



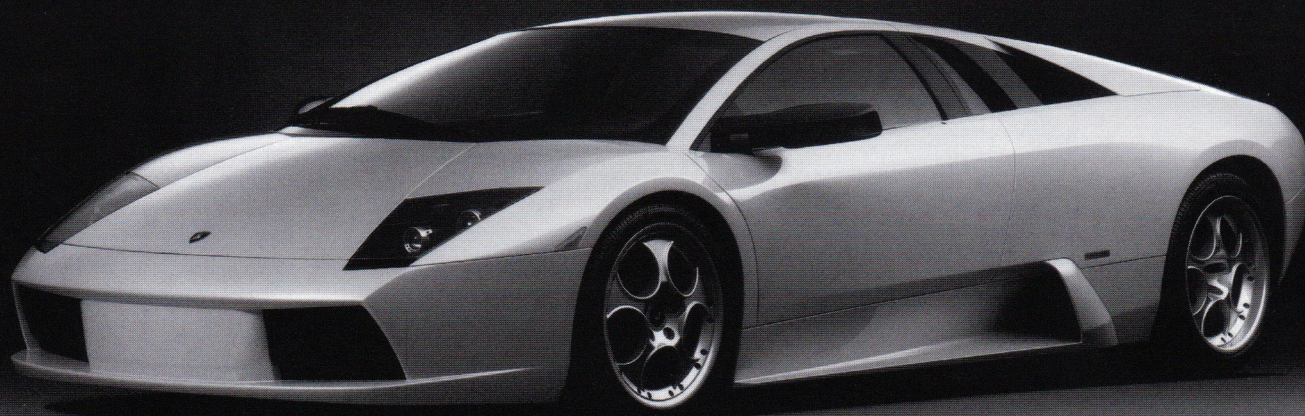
***Matador's Chronicle***

*Lamborghini Club America*

*Introducing the New Murcielago*

*National Magazine Issue #55*

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## LAMBORGHINI

|   |           |
|---|-----------|
| 2002 L-147, New "Murcielago", Yellow/Black      | INCOMING  |
| 2002 L-147, New "Murcielago", Silver/Black      | INCOMING  |
| 2001 Diablo 6.0 VT SE, Maroon, 1 of 14          | INSTOCK   |
| 2001 Diablo 6.0 VT, Orange/Black, 1,800 mi.     | INSTOCK   |
| 1999 Diablo Roadster, Titanium/Black, 4,000 mi. | \$229,500 |
| 1997 Diablo Roadster, Yellow/Tan, 5,300 mi.     | \$179,500 |
| 1994 Diablo SE, Purple/Black, 517 mi.           | \$174,500 |
| 1994 Diablo SE, Red/Tan, 2,800 mi.              | \$174,500 |
| 1994 Diablo VT, Red/Black, 12,200 mi.           | \$139,500 |
| 1991 Diablo, White/Red, 14,000 mi.              | \$107,500 |
| 1992 Diablo, Red/Tan, 3,000 mi.                 | \$124,500 |
| 1989 Countach Anniversary, Red/Tan, 800 mi.     | \$110,500 |
| 1989 Countach Anniversary, Red/Black, 7,750 mi. | \$91,500  |

## FERRARI

|   |           |
|---|-----------|
| 2001 360 Modena 6-Spd Spider, Silver/Black, 117 mi. | \$279,500 |
| 2001 360 Modena F-1 Spider, Black/Gray, 142 mi.     | \$284,500 |
| 2001 360 Modena F-1 Spider, Red/Black, 470 mi.      | \$284,500 |
| 2001 360 Modena F-1 Spider, Yellow/Black, 91 mi.    | \$284,500 |
| 2001 360 Modena F-1, Red/Tan, 235 mi.               | \$199,500 |
| 2000 360 Modena 6-Spd, Red/Tan, 5,800 mi.           | \$179,500 |
| 1999 360 Modena F-1, Yellow/Black, 1,500 mi.        | \$174,500 |
| 2000 550 Maranello, Silver/Tan, 1,420 mi.           | \$199,500 |
| 1999 355 F-1 Spider, Yellow/Black, 1,900 mi.        | \$164,500 |
| 1999 355 tb F-1, Red/Tan, 7,100 mi.                 | \$136,500 |
| 1998 355 6-Spd Spider, Red/Black, 3,200 mi.         | \$149,500 |
| 1998 355 TS, Yellow/Black, 5,600 mi.                | \$129,500 |
| 1997 355 Spider, Yellow/Black, 13,500 mi.           | \$129,500 |
| 1995 355 Spider, Yellow/Black, 4,900 mi.            | \$121,500 |
| 1995 355 Spider, Black/Tan, 10,200 mi.              | \$119,500 |
| 1995 355 TB, Red/Tan, 9,200 mi.                     | \$101,500 |
| 1995 456 GT, Gregio/Tan, 13,300 mi.                 | \$112,500 |
| 1993 512 TR, Yellow/Black, 12,000 mi.               | \$119,500 |
| 1992 512 TR, Red/Tan, 8,080 mi.                     | \$114,500 |
| 1989 328 GTS, Yellow/Black, 11,000 mi.              | \$69,500  |

