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Lamborghini Cars, the Magazine

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On this page you will also find a list of our authorized, dedicated photographers, these people take some of the best Lamborghini photographs in the world. If you encounter a Lamborghini from time to time and you can take high resolution, digital images of it, feel free to contact me so you can become one of our valued dedicated photographers too, you’ll receive some great advantages by joining this elite selection.

For any further information or other questions you might have, feel free to contact me at:
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Photo © Julien R.
First let me wish you all a Happy New Year, as this is the first issue of the 2008, it also mark a Milestone in the short history of Lamborghini Cars, the Magazine. This is our second year the e-Zine is being published, and we’ve changed the website for the Magazine, now under it’s very own domain: www.lambomag.com, a Lamborghini Magazine does deserve it’s own place on the ever growing internet doesn’t it, hence I’ve secured this new webspot.

But let’s get to the contents of this issue, as you might have seen our cover car this time is a stunning Lamborghini Gallardo Spyder, rolling on massive 20-inch custom wheels, which look really amazing in this dark shade, complementary to the bodywork of the V10 Bull.

Furthermore we take a look at the recent Reventòn that was introduced during the IAA Frankfurt last year, this limited edition model went head to head with a real jet fighter ... and won, albeit briefly; read all about this in this latest issue.

I’ve selected the ‘best of 2007′, a collection of photographs taken from the earlier editions that are worth taking a second look at, and these are again available as a wallpaper for your computer screen.

We take a second look at the stunning Lamborghini Gallardo GT3R prepared by Reiter Engineering during it’s races in Brazil in the new FIA GT3 Championship format for South America, thanks to Andre Pinto de Lima we will be able to give you on sight reports of these events, complete with amazing photographs.

Naturally I have extended my collection of scale cars over the last two months, and my most recent addition is the really nice looking Murciélago LP640 made by Norev in 1/18th scale, a very nice model, finished in the fighter grey of the original show model. Nicely detailed and correct, it deserves a place in every Lamborghini model collection, so order yours as soon as you can, they are well worth it.

Can’t wait for the summer to come, when all the Bulls are taken back onto the road and head towards the more important events out there, I can finally start taking new photographs again, during the winter most Bulls hibernate in warm garages ... Mark Smeyers

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As the latest Lamborghini supercar incarnation has been designed with fighter jets in mind, what better habitat to test the powerful acceleration of the Reventòn than a military airport?

Aeronautica Militare Italiana was more than happy to have one of these extremely rare, and expensive cars go head to head with one of their Panavia Tornado fighter planes on the tarmac, and the result were actually really nice ...

Being based on the Murciélago LP640's V12 engine and drivetrain, you might expect the Reventòn is nothing more than a rebodied Murciélago, but independent road tests have found out that the new Reventòn is a totally different car on the road than the production Murciélago, more brutal and aggressive.

The extra 10 Bhp of this limited edition model compared to the production V12 might not seem much, but take into consideration the different setup of the transmission and gearbox, and you're actually driving a completely different kind of automobile, a fact that has been revealed in the various road tests executed by the well known magazines.

When the Reventòn was shown to the public during the 2007 Frankfurt IAA in September, the entire planned production run of 20 units was already sold out, at a healthy 1 million Euro a piece, these 20 cars will go into automobile history as one of the most expensive cars ever, and most of them will most likely hardly be driven on the open road, so when Automobili Lamborghini SpA decided to have an ultimate acceleration test against a real life jet fighter, tension was high.

The Panavia Tornado was originally built over 32 years ago, but with recent upgrades the 100 IDS versions delivered to the Aeronautica Militare Italiana these fighter jets are still state of the art today, they have been in real life action during the first Gulf War and above Kosovo over the last years, but taking on an exotic super car was something the pilots didn't experience before.

The idea was to have both the Reventòn and the Tornado at a standstill at the start of the 3 Kilometer long runway of the Ghedi Air Force base, close to Bescia.

This length would be perfect for a side by side race in true 'Fast and Furious' style. With the help of the Generale di Brigata Aerea Carlo Landi, head of the 5th Reparto dello Stato Maggiore dell'A.M., and colonnello Aurelio Colagrande, who is the comandante del Sesto Stormo, the Reventòn was positioned next to the Tornado.

The Lamborghini was able to take the lead right from the start, with the impressive acceleration time of only 3.4 Seconds to reach 100 Km/h, the Reventòn managed to stay ahead of the Tornado right up to it's top speed of 340 Km/h ... but with little space remaining on the runway, the Tornado was airborne and passed the Lamborghini naturally ...
Automobili Lamborghini SpA is constantly setting new records lately, and this time another milestone in the continuing history of the Raging Bull has been reached, no less than 3000 Murciélago LP640 flagships have been built up to date.

The magnificent looking Lamborghini Murciélago LP640 was introduced during the 2006 Geneva Auto Show, and it became an immediate success, orders started pouring in for this more powerful and aggressive looking evolution of the initial Murciélago 6.2.

In less than 20 months a total of 3000 units of this amazing flagship have been built, a production record for a V12 powered car at Sant’Agata.

