800 series are two examples. He would gladly drive a Rover, "It's a remarkably handsome car, they have done well to hide the Japanese influences," he says.

Gandini is less complementary about other cars on his home ground—exotics. The Ferrari F40 he feels does not have the looks to match its performance. The Countach, a car he admits is mechanically inferior, looks many



times faster. The F40 he thinks suffered from Pininfarina's exclusive contract with Ferrari, "its relationship to other Ferrari's is too strong, it is much faster, it should look different from the other slower cars, not just an extension of Ferrari thinking," he says.

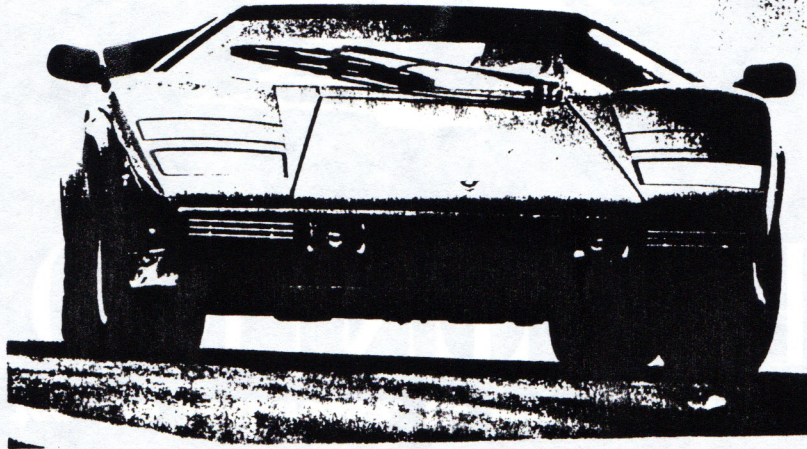
The Porsche 959 "looks like one more 911," he says. "The 911," thinks Gandini, "is a classic shape, why wrap it around mechanicals far superior to the rest of the 911 range."

It's difficult, in the end, to equate the man with the cars he has designed. Arguably the world's greatest supercar designer, he is quiet to the point of being laconic, disinterested in glamour and hype, ordinarily dressed in pressed blue jeans and open-necked shirt, working on an untidy desk in a small room littered with chewed pencils.

Perhaps only Gandini himself can sum up this peculiar dichotomy.

"I am a dreamer, and Lamborghinis are cars for dreamers. You cannot become too used to, or too cynical, about cars like these or you lose touch with the fantasy world of the supercar."

**The Miura (above) and the Countach (below) belonged to the generation of the '60s and '70s. To many the Miura is the most beautiful car to grace the roads, and, according to Gandini, is the most pure and fundamental of all his designs. The Countach he proposed to Lamborghini, but nobody could see his vision until it was complete—even Bertone. It's a dreamer's car with no compromises'**



## CLASSIFIED ADS

### Editors Note:

I don't think I have to tell you, there are not many Lamborghinis on the market. It looks like a lot of cars are being restored, or just being held in hopes of a bull market (no pun intended). A Silhouette sold at auction some months ago in the high thirtys, a Mura P 400 sold for \$55,000 on the West Coast. There are 2 Muras P 400 for sale in the San Diego area for \$80,000 each, of course their not selling. In the San Francisco area there is a P 400 Mura for sale for \$55,000. We also have a mint 79 Countach S 4 litre for sale for \$79,000. Call me if your interested. Last year an Islero sold at auction for \$28,500. At the moment there is an Islero for sale at Ferrari of Los Gatos in California. So as we are all aware Lambo price's are up, but just how much is anyone's guess and the buy is a gamble.

The following are Hemming ads for your interest, you will of course note that the prices are all higher than the current market dictates, but who knows, we may all be sitting on undervalued cars.

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LAMBORGHINI: 1974 Espada series III, automatic, s/n 9552, white with dark blue leather, an orig US version with only 4,000 mi, possibly the finest Espada in the country, complete with all books, tools, and records, \$54,500. Motorcar Gallery Inc., 715 N. Federal Hwy, Fort Lauderdale, FL 33304, PH: 305-522-9900

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LAMBORGHINI: Espada, series III, automatic, a/c, 4,000 orig mi, this is a car of the very highest caliber that needs nothing, an immaculate orig car in showroom cond. \$60,000/offers, Ferrari Trades. Pantera Miami, 305-251-2609, FL.