## PORSCHE

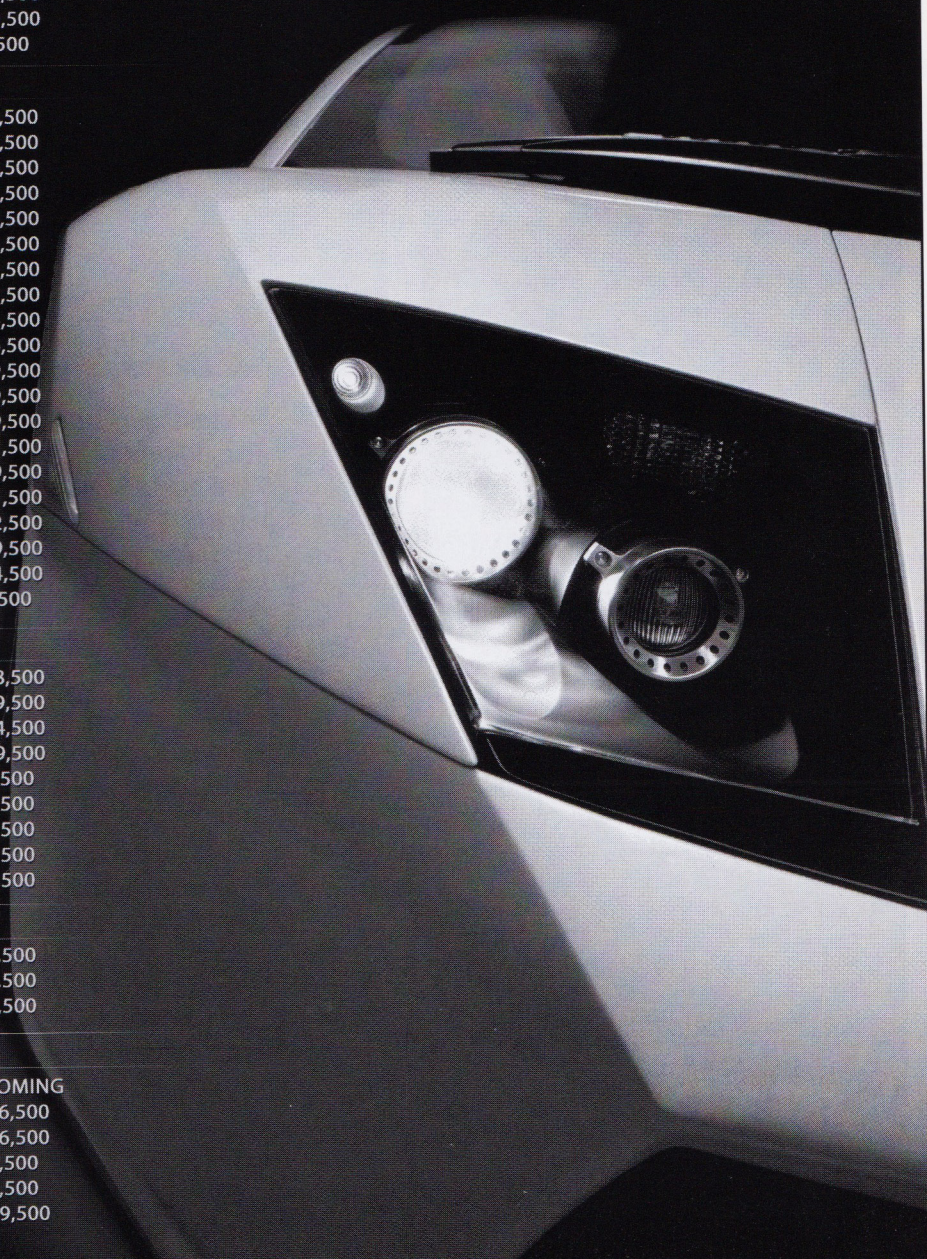
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|---|-----------|
| 2002 996 Twin Turbo, Black/Black              | \$128,500 |
| 2001 996 Twin Turbo, Yellow/Black, 450 mi.    | \$119,500 |
| 2001 996 Twin Turbo-Tip, Black/Black, 400 mi. | \$124,500 |
| 2001 996 Twin Turbo, Silver/Black, 600 mi.    | \$119,500 |
| 2001 996 C-4 CPE, Black/Black, 10,100 mi.     | \$69,500  |
| 2001 Boxster S 6-Spd, Black/Black, 950 mi.    | \$52,500  |
| 1999 996 C-2 CAB, Silver/Blue, 6,300 mi.      | \$72,500  |
| 1997 Twin Turbo, Black/Black, 16,400 mi.      | \$97,500  |
| 1997 Twin Turbo, Black/Black, 7,900 mi.       | \$99,500  |

## LOTUS

|   |          |
|---|----------|
| 2001 Esprit V-8, Aluminum/Black, 42 mi.,Luxury Paid | \$79,500 |
| 1999 Esprit V-8, Silver/Black, 5,300 mi.            | \$59,500 |
| 1991 Esprit X180R, White/Gray, 600 mi.              | \$52,500 |

## OTHERS

|  |           |
|--|-----------|
| 2001 Saleen S7, Authorized Dealer              | INCOMING  |
| 2000 BMW Z-8, Black/Black, 80 mi.              | \$116,500 |
| 2000 BMW Z-8, Silver/Black, 49 mi.             | \$116,500 |
| 1997 Dodge Viper GTS, Blue/Black, 3,800 mi.    | \$59,500  |
| 1994 Dodge Viper RT/10, Red/Gray, 4,900 mi.    | \$46,500  |
| 2000 Rolls-Royce Corniche, White/Cream, 50 mi. | \$299,500 |





**Valentino Balboni & Kevin Sims,** the publisher of the Matador's Chronicle, after a brisk 185 mph run in a Diablo 6.0 on the Pocono raceway. This year's 2001 Le Bella Macchine D' Italia was a great success. The Matador's Chronicle and the organizers of the event extend a special thanks to **Ultimate Motor Works** for providing Valentino a new Diablo to drive on the race track.

" I would like to thank the many people who contributed to this magazine. For me, the most joy I receive from this job is meeting the people who make up the Lamborghini world. Lamborghinis are unique because the people who love them are unique. The Matador's Chronicle is a snap shot of these people. I hope you find the people and stories in this issue as fascinating as I do." - Kevin Sims

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**Contributors:** James Heady (Club President), Valentino Balboni, Sal Vasapoli, Al Burtoni, HR Cole, and Fred & Kay Sims

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# *The Murcielago: Countach Grows Up.*

Imagine being in the Geneva Palexpo that day in 1966 when they pulled the sheet off the Miura. It was like Carnegie Hall during a Benny Goodman concert or Munroc Dry Lake the day Yeager skewered the sound barrier. Something big was happening. Things would be different. Well, standing at the

If Lamborghini can assemble 400 Murcielagos per year and sell about 150 in the profitable US, plus build 1,300 of the new car, company president Giuseppe Grecco says he'll be content to retire. "For the first time Lamborghini has the chance to really be responsible for its own future," he says.



foggy Vairano test track south of Milan for the first media drive of the new Lamborghini Murcielago wasn't quite that special, but it didn't suck either. Three US journalists were invited to sample four prototype Murcielagos and turn a wheel in the old Diablo 6.0 VT for comparison. There was lots of salivating going on.

If the Murcielago doesn't quite wobble the planet like the Miura did, the factory isn't bothered. It's still the fastest production car going and it's intended to be more of a stepping-stone than a real turning point. The Murcielago and a new, smaller Lamborghini model due in 2003 are the key milestones in a five-year plan begun in 1998 by new owner Audi AG to squeeze black ink from the buildings at 12 Via Modena, Sant'Agata Bolognese.

The Murcielago is Lamborghini's attempt to pin a few modern standards to the basically outrageous template established by its mid-engined predecessors. Something a little less cramped and a little easier to drive is what the customers said they wanted. The mandamus for Lamborghini engineering director Massimo Ceccarani was basically to civilize the Diablo with a supercar that feels sharper in turns, more placid at speed and under braking and less like a Pamplona bull in ordinary traffic. Ceccarani started by carrying over much of the basic Diablo ingredients, including a tubular steel space frame from longtime frame supplier Vaccari & Bosi of Modena, a DOHC V12 facing the rear so the transmission slots between the seats, and a Viscodrive four (Continued On Page 11)

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## Publisher's Corner: An Interview with Lamborghini's CEO, Giuseppe Grecco

On the evening of Sept. 8th, the Lamborghini factory threw a party for club members to give us loyalists the first chance to see their new bouncing baby bull, the Murcielago.