This 3000th V12 was a Grigio Telesto LP640 Coupé model with a combination of black and orange for the seats, dashboard, central console and floor mats, a nice extra touch was the ‘Wolf’ scripting on the door panels, which makes this again a unique, personalized car, which is a full option car in fact that has been personalized by the ‘Ad Personam’ team.

The well known ‘Ad Personam’ department at Sant’Agata is capable of creating one-off car based on the production models, so you can have just about every combination of colors you like, within reason naturally, this special department has been founded by Automobili Lamborghini SpA to offer to possibility to personalize a customer’s car right at the factory, and using the same high standard materials as during the building process, hence ensuring a perfect fit and finish.

This very special 3000th LP640 will be delivered to its lucky owner in the United States in early 2008, and naturally production is still in progress as the LP640 will remain in production for a while to come, there have been rumors about a further evolution in the near future, talk about a Murciélago SV have been going all over the internet, mentioning power up to 700 Bhp and rear wheel drive only, but we’ll have to wait and see what Lamborghini will show us at the next Geneva Auto Show in March 2008.
THE BEST OF 2007

A look at the best photographs we’ve published in 2007

Text: Mark Smeyers - Photographs: Various photographers

Lamborghini Diablo SE30

Lamborghini Murciélago LP640

Lamborghini Jalpa P350 with Silhouette wheels

Lamborghini Murciélago LP640 by Hamann Motorsport
Some of the best photographs from 2007...

Customized Lamborghini Murciélago

Lamborghini Diablo SV

Lamborghini Murciélago R-GT and Gallardo GT3R

Lamborghini Countach LP500 R - 1/18 scale model
Some of the best photographs from 2007 ...

Lamborghini Murciélago LP640 with Carbon Fiber rear wing

Lamborghini Gallardo GT3 'Strassversion'

Lamborghini Diablo at Spaitalia

Lamborghini Gallardo Superleggera
Some of the best photographs from 2007...

Lamborghini Diablo SV-R

Lamborghini Miura P400 S

Tuned Lamborghini Gallardo SE

Lamborghini Countach QuattroValvole
Some of the best photographs from 2007...

Lamborghini Reventón at the 2007 IAA in Frankfurt

Lamborghini Gallardo GT3R

Lamborghini Murciélago R-GT

Lamborghini Countach QuattroValvole and Jarama
BULLISH GREY

Lamborghini Gallardo Spyder

Photos Mark Simeyer - www.LamboCars.com
Our cover car seen from every angle...
The Lamborghini Gallardo Spyder is a stunning car, the very special way the entire engine cover opens at the rear of the car to be able to fold the canvas roof underneath is is innovative to say the least. This dark grey metallic car features a combination of smooth and reversed leather on the interior, combined with aluminum parts this looks very nice, also note the optional navigation system on this Raging Bull. But probably the most personal touch on this car are those amazing 20 inch wheels, these five spoke rims are truly amazing on this car, they make the Gallardo Spyder look even more aggressive.
AUTO MOTO ITALIA

Italian automotive art in Houten

Text: Mark Smeyers  -  Photos: Mark Smeyers

Lamborghini's on display to the public...
One of the last events I attend every year is the AutoMotoItalia event in Houten, this one is organized every year during November and mostly marks the end of the season.

After AMI most of the exotic Italian cars are prepared for their hibernation during the winter months, or they are taken apart and restored to be ready for next year’s events, like Viva Italia in May, or some of the other events in the Netherlands or Europe, as some of these cars are driven to the events.

This year I got to Houten very early, even before the public was allowed in the event halls, hence I was able to take some great photographs without a crowd around the cars.

So what could you find in Houten this year? For one a lot of Italian cars and bikes naturally, ranging from the most beautiful Alfa’s, Fiat’s up to the more exotic deTomaso’s, Ferrari’s and Lamborghini’s.

Several Raging Bulls were on display in Euretco, close to Utrecht, among them the by now famous, black Lamborghini 400 GT 2+2. This car is frequently seen at events all over Europe as it’s owner is a true enthusiast, who actually owns three Lamborghini’s in total, but this classic 400 GT 2+2 must be the crown jewel in his collection.

This car is in pristine condition, with a stunning tobacco leather interior and brand new looking Borrani wheels, acquiring such a
stunning example today would take a lot of patience, and money. These early GT’s are finally demanding the kind of money they deserve, people are seeing their real investment potential and are willing to part with a lot of cash to obtain these models.

Next to this awesome black Bull you would be baffled by another milestone in the relatively short history of Automobili Lamborghini SpA, the sensual Miura, finished in bright yellow over a black leather interior. Today the Miura is among the most highly sought after Lamborghini’s on the market, and this yellow car would require a lot of negotiating and hard cash to obtain.

The Lamborghini Miura S and SV are the most expensive Lamborghini’s on the market today, these first mid-engine production car marked a very important point in automotive history, no other car builder had unleashed such a car to the general public before, the idea of mounting an engine in this position never even crossed the minds at Maranello.