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LAMBORGHINI: 400 GT, good running, needs paint and interior work, very good investment, \$27,000. PH: 305-531-7605 FL.

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LAMBORGHINI: 1972 Espada, no rust, perfect condition, low mileage. 201-852-0972, NJ

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LAMBORGHINI: 1979 Countach S, black/tan with very low mileage, all records and receipts, \$77,500. PH: 804-973-8567, VA.

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LAMBORGHINI: 1976 Urraco, 2.5 liter, restored, low mileage, air, elec windows, \$19,500 or interesting trades. 404-434-4518, GA.

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LAMBORGHINI: 1968 Islero, dark green metallic with tan leather, this car has only 28,000 kilometers on it and is in excellent condition, offered for sale by Unicorn International for \$39,000 or best offer. 716-343-2778, NY.

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LAMBORGHINI: 1972 Jarama, this car is bronze metallic with tan leather and sunroof, it has only 1,100 original miles and is available for \$39,900. From: Unicorn International, 716-343-2778, NY.

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SELL ONE, KEEP ONE - Auto enthusiast has two Lamborghini Quattrovalvole 5000s. Both are DOT/EPA approved, licensed in Calif, fuel injected 455 Bhp, 196 mph. Both have full blown Alpine CDs, 7 speaker 450 watt Nakamichi stereo, radar. Will sell/trade one: 1985 White/Black, 4,500 miles - \$115,000. 1987 Black/Black, 10,000 miles - \$130,000. Sell/trade up/down to vintage racer: Maserati, Lola, F5000, F1, etc, or classic exotic; Miura S/SV, Ferrari, etc. Or cash buyer for above. Not a dealer. Private parties, reasonable dealers only. Please call or FAX for immediate response: GARY KILDALL (408) 625-5283 (home) or FAX (408) 647-6110 (home)

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LAMBORGHINIS: 1967 400 GT 2+2, #793, just completing cosmetic restoration, fresl light blue met repaint, new ivory leather, rebuilt brakes, fresh rechromed Borransis, 89K kms, one wiper car, \$55,000; 400 GT 2+2, project car, wrecked in front, but includes most parts to repair, \$18,000; 1968 Islero, #6021, white/black, nice Calif car, completing restoration, 74K

kms, \$46,000; 1968 Islero project car, POA; 1969 Miura S, #3874, fresh dk blue met repaint, tan leather, fresh rebuilt engine w/virtually no miles, 59.5K kms on chassis, original Euro car, in excellent condition, \$100,000; 1970 Miura S, \$4515, red/blue, presently undergoing restoration, has rebuilt mechanics, inquire; 1968 Miura Targa P400, #3616, red lacquer/tan leather, 36K mi, engine and trans rebuilt, split sump added, featured on page 87 of the Coltrin/Marcht Miura book, needs minor cosmetics, runs beautifully, arriving in June, inquire; Lamborghini Countach space frame for display as an impressive sculpture; this is truly a piece of art that can enhance your display area tremendously, \$8,000. Griffon Motorcar Co. 809-296-2335, VA.

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LAMBORGHINI: 1969 400 GT 2+2, this car is dark blue with saddle leather interior, wire wheels and an original 17,000 miles. It's perfect and priced at \$57,000 or best offer. Unicorn International, 716-343-2778, NY.

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LAMBORGHINI: 72 Espada, an incredibly fine example having belonged to an adult enthusiast in the southwest for many years, fastidious service history over just 52,800 miles; every aspect of the car is in proper working order and the totally rust-free coachwork is finished in a brilliant silver blue metallic with contrasting oyster leather interior and blue carpeting, perfect original chrome, all correct interior appointments, no chips, dings, marks, performance is awesome with the four cam V12 being fed by 6 twin choke Webers through a 5-speed transmission, this is an unusual opportunity to own a true Italian thoroughbred V12 GT car at a thoroughly reasonable price, \$39,000. Kirk F. White, Box 296, Wayne, PA 19087, PH: 215-687-0468.