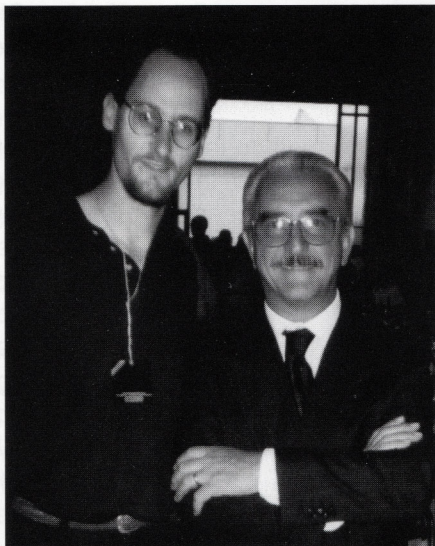
Members from around the world converged in Sant'Agata to see the new-born.

After the unveiling, pictures of the car were available all over the internet. In fact, some sites had them up while the event was still going on! One site would post photos while twenty others downloaded them onto their page. What a frenzy!

The atmosphere at the factory event was much the same. The car was shown in an area of the factory that was converted to what looked like a Rock and Roll dinner theater, with a stage equipped with a rock band in front of a sea of dinner tables. When the car was driven on stage the band was playing the song "Born to be Wild". An appropriate song, because once the car arrived the 600+ people in the audience withdrew from reason and did anything to capture the moment on film. Camera flashes erupted from all over the room. People were excited.

It's no wonder there is such a worldwide frenzy for the Murcielago. Lambo loyalists, at the event and around the world, have waited a long time for this unveiling. The secrecy created by the new Lamborghini management has left us starved. Perhaps Lamborghini's PR strategy of secrecy has paid off. According to Lamborghini's CEO, Giuseppe Grecco, the Murcielago's first year of production has all been sold to dealers and customer interest in Lamborghini is at a new high.

During the event, Mr. Grecco spent sometime with me to discuss the new Lamborghini. Below is what he shared.



Kevin: What is your impression of the Murcielago?

Grecco: Driving the Murcielago is a thrill. It has the Diablo's quality, but it's faster and has improved handling. There is an inherent quality about this car that makes it easier to drive. There is much improvement in this car's

ergonomics. The Murcielago can be easily driven in club races because there is headroom for a helmet. It is not tiring to drive on a racetrack.

Kevin: With the Murcielago's arrival, what is in Lamborghini's future?

Grecco: The Murcielago is just the first entry in a new line of Lamborghinis. We wanted to first strengthen our traditional V12 market segment before entering into a higher volume segment in 2003. We need a volume model to generate the positive cash flow needed to sustain our company's future. You will see in the next four to five years an addition of a new model plus revisions of the current one.

Kevin: How important is the US market to Lamborghini's future?

Grecco: It's an extremely important market for us. Right now the US accounts for about 30% of our sales. In the future, we look to the US market to increase in sales by 4 to 5 fold. But the US's total share of production will probably go down. I think it is safe to sell about 25% of total production in the US, which is about 400 to 500 cars per year. (Continued On Page 7)



### Luc Donckerwolke

Since the Audi takeover, secrecy has surrounded Lamborghini. But during the Murcielago's private unveiling held on Sept. 8th the secrets were divulged to only a few. Luc Donckerwolke, the Murcielago's designer, whispered his secrets to the Matador's Chronicle.

MC: Was it difficult the car's performance styling needs?

Luc: No! This Lamborghini is power. Power design. What-namic elements high performance communi-

MC: What were you trying to accomplish with

Luc: First of all, the design had to say Lamborghini. It had to create the emotion that all Lamborghinis do. So, I designed the car from a front to rear perspective. The front is what others see in their rearview mirror and, when the car passes, the back is what they try to follow. Second, this was not to be a retro-styled car, but it had to have Lamborghini styling elements to identify it. The car's surface tensions and flow are reminiscent of the Miura. The front graphics reminds one of the Countach. The car's proportion has hints of the Diablo. We did not want to erase what had been done before, but we wanted to respect the works of Gandini, Bertone, Touring, and Zagato while creating a design for the future. This car is my way of honoring Lamborghini's past designers. I hope they will see the Murcielago as a successor to their great works.

MC: When you were younger did you ever think you would design a Lamborghini?

Luc: I was an enthusiast of Lamborghini long before being invited to work on this project. I always dreamed of such an opportunity, but I never thought it possible. Your mind thinks that you're just living a dream and that one day you will wake up. (Pointing at the car) But now the car is here, the dream is three dimensional.

MC: What feelings do you have for the Murcielago?

Luc: I'm proud. The Murcielago has grown and I have to let it go. I just hope everyone enjoys it. It's a big day, but I'm having mixed feelings about letting it go.



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# THE MOTHER OF ALL DIABLOS

Al Burtoni's Diablo Jota Americana is a faster and even more exclusive Lamborghini

If you think you need to fly to Sant'Agata in Italy to find the fastest accelerating, most powerful Diablo in all the land, guess again. Simply reset your compass some 6,000 miles to the west, and head to California's sunny San Francisco Bay Area to find the "mother of all Diablos." Up in the hills behind Gilroy, a rural city on the southern tip of Silicon Valley, you'll find Al Burtoni, his Milano Imports firm and Burtoni's vision of the ultimate Diablo: the Diablo Jota Americana.

So who is Burtoni? Simply put, as Brabus is to Mercedes-Benz and Hennessey is to Viper, Burtoni is to Lamborghini. So how did he get hooked on

Lamborghini? "That naked Miura chassis at the Turin Auto Show in 1965," the 62 year old, straight shooting engineer replies, "it was a technical marvel, full of advanced thinking. The body that came several months later only sealed the deal." Since the 60's, Al Burtoni has been importing Lamborghinis. Clients started asking for custom cars with more horsepower. From these requests came a US smog legal, 530 HP Countach. The rest is history.

When Lamborghini unveiled its Diablo in the early 90's, it was just a matter of time before Burtoni would turn his talents to making Lamborghini's fastest production car even faster. "Back in 1981," he explains, "I made a forced air-induction system for my Countach LP400S. With special down-draft carburetors and deck lid, it really came alive above 100MPH. When Lamborghini offered the Jota package on the Diablo SE, it was not available in America. That prompted me to resume my experiments."

