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CRUISING ON THE INTERNET

In 1996, the Lamborghini Club America put possibly the first American Lamborghini site on the web.

The growth of the web and e-mail has been beyond amazing and we would like to see all Club members on line. For those of you dragging your feet, we hope that what follows will capture your interest. There is absolutely no better way to get information. We believe a majority of our members are on line and if you don't know if we have your e-mail address, send it to us at heady@lamborghiniclub.com. It is absolutely the best way for us to alert you to upcoming events. Also you should periodically check the Club's web site for current news – we are at www.lamborghiniclub.com. By the time news items appear in newsletters and magazines, it is old news.

No longer do you have make endless phone calls hunting for someone who can, and is willing to, give you second-hand Lamborghini information– go to www.lamborghiniregisty.com for in-depth information as well as the registry of Lamborghinis. Join the Lamborghini e-mail list at www.lamborghinilist.com to communicate with owners and mechanics around the world; these Lamborghini people will share their experience and advice , particularly on technical matters. Join the "list" and every morning "you've got mail" will appear (if you are unlucky enough to have AOL - a wee web joke); in any case, you will be amazed – the world is asking and answering Lamborghini questions! If you need a part or help with a particular Lambo problem for any Lamborghini model, this is where you type in your problem and the list members will endeavor to solve or answer your info request. Get feedback on dealers as well as other's experience buying and selling their Lamborghinis.

It has been amazing watching the explosion of the world wide web. A recent search come up with more than 220,000 sites with Lamborghini content! Since there is not time in our lifetime to visit all of them, we began making a list of sites we particularly liked – our list is not the result of exhaustive research but rather sites we had been referred to or were asked to visit or just came across. Because this list is constantly changing and evolving, we'll only talk about our very favorites here – you will find our current more complete list as an insert in this magazine – we will keep updating it. We are evaluating and adding links to the Club's site as really great sites are developed, but there are really so many!

Of course our favorite is www.lamborghiniclub.com , the official Lamborghini Club America web site. Ours was one of the very first Lamborghini web sites in the world. The site was developed by Club member John Yardum and he has been our Web Master ever since. Thank you, John! We post information about Club events; members supply pictures to post of our events; but most importantly, we post late breaking Lambo news. A case in point was the Factory Introduction of the L147 Event – very short notice, no time for snail mail. We had to rely on e-mail and the Club web site to spread the word. Club members from Japan, England and other European countries joined the American group for the unveiling of the Murcielago and the other events during this truly wonderful, international weekend. Your Club web site is adding links to important Lamborghini oriented sites, as well as sites that offer varied auto related subjects of interest to Club members.

Another favorite is www.lamborghiniusa.com - a Club site maintained by member and international representative, Bob Haroutunian,. This site lists Lamborghini events organized by Automobili Lamborghini and recognized Lamborghini clubs world wide.

The www.lamborghinregistry.com , mentioned above, has a wealth of information including an unbelievable undertaking of registering all Lamborghinis, including pictures of the 1-off Lambos. This site is the work of Club member Glen Kohout, who heads up the Canadian Lamborghini Club

The Lambo e-mail list at www.lamborghinilist.com, as described above, is the place to get your Lamborghini questions answered by owners around the world. Club member Roman Galysh is the web master – this site is a very valuable asset to the Lamborghini world and has become the main communication vehicle for technical discussions about Lamborghinis.

The factory's long awaited site came on line this year at www.lamborghini.com. The site still needs direction as well as more content. Based on the design sense and money that Audi and Lamborghini has lavished on their showroom in Munich and their pavilion at the Autostradt, the site will be spectacular in the coming years.

We are inclosing a separate list with many Lambo web sites of interest.

MotorCars®

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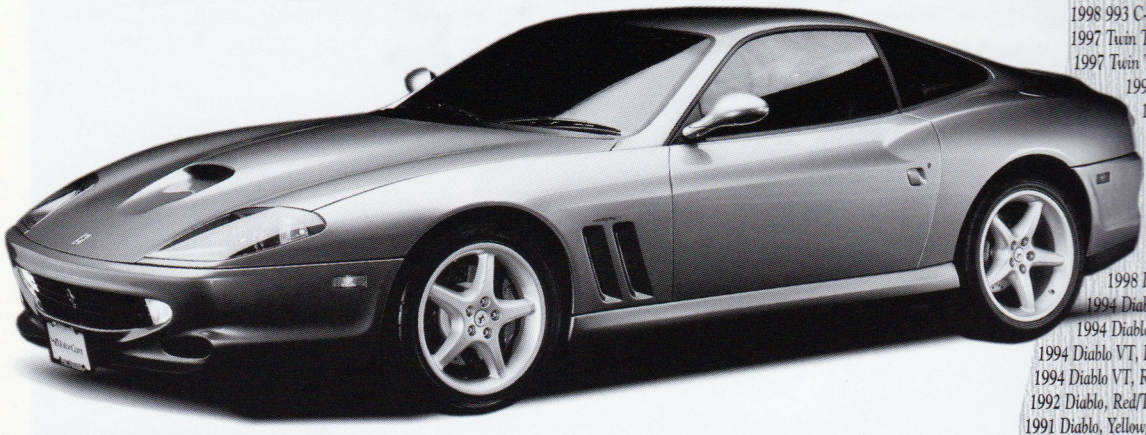

FERRARI

2001 360 Modena 6-Spd Spider, USA, Red/Tan, 130 mi.	IN-STOCK
2001 360 Modena F-1 Spider, USA, Black/Gray, 142 mi.	IN-STOCK
2001 360 Modena F-1 Spider, USA, Titanium/Black, 110 mi.	IN-STOCK
1999 360 Modena F-1, Silver/Natural, 900 mi.	$184,500
2000 550 Maranello, Silver/Tan, 1,420 mi.	$219,500
1999 456 GTA-M, Blue/Tan, 1,640 mi.	$179,500
1999 355 F-1 Spider, Red/Tan, 5,800 mi.	$174,500
1998 355 TS, Yellow/Black, 5,600 mi.	$136,500
1997 355 Spider, Red/Tan, 8,900 mi.	$139,500
1995 355 Spider, Black/Tan, 10,200 mi.	$122,500
1995 355 TB, Red/Tan, 9,200 mi.	$107,500
1993 512 TR, Yellow/Black, 12,000 mi.	$124,500
1992 512 TR, Red/Tan, 8,080 mi.	$119,500
1985 Testarossa, Red/Tan, 7,500 mi.	$64,500
1988 1/2 328 GTS, Red/Tan, 30,600 mi.	$59,500
1978 308 GTS, Red/Tan, 41,000 mi.	$32,500

PORSCHE

2001 996 Twin Turbo-Tip, Seal Gray/Gray, 800 mi.	$135,500
2001 996 Twin Turbo-Tip, White/Red, 400 mi.	$135,500
2001 996 Twin Turbo-Tip, Black/Black, 40 mi.	$139,500
2001 996 Twin Turbo, Silver/Black, 42 mi.	$131,500
2001 996 C-4 CPE, Black/Black, 10,100 mi.	$76,500
1999 996 C-2 CAB, Silver/Blue, 6,300 mi.	$75,500
1998 993 C-2 S, Black/Black, 18,000 mi.	$65,500
1997 Twin Turbo S, Blue/Gray, 8,500 mi.	$139,500
1997 Twin Turbo, Met. Black/Black, 6,700 mi.	$107,500
1997 Twin Turbo, Black/Red, 9,500 mi.	$107,500
1996 Twin Turbo, Silver/Gray, 11,600 mi.	$94,500

LAMBORGHINI

2001 Diablo VT Coupe-SE, Gold, 1 of 20	TAKING ORDERS
2001 Diablo VT Coupe-SE, Brown, 1 of 20	TAKING ORDERS
2001 Diablo 6.0 VT Coupe, Red/Ivory	IN-STOCK
2001 Diablo 6.0 VT Coupe, Metallic Red/Ivory	IN-STOCK
1999 Diablo Roadster, Black/Black, 833 mi.	$259,500
1998 Diablo Roadster, Red/Tan, 7,750 mi.	$215,500
1994 Diablo SE, Purple/Black, 517 mi.	$179,500
1994 Diablo SE, Red/Tan, 2,800 mi.	$174,500
1994 Diablo VT, Blue/Cream, 1,200 mi.	$149,500
1994 Diablo VT, Red/Tan, 4,700 mi.	$149,500
1992 Diablo, Red/Tan, 3,900 mi.	$124,500
1991 Diablo, Yellow/Black, 7,750 mi.	$119,500

LOTUS

2001 Esprit V-8, Aluminum/Black, 42 mi., Luxury Paid	$86,500
1998 Esprit V-8, Black/Black, 5,050 mi.	$62,500
1991 Esprit X180R, White/Gray, 600 mi.	$49,500

OTHERS

2001 Saleen S7, Authorized Dealer	TAKING ORDERS
2001 BMW Z-8, Black/Black, 92 mi.	$134,500
1996 Dodge Viper GTS, Blue/Black, 1,065 mi.	$62,500
1994 Dodge Viper RT/10, Red/Gray, 2,380 mi.	$46,500
2000 Rolls Royce Corniche, White/Cream, New	IN-STOCK

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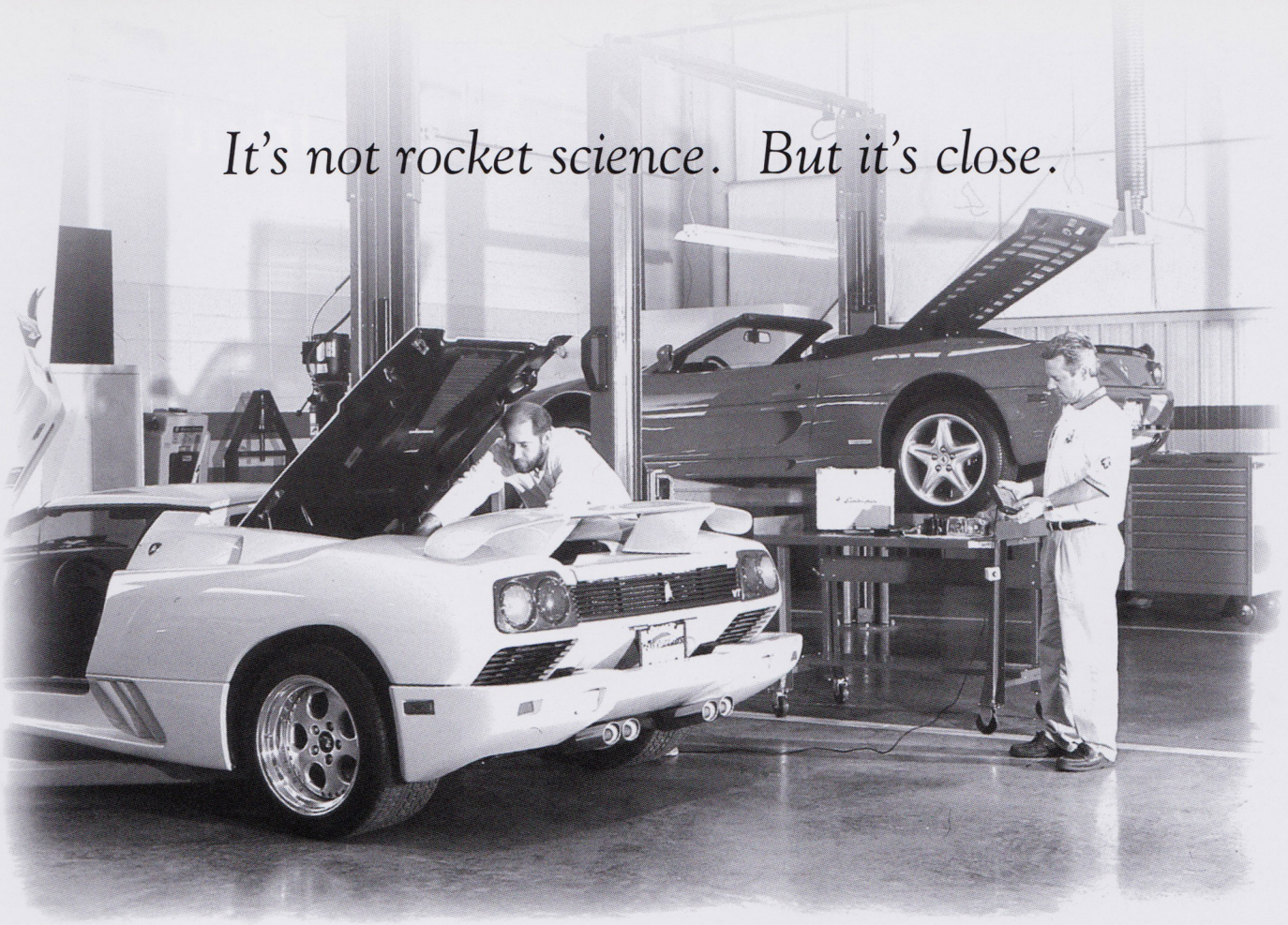

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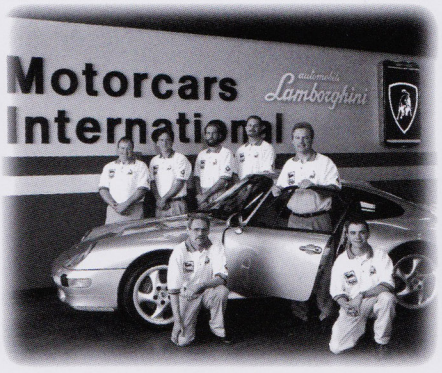

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LAMBORGHINI CLUB AMERICA

Editor & President:
James Heady

Secretary/Treasurer:
Joan Heady

Publisher & Editor of Matador's Chronicle:
Kevin Sims

Magazine Layout:
ScanArt

Club Founder:
Don Tognoti D.E.S.

International Representative:
Bob Haroutunian

Concours Connection:
Chuck Charlton

The Historian:
Trevor Thomas

Los Angeles Director:
Jim & Terry Fox

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Napa Wine Weekend:
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Al Miller

Special Events:
James Di Lorio

East Coast Director:
Kevin Sims

E. Coast Events Coordinator:
HR Cole

E. Coast Assistant:
Fred Sims

Articles & Photographers:
Bob Haroutunian
Jim Fox
Nick Rizzo
James Moore
Akbar Hasan
Jack Riddell
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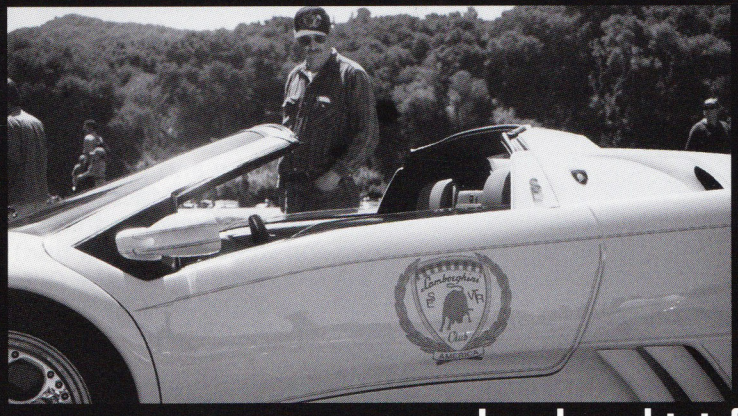
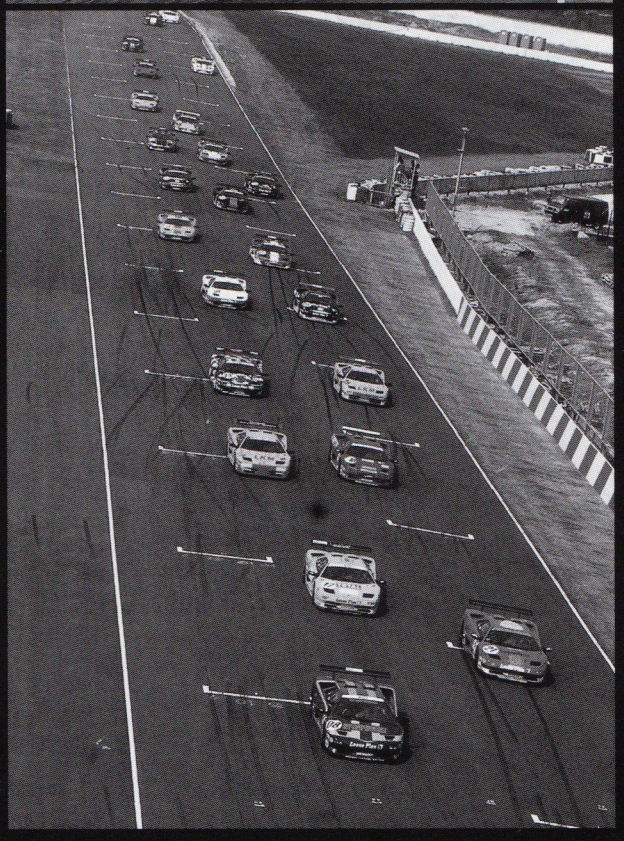
James DiOrio





If Lambos can race in China - how about the good old U.S.A!

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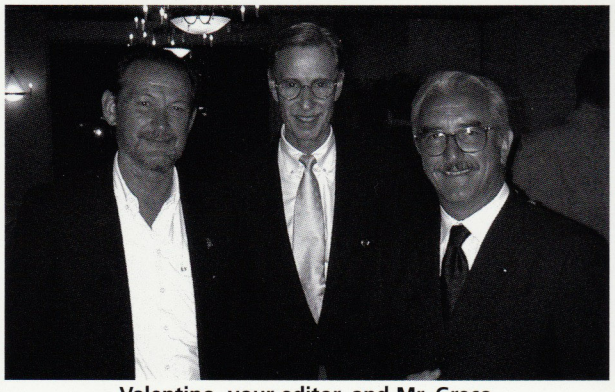
President's Message:
LAMBORGHINI CLUB AMERICA - NATIONAL MEEET 2001 - THE COUNTACH REUNION

Your editor, dressed in Samurai clothing, a gift from Mr. Sagawa.

Every year is a great year for this event with surprises that always make the Monterey weekend the Lamborghini event of the year. We owe a great debt of gratitude to the factory for their special effort to make this year a standout. The factory brought some very special Lamborghinis from Italy – the first Lamborghini, the last Miura and the last Countach. The Lamborghini tent at the Concorso with refreshments was the perfect spot for Lambo people to gather and get to know each other and enjoy the camaraderie of Club members. This year we has a lot of new members at the Meet and they had the chance to discover that Lambo people are easy going, interesting people who are easy to get to know. Having gathered in Monterey for this Meet for 22 years, we have become the Lamborghini family in the U.S.



Valentino, your editor, and Mr. Greco

The factory, as is their tradition, sent the Club an array of Lambo items for our Saturday night drawing – flags, books, brochures, clothes, poster and many other collectibles.. Everyone that evening got something Lamborghini to take home and enjoy. The factory's continued support of the Club is terrific.

Dr. Giuseppe Greco, president of Lamborghini, was our Saturday night speaker and spoke on the direction Lamborghini is headed and how they would get there – his comments were well received by the group.

Bernd Heiden, U.S. Sales Director, Manfred Fitzgerald, Advertising and Promotion, and Valentino Balboni, legendary test driver, and his family were among the very special guests from the factory, and gave Club members a chance to talk with Lamborghini management. Also on hand for the Meet were the new Lamborghini USA Technical Service Representatives Ken McCay and John Amette; these tech. rep.s were available to answer questions throughout the Concorso.

After the Club's very successful Miura Reunion last year, it was good to see a great turnout for the Countach Reunion – all models were represented including the last Countach off the line. Note: you can go to the Club web site, www.lamborghiniclub.com, to view the Lamborghinis on display at the Concorso Italiano.