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LAMBORGHINI: 1967 400 GT 2+2, dark blue, has pigskin interior, wire wheels, with original 21,000 miles, perfect mechanicals and cosmetics, available for \$55,000 or best offer. From: Unicorn International, 716-343-2778, NY.

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LAMBORGHINI: 1968 Islero, rare, 125 built, excellent condition, \$30,000. PH: 514-457-4593, Quebec, Canada.

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The cars listed below have been in Auto Week - I list them here for conveniences and if possible price comparisons:

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LAMBORGHINI MIURA P 400, 1967 11,550 orig mi, stunning, ex-Briggs Cunningham. The Fine Car Store, 3777 Gaines Street, San Diego, CA 92110, (619) 299-3224, FAX (619) 297-3710.

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LAMBORGHINI LAMBORGHINI: 1987 Countach, black, wing, gold wheels, U.S. model, \$119,000. Will trade, let's talk. Harry Kaufmann Motorcars, 414-351-6247, WI.

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LAMBORGHINI COUNTACH, 1985 - EPA/DOT clearances. Carburetor 4 valve engine, white/red, 7,000 km. Side rocker panels, 10 speaker Alpine system, built in radar. The poster car for Turn-On & Tailgating. Flawless. \$98,000. Will consider trade & cash for Porsche Slantnose Turbo. Stan Cleva, 412-487-8324, PA.

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'74 Espada, 4K orig mi, World's best - days (305) 251-2591 FL.

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COUNTACH, 1986 - U.S.A. model, black/white lthr, 2,200 kilometers, rear wing, side skirts, Alpine stereo system, fuel injection, absolutely as new, 301-879-6996 MD.

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LAMBORGHINI MIURA P400, 1968 - Total ground up restoration, body & engine, immaculate. Ron, 914-883-7351 days, 914-255-5011 evenings. NY.

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LAMBORGHINI '88 COUNTACH - White, New. Ferrari of Los Gatos (408) 354-4000

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LAMBORGHINI '84 Jaipa. Rare, exotic, 5 spd, nice! '88 Countach, 12 cyl, 4 valve, 450 hp, fact warr - Bruce Canepa Motors 408-423-5454

'71 Espada - Exoticar 916-427-1676

The following dealers have Lamborghinis in stock. If you are interested in purchasing a new or used Lamborghini, please contact them at the following numbers:

Bruce Canapa Motors - 408-423-5454  
Meadowlands Car Imports - 201-866-4448  
Exotic Car of Sacramento - 916-427-1676  
Milano Imports - 408-847-8732

Ultimate Motor Works - 305-339-3443  
Joe Alphabet - 714-842-8589  
Stauffer Classics Ltd - 608-437-3000

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MORE CARS AND MISCELLANEOUS

PARTS WANTED & PARTS FOR SALE

Countach parts for sale: Right front fender upper section, left side front inner fender  
Countach parts wanted: Spare tire/wheel, or front wheel for LP400. Right front fender and inner fender panels for LP400. Late model Countach - steering wheel and horn button Muira or Urraco engine and transmission, complete. LP400 Owners manual or any shop bulletins/information. John T. Kolkka, 1175 Shasta Street, Redwood City, CA 415-327-5001

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Islero front grille, not for S model, new in box - Mark Griffin (303) 777-5771 (Denver)

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'83 Jalpa 350 red/tan, dealer maintained, \$40,000/OBO - David Green (413) 538-7947 (Massachusetts)

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'73 Urraco P250 S - new clutch, excellent mechanicals, bare metal repaint, excellent interior, \$17,500 - Rein Vosari (203) 847-3700 or 853-6181 (Connecticut)

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'88 Countach, USA version, wing, immediate delivery - Milano Imports (All Burtoni) (408) 847-8732 (California)

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Black anodized aluminum bulls - 3" x 1.75", same as factory puts on rear panel of Countach & Jalpa, great for plaques and display items, 1/4" thick, sculptured 3-dimensional face, \$16.00 each + \$2.00 shipping 1-5 units - Jim Kaminski, P.O. Box 7214, St. Petersburg, FL 33734

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'88 Countach, Jalpa, IM002 - Ultimate Motor Works (305) 339-3443 (Orlando, FL)