And so was born the Jota Americana. Burtoni first upgraded the Diablo's electrics, then tackled the V12's plenums and throttle bodies. A different air cleaner, pressure tray and engine bonnet ensured proper airflow, the result being a 40+ HP increase. Next was the exhaust. "By increasing its speed and flow, the engine produced more horsepower and torque while flattening the torque curve," says Burtoni, "This provided livelier low end acceleration without sacrificing upper-punch. Final modifications included specially designed and machined pistons,

connecting rods, cams and valvetrain. As he finished his mechanical developments, Burtoni had ex-Chrysler designer Michael Santoro design exterior modifications to differentiate the Jota Americana from standard Diablos.

Tuners frequently puff up their chests by quoting unsubstantiated figures to go along with their wild-looking, winged road warriors. "I agree wholeheartedly," Burtoni says, "that is why

every engine we build comes with a computer-generated dyno-sheet to guarantee its power." The Diablo Jota Americana #005's 5.7-liter engine produces a legal 577 HP at 7250 RPM. To put

this in perspective, this 4WD VT is more powerful than the newest Diablo 6.0. Jota Americana #5 has a lustrous pearly black finish that features a very subtle purple hue and custom wheels. Spoiling its arresting look are the "Devil Man" graphics on the air intakes. When you fire up the V12, only the exhaust's rasp lets you know almost 600 HP lurks behind your head. The engine is completely docile, purring like a kitten at idle.

The Jota Americana's smooth power delivery and superior low-end torque make it easier to drive in traffic than the latest Diablo. And while any librarian would be content with the car's docile low-rpm manners, one prod of the accelerator pedal convinces you that the dyno sheets don't lie. This car hits hyperspace so quickly that you have to pay attention not to run through redline. Its ability to reach 130 MPH in an instant is so invigorating, its

high speed stability so assuring, that you want to repeat the fun over and over again. Though his Jota puts out "just" 577 HP, the tires break loose in any of the lower three gears. Still, with smoking tires and two on board, the Jota managed to turn 0-60 in 4.2 sec. Americana Jota #5's mechanical modifications cost about \$90K to complete (includes engine, clutch, brakes). Should a customer want a special exterior (paint, wheels, wing, etc) and interior, add another \$20-30K to the price. With low mileage Diablos available in this country in the low \$100,000 level, a late model Diablo can be built to your specifications that will have it running circles around your neighbor's more expensive stock Diablo without even breaking a sweat. -W. Good Fellow



(Continued From Page 5) Kevin: How has your career progressed to the point of becoming the CEO of Lamborghini?

Grecco: I have been in the car business for 31 years. I started with FIAT in 1970. I worked 8 years in Turin, Italy. I then worked in Canada, the US, Venezuela, and Holland. When FIAT bought Alfa Romeo, I was sent to the US to be the President of Alfa Romeo USA. I was then made President of Ferrari North America. After being at Ferrari NA for some-time I went back to Italy to work for Ferrari in Marengo. At this point I wanted to do something different. I left Ferrari and returned to America. I bought a Porsche, BMW, and Volkswagen dealership in Corpus Christi, TX. At this time, there was an international headhunter search for the CEO of Lamborghini. It was in Texas that Audi found me. I jumped at the occasion because it's important in one's lifetime to be part of an exciting adventure. So, I sold my dealership in Corpus Christi, TX and bought a plane ticket to Italy.

Kevin: How would you compare the difference between Ferrari and Lamborghini buyers?

Grecco: There is some overlap between customer types, but these are how I see the generalized differences. A Lamborghini buyer is typically a self-made person. Somebody who has

been the maker of their own success. This person has reached a stage in his life where they want to gratify themselves with a car that communicates to the world their success. The Ferrari buyer has typically been going through a series of status car purchases and when buying a Ferrari is merely buying another status car. Typically, the Ferrari buyer has recently come into money and worked in a corporate environment that depends on politics. There are also customers that own both Ferraris and Lamborghinis. These types tend to be collectors.

Kevin: How important are clubs to Lamborghini's future?

Grecco: Club members are our constituency. The clubs act as our missionaries. We need the clubs to pass on the faith. Some would say that club members don't buy new cars, but that is not true. Club members are the best source for new car sales. There is only good to come out of cooperation between the clubs and the make. If you have a friend in the Ferrari club, you ask them about Joe Grecco and they will tell you how I see the clubs as important. This weekend's unveiling party was done for the clubs. The club members who came to Sant' Agata today saw the Murcielago four days before the rest of world at the Frankfurt Auto Show.

*"Look at Lamborghini with a renewed convenience. We are here to grow. We are also here to improve not only in our products, but in our customer service. I have put my face in front of this company and I am responsible for its success. I am here to help the customer. That is my job."*

**Giuseppe Grecco,  
CEO of Automobili Lamborghini**

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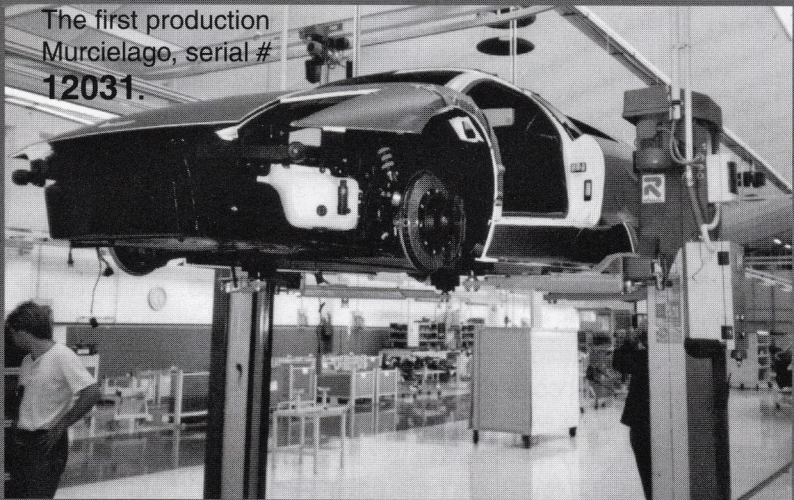
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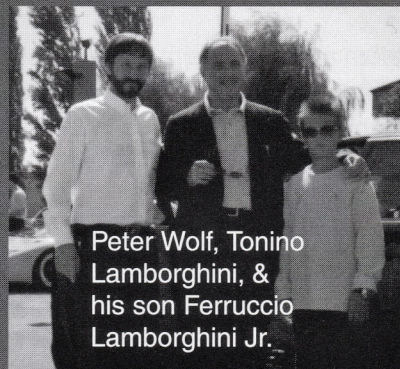
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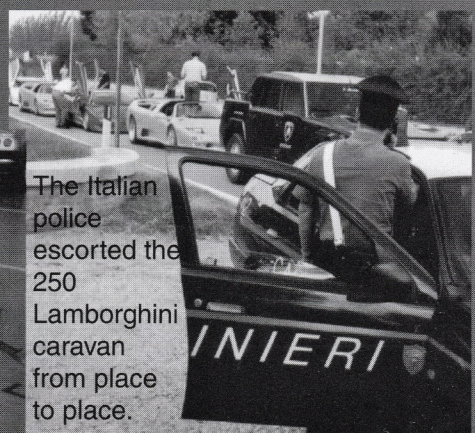
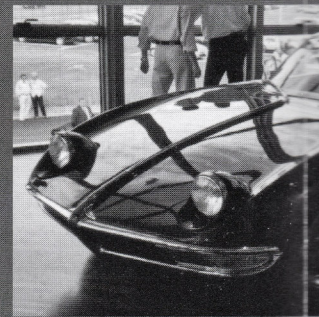
# Factory Murcie Sant' Agata B September