The star of the 3 car Lamborghini factory display was the 350GTV prototype, the first car to ever wear the Lamborghini name. It was shown for the first time at the 1963 Turin Auto Show, and this is its first visit to America. This groundbreaking car is part of the private collection of Isao Noritake, president of the Lamborghini Owners Club of Japan. The 350GTV returns to Sant' Agata, Italy, to take its place of honor at the new Lamborghini museum at the factory. The last Miura in a bright yellow and the last Countach off the factory line were also brought by the factory and featured in the display ramp presentations. Dr. Giuseppe Greco was our guest reviewer, explaining the Lamborghinis as presented to the crowds in the viewing bleachers.

As always, the best and most popular display at the Concorso was that of the Lamborghini Club America – we looked great – a big thank you to all who helped set the field.

THE 2001 CONCORSO ITALIANO WINNERS

The Bull Award – Best of Show		Bill Rice – Miura SV
The People's Choice Award		Bill Rice – Miura SV
The Countach Reunion Winners:		
Early models	David Fox – LP 400	
Late models	Sandy Campbell – 25th Anniversary	
Espadas and Jaramas		
	1st Place	Chuck Charlton-Espada Series II
	2nd Place	Jan Johnson – Jarama
	3rd Place	Steven Rood – Espada 1973
350/400/Urroco thru Jalpa	1st	Herman Lewis III – Jalpa 1984
	2nd Place	Brian and Julie Gladish – 400GT 1966

It takes a lot of work for the judges to go through all the cars in order to pick the winners; they deserve our thanks and gratitude for their hard work:

Chief Judges	Brian and Julie Gradish
Guest Chief Judge	Valentino Balboni
Model Classes Judges	Liam Bollard
(in alphabetical order)	
Chuck Charlton	Rian Corder
Michael Fucshi	Akbar Hasan
Bill Higdon	Steve Lefferts
Steven Rood	Richard and Pam Salmon
John and Chris Yardum	

The Club and judges thank the members for their hard work to detail the cars and make our Lamborghini section the classiest of the Concorso.

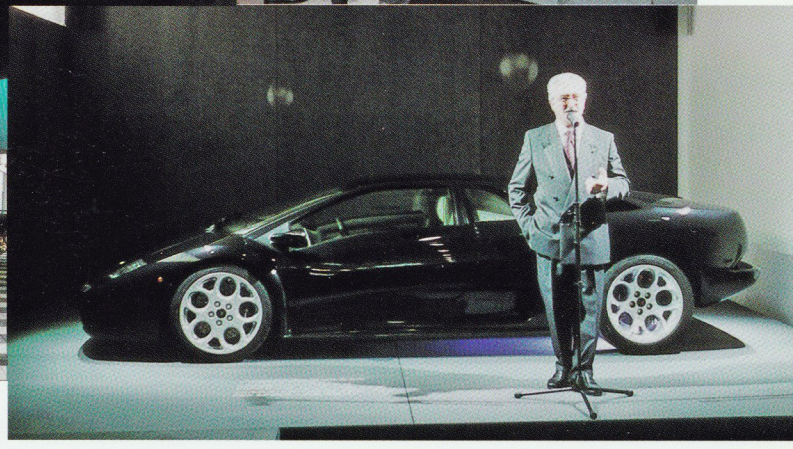
From Wednesday through Sunday Night, the Monterey Weekend and the Lamborghini National Meet is the finest Italian and automotive weekend anywhere. This was the Club's 22nd year at the Monterey Weekend – please come join us and be a part of it all next year – August 14th through August 18th. In early spring, the Club will mail info on events and accommodations, but mark your calendars NOW – come hang out with the nicest people – the Lamborghini Club America family!

COMING ATTRACTION – A NEW DOCUMENTARY, LAMBORGHINI, THE RAGING BULL

The Lamborghini Club America has checked with the factory to be sure this film is really approved by the factory
and was filmed at the factory and the answer is "yes" to both. Secci Films, www.seccifilms.com, are producing this three-part mini-series document. Lamborghini management has been working with Secci Films for several months and the documentary is supposed to run on MTV, but Lamborghini is reserving some rights to use the raw footage for its own purposes.
Club member Jay Cena had his beautiful titanium Diablo 6.0 shot by the Secci film crew at last fall's Supertrophy races at Laguna Seca – we'll watch for him and his car! Secci Films is planning premiere screenings when the project is completed in the Fall. We have asked them to notify the Lamborghini Club America of the screening dates and locations. The factory will first have to see the finished product and approve it.

NEW SHOWROOM AT THE MUNICH AIRPORT CENTER

The following are excerpts from remarks made by Mr. Greco, President of Lamborghini Automobili at the opening of the



Lamborghini Showroom at the Munich Airport Center.

The challenge to Audi and Lamborghini was to create a showroom matching the amazing and striking products produced in St. Agata, Bolognese. Paying tribute to the myth of the brand and the cult status of the product, it was very clear that the showroom concept must be unique, something the automotive world has yet not seen.

Above all, it was developed to serve a showcase for all Lamborghini showrooms world-wide, utilizing the newly defined Corporate Identity and Corporate Design guidelines, achieving yet another milestone on its way to becoming a serious competitor in the world of car manufacturers.

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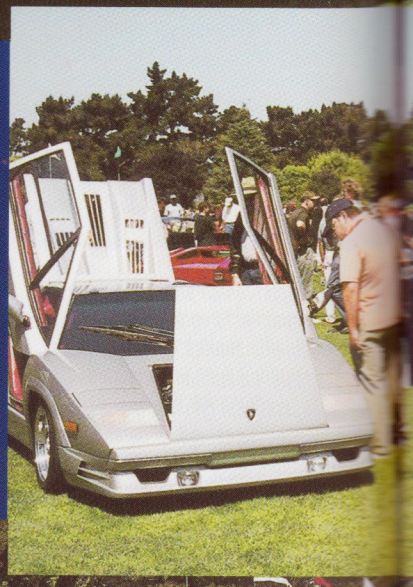
LAMBORGHINI CLUB AMERIC

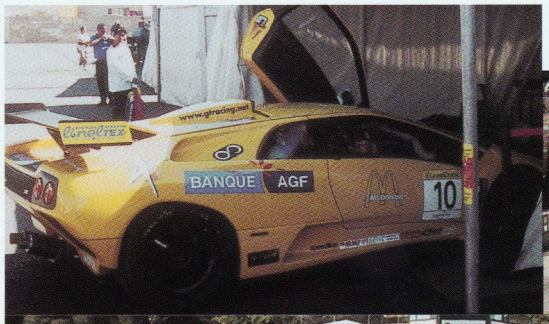
COUNTACH REUNION

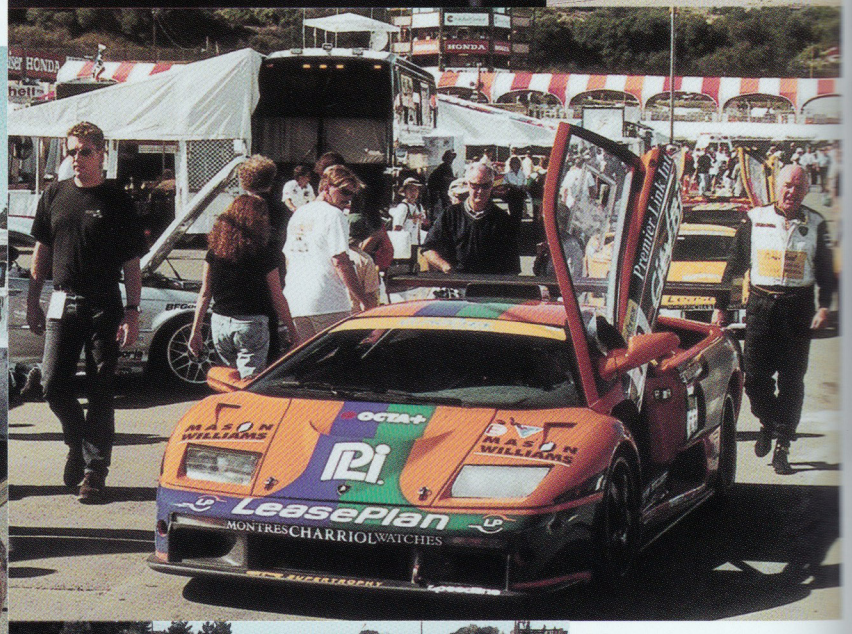


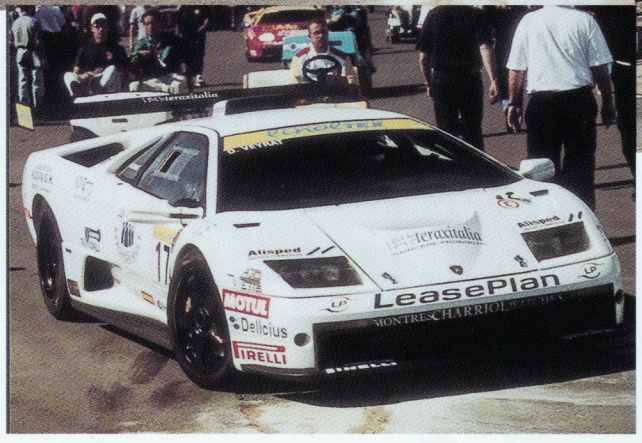
A - NATIONAL MEET 2001

RACING LE MANS

On a beautiful California Saturday afternoon a small band of Club members drove down to Monterey to see the American Le Mans Series races and the 2000 GTR Supertropy Race being held at Laguna Seca. The weather was cool and sunny; the crowds were very small.

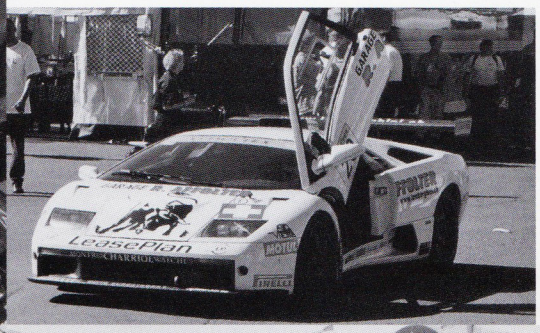


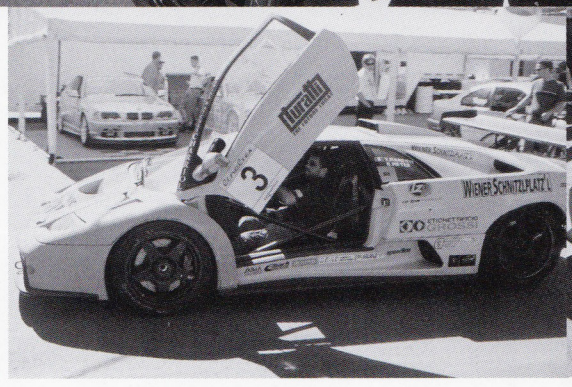


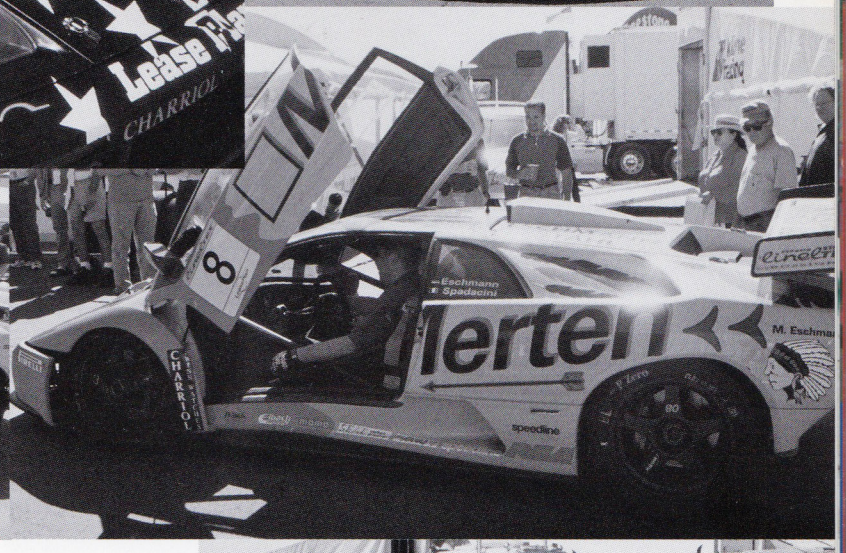


Automobili Lamborghini had a tent if one wanted to watch the main event or the Lambos run. The real fun was cruising the paddock area and seeing all the Lamborghinis being prepped, or in some cases, damage repaired.

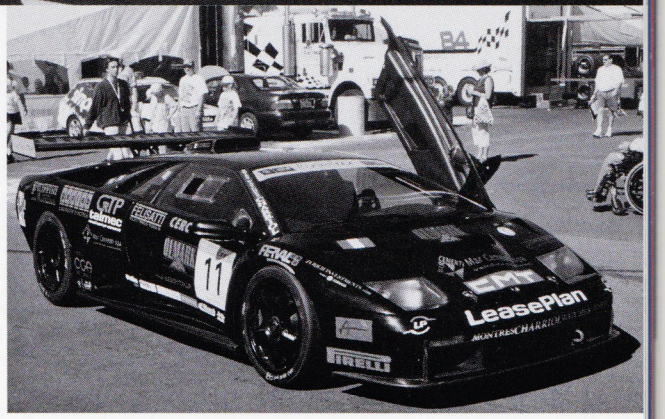
F1
Lamborghini
engineering







Not knowing the drivers or being fully knowledgeable about who to watch, the race was interesting but, compared to the unbelievable sounds (and the quality of driving) of the Audi Le Mans cars, there was a big difference. It was great to see Valentino and to be around all these beautiful machines. So we took all of the pictures we could and here are a sample of the GTR Lamborghinis.



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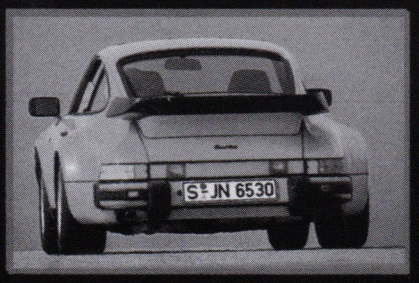
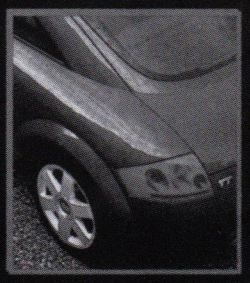
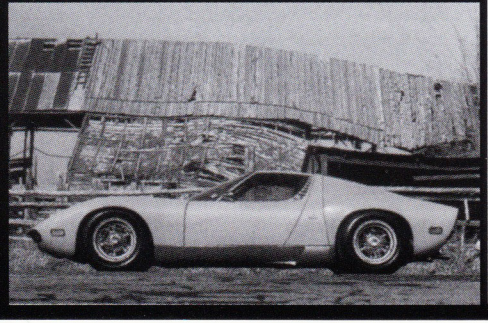




77 The **Lamborghini Countach** first appeared as a show car at Geneva in 1971. It flabbergasted everyone. Its longitudinal, mid-mounted V-12 layout seemed impossible to produce; would it remain a show car only? A high-speed trip in May 1972 from Sant' Agata to Sicily and back confirmed to test driver Bob Wallace that this super-exotic was ready for prime time.

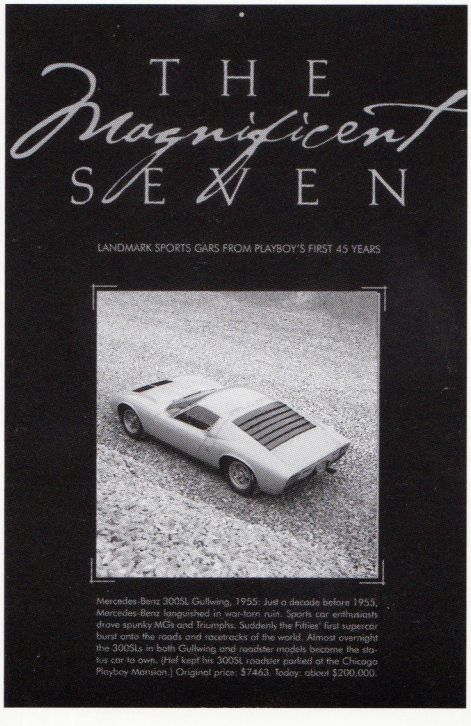


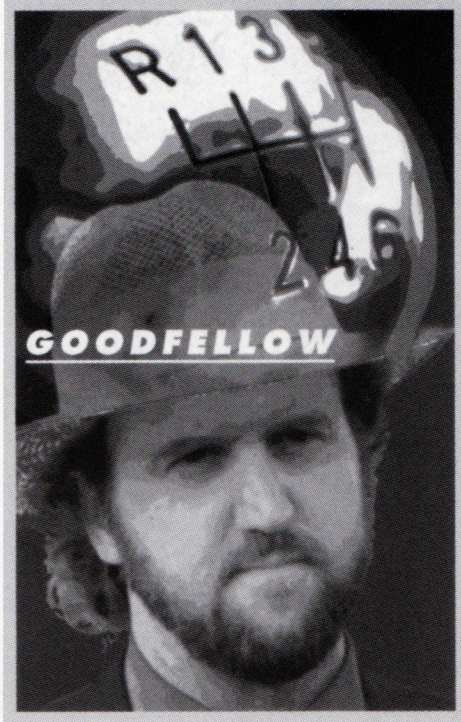
69 When **Lamborghini** unveiled its **Miura** prototype in the spring of 1966, we witnessed the birth of the postwar, mid-engine exotic-car era. With 400 bhp, remarkable styling and a top speed beyond 170 mph, the Miura was a head-turning, mind-blowing sensation. To this day, it remains atop the list of coveted cars.

THE 100 BEST CARS – A CENTURY OF STYLE – THE PERFORMANCE CAR OF THE CENTURY

EDITOR'S NOTE:
During the year 2000, I selected the following magazine articles with the opinions of many experts in their selection of the great vehicles of the century. I am including the pages that list the 2 Lamborghinis that the press has acknowledged as examples of the best. It has always been fun to 2nd guess the so-called experts, so I'm sure that we all have our own list of the important automobiles. Comments to the Editor are always appreciated.

My "thank you" to the creative efforts of the writers for the various magazines from which I have taken the Lamborghini reviews: Road & Track, January 2000, Sports Car International, April/May, 2000, Playboy, and Stuff magazines and especially the article by our esteemed member, Winston Goodfellow who always has a slider in his verbal glove to pitch us something we don't expect.





Postwar Performance Car of the Century

●With the Model T recently named the "Car of the Century," I decided to take a different tact on the theme and name my own Postwar *Performance* Car of the Century.

That's narrowing the field, I know, but the more I investigated the prewar era, the more I knew the earlier cars were beyond my field of expertise. So I decided to focus on postwar efforts and in doing so, I'd choose a benchmark from each decade—then pick from that list my winner.

The dictionary defines benchmark as "a standard by which something can be measured or judged," but automotive benchmarks must go beyond mere performance parameters. They also must have lasting impact—a rare ingredient that makes them cars that are discussed in reverent tones.

Jaguar's XK120 ushered in the postwar era with style and performance. Capable of 120 mph at a time when most cars struggled to hit 90, it brought fun and promise to a world still mired in war memories. The XK120's magic combo of style, power and availability vaults it over two other 1940's candidates: the Cisitalia 202 by Pinin Farina and Touring's 166 Ferrari barchetta.

While there were many more choices for the '50s (numerous Ferraris, Jag's XKSS, Spain's Pegaso and the Fuelie Corvette, among others), the car that truly altered the automotive landscape was Mercedes' 300SL Gullwing. It is an engineering marvel, and my choice as the PPCOTC runner up—those upward-lifting doors and that overall shape are just as captivating today. Its 140+ mph performance in the mid-'50s blew away everything else, save some competition cars that couldn't match its refinement and tractability.

Shelby's 427 Cobra was undoubtedly the pinnacle of the Swingin' '60s—zero to 100 mph in 10.3 seconds and the 1/4 mile in 12.4. Is there a more emulated car anywhere?