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1975 Urraco - Pat Buckley, P.O. Box 96, River Forest, ILL 60305

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1970 ESPADA II - New engine, paint, black interior, original green metallic paint, \$18,000 - Cal Moss, P.O. Box 11560, Reno, Nevada. 702-677-7017 or 702-786-1296

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LAMBORGHINI windshields at wholesale; Countach w/radio antenna. Kreimyer Co. 405-755-6353, OK

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Exotic Engine Gaskets - Lamborghini V12, all gaskets. Bill Stewart, 213-475-4367

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Lamborghini car covers, custom made, custom fit for each model, special price of \$87.50 to Lamborghini Club members. (Please mention this when you call) Lamborghini logo 2' silk-screened on cover - Bill Young @ GT Car Parts 602-275-7677

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CARS WANTED

Wanted: Silhouette, any year, Ron Johnson, work (213) 822-2061, home (213) 456-6503

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Wanted: Lamborghini and other fine cars for our enthusiastic clientele. I am an owner, club member and licensed wise dealer exclusive to fine cars for many years. Anthony Rotheray (President) Voiture Ltd, 1-414-351-1521

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Wanted: Countach; wrecked, burnt or in good condition with DOT or EPA releases. Herve Gachon, 305-854-6658, FL.

Wanted: Islero S - Trevor Geitelman, 612-941-2103, Eden Praire, Minn

Wanted: Urraco 3000 or 2000, interior complete in leather or velvet and many other body parts. Please write Dr. Paolo Curti, Via Nepi 13, Roma 00191 - Italia Tel. 06-39626

Miura Wanted - Any year, Terry Tusher, Honolulu, Hawaii, 808-531-5967

Countach Wanted: From private party, any condition or year. Dr. Santilli 617-864-9859 office, 617-964-1684 home, 617-925-2854 weekends

Wanted: Miura SV. Any condition considered from project car to fully restored. Serious private party. Angus Lansing, 255 Whitney Ave., New Haven, CT 06511

Wanted: Miura S or SV or Espada. Contact Russell Awes 415-938-4386

**"PLEASE LET US KNOW WHEN A CAR IS SOLD OR YOU WANT YOUR ADD REMOVED"**

We will run all ads 2 times, then if we don't hear from you, we will remove the ad.

Nuova Lamborghini Club is unable to verify the information submitted in these ads. It is up to the buyer to be knowledgeable about the car or product you are buying. We advise that you become aware of Federal, State and County laws as they apply to you in your own state. The registration of a Lamborghini can be different than registering a domestic automobile. Know the law before you buy.

# THE 25th ANNIVERSARY OF THE LAMBORGHINI AUTOMOBILE



AUG. 18, 19, 20, 21

## NUOVA LAMBORGHINI CLUB — 9th ANNUAL LAGUNA SECA MONTEREY MEET — MONTEREY, CALIFORNIA

The 9th Annual Lamborghini Meet is being held the same weekend as the exciting Laguna Seca Historic Races and Pebble Beach Concours. All club members are invited and encouraged to attend.

This will be an extra special year because Lamborghini is 25 Years Old. It is very important to us as owners, and to Lamborghini in general, that the marque be well represented during this weekend. We are privileged to have for our Saturday Night Dinner Tony Richards, Bruce Walker & Jack Stavara from Chrysler, who will fill us in on Lamborghini, the next 25 years.

Last year many commented that the Meet went by too quickly. This year we have added an extra day to give everyone more time to settle in and enjoy the action-packed agenda. The Meet will officially begin on Thursday and conclude on Sunday night. We encourage you to be checked-in to your hotel by Thursday, as the days fly by quickly.

### HOTEL ACCOMMODATIONS

Rooms have been reserved at Carmel Motor Lodge — 408-373-3252 or the Steinbeck Lodge — 408-373-3203 (these motels are next to each other). As we have 85 rooms already taken, there are only a few rooms left. Please call now - as the weekend is always booked solid. Please identify yourself as Nuova Lamborghini Club Members — All rooms at Steinbeck are 1 queen bed. Rooms at Carmel Motor Lodge have 2 beds in each room.