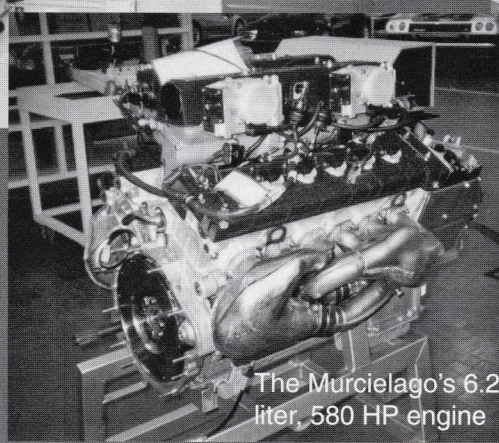
The first production Murcielago, serial # 12031.



Peter Wolf, Tonino Lamborghini, & his son Ferruccio Lamborghini Jr.



The Italian police escorted the 250 Lamborghini caravan from place to place.



The Murcielago's 6.2 liter, 580 HP engine



A large thanks goes out to Peter Wolf, the German Lamborghini club President, for organizing the international Lambo club unveiling of the Murcielago. Over 600 people and 250 Lambos from around the globe participated in the event. Peter organized a true dream trip under extremely limited time constraints and pulled it off without a glitch. What a guy!!!!

The main features of the event comprised of a large gathering of club members at Tonino Lamborghini's museum in Dosso, at the grave of Ferruccio Lamborghini in Renazzo, the unveiling of the Murcielago at the factory, and at the Bologna Centre an impressive display of 250 cars with the Murcielago as the star of the show. A special time was had by all.



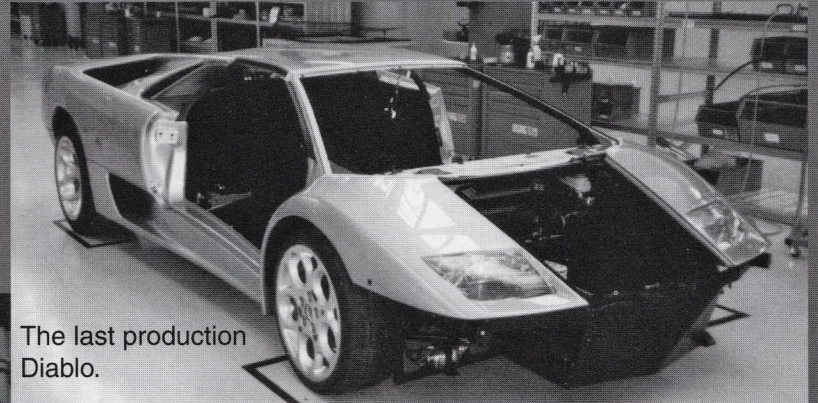
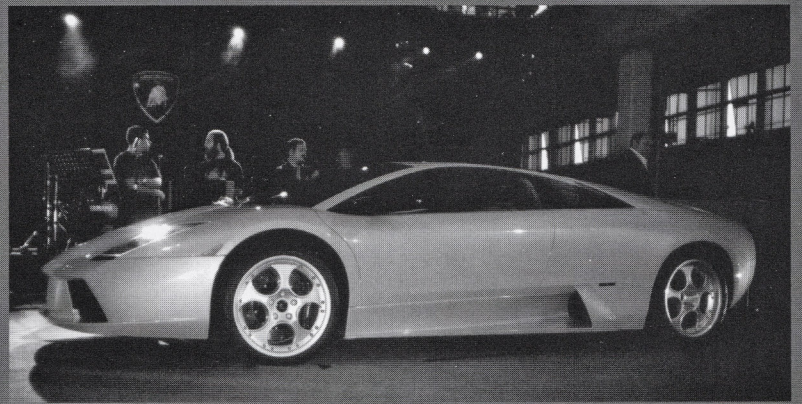
# Murciélago Unveiling

Bolognese, Italy

April 6 - 9th, 2001



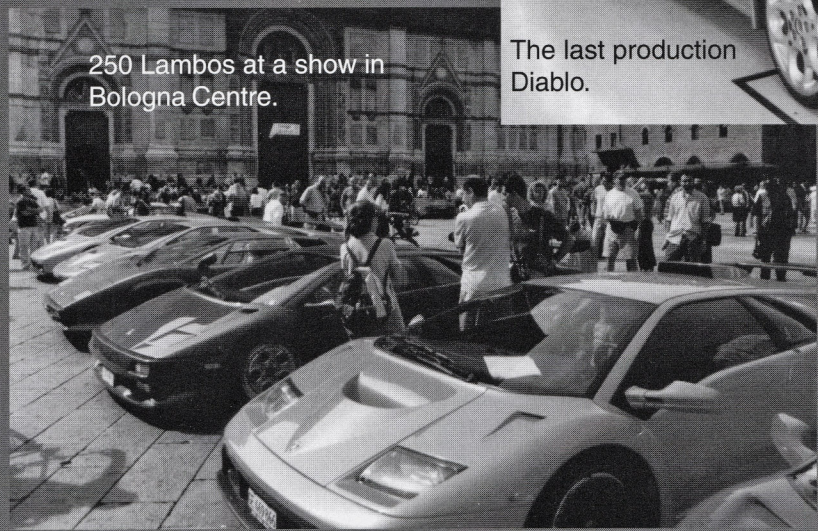
CEO Grecco unveiling the Murciélago.



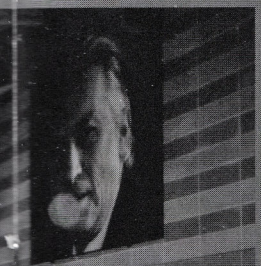
The last production Diabolo.