The Lamborghini Miura was designed by Marcello Gandini back in the Sixties, and it is safe to say that up to today not many cars even come close to the sheer sensual beauty of the Miura. This car was low and perhaps not too practical for every day use, but with looks like that, who cared?
Naturally there were a lot more interesting cars at Houten, one of them an intimidating black Lamborghini Gallardo with a stunning, custom-ordered Q-Citura interior, a very nice touch on this early V10 model.

Next to it another well known Bull was parked, the blue Diablo with white leather interior, another Lamborghini that has been seen at various Dutch events in the past, and even better, it was for sale at Houten.

But during events like AutoMototitalia you sometimes have to take a walk around the parking lot, as some visitors arrive in their very own exotic, and naturally park it close.

So at any given moment you could admire a few amazing cars outside, like the nice, silver metallic Lamborghini Diablo, boasting a highly contrasting black interior with grey details, very nice.

Next to this silver metallic Diablo another enthusiast arrived in a bright orange metallic Lamborghini Murciélago. Save to say that it attracted a lot of people while sitting in the parking lot.

A bright color like that sure stands out, but it looks right in place on a design like the Murciélago, you have to give credit to Luc Donckervolcke for designing such a different car to succeed the Diablo which still looks like a Lamborghini from every angle.

The beauty and brutality of a Raging Bull is still present in this recent model, and now with the magnificent LP640, I’m sure the Murciélago will become an icon just like the Countach and Diablo before it.

If you wanted to get a feel of what it’s like inside a Lamborghini, you could book a little tour in a real Diablo, the passengers seat inside a bright yellow Lamborghini Diablo was available for a drive, and many people booked one, just to get a once in a lifetime experience of being inside such an exotic car.

Naturally AutoMototitalia isn’t only about Lamborghini’s, there were other, very interesting cars and bikes on display too. Center stage this year was taken by a collection of deTomaso cars, ranging from the brutal Pantera to the more luxurious Longchamps.

Next to the cars, this event is also known for its parts and books, if you are looking for that elusive part that is missing to complete your own restoration project, chances are you’ll be able to find it at Houten, several stands were present with all kinds of parts, from small engine parts or screws, right up to entire body sections or shiny new, chrome bumpers.

If all this is just too large, or your garage is already full with cars you can take a look at the first floor of the Euretco complex, showing various stands with scale models and official factory folders, some priced very nicely, some rare items priced accordingly naturally, whatever you are looking to for complete your collection, Houten was a great place to start.

Taking another look around on the ground floor would show us all kinds of Italian made automobiles that were customized by their pride owners, sometimes the aftermarket parts fitted to these cars are worth more than the actual list price of the car they were mounted on, but that is what tuning is all about. Fitting custom body parts, massive wheels, lowered suspension and audio installations that would blow the windows out if set at full power.

Some were done with great taste, others were a little over the top, but it’s all a subjective view, what might be stunning for one person may be completely obnoxious for the next, tuning is a personal statement.

I visit Houten for the Raging Bulls on display, and I can’t wait for next year, so I can visit the various events were Lamborghini’s are shown, so I can have fun talking to the owners of these amazing cars, and take some more photographs in the mean time.
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51055 | 1800 | 320
51058 | 1800 | 400
51061 | 1800 | 500
51064 | 1800 | 600
51070 | 1800 | 800

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71004 | 2500 | 320
71016 | 1972 | 400
71019 | 2500 | 400
71031 | 1972 | 500
71034 | 2500 | 500
71046 | 1972 | 600
71049 | 2500 | 600
71076 | 1972 | 800
71079 | 2500 | 800

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FIA GT3 IN BRAZIL

The well known GT3 Championship takes on Brazil

Text : Mark Smeyers - Photo's : André Pinto de Lima and Silvia Llompart
We all know the FIA GT3 Championship, it’s covering some of the most interesting circuits in Europe featuring several very interesting Italian made supercars.

But in 2007 the FIA decided it was time to take on new continents, and South America sounded like a nice option, so lets take a look at GT3 racing in Brazil.

The Brazilian version of the GT3 Championship would take five meetings, the first race was driven on the high speed, counter clockwise circuit of Taruma in the Rio Grande do Sul state, southern Brazil.

Teams that are competing in the European version of the FIA GT3 are also eligible to race in Brazil, and vice versa, the SRO Motorsports Group is the mastermind behind the GT3 class. Stephan Ratel manages the SRO and owns all rights to the FIA GT1, FIA GT2, English F3 and the GT3 Championship in Europe, he subsequently joined Walter Derani and Antonio Herrmann, two race drivers that already held the rights to the Mille Milhas (the Brazilian Mille Miglia) race.

They founded SRO Latin America, while the latter two are in charge of strategic planning, technical implementation, commercialisation and marketing, production of the events and all sportive and technical project.

The GT3 concept was only founded last year, when it was taken away from the FIA WTCC (World Touring Car Championship), and it became an instant success, it allowed for ‘gentleman’ drivers to be able to compete on an equal level by driving cars that had comparable performance. They would be able to race on the most impressive circuits around Europe, like Silverstone and Monza ..., this concept was now ‘exported’ to Brazil.