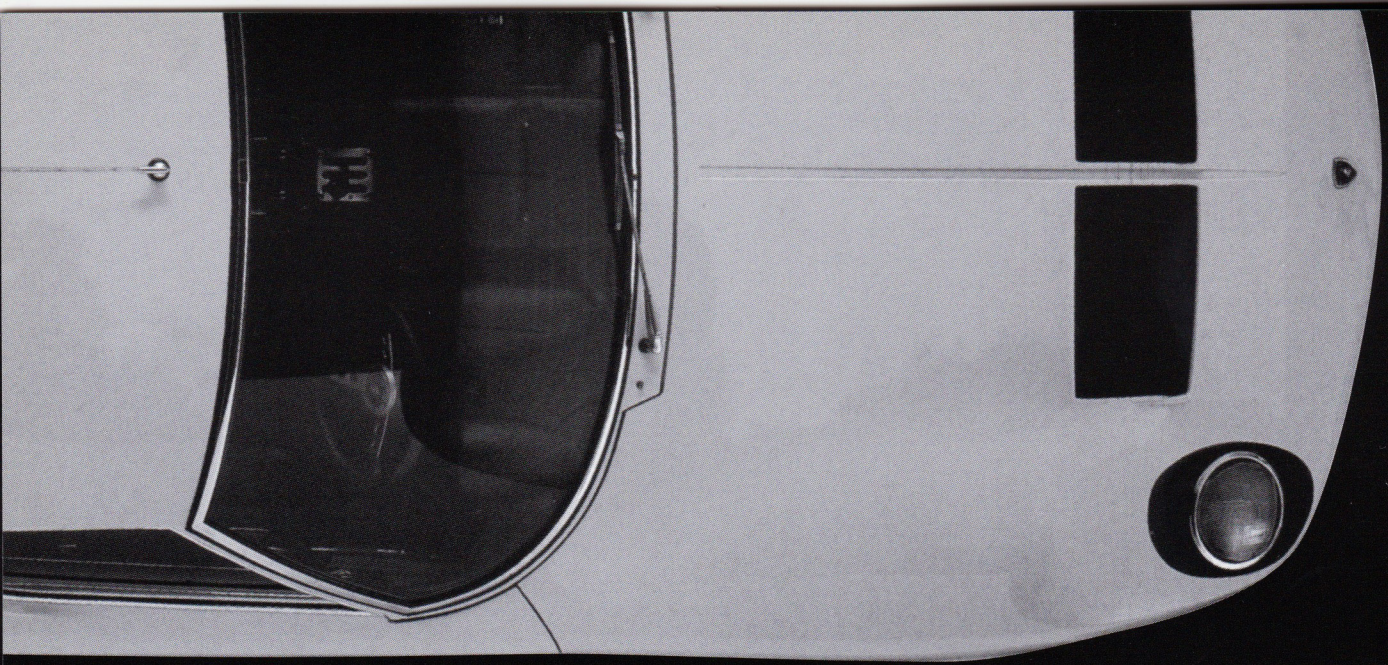
But it had tough competition. Lamborghini's Miura had a higher top speed and ushered in the mid-engine street car configuration, while Jaguar's E-Type had America focused on England long before the Beatles rocked Ed Sullivan's stage. And, if more than two Corvette ZL-1s had been produced, the '60s may well have had a different benchmark.

From the bleakness of the '70s came the shape that still defines the term "supercar," Lamborghini's original Countach. In my mind, its toughest competition were Porsche's Turbo and Ferrari's 365 Boxer, but I give it the nod for my '70s benchmark.

The '80s supercar crown must go to Ferrari's F40. Not only was it quicker and faster than the Countach, its shape was just as audacious—it was the first production car to use carbon fiber. The driving experience was so captivating that anyone who has tried one says it is a holy epiphany. That alone gets it the nod over the other contender, Porsche's sleek, ultra high-tech, yet ultimately not-as-involving 959.

And just when we wondered how much faster everything could go, McLaren unveiled what I consider the Postwar Performance Car of the Century, the F1. What else can you dub something that accelerates to 100 mph in approximately the same time it takes you to read this phrase; is faster than some Formula 1 cars above 150 mph, let alone its road-going competition; and had to be detuned so it could win Le Mans, the first time out? Not even Acura's NSX, another machine that altered the performance car equation in a completely different way, can compete with those numbers.

Winston Goodfellow



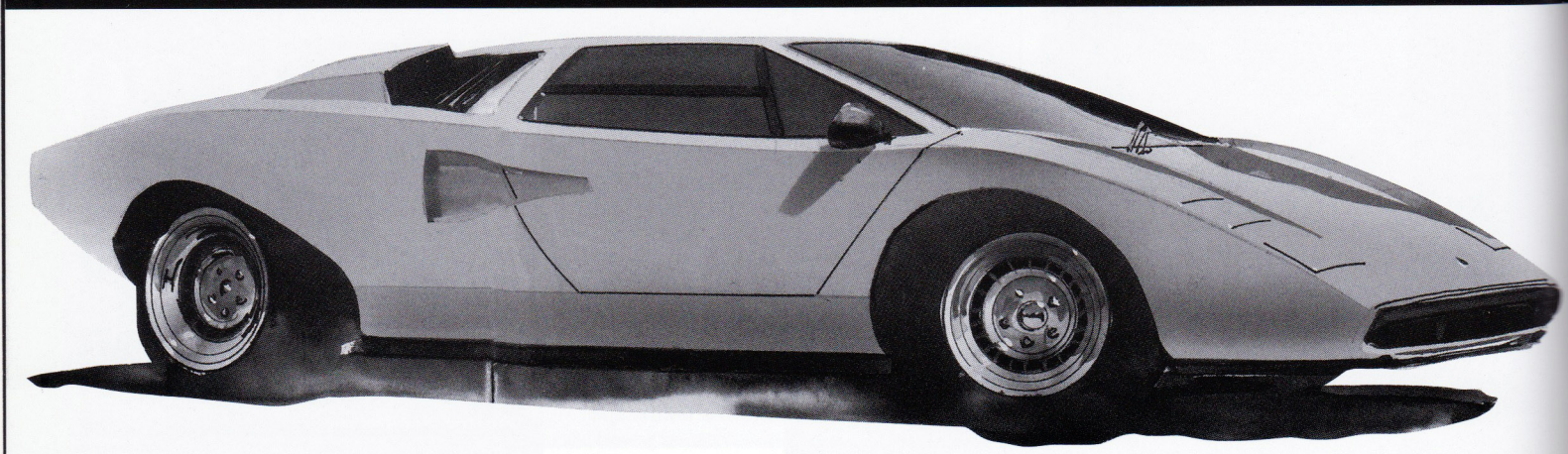
AutoWeek

A Century of Style

EDITOR'S NOTE: FAVORITE 20TH CENTURY CARS

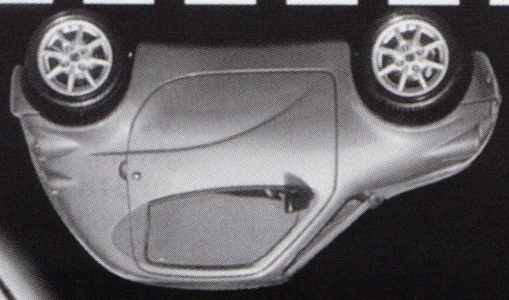
AUTOWEEK asked some top designers to name their favorite 20th Century Cars. Among the designers polled were: Christopher Bangle, Chief of Design in the Development Division of BMW; Tom Peters, chief Designer for Portfolio Development for General Motors; J. Mays, V.P. of Design for Ford Motor Co.; Jerry Hirshberg, President of Nissan Design Int. in San Diego; David Hackett, Executive Director of Toyota's CALTY Design Research in New Port Beach, California; Carl Olson, Chairman of Transportation Design, Center for Creative Studies School of Art and Design in Detroit. Here's what they had to say:

The Ford Model T was the cat that kicked off the "Century of the Car". The 3 most mentioned cars were the Cord 810 and 812, and the Jaguar XKE. Favorites were the 1966 Lamborghini Miura, with a comment "It was designed impossibly low. I don't know how Lamborghini could make a car that low and fit a V-12 into the engine compartment. Only the Italians could do that." Others were the Jaguar C Type, the Porsche 365 Speedsteer, the Lancia Stratos, the Citroen SM and DS, the Ferrari 250 LM, the 1931 Imperial Le Baron Dual Cowl Phaeton and the 1957 Chrysler 300C, the 1965 Ford Mustang and the 1963 Sting Ray and the Bugatti SC Atlantic.



Be Free!
The new city car, Town Life, is just like you:
Free to express yourself. Agile and compact, you go where you want. Open - minded and limitless, a driver□s license is not required. Beautiful and intelligent, it attracts attention without noise and without polluting. It comes in two versions; either electric or diesel motor.
Take a drive, escape from today□s worries and be free.

Be Free!



Planet - Bologna

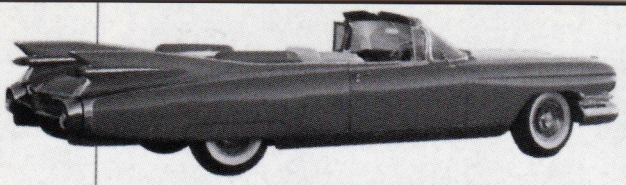
Town Life

Town Life S.p.A.
Via Funo, 41
40050 Funo (Bologna)
Tel. 051.864920
Fax 051.8650028
www.townlife.it

Editor□s note: Tonino Lamborghini□s new automotive venture in Italy.

Without License!

STUFF MAGAZINE'S TOP 25 OF THE CENTUR

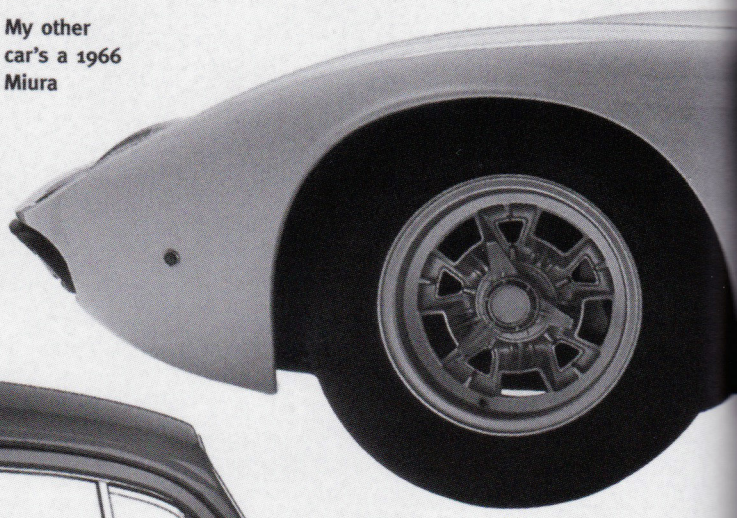


2 1959 CADILLAC CONVERTIBLE

Key stats: Footprint: 120 square feet; miles per gallon: 8

Only the U.S. of A. could make a man feel cool tooling down the road in a big pink boat. Clint Eastwood drove it in the flick *Pink Cadillac*; Springsteen immortalized it in song. Everyone has something to say about the '59 Caddy, but the car itself says it best. 42-inch fins. Two tons in weight. Twenty feet long. A trunk that could hold five tires along with their wheels. A hood bigger and flatter than Nebraska. More chrome than a '50s diner. No car in history has ever been more outrageously American.

My other car's a 1966 Miura



1 1956 MERCEDES 300SL GULLWING

Key stat: Wingspan 6'3"

When you popped up the doors to get in, the Mercedes 300SL made you think it could fly. When you slammed down on the accelerator, it proved you were right. With a top speed of 165 mph, the Gullwing left all other cars wondering just what in the hell had flown by. Rather than sacrifice power, the car's designers tilted the engine at 50 degrees so it could fit under the hood. Noisy, difficult to handle, and with an engine so hot it required huge side vents to keep it cool, the 300SL was the first truly modern sportscar, and defined the genre in two words: beautifully impractical. It was also pricey: for the cost of one Gullwing plus change you could buy two 'Vettes. This wasn't a car for the masses—it was made for the gods.

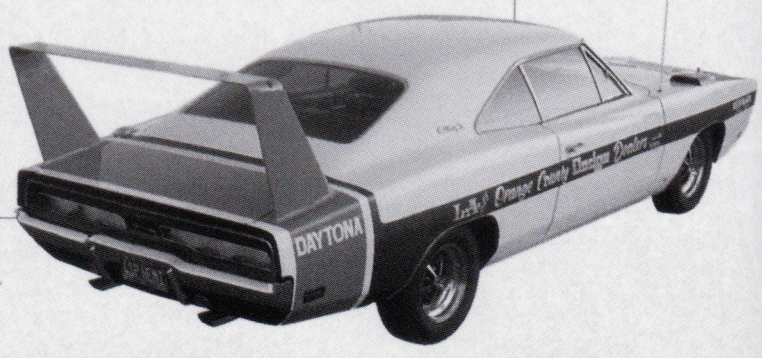
LEFT: RON KIMBALL; RIGHT: JOHN TURNER/ TONY STONE

4 1969 DODGE CHARGER

Key stat: 0-60 in 4.8 seconds (better than a Ferrari Testarossa)

The *General Lee* shall rise again! Thanks to its starring role outrunning dimwit cops on *The Dukes of Hazzard* and in great car chase movies like *Bullitt*, the Dodge Charger came to epitomize masculinity for a generation of teens. It wasn't the first muscle car, but with headlights that rotated out of an intimidating grille and a Magnum 440 V-8 so powerful it rocked the car from side to side when idling—higher-grade brakes and springs were included just to handle the engine's shenanigans—it remains undeniably one of the best.

The *Dukes* show wrecked over 340 Chargers



CADILLAC CONVERTIBLE, DODGE CHARGER: CINDY LEWIS; VOLKSWAGON BEETLE, MACLAREN F1: RON KIMBALL; LAMBOURGHINI MIURA: ANDY CRAWFORD/ IMAGE REPRODUCED FROM *THE ULTIMATE CLASSIC CAR BOOK*, WITH PERMISSION FROM DK PUBLISHING, INC.; TUCKER TORPEDO: OWNED BY MR. DEVOE MOORE, PHOTOGRAPHED BY DAVE KING, IMAGE REPRODUCED FROM *CLASSIC AMERICAN CARS*, WITH PERMISSION FROM DK PUBLISHING, INC.

5 1966 LAMBORGHINI MIURA

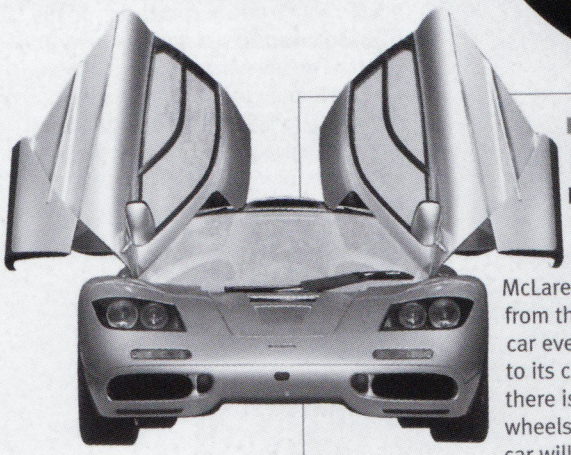
Key stat: Number produced: 800

Before 1966, Lamborghini was known as a manufacturer of tractors. When the Miura hit, the Lamborghini name was suddenly uttered in the same breath as fellow Italians Michelangelo and Leonardo. With a top speed of 175 mph and a massive V-12 engine plunked down in the middle of the car, the hand-built Miura was a force to be reckoned with, and it remains one of the most strikingly beautiful cars ever to grace unworthy asphalt.

6 1948 TUCKER TORPEDO

Key stat: Number produced: 51

No car was ever more ahead of its time than the Tucker Torpedo. It was built after WWII to be completely different than the offerings of the big automakers; the ads proclaimed "You'll step into a new automotive age when you drive your Tucker '48s." Although it was just about the fastest car on the road (top speed was 120 mph, and those were 1940s miles-per-hour) and very efficient (30 mpg), the Tucker's main concern was safety, the most famous feature being the center "cyclops" headlight that turned with the wheels. The public gave it the old college try, but although a whopping 300,000 people placed orders for the car on its release, the project was underfunded, and Tucker himself ran into trouble with the Securities and Exchange Commission. By the time his name was cleared, the company—and the car—was kaput.



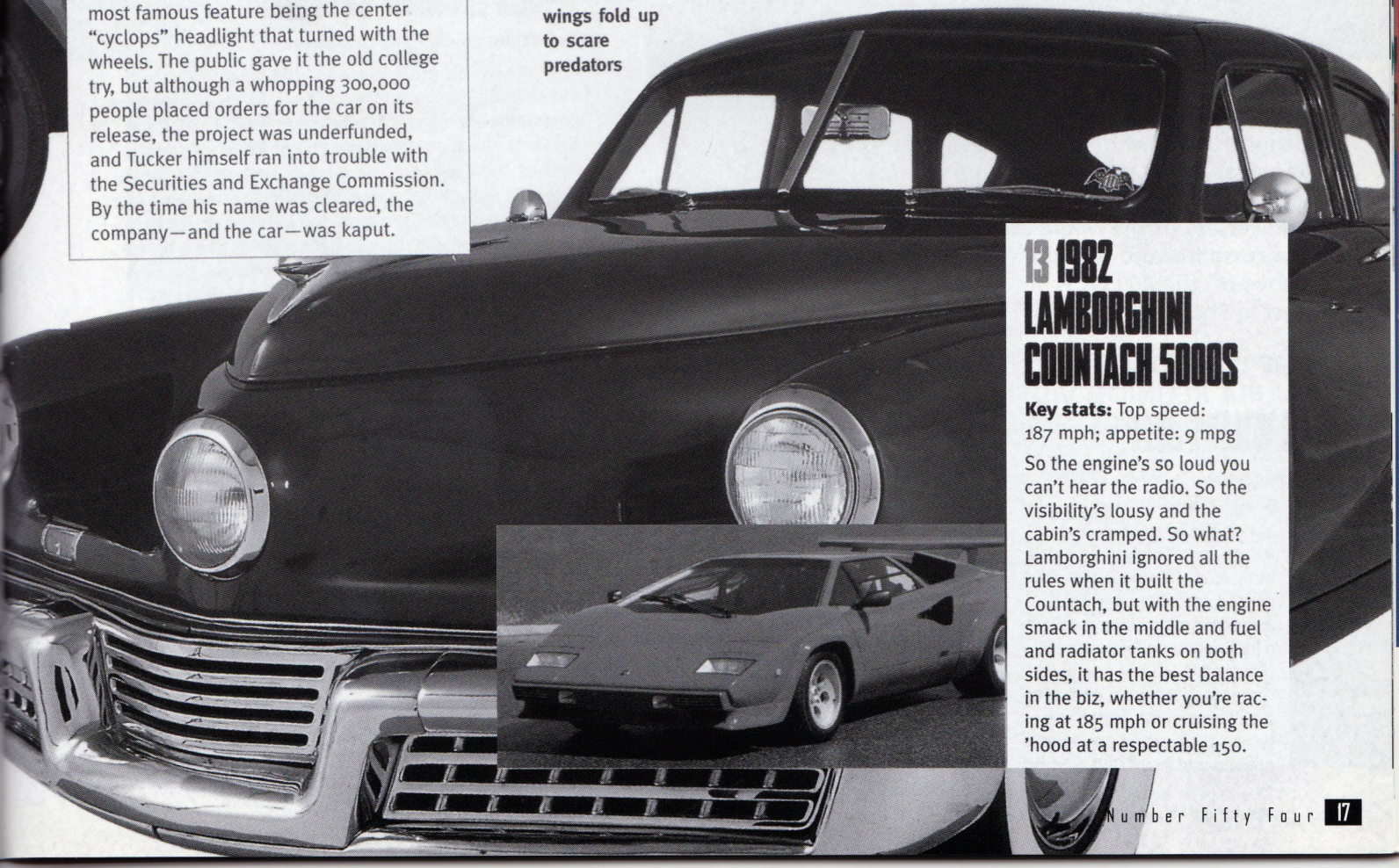
7 1994 McLAREN F1

Key stats: Top speed: 238 mph; 0-60: 3.2 seconds

Built around a real F1 engine, the McLaren has taken more innovations from the racing world than any consumer car ever, from its centered driver's seat to its carbon fiber chassis. Trust us—there is no way to have more fun on wheels. Drive a McLaren and every other car will feel like a little red wagon.