**Meet Registration** — Registration is \$10 per person (a registration fee is not required for children under the age of 18). Each participant must be registered. Please fill out the Registration Form (be sure all information is supplied). Send to Joan Heady, 4 Sol Brae Way, Orinda, 94563. Telephone if you have questions — (415) 254-2107.

The **Registration Fee** goes toward offsetting the many expenses involved in putting on an event such as this, including, but certainly not limited to, trophies, property and tent rentals, insurance, cocktail parties, banners, etc.

Maps & tickets will be sent to you 2 weeks in advance. Be sure to bring your tickets to each event so we know you have paid for the event and of course don't forget your drink tickets — no tickets — you pay for drinks. If this is your first meet, and you have any questions, when you check-in please call Joan or myself at our room at the Mariposa. (next to the Carmel Hill Motor Lodge)

**Release and Waiver of Liability and Indemnity Agreement** — This Waiver is on the bottom of the Registration Form. In order to participate in the Meet, each person in your party must read and sign the Waiver. For insurance purposes, Registration will not be accepted without this form signed.

**REMEMBER — DRIVE SAFE & SANE — BUCKLE UP — THE POLICE IN MONTEREY LOVE TO GIVE TICKETS TO STUPID PEOPLE WHO ENDANGER OTHERS.**

## 1988 NUOVA LAMBORGHINI CLUB MEET SCHEDULE

### THURSDAY - AUGUST 18th

**Check Into Your Motel** — The group will probably be around the swimming pool at the Mariposa Lodge until 6:00 p.m.

**Lamborghini Reception Party** — Full bar and a buffet dinner at the home of the Kildalls on the 17 mile drive. We leave from the parking lots of our 3 motels at 7:30 to caravan to the Kildall's. Dress casual.

### FRIDAY - AUGUST 19th

**Lamborghini Concours and General Display** — Set-up time 12:30 Concours starts at 1:00. Held on the Green at beautiful Quail Lodge. If you wish to compete in the "Concours Category," judged for points, please let us know when we set the show up.

(over)

**Please Note:** You must be registered for the Meet and be present at the Saturday Awards Dinner, or have a friend, to receive a trophy.

The Maserati Club and the Iso-Bizzarrini Club will be showing their fine exotics along with our Club & if you attended the show last year you know how beautiful the cars looked.

Quail Lodge will serve an **a la carte lunch** and provide a mini-bar under the festive tent on the Green (advance tickets not required).

### FRIDAY NIGHT

We have been fortunate to get Clint Eastwood's Mission Ranch overlooking the ocean for a "Western Party" friday night starting at 8:00. Dress casual — western attire optional — we will caravan from the parking lots at 7:45 — there will be a disc jockey for dancing after the dinner — any type of music on request - No Polka's unless we're overwhelmed! — The price includes 2 drink tickets redeemable for wine or beer - no host bar available. If you are going to the auction, please come by after the auction and have a drink with the group and take a look at this old ranch, it's a fun place.

### SATURDAY - AUGUST 20th

**Laguna Seca Historic Races - Tickets are \$20 per person per day;** tickets can be purchased at the gate or in advance through the Club via your Registraiton Form. We suggest you purchase them in advance to avoid the lengthy lines. — Once again, we will caravan thru the back way - to our reserved parking area. Joan and I suggest that you bring a picnic lunch to the track.

**Awards Dinner and Gala Evening 8:00** — Held Saturday evening at the new Carmel Valley Ranch Resort. The cars will be positioned for our viewing pleasure with a no host bar and a banquet in the Lodge's beautiful dining room. The Concours winners will be announced and trophies presented after dinner. The evening will be highlighted by Tony Richards from Chrysler, speaking on the future of Lamborghini.

We will caravan from the parking lots at 7:30 — coat & tie preferred. The price includes a bottle of wine for each table.

### SUNDAY - AUGUST 21st

**Pebble Beach Brunch and Concors** — This is considered by many to be the premier of all Concors events. Tickets can be purchased at the gate.