The same base car as in Europe was used, the Porsche 997 GT3, and the same technical rules apply with two races with a one hour duration during which two pilots will take the wheel, one of these will be an experienced race driver while the second will be the gentleman driver. 

This stunning orange/blue Lamborghini Gallardo was entered into the Brazilian version of the FIA GT3 ...
The first training sessions at Taruma saw cars like the Ferrari F430 and the Maserati GranSport but more interestingly also two amazing Gallardo GT3R’s, a nice orange one and an even more colorful orange/blue one. During the first afternoon practice session the Lamborghini Gallardo driven by Alceu Feldmann took first place.

On Sunday the first one hour race was actually won by this Gallardo, driven by Paulo Bonifácio and Alceu Feldman, the first impressions were made and the FIA GT3 was on it’s way in Brazil. The Lamborghini took a two points advantage over the second place in the ranking, taken by a Dodge Viper.

When the second race was starting, luck changed on the Lamborghini, they encountered some problems while the competition was already on the grid so they had to start from the box.

This time the pole position was taken by a Ferrari F430, closely followed by another F430 and a Viper but the Lamborghini was making a great recovery, finally showing it’s true potential and reliability. It’s staggering speed allowed it to overtake several cars on the circuit, but unfortunately it was struck by bad luck again. When Boni took over from Feldman behind the steering wheel he left the pits before the two minutes were over, so they were penalized, loosing valuable time.

But that didn’t prevent Feldman to take on the Viper that was following one of the F430’s, they fought the battle for many rounds, but Feldman was able to overtake both of them and secure a second place in this round which would subsequently earn them enough points to maintain the number one position in the championship.

At the end of this second race Paulo Bonifácio commented ‘The two problems that we had in the second race didn’t allow us to claim victory like in the first one, but even so the race was great and the final result spectacular. We lost the second victory but we still have more eight races to dispute this year, despite the little development of our car, we put in a great performance and the car proved to be very reliable and fast’.

The second race in the Brazilian GT3 would be held at Curitiba on September 1 and 2, where all competitors would cross swords once more on the track.

The battle began on Sunday with the third race of the Brazilian FIA GT3 Championship, and it didn’t go unnoticed ... the Ferrari F430 with Renatto Cattalini behind the wheel caught fire in the second lap, the safety car was required to put it out and the race was stopped.

After the restart, the Lamborghini Gallardo driven by Paulo “Boni” Bonifácio took the pole and managed to get well ahead of the Viper from the Medley team driven by Andreas Mattheis.

Boni kept putting fastest lap times to his credits and gained an important advantage over the Viper in second position, after sixteen laps Boni went into the pits to transfer the wheel to Alceu Feldmann, but misfortune would strike again for the Lamborghini Gallardo.
A flat tire would cause the Lamborghini to fall to a fifth place after a pit stop to replace the wheel, things didn’t look to bright but luck was about to strike. An accident between an F430 and a Viper called for the safety car to get onto the track which caused all cars to regroup again, and when the safety car finally left the track there were only nine minutes left ... but Feldmann took his chances and managed to overtake all cars ahead of him, including the pole position taken by Xandy Negrão at that moment, the Lamborghini finished the third race of the season in first place!

But there was still the fourth race to tackle, and the bright orange Raging Bull driven by Feldmann/Boni again took pole position at the start.

Fortunately this second race of the day didn’t have it’s accidents, but that didn’t mean the battle was less ferocious, the three Vipers were the cars to beat this time.

During the race the Lamborghini was overtaken by Ricci in a Ferrari F430, but when both teams entered the pits to change drivers, the Lamborghini team was able to get out of the pits ahead of Ricci and took first place in the race.

This second round of the Brazilian FIA GT3 was again ‘mastered’ by the Lamborghini Gallardo of Boni and Feldmann, they solidified their position as leader in the championship after the first two rounds, only three to go.

In early October the entire GT3 pack returned to Curitiba for the third round of the Championship, and the Lamborghini Gallardo had become the car to beat after the first two rounds.

The pole position at the start of the fifth race was taken by Mattheis in his Lamborghini, but he didn’t manage to keep his first position throughout the race, in a very bold manoeuvre, Bonifácio took the lead in the final ‘mineirinho’. When Mattheis turned over the steering wheel to Negrão whose goal was to take the lead from Feldmann, both driving a Lamborghini Gallardo, but a flat tire during the race ended the stampede from Negrão and Feldmann was able to take yet another victory in the Brazilian GT3 championship.

During the second race of that weekend we witnessed one of the most spectacular accidents in this class, a battle for third place caused a Viper pilot to loose control and crash into the safety rails. Fortunately the driver was able to walk away and after the safety car left the track the race could continue.