>>>

The beast's wings fold up to scare predators



13 1982 LAMBORGHINI COUNTACH 5000S

Key stats: Top speed: 187 mph; appetite: 9 mpg

So the engine's so loud you can't hear the radio. So the visibility's lousy and the cabin's cramped. So what? Lamborghini ignored all the rules when it built the Countach, but with the engine smack in the middle and fuel and radiator tanks on both sides, it has the best balance in the biz, whether you're racing at 185 mph or cruising the 'hood at a respectable 150.

MONTEREY 2001

Television • Reality shows put psychologists on the payroll to make sure contestants can handle the stress.

By RANDY DOTINGA
SPECIAL TO THE TIMES

SAN DIEGO—Though "Hollywood Squares" hasn't come calling yet, there's no doubt that San Diego psychologist Gene Ondrusek is a man in demand.

The morning news shows on CBS and NBC and dozens of radio disc jockeys clamored to interview him over the summer, and his name appeared in such publications as the New York Times and Entertainment Weekly. A new Fox series called "Love Cruise" put him to work behind the scenes. And earlier this month, he was a panelist on the resurrected TV game show "I've Got a Secret."

It's all because Ondrusek flew to an island called Pulau Tiga to help 16 "Survivor" castaways handle the strain of being stranded with little food and lots of intrigue. In doing so, he became a founding member of a new club of show-biz shrinks: reality-show consultants.

As "Survivor" clones flood the TV scene, producers are enlisting psychologists like Ondrusek to gauge the emotional well-being of potential contestants. But their unprecedented work has created dilemmas for the psychologists, who are advising shows that pose the real risk of mental or physical harm to contestants.

"It was a fascinating quagmire for us," said Richard Levak, a Del Mar psychologist who worked with Ondrusek on "Survivor" and is on board for the sequel shooting in Australia, though he manages his counseling from his California base.

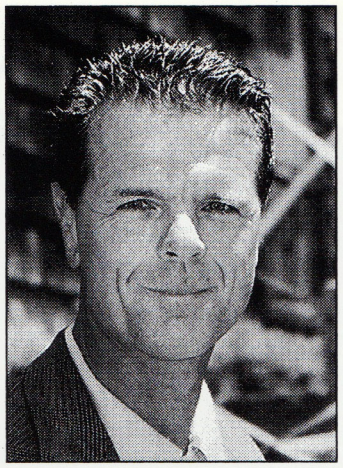
"If psychologists don't get involved," Levak continued, "will that do more harm? Will that discourage people from doing the show?"

Reality-show producers are well aware that things can go wrong. In 1997, the first contestant banished from "Expedition Robinson"—the Swedish inspiration for "Survivor"—committed suicide by throwing himself under a train. His widow blamed the show. With that tragedy in mind, the producers of "Survivor" approached Ondrusek last year.

"Survivor" producer Mark Burnett learned of Ondrusek when the two men appeared on a National Public Radio series about the mind. Both talked about thrill-seeking behavior. So when Ondrusek was asked to become involved in "Survivor," he jumped at the chance not only to try such an unconventional assignment but also to portray psychology in a positive light. He quickly recruited Levak to work alongside him.

"We ran across some folks who had a whole lot of stress . . . and we said, 'No, this is not a good thing for you to do.' "

GENE ONDRUSEK
Psychologist who worked on "Survivor"



"If psychologists don't get involved, will that do more harm? Will that discourage people from doing the show?"

RICHARD LEVAK
"Survivor" sequel psychologist

"I was fascinated but kind of scared about doing it," Levak said. "My reputation is important to me, and I had no idea how this would play out. It seemed kind of irregular."

But Ondrusek reminded him that if they refused, "someone less qualified might do it and 'Survivor' would go ahead," Levak said. "We might as well make sure no one got on the island who wasn't fit to go."

"Survivor" was an intriguing "client" for Ondrusek and Levak.

Ondrusek, with a doctorate in psychology from the University of Texas, has been in private practice since 1983 and works mainly with corporations. Levak, with a doctorate in psychology from the California School of Professional Psychology in San Diego, has been in private practice for 15 years.

The two set up psychological tests for the show's applicants, designed to screen out those who weren't resilient or "hardy." Each finalist underwent as many as seven hours of testing and the process took 10 days.

"We ran across some folks who had a whole lot of stress back home and we said, 'No, this is not a good thing for you to do,' " Ondrusek recalled. "You're in bankruptcy, your wife is on welfare, this is not the best thing to make your life stable."

Ondrusek then went to the South China Sea for the filming. He debriefed the contestants after they walked down a trail after being banished by their fellow castaways. Both psychologists were impressed by their level of involvement in the show.

"Usually we're seen as advisors," Ondrusek said. "In this one, we were involved from pre-production planning, casting and assessment all the way through being asked to look at dailies during the run of the show. Even now we're following up."

Ondrusek recently finished his most recent reality-show assignment, helping producers pick contestants to take part in "Love Cruise." The Fox show about 16 young people who must banish participants off a cruise ship in the Caribbean is scheduled to be shown early next year.

The counselors face their own problems when they sign on to do these shows. Close interaction with producers can create divided loyalties as consultants may become torn between their responsibilities to the producers and to the contestants, warned Arthur Caplan, a medical ethics expert and director of the Center for Bioethics in Philadelphia. The situation is similar to that of athletic doctors whose job is to get players back on the field regardless of what's best for them in the long run, he said.

M. Gene Ondrusek, PH.D.

M. Gene Ondrusek, Ph.D. was tapped by CBS to provide psychological profiling for contestants as part of the casting process for their hit show, "SURVIVOR." In addition, he provided support, debriefing, and follow - up for the contestants, as well as acting on-site as a production consultant.

Subsequent to this project, he crafted similar psychological profiling and contestant management consultation for FOX for their new reality shows, "LOVE CRUISE" (with Bunim/Murray Productions), and "BOOT CAMP" (with LMNO Productions). He recently completed "combat missions," Mark Burnett's most current reality show for USA Network and is currently providing similar psychological profiling for ABC's entry, "The Future Diary," with Vin Di Bona Productions. Next in line is "Lost" for NBC.

Offering expert commentary on such topics as the psychology of reality television, thrill-seeking behavior, relationships, stress, group dynamics and context-driven behavior, Dr. Ondrusek continues to be sought out for both his professional expertise and his user-friendly style in producing quality reality programming.

Editor's note:
Gene has been a long time Lamborghini owner and member of the club. The club is very lucky to have its own psychologist to handle the many problems that may occur with the ownership of exotic cars.

San Diego Meets 2000 and 2001

by Jack Riddell and Jim Heady

Last year's turnout was the largest ever for the San Diego event. All told, we hosted over 100 people and 33 beautiful cars, including the incomparable SVJ Miura of Nicholas Cage and a spectacular array of Diablos in the colors of the rainbow. This year's event was even bigger!

Last year we kicked off the weekend on Friday evening with a drive to scenic La Jolla, where La Bollicine restaurant overlooking La Jolla Cove, was set up to receive the partying horde. This year, Jack Riddell who hosts the annual event, arranged to have the San Diego Auto Museum open for us to enjoy the cars; our dinner, overlooking the auto collection, was catered by La Bollicine. A super evening.

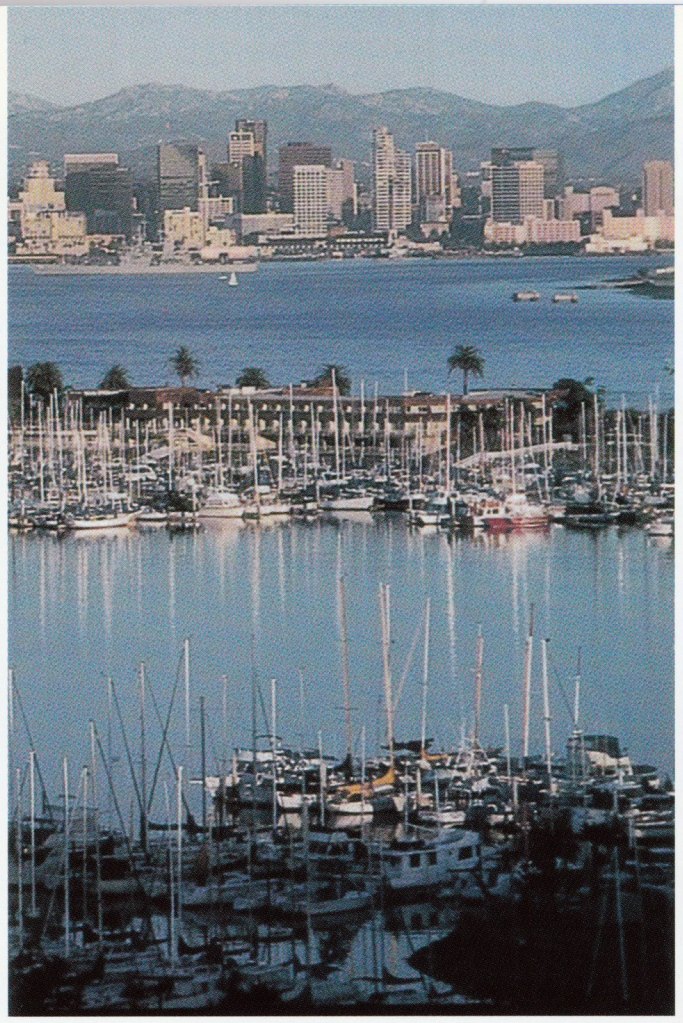
Last year we all assembled across the street from the Bay Club and lined up for the run to Barrett Junction. With my recently rebuilt V12 humming confidently, I pulled my 400GT into the lead position and off we went. Traffic was light and we had a nice 21-mile run at reasonable speed out to the parking area at Barrett Junction. Two large busses were waiting for us and at 11:30, we loaded up and headed for Tecate, Mexico with our Lambos under the watchful protection of my son Alex and Leon, the owner of the Barrett Junction Café who graciously offered his parking facility for our use. After a short drive through the international border, we arrived in the town of Tecate and a great Chinese (yes Chinese) lunch at the Dragon restaurant. After lunch, everybody took time for a leisurely tour of central Tecate. This is a town most known as the home of Tecate beer. Finally, we re-boarded our buses and returned to our cars and raced (that is - drove) back to the hotel.

This year Jack put together an old fashion Poker Run and what a great time we had! I (Jim H.) admit that it was frustrating at first, figuring out the clues so we know where to go next to gather a bit of information required of the game, but once we got into it, the game was wild & luckily on one ran into each other because there was a lot of back-tracking when we guessed wrong about the meaning of a clue. Lunch was in the middle of nowhere at a very old western-saloon looking general store. Jack and Elise had a nice lunch all set up for us and the motorcycle group there with us had barbecued ribs for sale. This turned out to be a most unusual and fun event!

Last year we visited the estate of Ray and Daran Grimm for our Saturday night extravaganza. Unfortunately, for the first time ever, it rained, and all the beautiful tables were soaked and the caterers were not able to prepare any food in the outdoor facility. Fortunately, Ray had some connections and was able to get us into Viggalucci's restaurant in Cardiff on short notice. No small feat considering we had over 100 people for the event. But it all came off well and in spite of the wetness outside, we had a great time. [Many thanks to Ray and Daran for their Herculean efforts on behalf of our club through these many years].

This year Martin and Linda Chan opened their ranch barn complex for an absolutely wonderful Saturday evening event. There were several Western/Mexican-themed food stations offering a vast selection of great food. There was a spectacular Lamborghini logo ice sculpture and dancing in the barn. The Club is very lucky to have a family of Lamborghini enthusiasts who will share their homes with us.

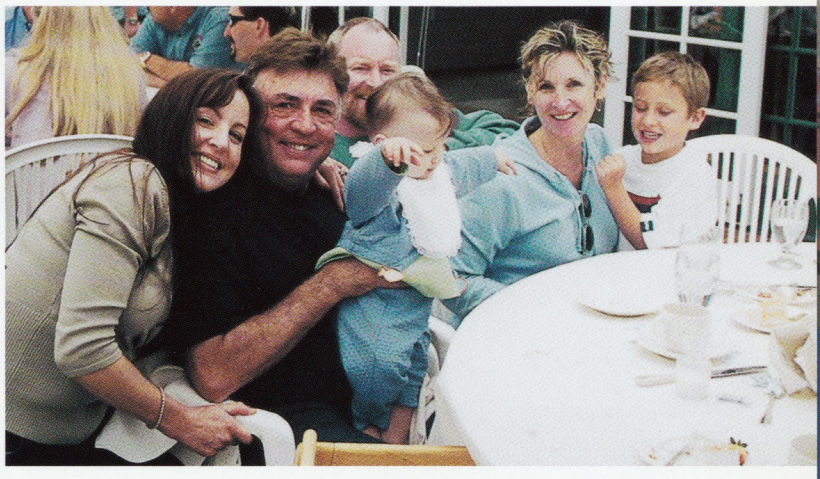
Sunday morning this year and last, we had a world class brunch at the world famous Hotel del Coronado. Prior arrangements had been made to park some of our cars on the lawn at the entrance to the hotel. Last year, Dennis Coughlin parked the SVJ front and center, along with David Walter's Anniversary Countach, a stunning silver Diablo Roadster belonging to Rich Hernandez and Mike Fuschi's pearlescent white Countach. The remaining Lamborghinis were parked in the large circle approaching the hotel entry as well as in the Director's spots at the front door. It was an breathtaking display, this year and last, that brought out several hundred of the hotel's guests as well as many more of the general public. This year Jack had arranged for the group to dine at a special pavilion overlooking the Pacific Ocean - a perfect way to end a prefect weekend.



San Diego

The Adventure Continues

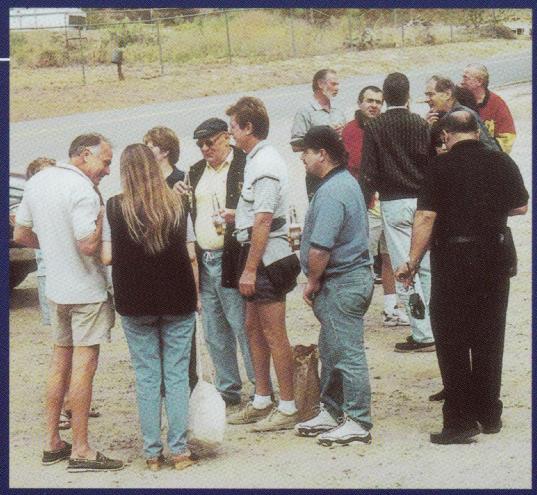
2000 & 2001



The Full Lot At Our

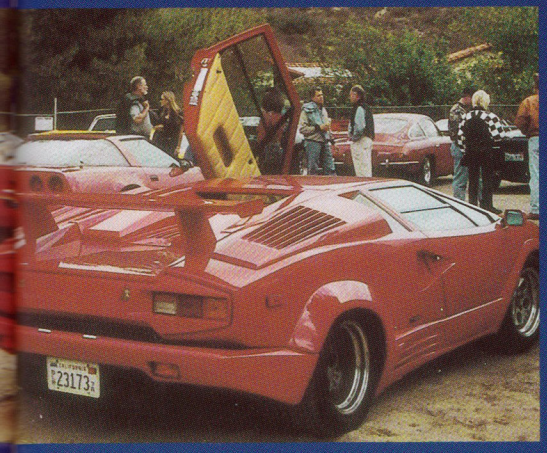
The City of Tecate, Mexico, and our wonderful, unusually interesting, Chinese restaurant. We all loved the local wall mural.

Arriving at our Mexican border staging area. The group, after morning Margaritas, discussing "where is Mexico?"



Staging Areas

Laust Pederson and Eika, with Uno Junghans from Denmark, Denny coughlin and our hostess, Elise Riddell.



Nick Gutsue
(left his Miura home) in case someone needs a tow.

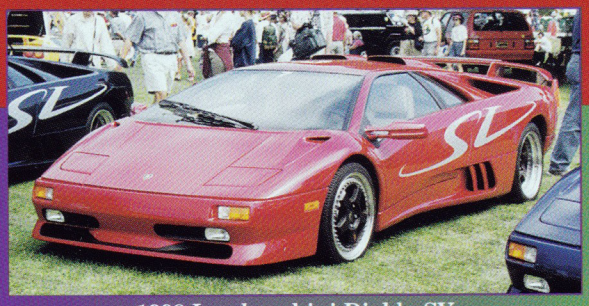
Who let the F car in?

Al Bertoni's Milano Imports
USA Oldest Lamborghini Dealer!

1995 Jota® Diablo VT 577 Dynoed Horse Power *RUNS AWAY FROM 99 SV's*

Lamborghini Sales & Service Since 1968

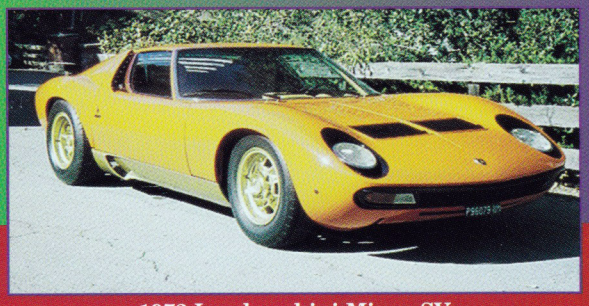
1969 Lamborghini Miura S
Metallic Blue/Cream



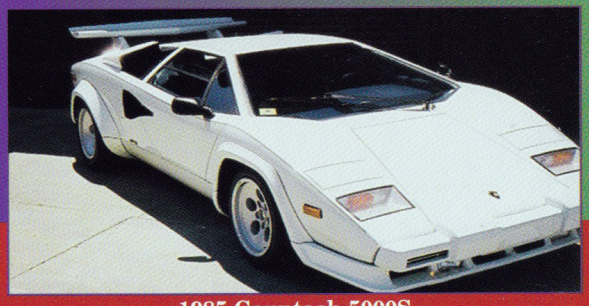
1998 Lamborghini Diablo SV
Red/Grey

1994 Lamborghini Diablo VT
Red/Tan, Red Piping, Fresh Major Service and Carbon Fiber Clutch

1987 Ferrari Testarossa
Red/Parch, Low Miles, Perfect



1972 Lamborghini Miura SV
Orange/Tan, Restored, Pebble Beach Quality



1985 Countach 5000S
USA Car, White w/Blue Lthr, Low, Low Miles

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- Al Burtoni

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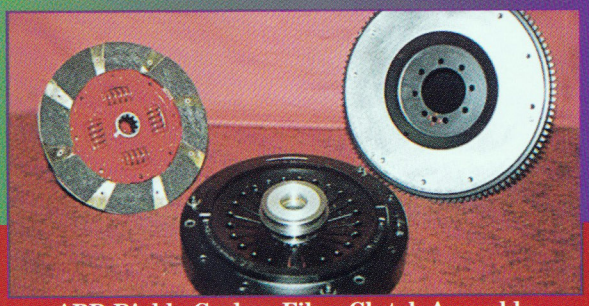
ABD Diablo Carbon Fiber Clutch Assembly
Assemblies available for all 95-99 Diablo models.



ABD Diablo Carbon Fiber Clutch Assembly
Assemblies available for all 91-94 Diablo models.

ABD Countach Carbon Fiber Clutch Assembly
Assemblies available for all Countach models.