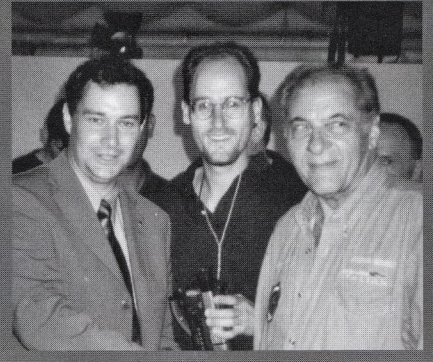
350 GTV, the first Lambo.



250 Lambos at a show in Bologna Centre.



A Lamborghini tractor at Tonino Lamborghini's museum.

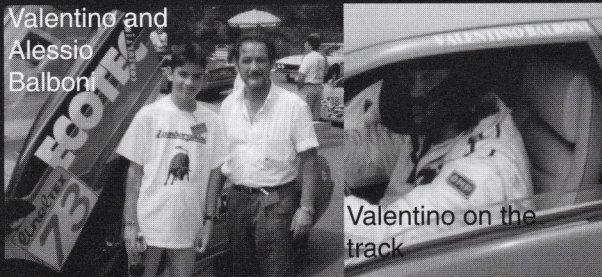


The factory unveiling was the highlight of the weekend. Lamborghini really put on a show for us. The Murciélago was unveiled on a stage while a band played "Born to be Wild." Toward the evening's end, Lamborghini surprised its guests with a fireworks display that rivaled any 4th of July show that I have seen. CEO Grecco knows how to impress. Thank you.

Lamborghini's new attitude was shown best by Valentino Balboni. During the fireworks he commented that he hoped the loud display rattled the Ferrari factory's walls a few miles away in Maranello. The Murciélago is born and a new era has begun. Pride and passion has always made Lamborghini special, but now with Audi funding, the competition is going to be rattled.



**Pocono  
July 4th Weekend 2001  
Concours & Track Event**



Valentino and Alessio Balboni

Valentino on the track



The whole group!!!

This year's Le Belle Macchine d' Italia event in Pocono, PA was a year of meeting old freinds and making new ones. Valentino Balboni, Lamborghini's chief test driver, come from Italy to spend the weekend with his admirers. Valentino brought his son Alessio to introduce him to the US Lamborghini club. Alessio Balboni, a teenager and Valentino's youngest son of three, was impressed with the large display of Lambos at the concours, but preferred the track. "I had the pleasure to ride on the track with one of Lamborghini's best test drivers, my father. He drives much too fast, but I wasn't afraid." When asked how fast his father took him, Alessio responded with a big grin. "I don't know. But like my father, I enjoy going fast." After spending time with Valentino and his son its clear that Lamborghini passion runs in the family. Alessio, welcome to our American Lamborghini family. The event organizers and our club extend our thanks to Ultimate Motor Works for providing Valentino a Diablo 6.0 to drive on the track. Below are the place standing for the concours event as judged by Valentino Balboni and Jim Kaminski.

**350 - 400 - Islero - Jarama - Miura Class**

|                |            |                 |
|----------------|------------|-----------------|
| First Place -  | L. Stern   | Espada Series 3 |
| Second Place - | T. Hass    | Espada Series 2 |
| Third Place-   | C. Seymour | Jarama          |

**Urraco - Silhouette - Jalpa Class**

|                |            |             |
|----------------|------------|-------------|
| First Place -  | M. Canillo | Jalpa       |
| Second Place - | B. Tiffany | Urraco P200 |

**Countach - LM Class**

|                |              |          |
|----------------|--------------|----------|
| First Place -  | E. Menasse   | Countach |
| Second Place - | J. Barney    | Countach |
| Third Place -  | J. Battaglia | Countach |

**Diablo Class**

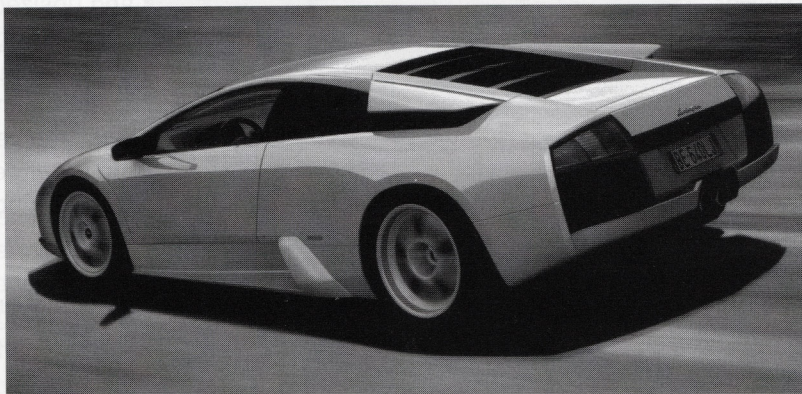
|                |                      |        |
|----------------|----------------------|--------|
| First Place -  | J. Mec               | Diablo |
| Second Place - | R. Maranges          | Diablo |
| Third Place -  | Ultimate Motor Works | Diablo |

**Best of Show**

|                        |             |          |
|------------------------|-------------|----------|
| First Place of Field - | R. Maranges | Miura SV |
|------------------------|-------------|----------|

For Information on 2002, call Kevin Sims at 703 791-3635 or Email him at lamboeast@aol.com

(Continued From Page 4) wheel drive system with limited slip differentials on both axles. The Murcielago's torque split on dry pavement is 30 percent front/70 percent rear. A throttle-based electronic traction control system helps retain grip in slippery situations. Like the Diablo, the Murcielago's frame is sheathed in carbon fiber outer panels (except for the steel roof and doors), but is bolstered by new carbon fiber structures for the center tunnel, floor pan, firewall, and rear wheel houses. The door-stop shape is from the desk of Belgian designer Luc Donkerwolke. The roof has been raised 1.8 inches for more headroom, the side glass is more vertical, the center console is lower, and the front suspension pickups have been revised to open up the foot wells. The doors tilt slightly higher up and the side is lower, making ingress and egress much easier.



Diablo owners will immediately notice that the cockpit feels more commodious. The instrument cluster has been redone so that speedo and tach are now rendered with green graphics in one large pod. Diablo 6.0 drivers may miss the old aluminum-ringed gauges afloat in a sea of carbon fiber, but the new dials are at least easier to read if less visually interesting. A new digital trip computer that includes one surprising feature: a lateral g-meter that determines cornering force based on

## **MATADOR'S CHRONICLE 11**

algorithmic inputs from the speedo and steering column. It even takes into account the growth in tire diameter at speed. The Murcielago's seats are a wee bit tighter on the torso than the Diablo's, but they are comfortable, well trimmed with miles of triple stitching, and more adjustable.