Some details of the amazing orange Lamborghini Gallardo GT3 in Brazil ...
when he traded his place with Bonifácio, who took a very aggressive and quick stint in the Gallardo, but the 15 seconds advantage of Mattheis proved too important for Boni to take another first place. Boni did finish less than 5 seconds behind Mattheis, and more importantly, the two top places were taken by a Lamborghini.

With some very nice results under their belt, the two Lamborghini Gallardo GT3 race cars went to the fourth round of the FIA GT3 in Brazil, this time on the famous Ayrton Senna circuit in Goiânia.

And this fourth round would be a disastrous one for the Raging Bulls, they arrived with a 23 points head start but left in second position with only 57 points (for the Bonifácio / Feldmann Gallardo) compared to 63 points for the Negrão / Mattheis pilots driving a Viper. The latter actually won both the 7th and 8th race in Goiânia.

The problem with the Gallardo was that due to the extreme temperature on the Ayrton Senna circuit of nearly 40 degrees Celsius, the engine overheated during the first race and was wrecked. Normally this wouldn’t be an issue, but the engineers didn’t manage to get the new engine installed in time for the second race, so the Gallardo wasn’t able to finish neither of the two races in this fourth round of the Brazilian FIA GT3 Championship, which caused some real problems for the Boni Sports team that was leading the GT3 Championship from day one.

What was more, their second place was now also being threatened by Derani / Ricci in a Ferrari F430 because the latter managed to finish second in this round, closing the gap with the Lamborghini Gallardo ... the final decision would fall in early December when the GT3 takes it’s final round at Interlagos, São Paulo.

even the engine has been color coded to the light blue exterior of the car ...

The closing race of the Brazilian FIA GT3 championship was held on the Interlagos circuit, and both races of this fifth round were won by Xandy Negrão and Andreas Mattheis driving a Dodge Viper, do note that in the third round they drove the Lamborghini Gallardo GT3 with success. These two highly experienced race drivers were the first to win the new GT3 format in Brazil, finally allowing the many fans to enjoy racing between the most famous car makes in the world.

During the warm up session one of the Ferrari F430 hit some oil on the track and crashed into the barrier, totalling the car which wasn’t able to attempt the final round of the Brazilian FIA GT3 Championship.

Race one saw a fantastic performance from Alceu Feldmann (now in a Viper), he only
managed a twelfth starting position but obtained the sixth place during the race in only three laps.

Luciano Burti was behind the steering wheel of a Lamborghini Gallardo, but he was getting a lot of pressure from Ricci in the F430, at the end of the 9th race the Lamborghini Gallardo of Salles / Xandinho crossed the checkered flag in 5th position while the Bull driven by Bonifacio / Burti only reached a 10th position on 12 finished cars.

The last race of the season resulted in another victory for the Viper, but the first Lamborghini reached a third place, driven by Bonifacio / Xandinho / Salles, misfortune struck again on the Burti / Bonifacio Gallardo, the Boni Sports team was disqualified because there was a problem with the ride height of the Lamborghini according to the CBA (the Brazilian Motoring Commission).

Both the team and the pilots lost their points, which naturally didn’t help the final standing in the Championship any further.

The final standings after ten races in the Brazilian GT3 Championship would show Alceu Feldmann in second position with 61 points and Paulo Bonifácio in third place with 57 points, if they hadn’t lost their points in the final round these standings could have looked totally different, but nonetheless this is a nice performance of the Lamborghini Gallardo during the first season of this amazing racing style.

When taking a look at the Racing team listings, the Boni Sports team did come in second with 83 points, just behind the Championship Racing Team (which reached 103 points), again a good position for the team driving a Lamborghini Gallardo all season.

Apparently second place became a habit as in the manufacturers classification, Lamborghini also took second place with 126 points against the 153 points of Ferrari in first position.

The preliminary planning for 2008:
- Test day: March, 2nd - São Paulo
- Round 1 & 2: April, 6th - Curitiba
- Round 3 & 4: May, 11th - São Paulo
- Round 5 & 6: June, 15th - Rio de Janeiro
- Round 7 & 8: July, 27th - Goiânia
- Round 9 & 10: September, 7th - São Paulo
- Round 11 & 12: October, 12th - Taumã
- Round 13 & 14: November, 30th - San Luis / Argentina
  (with FIA GT Championship)
- Round 15 & 16: December, 7th - Punta Del Este / Uruguay

This second season also features some rounds outside Brazil, in neighboring countries Uruguay and Argentina, let’s see what Lamborghini will do in 2008, can’t wait to see them win even more races and reach first place in the overall championship.

Many thanks to both Andre Pinto de Lima and Silvia Linhares (www.retrovisoronline.com.br) for the amazing photographs of the two Lamborghini’s during the 2007 season, I’m sure they will be back during the 2008 season and provide us with more stunning pictures of the Raging Bulls.
It took some time after the introduction of the Lamborghini Gallardo back in 2003 before Automobili Lamborghini SpA took the next logical step ... create a topless version of this highly successful V10 powered model.

The long awaited Lamborghini Gallardo Spyder was unveiled to the public during the 2005 IAA in Frankfurt, and like the March Auto Show in Geneva, all cars on the floor were finished in Balloon White, a special new pearl metallic shade of white. But more impressively was a black metallic Spyder with a contrasting white interior ... hanging from the wall!