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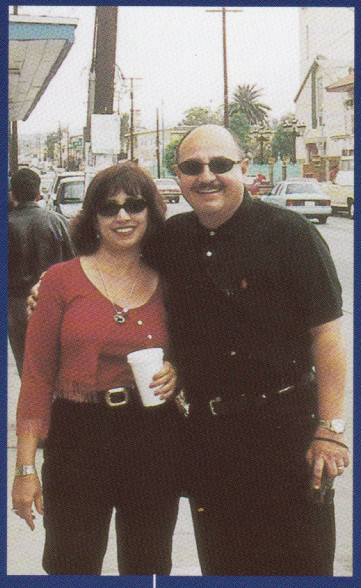
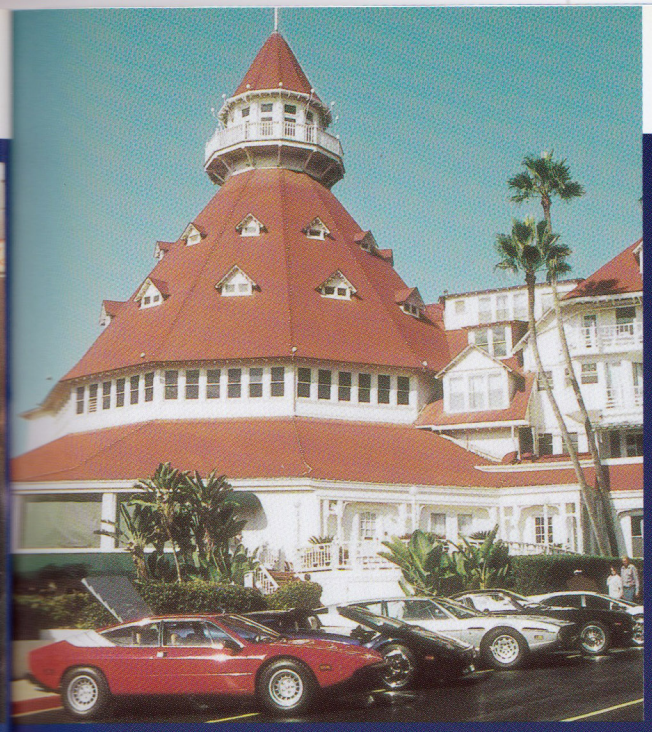
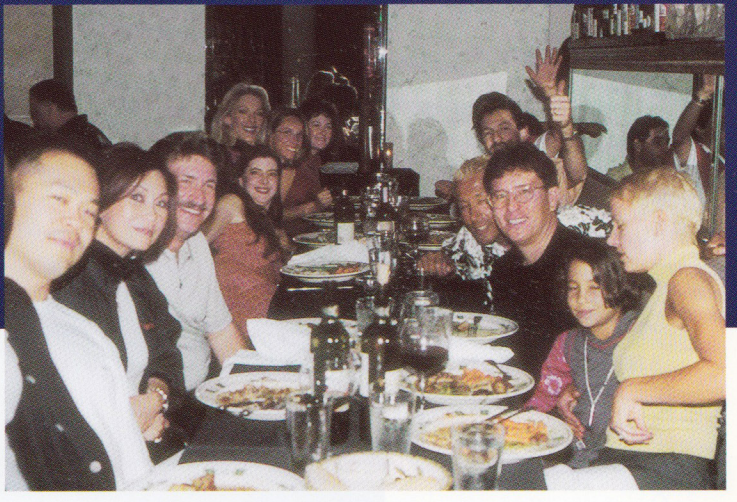
Sunday morning, this year and last, we all gathered at the Bay Club for what was to be a world class brunch at the world famous Hotel del Coronado. Prior arrangements had been made to park some of our cars on the lawn at the entrance to the hotel. Dennis Coughlin parked the SVJ front and center, along with David Walter's Anniversary Countach, a stunning silver Diablo Roadster belonging to Rich Hernandez and Mike Fuschi's pearlescent white Countach. The remaining Lamborghinis were parked in the large circle approaching the hotel entry as well as in the Director's spots at the front door. It was a breathtaking display that brought out several hundred of the hotel's guests as well as many more of the general public. Inside the hotel, the club guests were led to a banquet room resplendent with crystal chandeliers and featuring a balcony overlooking the beach and thePacific Ocean. The brunch at Hotel Del is one of the best in all California, with three full pages of items to choose from. The dessert table alone is enough to make Willie Wonka swoon with delight! Needless to say, everybody had more food than they thought was possible to eat in a single morning. Finally, it was time to pack up and head back home.



The Manashis cruising Main Street for bargains.

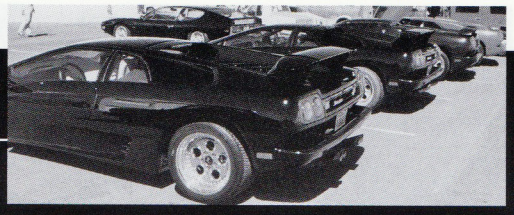
Inside the main dining room where the group enjoyed a Chinese banquet.



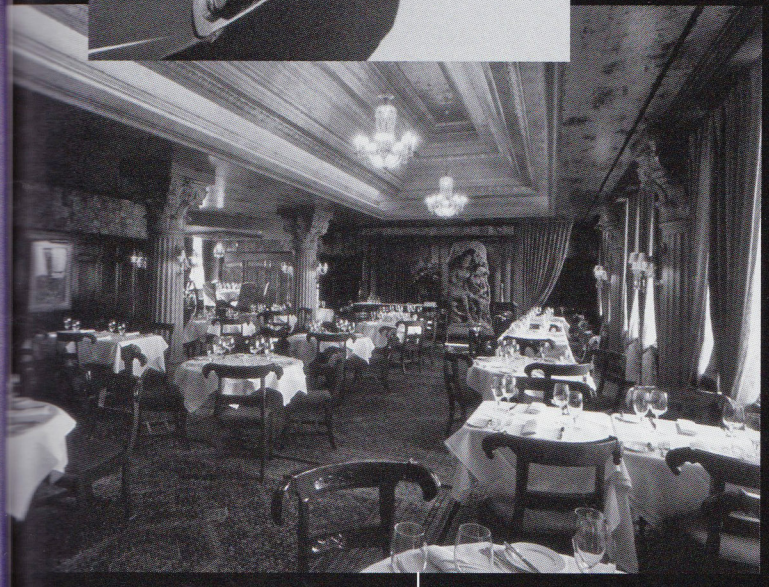


VEGAS RUN 2000

Organized by James Dilorio with Stuart Sobeck



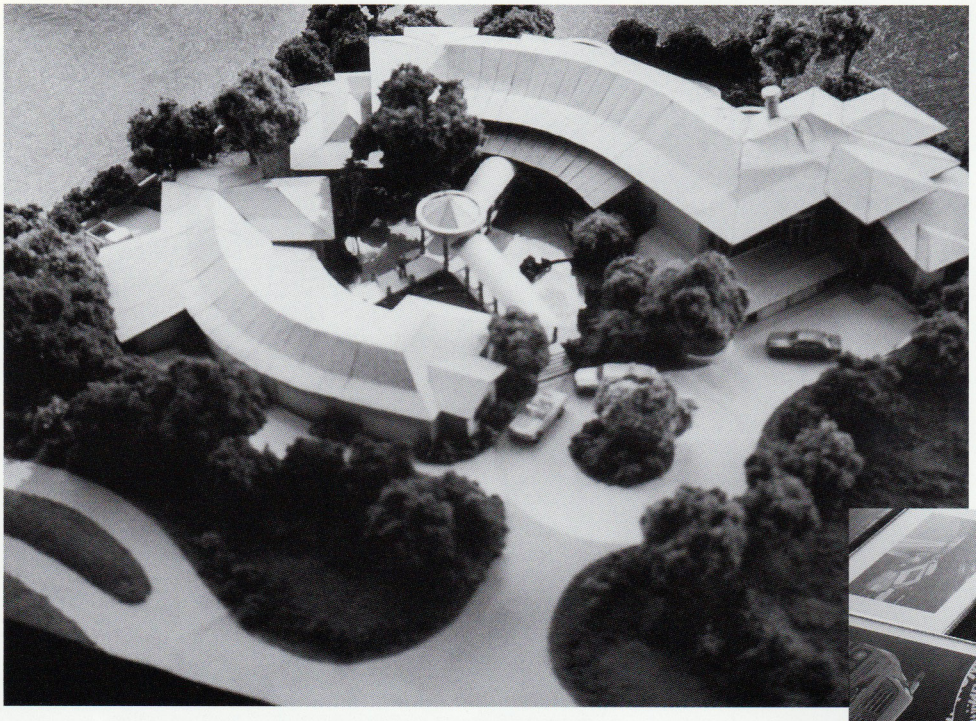
The parking lots at the Shelby Factory and our hotel - the exciting Luxor.



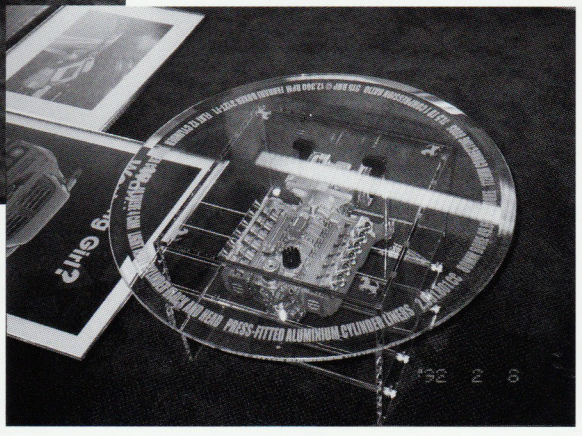
The Fabulous Foundation Room at the top of the Mandalay Bay Hotel.

A fabulous 3 day weekend in Las Vegas & we all met at the Rio Hotel in their wine cellar for tasting, a little gaming activity and dinner at the VOODOO Café. The next morning, we drove through the desert to the Shelby factory. The tour included their Shelby Museum and the production facilities & there we watched this American exotic being assembled. The new Shelby is a beautiful car up close. We all wanted test drives but no luck.
Friday night dinner at the Egyptian Room at the Luxor with much bragging about how fast (safety first though) their little Lambos are going to run tomorrow morning. Saturday morning, 5:30 AM at the rendezvous point, the sun comes up over the easterly hills - the herd of Bulls start their engines & the stampede across the Nevada desert begins! 77 miles later the Bulls finish their run. Of course, road courtesy and speed as conditions warranted were the rule. The run was a Thrill a Minute & we had a great time!

In the afternoon, we toured the Imperial Palace Auto Collection. For our farewell dinner, James put together a spectacular dinner in the Foundation Room on top of the Mandalay Bay; the restaurant is located in a private club, decorated in the Las Vegas style that defies description, we were all very impressed and it was a terrific way to end a great Lamborghini weekend.



There is a full bath, office facilities, some incredible statues, many posters of Lamborghinis, Lamborghini models on glass counters, and some unique furnishings, including a table built on a V12 engine.



A BARN BY ANY OTHER NAME...

By Jack Riddell

In spite of the individuality of this club's members, there is always one thread that binds us all – the love of Lamborghinis. We all go to great lengths to provide a safe haven for our vehicles when they are not on the road – in fact, some of the parking structures in which we house our cars are works of art in their own right. One of our West Coast (very west coast) members has raised the bar on this area to new heights. I first met David Walters and his wife Lucette just over two years ago when they attended my San Diego meet. I had received a fax from his Kauai office requesting flyers and signup sheets and was more than happy to accommodate. David has a stunning red Anniversary Countach that he drove from Los Angeles for the weekend. In the ensuing days, I learned that David was a true enthusiast. He owns about two dozen spectacular automobiles including the Countach, a Muira, an LM, a 100 point De Thomaso Mangusta, two 1957 porthole T-birds (His/Hers, of course – Lucette's is pink), a Ford Crown Victoria, and quite a few other exotic and collectible cars. David owns and operates Pahio Resorts on the island of Kauai in Hawaii. During the course of our time together in San Diego, David invited Elise and I to come over and visit him at his Princeville site. We finally had the opportunity this past December so off we went. Upon our arrival in Lihui Airport, we picked up our rental car and made the counter-clockwise drive from the south to the north of Kauai on the costal highway. It was our first time in Kauai and it is truly spectacular. They have named it the Garden Island for good reason

because there is nothing but green from horizon to horizon. When we arrived at Princeville, David gave us the keys to one of his vacation units in the Pahio Resort of Bali Hai. These are beautiful, top-of-the-line complexes surrounded by some of the world's best golf courses. The view from the balcony is to the green Pacific.

On our first full day, we took a helicopter tour of the island, then in the evening, enjoyed a terrific Luau at the Historic Gaylord Plantation. The following day, we met David and he gave us a tour of Pahio followed by the crowning moment, a first look at his new barn. Looking at the photos, you might wonder how a barn could look like this, but in Kauai, zoning prevents the construction of a second, separate garage. But a barn is entirely legal. So David built a barn. It received its blessing from the Kahunas in early December and it was ready for use. The barn is fully climate controlled, features frontal plate glass

Looking at the photos, you might wonder how a barn could look like this, but in Kauai, zoning prevents the construction of a second, separate garage. But a barn is entirely legal.

capable of withstanding 200 mph winds (it is in hurricane country, after all), a special roof, imported Italian roof tiles, internal columns, and has a view directly to the ocean. There is space in the barn for at least 24 cars. I think more would fit. There is a full bath, office

facilities, some incredible statues, many posters of Lamborghinis, Lamborghini models on glass counters, and some unique furnishings, including a table built on a V12 engine. It is a stunning piece of architecture. But it is only the beginning. David has broken ground for phase two which is the construction of his new house. I saw the model (see photo) and it is every bit as incredible as the barn.

Sunday evening, we had dinner with David and Lucette at the five-star Princeville Hotel, just down the road from the Pahio Resort. We enjoyed the view at our table of the sun going down over Hanalei Bay. It was the perfect conclusion to a perfect stay in paradise. We intend to pay a return visit another time to see the house when it is at or near completion. But that is another story.

CAR GUY TOUR

BY JIM MOORE

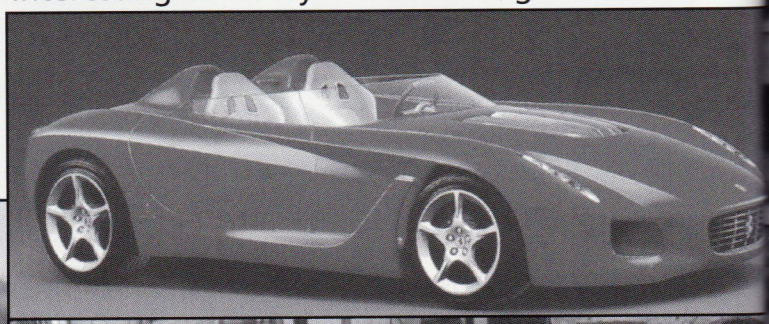
April 10, 2001

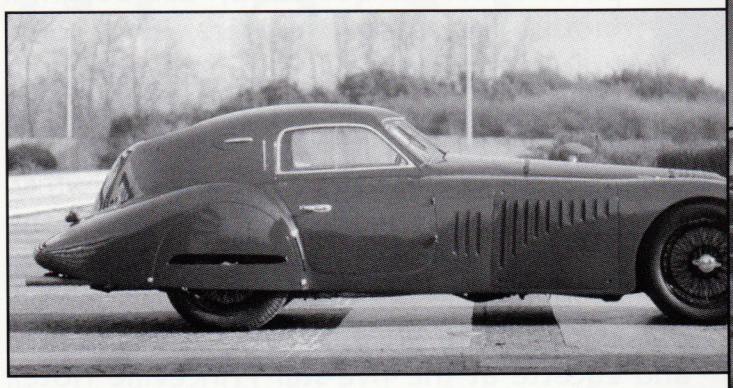
11262 Jolly Mill Lane
Pierce City, MO 65723

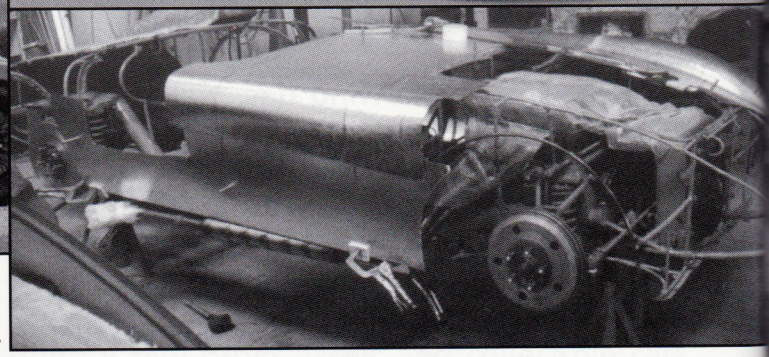
Dear Jim & Joan,
I just returned from The Italian Car Guy Tour IV. When I decided to go, I thought it would be pretty good, but, I was wrong. It was unbelievable. It was great.

We flew from Chicago to Milan. Went to our hotel which was not a Four Seasons, but very adequate. Several of us walked over to a "Design in Motion" exhibit that was showing in a building in a park. They had examples of many design studios and a lot of prototypes. This Ferrari was a plaster study.

The next morning we took a bus to the Alfa Romeo Museum. This is a wonderful four level museum with some very fine cars. We then went over to their Design Center. We had a presentation there and were shown a couple of interesting cars they were working on. Even asked to give our vote on which one we liked best. Our group liked the more classic shape and not the "Nevada Snow Plow" or new sharp edged Cadillac concept.







After lunch we went to the Zagato restoration shop. They were restoring cars as well as creating new ones and altering some of the others. Very basic work. Bending metal. They were also making a convertible out of a Mangusta. We then went to the Design area, but could not go in as it is rather small and they were working on a new project. We did receive a very nice bound book on Zagato that Mr.Andrea Zagato signed.

We then went to the airport and picked up our cars. Ours was a 156 Alfa sedan. Nice car. Since we did not have to be in Turin until that night, we took our car and drove to Switzerland for dinner. Then to Turin to another nice hotel.

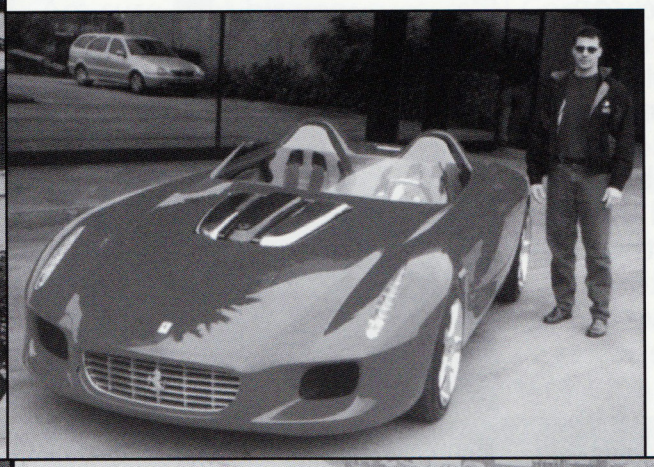
The next morning we went to Lancia where we had a very interesting presentation by Mike Robinson, Director of Lancia Stile. We then toured the Lancia Museum where there were some great cars. Some of us forget that Lancia made luxury cars. The company has big plans for the future.

From there we went to the Pininfarina Studios. This was a another treat. They had a new Ferrari prototype parked out in front for us. The same one we had seen in plastic at the exhibit in Milan only this one ran and sounded great (but not as good as a Miura). We toured their museum and had a very nice presentation and movie. They also had wonderful snacks.

After lunch we went up a winding road into the hills to a villa which is the headquarters for I.D.E.A. They gave us a nice show and then took us down to one of their larger buildings where they had a museum. Again, we are seeing full size prototypes that we have all seen in photos in our magazines but these were the real thing.

The next day, we went to Italdesign. Very impressive. Again cars.

We also visited the Il Museo dell' Automobile in Turin. This is a large public museum with many cars. They had really old cars, sorta new cars and new cars, race cars, military cars etc. They also had a very nice shop where they had most anything you might be interested in. Models, maps, posters, clothing, post cards, etc. A very nice building and the cars were well displayed.



We had a very nice visit to Tom Tjaarda's offices and he talked to us about designing in general. Tom is best known for his design of the Pantera.

We got into our " rockets" and drove from Turin to Modena. Nobody seems to pay any attention to the speed limits (not sure what they are) but didn't see anyone getting a ticket. But no matter how fast we went (our max was 190 kph) they passed us like we were standing still. Our hotel was in the middle of the city. Which was good in that you could walk to restaurants, shops and bank.