**Annual Sunday Brunch** — As with last year — we will be dining at the Poppyhills Country Club, a lovely golf course complex on the 17 mile drive. The cost includes 2 drink tickets per person. The caravan starts at 9:30 from the motel parking lots. Brunch at 10:00 — we will have a bus to transport us to the concors & take us back to Poppyhills in comfort — as only Lamborghini people should travel; dress will be casual — on occasion it can get warm on the concors but it also can be cold.

Joan & I will have a room for Sunday night at the Mariposa as will quite a few other people — so we have a dinner at one of the local restaurants to close out the weekend.

## A CELEBRATION OF THE 25TH ANNIVERSARY OF LAMBORGHINI AT LAGUNA SECA/MONTEREY, CALIFORNIA

**PLAN TO ATTEND — THIS IS THE EVENT OF THE YEAR**



LAMBORGHINI — 25th ANNIVERSARY CELEBRATION  
 NUOVA LAMBORGHINI CLUB



presents  
**THE 9th ANNUAL LAGUNA-SECA / MONTEREY MEET**  
 August 18th - 21st, 1988  
**MEET REGISTRATION FORM**  
 Return to Joan Heady, 4 Sol Brae Way, Orinda, CA 94563

Please complete the following Registration Form. Be sure all information is supplied and that the appropriate deposits are enclosed.

Name: \_\_\_\_\_ Spouse's or Roomate's Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Business ( ) \_\_\_\_\_ Home ( ) \_\_\_\_\_

Will you bring a Lambo? Yes  No  Year \_\_\_\_\_ Model \_\_\_\_\_ Will you display the Lambo at the Friday show? \_\_\_\_\_

**PLEASE — Bring your car, we need all of you for a great show at Quail Lodge.**

	NO.	COST	TOTAL
Annual Dues (if not current)		\$ 50.00	\$ _____
Registration Fee (per person-children under 18 free)	_____	X \$ 10.00 =	\$ _____

ACCOMMODATIONS — Please call Carmel Hill Moter Lodge 408-373-3252 or the Steinbeck Lodge 408-373-3203 and send money directly to the Lodge. If you have not made reservations please call & identify yourself as a Lamborghini Club Member. These motels are next to each other.

Thursday Night Cocktail Party & Dinner at the Kildall's Estate on the 17 mile drive (per person) \_\_\_\_\_ X \$ 25.00 = \$ \_\_\_\_\_

Friday Concours at Quail Lodge — Lunch Available If You Wish At Extra Cost \_\_\_\_\_ X 0 = No Charge for Concours

Friday night Western Gala Bar-B-Que at the Mission Ranch (per person) \_\_\_\_\_ X \$ 25.00 = \$ \_\_\_\_\_

Saturday Gate Ticket for "Laguna Seca Historic Races" (per person) \_\_\_\_\_ X \$ 20.00 = \$ \_\_\_\_\_

Saturday Awards Dinner at Carmel Valley Ranch Resort (per person) \_\_\_\_\_ X \$ 57.00 = \$ \_\_\_\_\_

Sunday - Poppy Hills Country Club Annual Brunch & Pebble Beach Concours (per person) Buy Concours Tickets at Gate \_\_\_\_\_ X \$ 20.00 = \$ \_\_\_\_\_

Sunday Night Dinner For Those of Us Who Are Still Hanging Around \_\_\_\_\_ X = Pay At Dinner

**Total** \$ \_\_\_\_\_

**PLEASE — DO TO HAVING TO RESERVE & PAY FOR EVERYTHING IN ADVANCE  
 IT IS A REAL HELP TO JOAN IF YOU WILL FILL OUT THE FORM & SEND US A CHECK NOW.**

**RELEASE AND WAIVER OF LIAIBILITY AND INDEMNITY AGREEMENT**  
 9th Annual Lamborghini Meet — Monterey, California, August 17th-21st, 1988

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein defined as including but not limited to the racing surface, pit areas, infield, burn-out area, approach area, shut down area, and all walkways, concessions and other areas appurtenant to any area where any activity related to the event shall take place), or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin, acknowledges, agrees and represents that he has, or will immediately upon entering any such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area of areas and his participation, if any, in the event constitutes an acknowledgement that he has inspected such restricted areas and that he finds and accepts the same as being safe and reasonably suited for the purposes of his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted areas;

1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promotor, participants, racing association, sanctioning organization or any subdivision thereof, track operator, track owner, officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and leasees of premises used to conduct the event and each of them, their officers and employees, all for the purposes herein referred to as "releasees", from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or damage, and any claim or demands thereof on account of injury to the person or property or resulting in death of the undersigned, whether caused by the negligence of the releasees or otherwise, while the undersigned is in or upon the restricted area, and/or, competing, officiating in, observing, working for, or for any purpose participating in the event;

2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing, officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releasees or otherwise.