Except for the upper crankcase, the 60-degree, 6192 V12 is a fresh design. The 12.7 quarts of *olio* circulate through a dry-sump lubrication system that allowed placement of the engine 2 inches lower in the chassis with an associated drop in the center of gravity. The accessories have been moved off the block to separate mountings, the alternator

fitted directly to the rear differential housing. Those who have been under the hatch of a Maserati Bora will feel right comfortable down there. The 577 HP engine is fitted with numerous electronic elves. Four motorized "by-wire" throttle bodies deliver the air while variable valve timing mechanisms now grace both the intake and exhaust camshafts. They have 20 degrees of range and 16 degrees of range respectively. Additionally, a pair of electronically controlled butterfly valves - one in each of the two blimp-hanger air plenums and one (Continued On Page 12)

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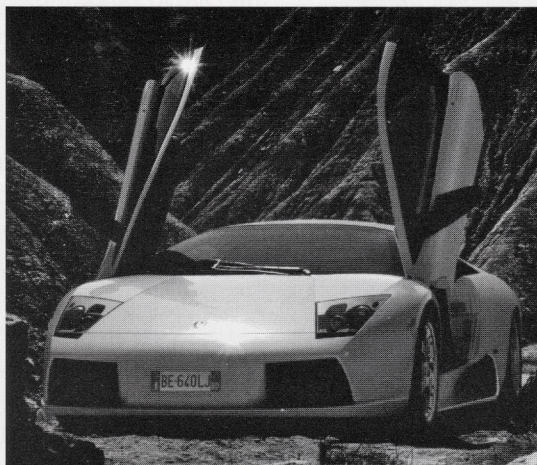
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# 12 MATADOR'S CHRONICLE

(Continued From Page 11) in each of two bypass valves--helps harness the slight turbocharging effect created by air pulses from the cylinders. The valves allow the engine computer to select from three intake configurations, working with the cam phasing to tailor the induction geometry to engine speed. More electronic motors raise and lower the side cooling ducts and rear spoiler. For the ducts, the computer takes into account water temperature, outside air temperature, the car's speed, and the elapsed time since startup before raising the ducts like ladybug wings. If you can't wait for all the numbers to gel, a button on the dash makes them pop out at command. Still, the deployment is leisurely; about four seconds from button push to full lift. The rear spoiler is comparatively simple: it rises 50 degrees at 81 mph and 70 degrees at 137 mph.

All the robotics serve to smooth out the pits and lumps of the old Diablo's power curve. Torque delivery at lower speeds, never a specialty of Lambo's short-stroke V12's, is bolstered such that 400 of the engine's 479 peak ft/lbs are available at 2600 RPM. From idle to the 7500 RPM power peak the Murcielago now trowels on the thrust with rheostatic smoothness. It's easier to putter along at slow speeds and flat-footed mashes are more like turning up a Bunsen burner than pounding a nail into a propane tank. No surprise that this car's engine note is softer and more subdued than the Diablo's. More like Enrico Caruso than Alice Cooper.

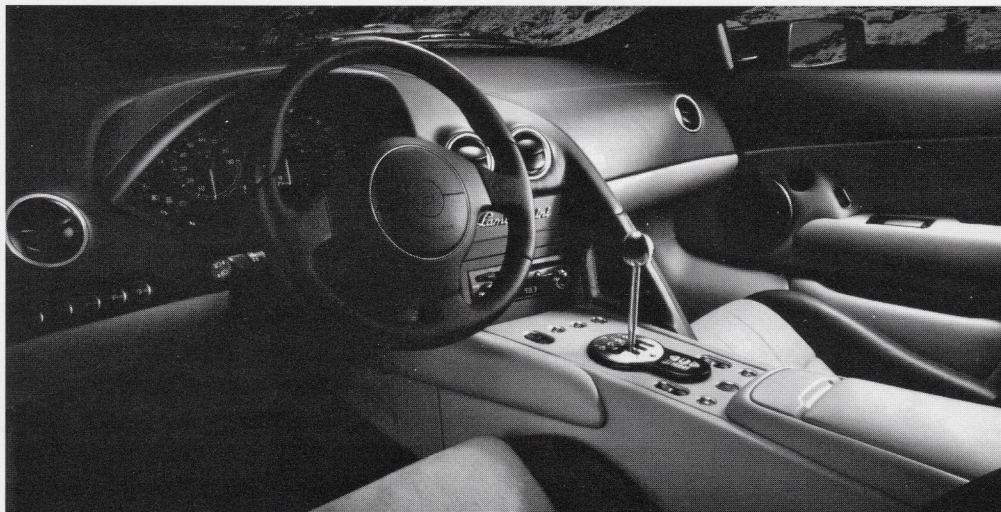
The shifter protrudes from a new 6-speed gearbox through a stainless-steel gate less scuffable than the old aluminum maze. The big news is the double and triple-cone synchros that allow two finger shifting, less whiny gears, the change from a dogleg-left first gear to a conventional to H-pattern, and the easier clutch made



possible by a new sliding-collar throwout bearing design lifted from BMW. In this design the slave cylinder is actually behind the throwout bearing and concentric with the gearbox input shaft, sliding back and forth like a wedding ring on a greasy finger. At Vairano, chief tester Giorgio Sanna was keeper of the laundry list of chassis improvements. It includes new 18 inch Pirelli P-Zero Rosso tires, cut to Lamborghini's specification and upsized to 245/35 in front, to hone the steering and make turn-in more assertive; a re-mapping of the electronic brake-balance algorithm that helps chase away the yaw squirrels under braking; and the lower center of gravity which reduces the 3650-pound car's urge to teeter in fast transitions.

All of this proved to be good medicine on the track. Compared to the Diablo, the Murcielago rolls, dives, and squats less, it stays planted under hard braking, even in turns sure to provoke snap oversteer, and it pushes less through corners. The Murcielago's prodigious mass and the engine torque being

transmitted to the front wheels mean understeer is still there, but it's tamed to good effect.



Steering the big Lamborghini around a track--it's even bigger now that there's an extra 0.6 inches of wheelbase--isn't like piloting a Miata, but the Murcielago is indeed sprightlier than its predecessor. The steering is lighter, the

sound attenuation better, and the controls sharper and easier to work quickly. Speed builds so rapidly and effortlessly in the Murcielago that you have to actually look at the dials to realize



what warp factor you've reached. On Vairano, a tight course designed to stress a car's suspension rather than make the driver look like a hero, the needle never broached 130 MPH. But in all likelihood it will hit 60 MPH in

under 4 seconds, the 1/4 mile less than 12 seconds, and spin all the way to around 205 MPH. If this sounds like fun to you, there's a man named Grecco who would like you to phone him.