The next morning we drove out to the Lamborghini factory, but could not visit as there was major construction going on. This is a good sign that money is being put into Lamborghini by Audi (VW). We did visit the Lamborghini Museum that the son has built some distance from the factory. Some good cars as well as a few tractors, golf carts etc that the son is making under the Lamborghini name. We then went back to the area near the factory and had lunch. We were pleased that Mr. Greco, CEO of Lamborghini was able to join us for lunch. He spoke to the group and answered questions. I did ask him if Lamborghini was planning on building any coupes or convertibles such as the Maserati or Aston Martin. His answer was, " No we will not be building anything that slow." We were all very impressed with him and do hope that the Germans don't do him in.

We then went to Maserati. Had a great tour. It was good to see all the new construction. They are even building multi-level parking. We saw many new coupes being built (they covered up the spyders) and they are handsome automobiles. Guess we can't get one in the states yet. We were told that they would soon introduce the spyders into USA at the 2002 Detroit show. We did see a store room with about 50 cars, under fitted covers, waiting delivery. All coupes.

Then it was time to visit Ferrari. First we had lunch at Cavalino's, which is almost as well known as the factory. With some of our tour, you would have thought we were going to be able to see heaven. It is a new factory, since I was last there, and very clean like Lamborghini. I had the feeling that to the Italians, Ferrari is not so much a automobile as a sport. As long as they are winning Formula I races the Italians are going to visit Maranello and buy all the Ferrari goodies, Plenty there. We also visited the Ferrari Museum in Maranello. Very nice.

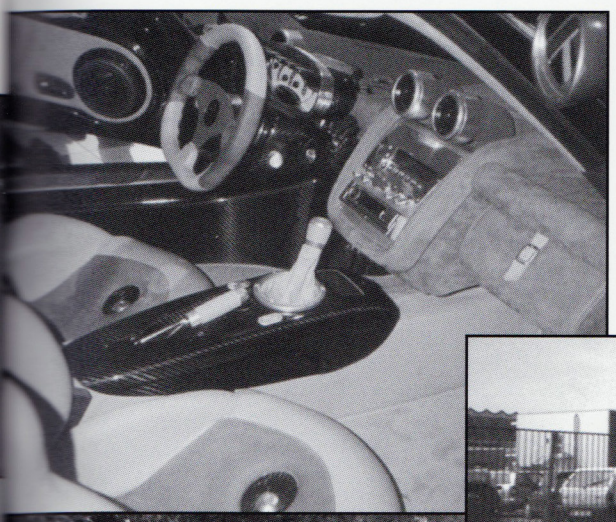
Since factories and design studios are not open on weekends, we had a couple of days free.

Several of us took the train to Venice. We had not been visiting cities that were tourist sites so were brought back to reality when we got off the train. Bands were playing, many, many shops selling tourist stuff, etc. We were fortunate to be there before the real tourist season.

We visited the De Tomaso museum. Very nice Panteras and Mangusta and other interesting cars that the gentleman has developed. He had a small

This was a really great trip. I never believed that we would be able to get into all of these places. Many of these collections are not open to the public. When you visit them, you realize that they do not have the facilities to handle public viewing. Not only did we get to see these great automobile shrines, but, we were treated royally. Francis Mandarano has great relationships with these people. They all greeted him warmly. Am sure that his very successful Concorso Italiano has something to do with it. To be invited to that event in the United States is a very great honor for them.

It was a great trip and I would recommend it without reservation to any of our members.



Warmly,

Jim Moore

GARFIELD *Jim Davis*

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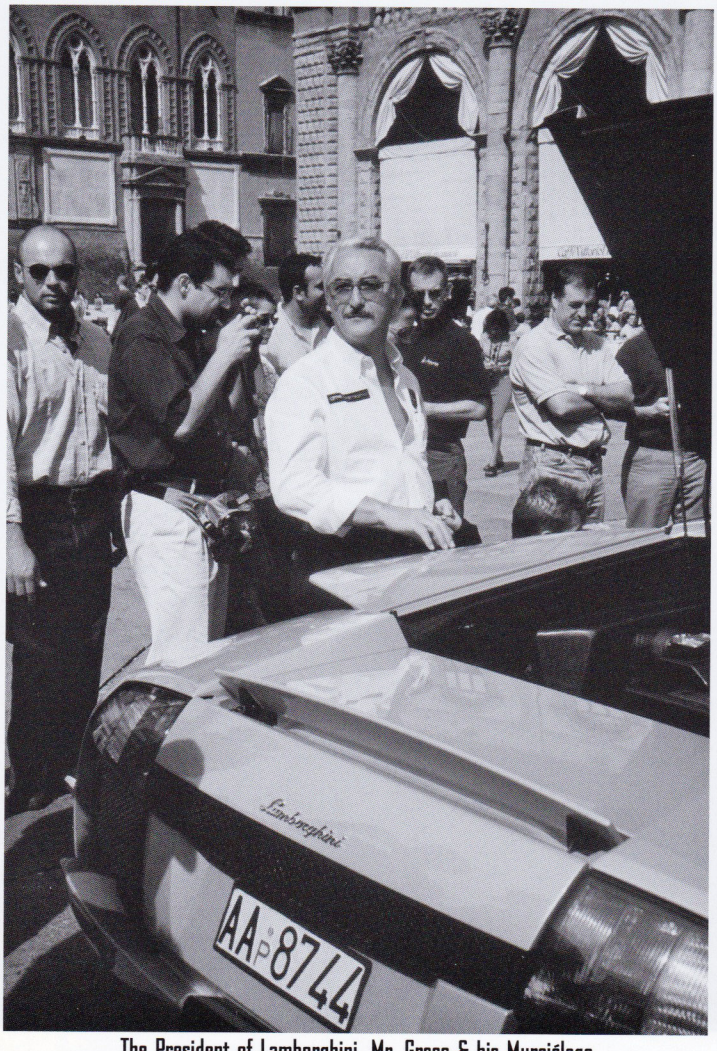
2001

SAN DIEGO

-The Unveiling- MURCIÉLAGO

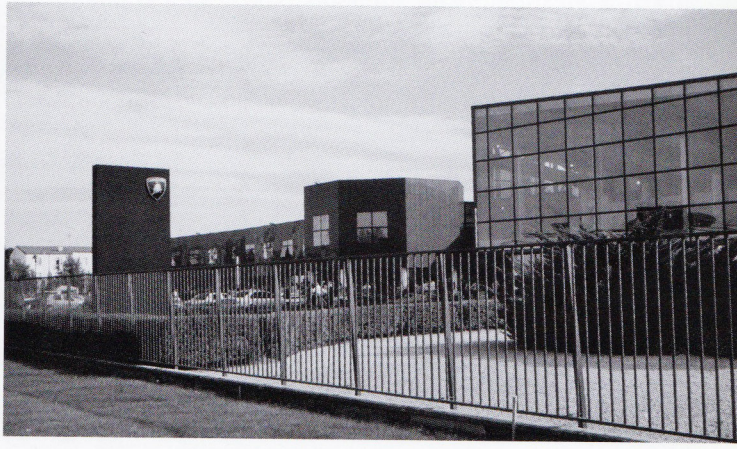
The Piazza in the center of Bologna where the Murciélago was first shown to the public.



The President of Lamborghini, Mr. Greco & his Murciélago

Masahiko Sagawa, Carol Mitchell, and Darran Grimm

Bob Haroutunian with Valentino



L to R: Tony Nobles, Akbar, the Allys, Bob Manashi, Fred, Kay, and Kevin Sims.

Peter Wolf who worked hard to organize the meet

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1967 Miura (restored by us)
1972 365 GTC/4 (restored by us)
1973 365 GTB/4 (restored by us)
1966 ASA 1000 GT (restored by us)
1967 275 GTB/4
1977 Bora
1995 456 6-speed
1982 308 GTSi
1982 308 GTBi
1980 308 GTBi
1964 Jaguar 150s coupe, unrestored
1969 McLaren M6B coupe
1995 348 Spyder
1984 512 BBi
1995 Diablo VT
1984 Mondial Cabriolet

SERVICE

Bobileff Motorcar Co. usually has 30 cars in for service at all times. Last year, we properly serviced over 500 cars. From a simple oil change to a complete mechanical and cosmetic overhaul, we do it all, winning Pebble Beach and numerous Concours many times over in the past.

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As one customer said after looking at our restoration and body department ***"IT LOOKS LIKE MIURA CENTRAL HERE."*** At Bobileff Motorcar Co., we do Concours body and paint work, as well as panel fabrication, extensive rust repairs, and street quality restorations to exceed original factory finishes. We also do all interior work in-house. As of June 2001, here is a list of current ground-up restorations:

1967 P400 Miura
1968 P400 Miura
1971 Miura SV
1971 Miura SV (yes, another one)
1966 275 GTS
1971 Italia Roadster
1977 Khamsin
1976 Silhouette
1974 Daytona Spyder

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The Fox's trip to Italy

Last fall Terry and Jim Fox toured Italy and had the pleasure of doing some touring with Peter Wolf, Lamborghini Classic Club Germany. Jim and Terry were invited to have dinner with the Italian club at their club meet in Monte Catini Terme.

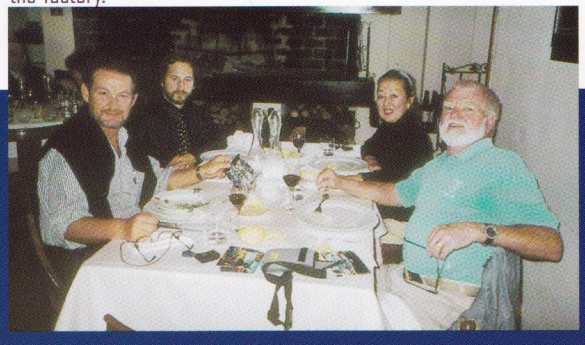
The Foxes visited with Luisa and Tonino Lamborghini and toured Tonino's plant

Left to right: Daniele Onnis-President of Lamborghini Club Italia, Alyette Onnis, the Foxs,& Peter Wolf-President of Lamborghini Classic Club Germany.

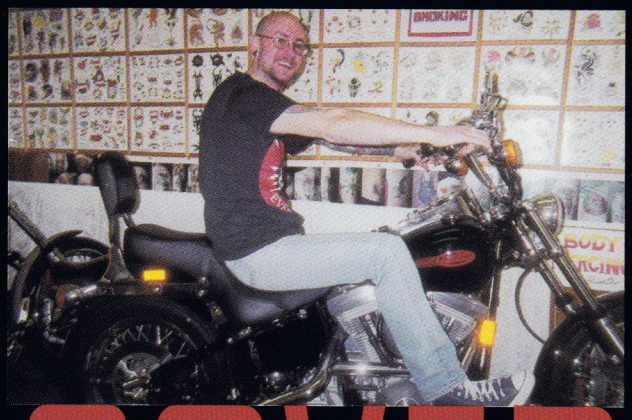
In these pictures you see the construction on the new plant expansion.

These are pictures of Tonino Lamborghini's beautiful home and the start of the restoration of Tonino's Jalpa prototype. Jim and Terry Fox took the photos during their visit with Tonino and Luisa Lamborghini and their children.

Valentino Balboni joined Peter Wolf and the Foxes for lunch during a visit to the factory.



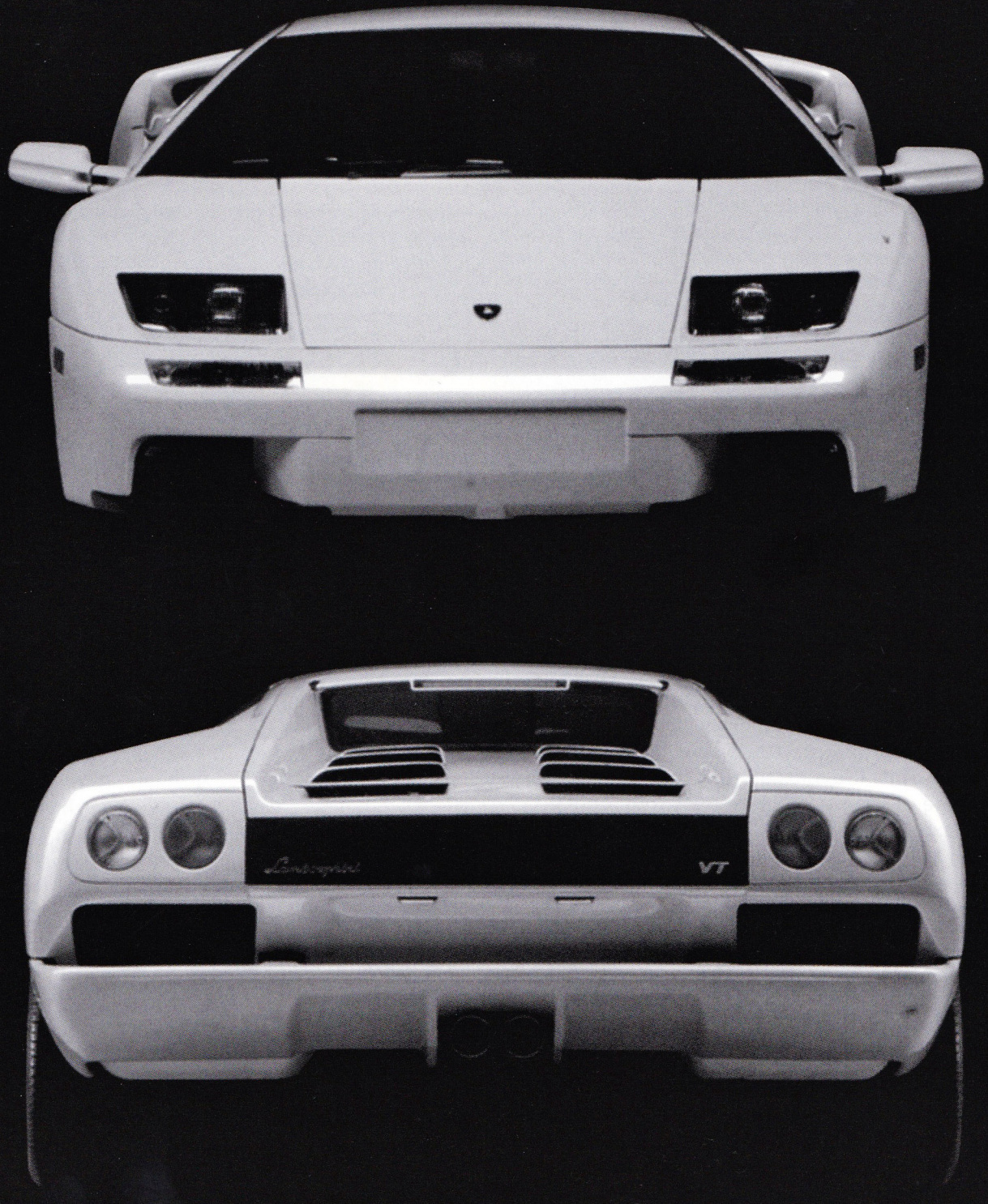
This is one of three city cars that Tonino is introducing in Europe. The car in the picture is called the Ferruchio Jr. Sports Utility City Car.



COVER STORY

THE COVER on this issue is by an extremely talented Scotsman, Mr. Nicholas Arbuckle. In celebration of our Countach Reunion, the Club has chosen this very bold graphic representation of a Countach taking a bit of a dip in the water. We have included a picture of this talented Lamborghini enthusiast and some examples of his other work. As an art student and "tattooist" , Arbuckle's creativity covers quite a broad range. Nicholas hopes to visit California this year and we can meet him in person. Can't wait to see what he can create with the Diablo and the new 147 Murciélago Lamborghini and, someday, the "small" Lambo.

PAUL SPRUELL LAMBORGHINI



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ESPADA

Lamborghini Camshafts

By Bruce Whitcher

Having just been through the wringer with some nasty, worn out cams from my Espada, I thought I would write a piece for the potential benefit of others who face similar problems. Now it pains me to say this, but one of my problems with exotic car owners is that many are not very mechanically inclined. As a result we don't get many technical articles. With this piece I would like to be part of the solution instead of part of the problem.

It was time to pull the Espada down for a valve clearance inspection, no other way about it . All previous owners passed on this essential maintenance job, for the simple reason is that it is as they say in England, a ìlong jobî, and therefore expensive!

After removing the induction system, top cooling pipe, and valve covers, the moment of truth arrived. Not only had the valve clearances dwindled to almost zero due to valve recession, but the cam shaft lobes, particularly on the right hand exhaust cam, looked pretty nasty. Too many dry starts on a car that sat around most of its life, plus oil runs off the exhaust cams because of their position and location above those hot exhaust manifolds. Next , removing everything from the front of the motor, and as you know there is plenty to remove, the cams came out and the worst was confirmed ñ multiple bad lobes on multiple cams! And the thing ran fine and just ticked a little at idle. Pretty easy to ignore. Lambo motors are tough old dogs. They can be pretty tired and still run fine!

I called the usual fountain of knowledge, Jeff Le Blond, and explained the situation. He laughed, not a good sign, and proceeded to explain how Lambo cams presented significant challenges due to their method of construction. You see, Lamborghini cams are hollow for oil passages, thin for low weight which is a modern practice, and nitrided for hardening. This means any repair by welding distorts the cam, which must be straightened, but then it must be rehardened which also distorts the cam so it has to be straightened again!

It goes without saying that cam repairs need to restore the original radius of the lobe or cam timing will be affected, so welding up and regrinding is pretty much mandatory for a correct repair. Forget the shops that do a simple regrind. Jeff proceeded to tell me about how he and Bob Wallace had discussed this problem, and how Bob just shook his head over the matter and offered no good solution. No one wants to tool up to make Lambo cams, and good used ones are in pretty short supply by now. Now I was worried.

I called around to a few shops, got a good recommendation for a cam repair outfit, and sent my cams off for a checkup. A few weeks went by, and word came back. Sure they could do the job. But why was I calling them, they didn't usually deal with individuals, only big shops, and they were real busy and would do me a special favor and do just this one job for me this one time, but please don't ever ask again! And by the way, they were the best, and their work always held up and they had done plenty of Countach and Miura cams and none had ever come back!

This sounded pretty good, so I waited three months for them to get to my job, paid whatever they asked, which actually wasn't at all that bad, under $1500 for four cams. When the cams came back, I installed them very carefully. I installed all new tappets from GT Car Parts, followed the cam shop's directions to the letter as far as cam lube, break in , and ground clearance shims to ideal tolerances.

Things were pretty good for a while. On startup, the engine was quieter than ever, and it ran great. I went to a few shows, put on some miles. Jeff had warned me, ìpull it down at about 1000 miles, you'll see if there's problems!î Finally, some tappet noise started to appear, at about 800 miles. No sweat, she runs fine, I thought. A few oil leaks appeared. The doldrums of Winter set in and the car sat in the garage. Spring came around. The tappet noise was still there, getting worse. Finally I bit the bullet. It was time for a look at the cams again. Better get them looked at

STORY
and Associated Mysteries

now so that the car would be ready for Monterey by August. Three months should be plenty of time I thought!

So back at it again, it was easier this time. Everything came off the motor in a hurry. Sure enough, there was evidence of the surface hardening on the cams going South again! Chips and grooves on the newly reworked cams! They were quickly sent back to the grinder for an evaluation. Months went by. They were too busy with the racing season, then they were on vacation, then they had an IRL progam and they couldn't be bothered by some lowly individual, but since they did the job originally they would make an exception and try to fix the problem some time. A few more weeks went by, more phone calls, now they were starting to sound more conciliatory. They were actually sorry it was taking so long, and they would actually talk to me! There had, it turns out, been some problems with their gas nitriding process, and they had a new ion nitriding process that seemed to work better with Italian cams!

Now it seems the problem is that Italian manufactures used whatever was around to make cams, and there is no telling what alloy it might be, so the heat treaters have to guess what to do. Combine this with the fact that heat treating is ìBlack Magicî and the outcome can be unpredictable. Ask any camshaft guy and he will tell you this. Plus Lamborghini cams have to contend with high RPM and high load. Ditto for any other Italian exotic, so this type of problem exists for Ferrari and Maserati too.