During the actual unveiling, this black car was hidden from view, the tall wall sections were sliding open to show this magnificent car to the numerous spectators that gathered around the Automobili Lamborghini stand to witness this new car first hand.

The white interior of this car did look amazing, but that white dashboard would surely create a lot of glare with the sun on it, however it was still magnificent looking car, and the first open version of the Gallardo that became available on the market.

Several months earlier the Concept S was shown during the 2005 Geneva Auto Show, and rumors were buzzing around this very special ‘Barchetta’ would become a limited production model, but this never happened, so the Spyder version would be your best shot at driving a Gallardo with your hair in the wind, listening to that beautiful concerto of 10 cylinders just behind your head.

As on all Gallardo’s for the 2006 model year, the V10 would pump out 520 Bhp at 8000 rpm, an increase of 20 bhp compared to previous years, and with the combination of a slightly lower gear ratio, top speed went up to 315 Km/h.
Lamborghini wouldn’t be the most exotic car builder if they didn’t create an innovative way of storing the canvas roof. There is no regular tonneau cover on the Gallardo Spyder, the entire engine cover doubles as a cover for the roof once it’s opened.

To open the roof two ‘buttress’ of the roof go up, then the entire engine cover slides backwards and starts to tilt open at the rear to allow the entire roof to be folded underneath the Carbon Fiber hood ... very impressive and elegant. And it only takes 20 seconds from start to finish, leaving you with a magnificent open Lamborghini. You must admit, the Gallardo Spyder looks good even with the roof up but it looks absolutely stunning with the roof open, featuring a totally flush rear section, only interrupted by the small rear wing.

The first deliveries of this awesome open Lamborghini started during March 2006, but all 800 units that would be built during 2006 were already sold out at that time, these days the waiting list is reaching 18 months, and to make things even worse, a long list of options was available for this Spyder version, making it even harder to decide what to order.

Options range from the well known e-Gear to a rear view parking video camera system, and naturally Lamborghini’s own ‘Ad Personam’ programme which offers the possibility to order a totally custom made car to the customer, note that the ‘Ad Personam’ programme is also available on all other models made at Sant’Agata.

Some early models of the Spyder were delivered with the original Gallardo five spoke wheels, but later on these were replaced with the great looking Callisto wheels also mounted on the MY2006 Gallardo Coupé, either finished in bright silver metallic or in darker, titanium look.

With it’s long wheelbase and rather short overhang at the front and rear, the Gallardo Spyder puts some athletic looks on it’s four 19-inch wheels, also note that the rear window can even be lowered with the roof closed, creating a nice airflow within the cockpit. When driving with the top down, this same rear window is used to counteract turbulence in the cockpit, a really nice idea from the Centro Stile at Sant’Agata.

Naturally the Gallardo Spyder was designed with safety in mind, in case things go terribly wrong and the car flips over there are two ‘pop ups’ that are part of the automatic Roll

"the stunning Gallardo Spyder finished in dark grey, note the silver Callisto wheels ..."
A closer look at a specific Lamborghini ... 

Over Protection integrated with the standard air bags. The Gallardo also featured normally opening doors instead of the Lamborghini trademark scissor doors found on the V12 flagship, so in case of ending up on its roof, the doors should still be able to open normally.

A Gallardo Spyder finished in a new shade, the by now famous ‘Celeste Phoebe’ ... 

But what is it like to drive the stunning Lamborghini Gallardo Spyder, in one word: amazing. This is a car that is beautiful on its own, roof down, a nice summer sun and you’re in heaven, automotive heaven that is. What more could you want? Perhaps a spin around a race track to get a feel of just how rigid this convertible actually is.

Germany has a nice street tracks that were used for races back in the good old days, but today are no longer possible due to safety reasons. One such track exists near Frankfurt, it begins in Oberursel Hohemark and goes right up to Grosser Feldberg. Oliver had the possibility to take a sky blue Spyder over this 11.75 Km track, this is his story:

‘After an acceleration time of 4.2 seconds you already reached the legal speed limit of 100 km/h for this track. Who wants to could reach 200 km/h in only 9.8 seconds, however the police will become your best friend then. But between us, on this track you luckily rarely meet them, this track plus this Lamborghini give you the chance to experience in your own, personal sensation how the old heroes felt during the races in the past.

In the long high speed curves you get an immediate feeling for the perfect balance of this vehicle. The cars near perfect balance of 42/58% (front/rear) helps you to easily accelerate out of sharp pins without any loss of traction. The standard, well known 4-wheel drive also helps you here.

Overtaking manoeuvres become a short beaming in the gaps between the vehicles. The sound generated from the engine during each acceleration just makes you addicted. The joy rises every second and you become hooked to overtaking and accelerating, this drug gets a smile on your face immediately.

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You can easily take the curves on the racing line thanks to the direct steering with optimal response.