3. HEREBY ASSUMES FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to the negligence of releases or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. EACH OF THE UNDERSIGNED further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNED THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representatives, statement or inducement apart from the foregoing written agreement have been made.

All registered Meet participants must read and sign below.

I have read the above and received a copy.

X \_\_\_\_\_

X \_\_\_\_\_

X \_\_\_\_\_

X \_\_\_\_\_

Signature

Date

# 25TH ANNIVERSARY OF AUTOMOBILE LAMBORGHINI

## SEPTEMBER 5th-13th, 1988



### NUOVA LAMBORGHINI CLUB

The club has secured the services of the Express Travel International, 2302 Martin, Suite 360, Irvine, CA 92715. Attn: Bill Kemp. Call Paula or Bill at (213) 590-8200. They have put together a tour package, for those of us going to the party, consisting of airfare, ground transportation, private bus, 5 nights first class lodging, and taxes. Food in on your own or we will dine as a group.

The total cost for the Express Travel International package including round-trip airfare, Hotels, & Private Bus (You can come home anytime within 21 days) is per person ..... approx. \$1,400

\*The Lamborghini sponsored portion of the program is per person ..... approx. \$ 360

APPROX. TOTAL \$1,760

Due to having such a short time to confirm reservations (we have pre-booked both air and room), **please** call Joan or me right now & let us know if you are coming — (415) 254-2107.

You must send \$675 per person to Express Travel International to reserve your space.

### TOUR PROGRAM

#### MONDAY, SEPTEMBER 5th

- Leave from either S.F. or L.A. to New York in the morning. Then, New York to Milan.

#### TUESDAY, SEPTEMBER 6th

- Arrive Milan Tuesday morning. Transfer to our private bus for the short ride to magnificent Lake Como. We have the pleasure of staying at the best hotel in the city of Como, "The Barchetta Excelcior" right on Lake Como. Food will be on your own but we will probably get together with those who want to eat together.

#### WEDNESDAY, SEPTEMBER 7th

- On your own to explore this fabulous city and lake area.

### LAMBORGHINI FACTORY DAYS PROGRAMME\*

#### THURSDAY, SEPTEMBER 8th

- Our private bus will pick us up early in the morning and we will be on our way to the Lambo Party. Meeting point at Hotel Centrale in Salsomaggiore Terme from where guests will be transferred to their hotels. At 9 o'clock in the evening: Gala Dinner and unveiling of the "Anniversary Countach" — (Black Tie Optional — I am not bringing my tux, only a blue blazer.)

#### FRIDAY, SEPTEMBER 9th

- In the morning: Lamborghini Factory tour - Outdoor lunch.
- In the afternoon: Parade of all Owners' cars attending. Election of Miss Lamborghini by a jury of qualified journalists.
- In the evening at 8:30: Buffet/Dinner. Award to Miss Lamborghini.

## THE LAMBORGHINI 25TH ANNIVERSARY CELEBRATION

25TH ANNIVERSARY OF AUTOMOBILE LAMBORGHINI  
SEPTEMBER 8th-13th, 1988

**SATURDAY, SEPTEMBER 10th**

- 8 o'clock in the morning: transfer by car or bus to Monza - Parade of all Owners' cars on the Monza track. Parade to be opened by Mr. Lee Iacocca on board of an LM vehicle. Official F1 Grand Prix time practice to follow.
- Sporting Lunch in Marlboro tent.
- Farewell to all guests — (End of Lamborghini Factory Programme)
- Our private bus will pick us up from the track & take us to our hotel in Milan — The Star Hotel Rosa is in the central town section of Milan. We will plan something for dinner which we will announce later. Milan is a shopper's paradise so bring lots of money.