By now the cam grinder was starting to be downright friendly. You see, several of the best camshaft wizards recently met untimely ends. John DeLong suddenly passed away, Lunati cams was sold to someone unfamiliar with the business, and another East Coast wizard died in a plane crash! Plus my firm had had one of their best machinists quit, and another die of a heart attack! So now there was a real shortage of knowledgeable cam people!!! They were having trouble hiring and training replacement machinists. Now they had my sympathy.

Now I don't have to tell those of you in business about finding help these days. We all know if it moves, breathes and has a pulse, you hire it and hope for the best! Pity the poor camshaft grinders who need people with significant skills. And just try hiring people who live in the Bay Area with offers of affordable wages.

No one seems to be going into technical automotive fields these days. The people who once did are all getting laid off from Silicon Valley jobs, or hiding from angry investors who got killed in the stock market last year ! America has become the land of consumers and the service industries. Everything is made in Mexico, China, or Malaysia where wages are affordable. The greatest manufacturing country in the World has been reduced to submission by the power of the almightly dollar. This is how fixing your Lambo relates to world economics!

Now I expect the Espada will get some decent cams eventually, but it won't happen in time for Monterey this year. I've heard GT Car Parts has had pretty good luck with camshafts reworked in AustraliaÖÖhmmmm, maybe we'll give those a try!

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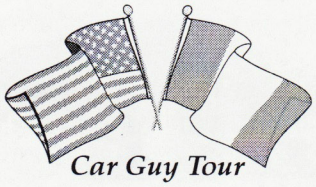

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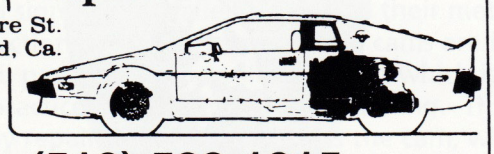

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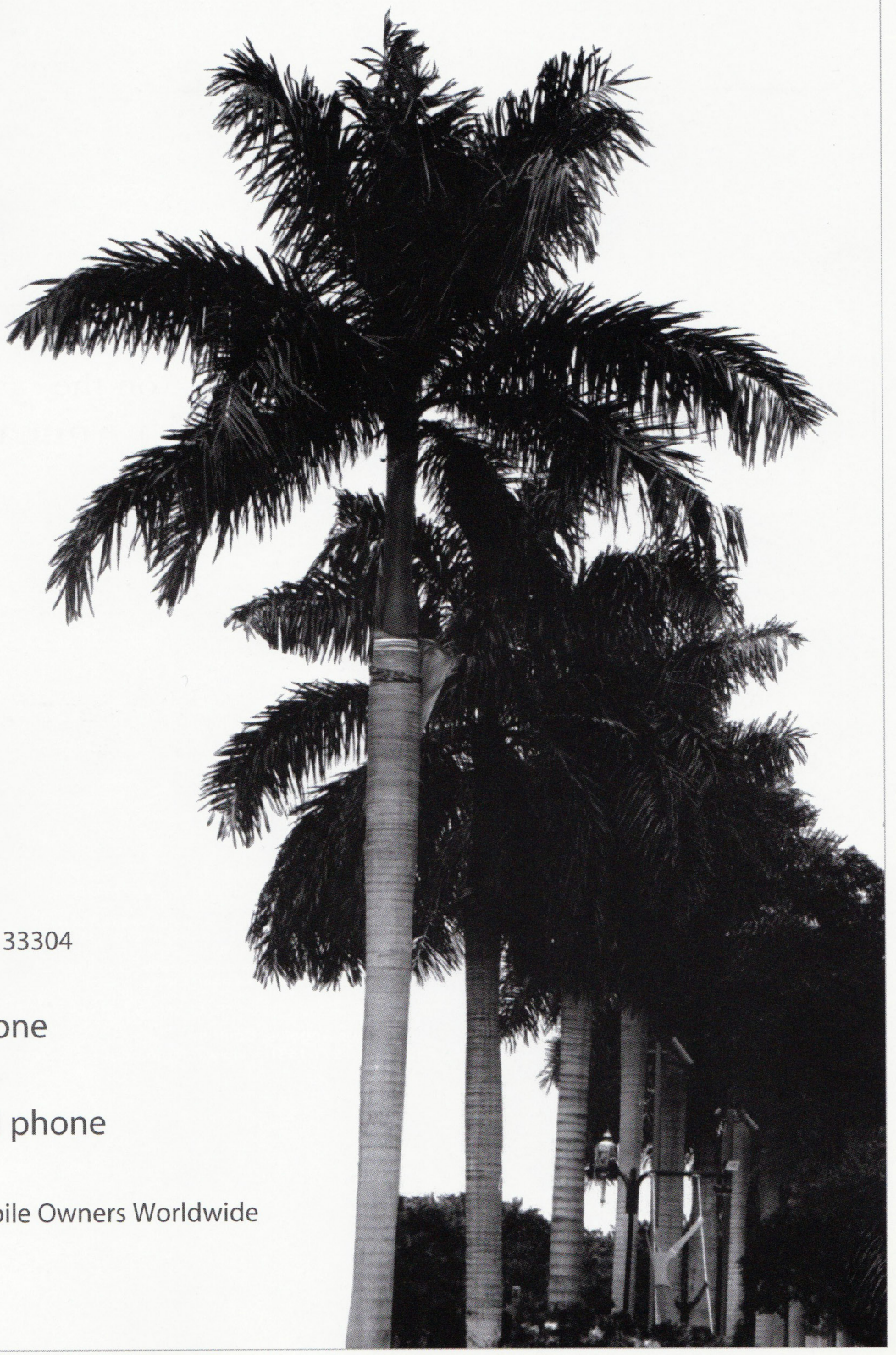

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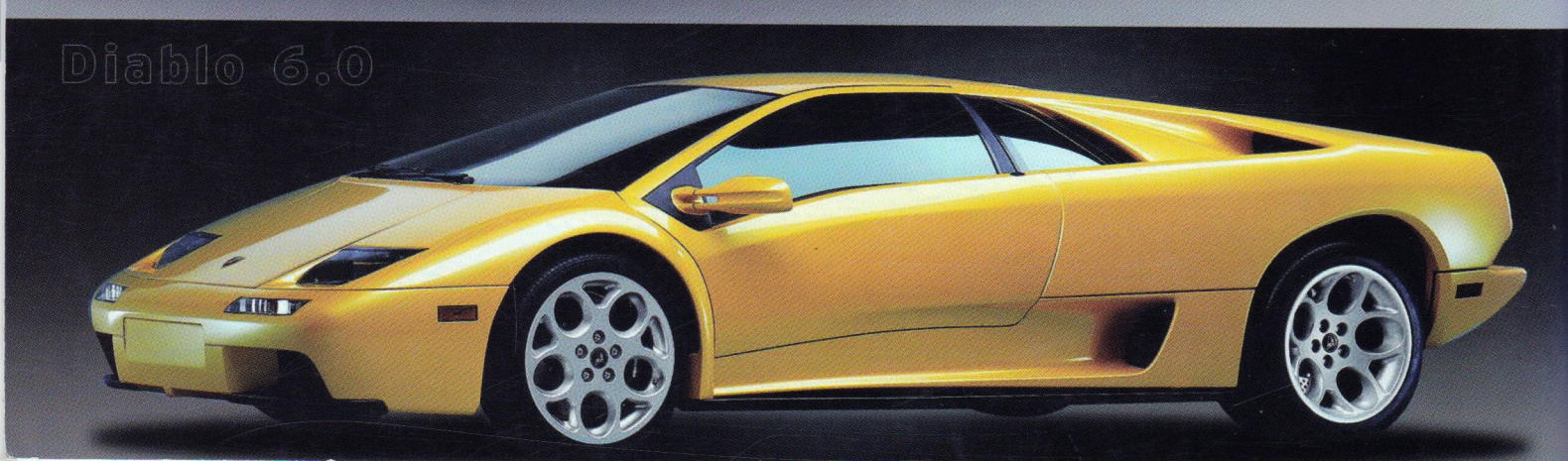

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02L1434369	HALF BEARING		2	77.78	44.49
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02L1504611	OIL FILTER HOUSING	B-15	1	358.68	205.16
02L1509939	GASKET FRONT COVER	B-15	2	3.03	1.74
02L1520335	OLDHAM COUPLING		1	61.65	35.26
02L1526143	GEAR		1	253.60	145.06
02L1530301	SENSOR		1	104.58	59.82
02L1600906	GASKET	B-15	11	2.50	1.43
02L1604451	ALT BELT MIURA	B-15	1	68.08	38.94
02L1609428	HARNESS	B10	1	568.98	325.45
02L1627934	DIST CAP LM002 MIURA JARAMA		2	912.50	521.95
02L1628601	SPACER	B-15	1	6.30	3.60
02L1628602	SPACER	B-15	1	5.63	3.22
02L1628780	COIL WIRE LM002	B10	1	62.70	35.86
02L1630289	SPARK PLUG	B-15	26	60.30	34.49
02L1631754	IGN MOTOR	B10	1	2771.08	1585.05
02L1701983	PIPE UNION	B-15	2	15.03	8.59
02L1712752	WASHER	B-15	3	17.65	10.10
02L1712753	WASHER		5	33.18	18.98
02L1719368	TUBE	B-15	1	13.25	7.58
02L1719683	RETAINER		1	156.08	89.27
02L1721922	GASKET		2	1.83	1.04
02L1722223	PIPE	B10	1	53.53	30.62
02L1722224	SLEEVE	B-15	1	15.03	8.59
02L1724138	WOTER PUMP IMPELLER		2	325.33	186.09
02L1724140	GASKET	B-15	7	11.60	6.64
02L1728294	LH RADIATOR PIPE		2	6.53	3.73
02L1728295	HOSE		2	6.53	3.73
02L1731857	BELT	B10	1	76.30	43.64
02L1732808	GASKET		1	5.40	3.09
02L1736517	belt alt	b10	3	157.35	90.00
02L1808102	SPACER	B-16	1	28.93	16.55
02L1810336	SWITCH	B-16	1	121.45	69.47
02L1812768	GASKET		1	11.60	6.64
02L1824129	GASKET OIL P/U TUBE	B-16	2	2.50	1.43
02L1824130	GASKET		1	47.05	26.91

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02L1826521	GASKET		2	49.35	28.23
02L1829403	SEAL	B-16	1	146.25	83.66
02L2021139	AIR VALVE	B-16	1	639.73	365.92
02L2021146	COLD START INJ.	B-16	1	179.93	102.92
02L2021269	GASKET	B-16	2	2.43	1.39
02L2023450	FUEL PIPE	B10	1	266.05	152.18
02L2028213	FUEL LINE 4 VALVE	B-16	1	189.65	108.48
02L2121345	ROD CLUTCH		2	49.23	28.16
02L2134891	FLYWHEEL W/PINS		1	3047.55	1743.20
02L2135365	"VALEO" P/PLATE		1	1891.05	1081.68
02L2325117	5TH WHEEL	B-16	1	53.28	30.47
02L2335028	DRIVE SHAFT FLANGE		1	404.08	231.13
02L2409438	RETAINER	B-16	1	9.73	5.56
02L2420917	SPACER		2	11.60	6.64
02L2425246	OIL PUMP FILTER	B-16	1	351.33	200.96
02L2427199	SHIFTER FLANGE		1	539.35	308.51
02L2427204	PLATE		1	5.08	2.90
02L2427211	SHIFT ROD		1	253.60	145.06
02L2432167	SPRING		1	6.70	3.83
02L2527217	LM C.V. BOOT KIT		2	262.75	150.29
02L2527218	LMOO2 CV BOOT		1	389.25	222.65
02L3213871	BRAKE ROTOR	B10	2	1188.10	679.59
02L3224538	PIPE		2	61.43	35.14
02L3224539	VALVE	b-16	1	428.50	245.10
02L3313950	E/BRAKE CALIPER	B-11	1	565.63	323.54
02L3313951	E/BRAKE CALIPER	B-11	1	565.63	323.54
02L3318969	E/BRAKE PAD	B-16	2	72.05	41.21
02L3330820	CABLE	B-16	1	71.78	41.06
02L4033465	POWER STEARING GEAR		1	461.60	264.04
02L42001192	ABS SWITCH		1	47.58	27.21
02L4222889	GUARD	B-16	1	7.18	4.10
02L4309810	IGN. SWITCH 5000S	B-11	1	345.45	197.60
02L4328502	STEERING WHEEL COVER		1	200.90	114.91
02L4331626	STEERING COLUM SUPPORT		1	214.70	122.81
02L4425084	CLAMP LMOO2	B-16	2	287.75	164.59
02L4428772	HOSE	B-11	2	132.73	75.92
02L4506860	A/C EXP VAL		2	369.28	211.23
02L4520404	AIR INTAKE	B-11	1	25.83	14.77
02L4526659	CONTROL UNIT		1	619.13	354.14
02L4529536	BELT		1	43.03	24.61
02L4535414	AC HOSE		1	168.95	96.64
02L4607438	GASKET	B-16	2	2.43	1.39
02L4613765	BELT	B-11	1	115.80	66.24
02L4622621	CLUTCH	B-11	1	841.95	481.60
02L4622622	PULLEY	B-11	1	319.15	182.55
02L4622623	RING	B-11	1	258.35	147.78
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02L4625919	Bracket	B-16	2	63.83	36.51
02L4628741	PIPE	B-16	1	106.38	60.85
02L4713143	FAN	B-11	1	477.50	273.13
02L4825468	JACK ASSM LMOO2		1	338.60	193.68
02L4825469	JACK LMOO2		1	508.05	290.60
02L4826621	WRENCH SPANNER		1	36.20	20.71
02L5109534	BALL JOINT	B-16	1	179.93	102.92
02L5124415	SHOCK ABSORBER	B-11	3	1605.30	918.23
02L5127087	HUB	B-11	1	779.13	445.66

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02L5133039	L.H. LOWER A/ARM		1	860.78	492.36
02L5212934	BUSHING		2	82.68	47.29
02L5213401	MOUNT	B-11	2	307.00	175.60
02L5929709	ASHTRAY	B-11	1	82.60	47.25
02L6011488	LAMP		2	35.63	20.38
02L6019388	SWITCH TAIL LAMP JALPA		1	47.70	27.28
02L6030676	RELAY		1	105.40	60.29
02L6111542	INSTRUMENT PANEL	B-12	1	610.88	349.42
02L6129674	PLUG WIRE SET	B-12	1	1463.73	837.25
02L6130194	WIRE LEAD	B-12	1	58.10	33.23
02L6130863	WIRE LEAD	B-12	4	40.10	22.94
02L6131546	WIRE LEAD	B-12	2	30.58	17.49
02L6219329	FUEL TANK SENDER		3	166.05	94.98
02L6226900	RUBBER BAND		2	10.75	6.15
02L6227891	FUEL TANK SEND UNIT	B-12	3	687.40	393.19
02L6229533	CLAMP		1	91.93	52.58
02L6229649	GASKET	B-17	1	5.63	3.22
02L6230564	UNION		1	46.83	26.78
02L6231343	PIPE		1	76.63	43.83
02L6319334	CIG LIGHTER	B-17	2	72.83	41.66
02L6319503	LIGHT COVER		1	231.70	132.53
02L6319930	FIBER	B-17	1	88.68	50.72
02L6331631	H/L FRAME W/O ADJ. SCREWS		1	160.63	91.88
02L7009178	3 RD. BRAKE LMP. SUPPORT	B11	1	363.53	207.94
02L7010034	FENDER END	B-13	1	112.45	64.32
02L7010047	FENDER END	B-13	1	91.18	52.15
02L7010048	FENDER END	B-13	1	91.18	52.15
02L7010083	RIGHT FRONT FENDER		1	3206.38	1834.05
02L7014070	CONSOLE	B-13	1	385.70	220.62
02L7014137	ACTUATOR	B-17	2	42.90	24.54
02L7014297	AIR INLET 25TH	B-17	8	6.53	3.73
02L7017007	RR WINDOW	B-13	1	559.05	319.78
02L7017008	RR WINDOW	B-13	1	559.05	319.78
02L7017031	FRAME	B-13	1	264.55	151.32
02L7017032	FRAME	B11	1	264.55	151.32
02L7021016	BALL JOINT	B-17	2	4.85	2.77
02L7021134	HINGE	B-17	5	15.03	8.59
02L7021193	PIN		2	19.20	10.98
02L7030007	SIL. GUARD R.H. BRACKET		1	88.90	50.85
02L7030033	GRILLE	B-17	1	4.85	2.77
02L7043001	FRAME	B11	1	510.83	292.19
02L7043002	REAR R.H. HEADLIGHT BEZEL		1	513.33	293.62
02L7044044	REFLECTOR		1	209.48	119.82
02L7059027	BOLT		1	9.03	5.16
02L7060048	GRILL	B11	1	160.85	92.01
02L7060049	GRILL	B-14	1	160.48	91.79
02L7066001	PLATE HOUSING	B-14	1	240.28	137.44
02L7090084	SEAL	B-13	1	17.20	9.84
02L7114006	PIPE UNION	B-17	1	31.60	18.08
02L7807038	W/S JALPA	B11	1	133.73	76.49
02L7890005	W/STRIP	B12	1	112.30	64.24
02L8100802	BOLT		9	10.95	6.26
02L8100851	BOLT		9	3.93	2.25
02L8220605	NUT		1	13.40	7.66
02L8251702	RING NUT	B-17	1	9.73	5.56
02L8251801	NUT RING	B-17	2	26.35	15.07
02L8254001	SELF LOCKING RING		1	47.05	26.91
02L8254004	NUT		1	133.18	76.18
02L8300903	STUD	B-17	2	24.33	13.91
02L8400802	WASHER	B-18	16	2.80	1.60

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02L8401217	WASHER	B-18	8	2.63	1.50
02L8401234	WASHER		2	16.35	9.35
02L8401408	WASHER	B-18	6	4.85	2.77
02L8401422	WASHER	B-18	3	5.00	2.86
02L8401502	WASHER	B-18	1	12.55	7.18
02L8401804	SEAL RING	B-18	1	6.53	3.73
02L8402401	WASHER		8	6.53	3.73
02L8402405	WASHER		1	2.63	1.50
02L8403006	WASHER		1	5.73	3.27
02L8410602	LOCK WASHER		6	1.63	0.93
02L8410820	SPRING WASHER		2	2.63	1.50
02L8501204	BEARING		2	30.95	17.70
02L8501703	BRG	B-10	1	28.45	16.27
02L8503508	WHEEL BRG. FRT. INNER	B-18	2	99.18	56.73
02L8505002	BALL BEARING		2	209.78	119.99
02L8505504	REAR AXLE BEARING 5000	B12	1	264.08	151.05
02L8505505	REAR AXLE BEARING 5000	B-18	1	175.73	100.51
02L8523505	FRT. WHEEL BRG. OUTER	B-18	2	270.38	154.65
02L8572201	CLIP		1	2.63	1.50
02L8573202	CLIP	B-18	1	2.50	1.43
02L8573203	SEEGER		1	2.63	1.50
02L8574501	SEEGER		1	8.50	4.86
02L8575001	CIRCLIP	B-18	1	3.05	1.74
02L8581801	SEEGER		2	2.63	1.50
02L8700506	SCREW	B-18	6	2.43	1.39
02L8700646	SCREW		2	2.45	1.40
02L8830402	CLAMP	B-14	6	4.85	2.77
02L9410218	REAR FRAME		1	1930.40	1104.19
02L9411109	PLATE	B-14	1	142.65	81.60
02L9414428	DASH PLATE		1	139.70	79.91
02L9414429	DASH PANEL		1	271.58	155.34
02L9420127	WIPER ARM WING		4	164.05	93.84
02L9420128	WIPER FIN		1	164.05	93.84
02L9421600	WINDOW REGULATOR	B-14	1	1218.88	697.20
02L9430128	AIR INTAKE NET		2	61.85	35.38
02L9458308	PANEL ROKER		2	480.55	274.87
02L9459200	LEVER	B-18	1	165.90	94.89
02L9459216	LATCH	B-18	2	72.63	41.54
02L9459318	SHOCK ABS	B12	4	83.65	47.85
02L9460200	LATCH	B-18	1	56.83	32.50
02L9460302	E/BAY STRUT COUPE		2	83.65	47.85
02L9907004	RH ROOF CAP ASSY		2	281.05	160.76
02L9907005	LH ROOF CAP ASSY		2	281.05	160.76
02L9910000194	DIABLO GT CALENDERS 2000		5	162.50	92.95

The last digits of the part number after the 02L are actual Lamborghini manufacturer part number. These supplies are limited and if you are coming up on a factory service interval, feel free to call our parts department and get a list of the basics you may need for you car. Save dollars by buying the parts at a discount. If you don't have a service center we are a full service for exotic cars and can arrange enclosed transportation!