Some may criticise that the vehicle has a hard suspension. Sorry guys were talking about a sports car not a baby bomber with a TDI engine, it has to be like that.

On road irregularities you recognise at once the unbelievable stiffness of this car. No creaking, trembling or twisting of bodywork and chassis. It might not always been like this in a Lamborghini, but thanks to Audi this is the level of workmanship we expect these days. And the sales numbers show that the road taken is the right one.

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Also in rainy conditions you can easily drive this vehicle thanks to the serial 4-wheel drive. There is no sudden over steer needed to be caught by an experience hand and no other unpredictable reactions. All lights are on green and if the driver may exaggerate the invisible guardian angle named ESP catches you up.

As a result is can just be said that this vehicle is an absolute dream with a big danger
to get addicted. Every Kilometer is just pure pleasure and a special experience. This car is not just a joy the owner but also to the environment."

This hands on experience just shows how great the Lamborghini Gallardo drives and looks, it will draw heads no matter where you park it. Perhaps some of the more flashy colors attract more attention, but a Gallardo Spyder will draw a crowd no matter what color it is finished in, and as an acknowledgement of the design a prestigious international jury voted the Lamborghini Gallardo Spyder as ‘The World’s most Beautiful Car’ with an official award at the Triennale di Milano on March 3, 2006.

Naturally one of the biggest markets for the Gallardo Spyder are the United States, where all colors and possible options are ordered, but also the more southern parts of Europe are a big market for Automobili Lamborghini SpA, not surprisingly both the Coupé and the Spyder are reaching production levels unseen at Automobili Lamborghini SpA in the past, and you still have to wait over a year when ordering your very own Gallardo Spyder.

That is why the second hand market for the Spyder is still very healthy, with asking priced barely below the MSRP, or even above to a new car with delivery miles only. The Lamborghini Gallardo is one of the most successful Lamborghini’s to date, and with a strong line up, every type of customer is accounted for. When you are looking for an everyday driver with enough power to take a blast on the Autobahn, the Gallardo Coupé is an obvious choice, however if you are looking for the ul-
A closer look at a specific Lamborghini...

The latter with less weight, a more spartan interior featuring a lot of high gloss Carbon Fiber and those two special Superleggera rear wings make this THE Gallardo to own if you’re not interested in open top driving.

But I would personally go for a Gallardo Spyder, I just love it’s looks, and with the option of driving topless whenever weather permits, it is just the ultimate automotive fun.

I admit it’s in a totally different league compared to the other topless Lamborghinis, the Murciélago LP640 Roadster, but this V12 flagship is a true exotic. Wide, low and with those trademark doors, the LP640 Roadster is in a class of it’s own, but when taking a more practical view on this, if this even exists when buying a Lamborghini, the Gallardo is easier to live with.

There is a powered roof, while on the Murciélago Roadster you have the rather difficult ‘emergency roof’ and the Gallardo is more of a go-kart on the road.

If you really don’t know which one to order, just order them both, the Gallardo for weekdays and the Murciélago for the weekend...

Specifications sheet

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<td><strong>Presentation</strong></td>
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<td><strong>Type of car</strong></td>
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<tr>
<th>Dimensions</th>
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<td><strong>Wheelbase</strong></td>
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<td><strong>Overall length</strong></td>
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<td><strong>Overall height</strong></td>
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<tr>
<td><strong>Front track</strong></td>
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<tr>
<td><strong>Rear track</strong></td>
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| Ground clearance     | n.a. |
| **Front overhang**  | n.a. |
| **Rear overhang**   | n.a. |
| **Weight**          | 1570 kg |
| **Distribution**    | 42 / 58 %, Front / Rear |

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<th>Chassis</th>
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<td><strong>Structure</strong></td>
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<td><strong>Brakes</strong></td>
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<td><strong>Front</strong></td>
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<td><strong>Rear</strong></td>
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<td><strong>Steering type</strong></td>
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<td><strong>Turning circle</strong></td>
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<td><strong>Front tyre size</strong></td>
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<td><strong>Rear tyre size</strong></td>
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| **Type**            | Pirelli P ZERO ‘ROSSO’ with asymmetric unidirectional tread |
| **Front rim size**  | 8.5 x 19 inch |
| **Rear rim size**   | 11 x 19 inch |
| **Type**            | Monoblock alloy wheels |
| **Mirrors**         | External mirror with electrical closing and heating system, internal mirror with anti-glare system |
| **Rear spoiler**    | Electronically controlled |
| **Airbags**         | Front ‘dual stage’ driver and passenger airbags, side ‘head-thorax’ airbags |

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<td><strong>Cooling system</strong></td>
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<td><strong>Emission control</strong></td>
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<td><strong>Fuel type</strong></td>
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<td><strong>Clutch</strong></td>
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<td><strong>Final drive ratio</strong></td>
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<th>Performance</th>
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<td><strong>Top speed</strong></td>
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I know there have been small scale models of the amazing Lamborghini Murciélago LP 640 for some time now, but these were all 1/43rd scale, and rather expensive and hard to find.