**SUNDAY, SEPTEMBER 11th**

- Lamborghini will have tickets available for the Italian Gran Prix — If you are a racing fan.
- A day of rest, relaxation and sightseeing of Milan — on your own.

**MONDAY, SEPTEMBER 12th**

- Our private bus picks us up early in the morning and we're off to Tourin, and the design studios of Bertone, Itel & Pinin Farina. Our hotel is the "Jolly" in downtown Tourin — First Class — After we go to the studios we meet back at the hotel for a late dinner perhaps in a typical trattoria.

**TUESDAY, SEPTEMBER 13th**

- Our part of the tour is over — Joan & I, as well as others are extending our stay in Tourin (because our hotel rate is so good) to tour the area & go on down to Portofino on the Italian Riviera for a day. After that, if we have enough interest, we plan on going to Florence for a few days and if possible over to Ferruccio Lamborghini's Hotel

Once you've signed up, we will send you information and info on what to bring, what to wear, etc.

Please confirm your intention to attend stating how many persons will be coming with you to the Lamborghini Day. Deadline for entries is July 31, 1988 — Please, this is a once in a lifetime event.

We feel that the tour package we have put together is a real value, considering how horribly expensive Italy has become.



**THE LAMBORGHINI 25TH ANNIVERSARY CELEBRATION**



# CLUB T-SHIRTS

At last...our own Nuova Lamborghini Club T-Shirts. These are the same as the Palm Springs-Temecula T-Shirts.

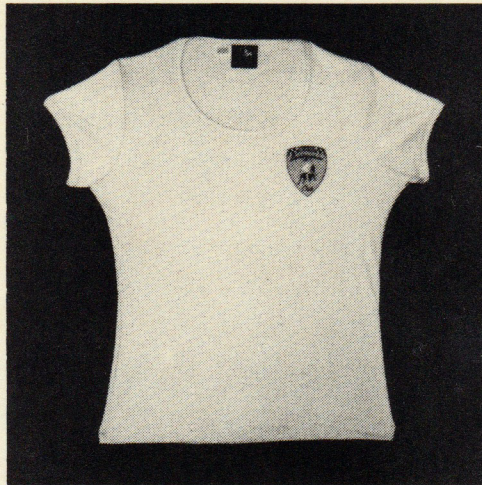
## LADIES

### COLORS

- Beige w/brown logo
- Blue w/brown logo
- Red w/yellow logo
- Yellow w/red logo

### SIZES

- Medium
- Large
- X-large



FRONT



BACK

## MENS

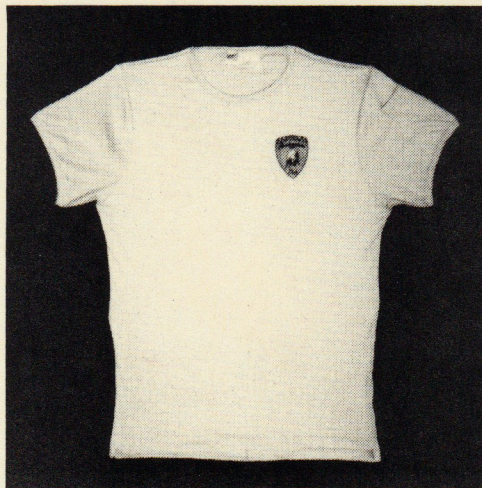
### COLOR

- Beige w/brown logo

### SIZES

- Large
- X-Large

Pocket on sleeve



FRONT



BACK

Note: Sizes run a bit small. You may want to get one size larger than normal for you. Men's size and color are limited because the shirt was discontinued from the line and had to be made special with a minimum of two dozen of each size and color.

## ORDER FORM

LADIES—\$10 each	Quantity	Size	Amount
Beige	_____	_____	_____
Blue	_____	_____	_____
Red	_____	_____	_____
Yellow	_____	_____	_____
MENS—\$12 each			
Beige	_____	_____	_____
Plus \$1.50 each for postage and handling			_____
Total			_____

Mail form with check to Jim or Terry Fox  
 5606 Park Oak Place, Los Angeles, CA 90068  
 (213) 462-2272

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_

Allow 30 days for delivery.