CLASSIFIED ADS

The following ads are from Club members as well as other sources. We also recommend calling authorized Lamborghini dealers, as well as checking such publications as the duPont Registry and Hemmings.

A Club member publishes a price guide that track the current prices of Lamborghini: the CPI (Cars of Particular Interest) is a comprehensive price list, published quarterly. For subscription info, call (800-972-5312) or visit the web site www.cpivalueguide.com

The Lamborghini Club America is unable to verify the information submitted for 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. The registration of a Lamborghini can be different than registering a domestic automobile. Know the law before you buy!!

The following may have previously owned Lamborghinis:
Milano Imports-408-847-8732 Fantasy Junction-510-653-7555 Randy Simon-310-274-7440
Bobileff Motorcar Co.-858-622-1600 Tom Shaughnessy-949 366 6211

NOTE: FOR THE MOST UP TO DATE LISTING OF CARS FOR SALE, VISIT THE CLUB'S WEB SITE
www.lamborghiniclub.com

CARS FOR SALE
350GT
400GT
MIURA
ESPADA
Espada Series II 1971 Red/tan, recent paint, new front seats, reliable, recent work, receipts, 43K mi. Bargain $25,000. Bruce 805-541-0120 eves.

Espada Series III 1974 Silver/red, Fast car, custom automatic transmission with electronic overdrive in every gear, new exhaust, high stall converter., 38,000 miles. $30,000. Lou 408-847-2396, or, if you can not get him , Jim Heady 925-253-9399

JARAMA
URRACO
SILHOUETTE
JALPA
Jalpa 1986 14K miles, Black/Snow corn, good clean interior, needs to be repainted for concourse condition., 14K miles, it has been in storage for the past 6-7 years with minimal use. It needs going over, all original never been in an accident. Asking $21,700. Sean Sohaei, 415-435-2002(w), 415-378-7725(cell), e-mail sean@ncs-inc.com

Jalpa 1986 Red/black interior, wing, just refurbished with tuneup, valves, clutch complete silicone fluid, new shocks, tires – it's smooth and fast - "the practical man's Countach" $38,000. Ron 708-354-4435, fax 708-352-8052.

COUNTACH
Countach 4 valve 1987, White/White, 12K, this car is truly in a show condition; for someone that really wants nice, no excuses Countach. I'll let it go for offers over $90k. . Sean Sohaei, 415-435-2002(w), 415-378-7725(cell), e-mail sean@ncs-inc.com

LM
LM 002, 1988 Red/White, 18K miles, this car I took apart to restore to a show condition. All suspension parts are powder painted, new bushing on all "A" arms. Engine was taken apart for inspection, everything that was questionable is new, Cams redone, Heads services with some new valves, new main and rod bearings, polished crank. Carbs re-built and on and on. It just has to go back together. I have not had the time to touch it in the past 4 years. I am into this car over 85K, it doesn't need any more parts, just time to re-assemble. I am open to offers. Sean Sohaei, 415-435-2002(w), 415-378-7725(cell), e-mail sean@ncs-inc.com

DIABLO

Diablo 1991 White/black, absolutely mint, always serviced by the Lambo factory service group, Boston Sports Car. Full service records available, a full service just completed, many parts upgraded. 18,000 miles. $109,000. Dave Cutter, 978-281-3300

Diablo Jota Americana 1991 Famous in the Lambo world and considered the fastest Diablo around. Al Burtoni's personal car is for sale. Painted in 30SE purple with silver, for more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-847-8732, FAX: 406-647-3738, CA.

Diablo 1994 SV Coupe Yellow/black with yellow piping, full service records by Milano Imports, carbon fiber clutch and numerous Milano Imports upgrades, low mileage, the perfect car for 2002! $140,000. Bob Manashi, 925-964-0535.

Diablo 1994 VT, Red/Tan, Red Piping, Red Carpets, Low miles. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports. 408-847-8732, FAX: 406-847-3738, CA.

Diablo 1994 30SE Red/Tan, Red Piping, In showroom condition, only one owner, one of 25 in the U.S. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-847-8732, FAX: 406-647-3738, CA.

Diablo SV 1998 Monterey Edition Pearl white/red, pearl piping. This car is stunning. Special order color, low miles, recent major service and only one owner. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-541-8732, FAX: 406-847-3738, CA.

Diablo SV 1998 Titanium/black, in show room condition, one owner, very low miles. . For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-541-8732, FAX: 406-847-3738, CA.

Diablo VT 1999. Coupe Black/tan, black piping, factory chrome wheels, new carbon fiber clutch, only one owner. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-541-8732, FAX: 406-847-3738, CA.

Diablo 1999 Roadster, Yellow/Black/Yellow Piping, Excellent condition, Al Burtoni exhaust system and very low miles. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-541-8732, FAX: 406-847-3738, CA.

Diablo 6.0 2001 Orange metallic/black, orange piping, this car makes a statement, delivery miles, Al Burtoni exhaust. For more information call or fax USA's oldest Lamborghini dealer, Lamborghini sales and service since 1968. Al Burtoni's Milano Imports, 408-541-8732, FAX: 406-847-3738, CA.

AUTO/BROKERNET - Looking to buy or sell a classic, exotic or race vehicle? Go on line. Visit our WWW Site for additional info. http://www.autobroker.net or reach us via voice (81 8)788-6863.

"If you are interested in selling your Lamborghini, I'd be interested in purchasing it; and if you are looking to buy one, I'd be happy to sell you one or help you find one. Randy Simon - 310-274-7440 (phone), 310-274-9809 (FAX).

"Lamborghini customers wanted! Prices are lower than ever, call and advise what you may be looking for." Tom Shaughnessy, Call 949-366-6211 - leave message, fax 949-366-6827, e-mail gt40mirage@aol.com

CARS, PARTS, ETC. WANTED

Wanted - From private party, Euro 4V Countach, Euro bumpers F/R, Webber carbs, prefer sport exhaust. Any color except black interior or exterior. DOT release not required.. Want at least a 90 point interior and exterior, with original paint and leather; not interested in cars with excessive cosmetic wear, new leather, or major respray. Bob at 404-816-5958, or rdevries@sprynet.com

Wanted - early Lamborghinis any condition!!! Finder's fees paid. Early tool kits or components bags, wrenches, pliers, wheel chocks. Top dollar paid. Contact Thomas E Shaughnessy San Clemente, CA, 949-366-6211 leave message, fax 949 366 6827, gt40inirage@ao1.com

Wanted - Lamborghini models and brochures. I have items to trade or will purchase. Jim Fox - 5606 Park Oak P1., Hollywood, CA 90068 - (323) 462-2272.

Wanted - blueprints of all Lamborghinis, everything of the "GTV", "Automobile Quarterly" 23/1 (Lambo article by K. Browning), poster of the 30th Anniversary (stamps), brochures & press releases of the '60/'70, leather wallet for the old owner manuals. Branko Radovinovic, Switzerland, FAX 0041 55 221 68 03, e-mail branko.radovinovic@geberit.corn

MISCELLANEOUS FOR SALE

Parting out, 1970 Espada, early series II, Pebble Beach Concourse d'Elegance car, Best of Show Lamborghini Division of Concorso Italiano. It was in perfect condition mechanically and esthetically when, sadly, it was totaled when rear ended by a semi. Engine, Miura style wheels and many other parts still available. Contact Jim Fox 323-462-2272, fax 323-469-9204, jimnterfox@hotmail.com

If it's Lamborghini parts you need, we keep a large stock on hand. Bill Young , GT Car Parts, 623-780-2200.

Espada blue prints, these are high quality black line copies of original blue prints from Carrozzeria Bertone dated 3.5.1967. They show four views of the car, top, side, front and rear, in 1:10 scale with full dimensions. They measure 25 X 40 inches. These are great to frame and hang or as a unique gift for an Espada owner. The price is $10.00 each plus $5.00 shipping. They are also available half size, 12½ X 20 inches, for $5.00 each plus $4.00 shipping. Contact Jim Fox, 5606 Park Oak Pl., Hollywood, CA 90068, (323) 462-2272, FAX (323) 469-9204, e-mail: jimnterfox@hotmail.com

Silhouette spare tire that fits into the front hood compartment. Silhouette instruction manual. Jim Heady, 925-253-9399, Fax 925-253-9397, email heady@eudoramail.com

Miura battery covers – reproductions. $90 plus shipping. Contact Paul Hoey (360)943-3462, e-mail kphoey@atti.com.

Countach – pair of cat. Conv. Bypass resonators pipes, brand new. FOR OFF-ROAD MOTORING ONLY. Alan, Italia Automobili, 847-480-8980, 10am –7pm cst. e-mail Water12356@aol.com

Countach QV tires (set), Yokohama AVS, 50% tread left, perfect, $250. Michael 805-581-3322

Reprint manuals, all are top quality professional copies of rare originals, money-back guarantee of satisfaction, write Jim Kaminski, P.O. Box 7214, St. Petersburg, FL 33734. (813)823-3536.

Past issues of the Lamborghini Magazine are available. For a list of issues available, contents, and price, contact Jim Heady: 925-254-2107, FAX 925-253-9397, www.heady@eudoramail.com, or visit our web site www.lamborghiniclub.com

LAMBORGHINI CLUB AMERICA Name Tag - black over brass with a Club emblem. Specify how you would like your name to appear. $12.00. Club Pins $5.00 each; Club Patches – can be sewn on or ironed on, $10.00 each. Make check payable to and mail to: Lamborghini Club America, One Northwood Drive, Suite #7, Orinda, CA 94563.

THE NEW LAMBORGHINI T-SHIRT with patch pocket, colors in yellow or black. The Bull in the circle is full size on the back of the t-shirt ; the small Bull on the shield is applied to the pocket. Sizes L or XL. Send $25 which includes tax and shipping to: LAMBO T-SHIRT 13254 Ponderosa Dr., Los Angeles, CA 90049 or call 310-476-7842 or FAX 310-473-2288. Please make checks payable to: R. Hasan.

Club T-Shirts- Women's only (larger neck opening), Colors: beige/brown logo, blue/brown logo, red/yellow logo, yellow/red logo. Sizes (run a bit small): Medium, Large, X-large. Close-out priced at $8.00 each plus S/H $L50 each. Send orders and make checks payable to: Jim Fox, 5606 Park Oak Place, Hollywood, CA 90068, (323)462-2272 jimnterfox@hotmail.com

OFFICIAL REUNION SHIRTS NOW AVAILABLE!!

Now Available – the official Lamborghini Club America Miura Reunion shirt and the Countach Reunion shirt, blue denim with the logos as shown. Available to Lamborghini Club America members only! $60 plus $5 shipping/handling each. Specify Miura or Countach, and size – small, medium, large, extra large. Call if you have questions 925-253-9399-days. Make check payable to: Lamborghini Club America, and mail to: One Northwood Drive, Suite #7, Orinda, CA 94563

Lamborghini Accessories – the full line of official Lamborghini accessories. Call now to order: Motorcars International, 800-679-8877 or visit www.lamborghiniclub.com for link.

Lamborghini Apparel and Accessories including hats and tee shirts. Prestige Autohaus, 925-937-5400, www.prestigeautohaus.com

COUNTACH POLICE CARS - limited number of radio controlled Countach police cars, approx. 1/16th scale, with flashing light bar and siren, $30.00 shipping included- Send orders and make checks payable to: Jim Fox, 5606 Park Oak Place, Hollywood, CA 90068, (323)462-2272 jimnterfox@hotmail.com

Want to check your car's battery condition without going under the hood or into the trunk? This 0-15 volt DC meter plugs directly into your cigarette lighter, With the engine running, it will also check the output of your alternator. $25.00 shipping included. Send orders and make checks payable to: Jim Fox, 5606 Park Oak Place, Hollywood, CA 90068, (323)462-2272 jimnterfox@hotmail.com

If you don't drive your car every day, I have a small charger that plugs into the cigarette lighter to keep your battery at a full charge and compensate for the drain caused by radios, alarms and other electronic devices. $15.00 shipping included Send orders and make checks payable to: Jim Fox, 5606 Park Oak Place, Hollywood, CA 90068 , (323)462-2272 jimnterfox@hotmail.com

POSTERS For Sale: "La Bella Machina" poster. Top view of a Diablo VT, Pirelli Diablo Poster, Desert Storm Countach Poster price $5.00 each plus $5.00 shipping, handling and insurance. With each order we will include free 1 new Alpine Diablo Roadster poster, courtesy of Alpine Stereo. Send orders and make checks payable to: Jim Fox, 5606 Park Oak Place, Hollywood, CA 90068, (323)462-2272 jimnterfox@hotmail.com

2002 CALENDAR produced by the International Lamborghini Registry. Most of the Lambo models are represented along with a couple of rare and interesting ones, 10 ½" X 14", $22 US plus shipping $5.50. Order online or by mail: International Lamborghini Registry, 2002 ILR Calendar, 709 Broadway Ave., Regina, Saskatchewan, S4N 1C4, Canada Visit www.lamborghiniregistry.com/Contests/Calendar2002/index to see the pictures and order the calendar.

THE FACTORY AUTHORIZED 2001 LIMITED EDITION LAMBORGHINI CALENDAR
$25 US in Us and Canada, plus shipping, payment by American Express or VISA card, order by e-mail: cristina.quizzardi@lamborghini.com

THE FACTORY AUTHORIZED 1998 35TH ANNIVERSARY LAMBORGHINI CALENDAR,
These beautiful calendars will become collector pieces in the future .Please send $25, plus $5 for shipping and handling to: LAMBORGHINI CLUB AMERICA One Northwood Dr,, Ste.#7, Orinda, CA 94563

THE LAMBORGHINI CLUB AMERICA OFFICIAL MIURA REUNION VIDEO By Club member Richard Adams
This video was shot at the Lamborghini Club America presentation of the 35th Anniversary Miura Reunion at the Concorso Italiano. For you Miura lovers, this video is an in-depth look at the Miuras that were on the green during the Friday event. Richard created, shot and edited the video; the background music is by Richard as well. This video is a comprehensive look at all the Miura models and a comparison between the Miuras shown on the field. If you like Miuras, this is a great reference tape that is beautiful as well. It runs approximately 80 minutes. A big thank you goes to member Kevin Romack for his help in getting this video produced. For a copy of the video, send $40 , tax and shipping included, to: Richard Adams, 324 San Rey, Millbrae, CA 94030 Specify American or European version.

2001 Concorso Italiano VIDEOS There are 3 tapes – tapes #3 includes Lambos presented on stage including the first Lambo produced, the 350 GTV Prototype, the Factory Miura SV and the last Countach produced. To order or for more information e-mail mie@maseratinet.com, telephone 425-455-4449, or fax 425-646-5458.
"PLEASE LET US KNOW IF YOU WANT YOUR AD RUN MORE THAN ONCE" Jim. 925-254-2107.

December 2001

SOME OF OUR FAVORITE LAMBO-RELATED WEB SITES

Lamborghini Club America

e-mail: heady@lamborghiniclub.com

This is NOT a complete list by any means and we invite additions and apologize for admissions.

www.lamborghiniclub.com - Lamborghini Club America site, web master is member John Yardum
www.lamborghiniusa.com - Club's site for Lambo events worldwide, maintained by member Bob Haroutunian
www.lamborghiniregistry.com - member Glen Kohout's Lambo registry site
www.lamborghinilist.com - e-mail "chat room" for Lambo owners and enthusiasts to exchange technical and other information, maintained by member Roman Galysh
www.lamborghini.com - the factory's official site
www.jalpa.ch - Jalpa info site maintained by Raymond Stofer, Lamborghini Club Suisse
http://home.earthlink.net/~laust/cars.htm - member Laust Pedersen's Espada and Jalpa tec site
www.lambocars.com - photos, specifications, info
http://geocities.com/lamboguy/400GT.html - this and the following site includes technical articles by members and others for 350 and 400GT owners
http://geocities.com/lamboguy/Info.html - See above
http://members.aol.com/luigidvm/ - Member Louis Herrin's "Islero Information Exchange", in-depth info
www.carfolio.com - Lambo photos, specifications and other misc. Lambo info
www.ne.jp/asahi/bravo/lamborghini/updates.html - beautiful photos on this relatively new site out of Japan
www.lamborghiniclub.nl - good looking Lamborghini Nederland site – most European Lambo clubs now have sites
www.lamborghiniclub.ch - Swiss club site
www.cardesignnews.com - nice site for car shows and on-line car magazines listings
www.italdesign.it - look at prototypes on this interesting site
www.ferrariliterature.com/text/lambo/lambo.htm - very good list of Lambo manuals

See the Club's site www.lamborghiniclub.com for links to Lambo merchandise sites.

MORE SITES NEXT TIME!

IN MEMORIAM

It is with deep sorrow that we announce the passing of Member Emeritus Bob Estes.

Bob was the original importer and distributor for Lamborghini in the United States west of the Mississippi River. Bob was also instrumental in the production of the 400 GT 2+2, convincing Ferruccio Lamborghini that even a small back seat was needed to promote sales of the car in the U S. Many of us were introduced to our first Lamborghini back in the 60's either at Bob's display at the Los Angeles Auto Show or in his showroom.

Bob was born on September 21st 1913 and passed away on December 11th 2001.
Bob remained active in the club until just a few years ago when he suffered a series of strokes that left him incapacitated. Even then Bob was interested in hearing about the club's activities. For many years Bob attended the club's Monterey event and stayed with us at the Mariposa. He enjoyed talking to all of our members young and old alike and filling them in on Lamborghini history and lore. Bob had an incredible wealth of knowledge stored in his amazing memory and was always willing to share it. Bob was named Member Emeritus at our banquet in Monterey in 1994, an honor that he shared only with Ferruccio Lamborghini.

Bob's entire life was involved in all areas of the automobile industry. He was a dealer for many Marques including Hudson, Lincoln-Mercury, Lotus, Jensen, Porsche and Volkswagen. He was an importer of Lamborghini and Pegaso. He ran Lincolns in the Mexican Road Race, Mercurys in the Mobile Economy run and the Bob Estes Specials in the Indianapolis 500 and at other oval tracks from 1948 to 1960 including Monza in Italy. He drove a Bugatti in various California Sports Car Club races on the West Coast in the early days of sports car racing. Through Precision Motors and Estes-Zipper Porsche Audi he sponsored Porsche Spyders driven so successfully by Ken Miles in Cal Club and national events. He also ran cars on the salt flats and lake beds for land speed records. Bob was also one of the three founding members of USAC.

Besides racing Bob also had a beautiful collection of cars many of which were entered in prestigious Concours such as Le Circle and Pebble Beach. With his keen automotive knowledge he was very much in demand as a judge at these and other Concours across the country. Bob enjoyed working on the cars himself and was an accomplished engineer, although he had little formal training in this area. In the early 50's Bob designed and built a double overhead cam V8 engine that was way ahead of its time.

Above all, Bob was a true gentleman. Being a friend of Bob's puts one in the company of the some of the greatest names in automotive history. He will be dearly missed by all of us who knew him. We extend our sincere condolences to his family.

As much as Bob loved cars, his first love was his family. Bob is survived by his wife Joy, his son Dale, his daughters Antoinette and Sandra and four grandchildren.

In memory of Bob, donations may be made to:

Petersen Auto Museum/Bob Estes Fund
6060 Wilshire Blvd.
Los Angeles, CA 90036