- Aaron Robinson, Technical Editor of Car & Driver Magazine



## Azad Ally

Kevin Sims: Which Lamborghinis do you own?

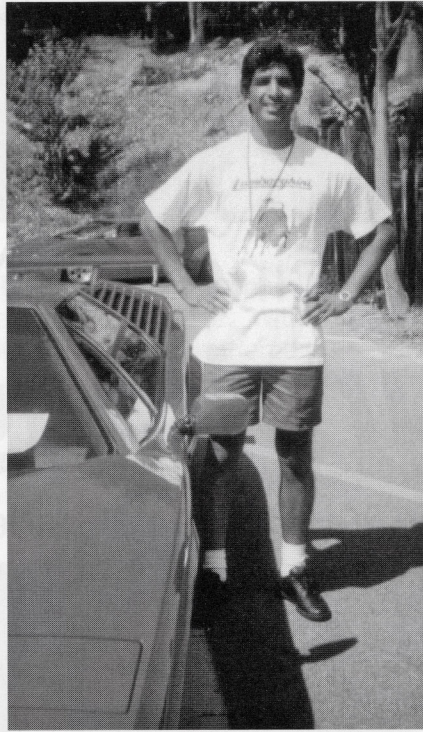
Azad Ally: I own three Lamborghinis. A 1988 1/2 Countach QV, a 1972 Espada Series 2, and a 1989 Countach 25th Aniv..

Kevin: What attracts you to Lamborghinis?

Azad: I became attracted to them in the late 60's, when my mom bought me a little toy Lambo. The toy excited me and left a lasting impression. But no one in my country could afford one. When I immigrated into the US, I saw a picture of a Countach in a magazine and wondered if a hard working American could afford such a car. It took me many years, but I answered my own question by buying my first Countach.

Kevin: Why do have 2 Countaches?

Azad: After owning my 881/2 for about a year, a fire developed on day and it burned to the ground. The experience devastated me so much that I thought



I would never buy another Countach. After some time passed, a friend of mine in Florida who sells Lamborghinis found me a beautiful Anniversary Countach. The attraction for a Lamborghini is different than that of a Ferrari. Lamborghini enthusiasm comes from deep within. Because of this feeling I couldn't let the 881/2 just die, so I restored it. I love them both.

Kevin: What about Lamborghinis represent your personality?

Azad: The fact that I'm a loner. Lamborghini is such a rare car that no one sees them on the road. This rarity makes them aloof to people. When I'm not working, I spend much of my time alone with my wife. I enjoy intimacy. Yes, a Lamborghini is aggressive and draws much attention, but its what it does to your soul that makes the car special. A Lamborghini is a private enthusiasm, unlike a Ferrari, which seems to invite personal attention to one's self. A Lamborghini is a personal matter. My Espada is nice because I can share the experience more with close friends because of its for seats. I love my Espada as much as my Countaches. It is a different kind of car but appeals to the same individualized taste as a Countach. Lamborghinis are rolling art.

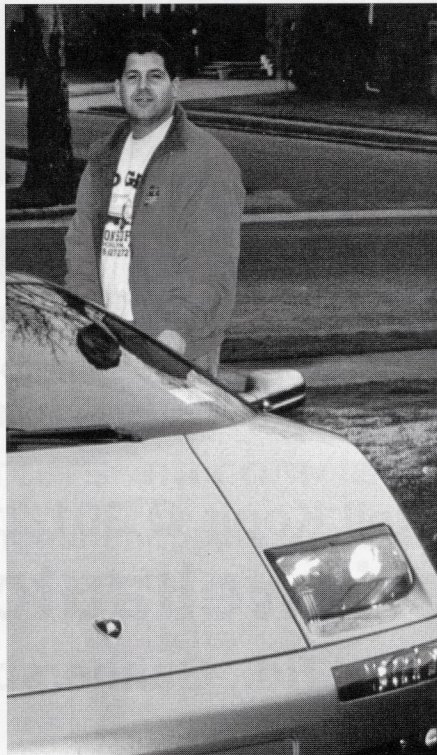
As Michael and I became older, our automotive interests



## Michael Vasapolli

Since we were young boys, Michael and I loved Lamborghinis and Ferraris. Michael had Lamborghini posters in his room and I had my room covered with Ferrari posters.

Every year my father would take us to the New York City auto show so we could see our dream cars. Each year we would rush to see the Lamborghinis first before the crowds around them became too large. Michael and I would stand in front of the Lamborghinis and imagine what it would be like to own such beautiful machines. We would wait in line for hours to have the opportunity to sit in a Lamborghini. At the end of each year's show we would buy more posters to put on our wall to make the Lamborghini experience feel more real. Of course, no poster purchase was complete without buying more Matchbox cars. Our toy Lamborghini collection was unsurpassed.



As Michael and I became older, our automotive interests revolved around the cars that we owned. Our relationship became more centered on working in our family business and spending weekends together in upstate New York. We did everything together.

Over the years we reached several of our goals such as marriage and business success, but our lifetime dream was to own a Lamborghini. This dream was shared by all my brothers and cousins, but none more than Michael. His dream finally came true earlier this year when he took delivery of a new titanium on black, Lamborghini Diablo 6.0. It was the best day in his life.

I am proud to say that my cousin worked hard all his life to attain such a car. It gave him more pleasure than words can describe. He had taken a dream and made it a reality. When others merely dreamed, Michael committed himself and lived his dream. Michael's sharing and generous nature made this dream come true for all of the family. We love Michael very much and will miss him tremendously. Thank you Michael for teaching us to share and celebrate each day.

- Sal Vasapolli

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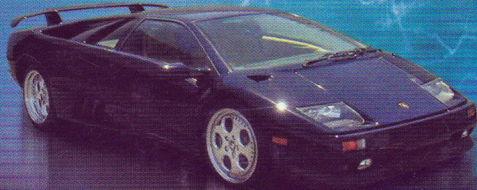
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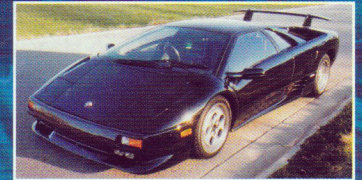
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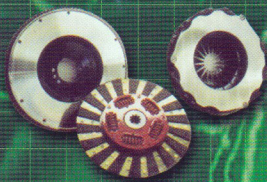
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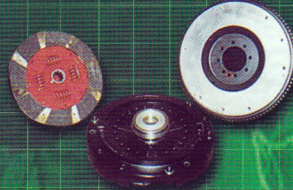
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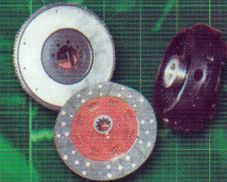
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