But that didn’t stop me from acquiring one naturally, but recently I located a brand new model, made by French based Norev, this large 1/18th scale LP640 model is amazing to say the least, and for a very nice price in fact.

Norev decided to finish their model in the well known ‘Fighter Grey’, just like the production model that was first unveiled at Geneva in March 2006, and it does look nice, although a bit of metallic paint wouldn’t hurt either, perhaps in the future Norev will offer different colors.

The details and finish of this model is rather good, a feature not much seen in this price category are the side windows that are present on this model, when opening the doors you’ll notice a nice ‘Q-Citura’ interior with Carbon Fiber details, note that Norev went for the e-Gear version here.

Taking a closer look at the exterior shows the nicely finished, massive central exhaust pipe, the amazing looking glass engine cover showing legendary V12 engine, which on this model is well detailed actually, not in AutoArt territory but still very nicely done.

Naturally the model sits on the new Hermera rims, here finished in bright silver and covering some nice disk brakes with yellow brake calipers.

So should you rush out and buy one of these big models? YES you should, admittedly Norev is not in the same league as Kyosho or AutoArt, but they are very close, and this model is priced at about half the price listed for the Kyosho models, so that accounts for something.

I didn’t hesitate to buy one, as it is the first larger scale model available for this Lamborghini flagship, and I’ve heard some great news, Maisto will be bringing out their 1/18 scale model of the LP640 in early 2008, perhaps followed by the LP640 Roadster later on in 2008 … and what’s even more, Maisto also has plans for a 1/18 scale model of the Gallardo Superleggera!

Can’t wait to add these to my collection, but for now I’ll continue admiring this great looking Murciélago LP640 in my showcase, were it is parked next to the Balloon White Murciélago 6.2 from AutoArt, a stunning combination side by side actually.

From scale models to books ...
INTERESTING SITES

A selection of great Lamborghini related sites

Are you looking for more information on something you’ve seen inside this issue of the Magazine, or would you just like to get some details on the cars found in this issue? In that case, this list of interesting online sources is the place to go looking for an answer to all your questions:

Premium Lamborghini sites

Automobili Lamborghini SpA
The Official Automobili Lamborghini SpA site
www.lamborghini.com

Lamborghini Cars, the enthusiast site
Lamborghini Cars, the enthusiast site, the very site I created over eight years ago to share the amazing Raging Bulls with fellow enthusiasts from all over the world.
www.lambocars.com

Lamborghini Collection
The largest authorised distributor of official Lamborghini Merchandise in the world!
www.lamborghinicollection.com

KLD Concept
Michael’s Lamborghini site, an amazing source for photographs on Raging Bulls.
www.kldconcept.com

Lamborghini Registry
Looking for an extensive list of chassis numbers on Lamborghini’s? This is the place to be.
www.lamborghiniregistry.com

Supercar photo collections

Swiss Car Sightings
A Swiss based enthusiast created a massive collection of photographs on the most amazing exotics cars in and around Switzerland.
www.swisscarsightings.com

Supercar Photo Collection
A French based enthusiast site with an ever growing collection of photographs on the most amazing exotics.
yo.spc.free.fr

Lamborghini Tuning sites

Reiter Engineering
A highly professional Lamborghini tuner and the only Lamborghini racing team in the 2006 FIA GT3 Championship.
www.reiter-engineering.com

Hamann MotorSport GmbH
One of the best known tuners in the world, recently they also started tuning Lamborghini’s
www.hamann-motorsport.com

Edo Competition
A rather new tuner on the market, their Gallardo tuning package is a great start.
www.edo-competition.de

IMSA GmbH
Creators of the magnificent Gallardo GTV, if you want a very special Gallardo you’ll have to pay Mr Mohr a visit in Germany
www.imsa-tuning.de

BF Performance
Home of Special Lamborghini’s.
German based tuner for both the Murciélago and the Gallardo, even the LP640 can be modified here.
www.bfperformance.de

Lamborghini Forum

Lamborghini Cars, the Forum!
After the enthusiast site and the Magazine, Lamborghini Cars is now also offering it’s very own online community, join now...
forum.lambocars.com

WHAT WILL BE IN OUR NEXT ISSUE?

The second issue of 2008 will probably feature a sneak preview to the 2008 Geneva Auto Show in March, there are rumors of a new Lamborghini Murciélago SV model being introduced during the show, features like rear wheel drive and power up to 680 Bhp are being mentioned on automotive forums all over the internet, but as usual we’ll just have to wait and see when Automobili Lamborghini SpA unwraps their showcars at Geneva to have an idea of what to expect for the final years of Murciélago production.

Another strong rumor is already talking about the replacement for the Murciélago in a few years, a power out of over 700 Bhp and a complete Carbon Fiber chassis and bodywork combination, making the next generation flagship both lightweight and powerful ... it does reminds me of the Countach Evoluzione in fact, this one also featured many Carbon Fiber parts, but production and more specifically repairs of this type of car proved too difficult back in the late Eighties.

Only handful of people know what lies ahead of us when it comes to Raging Bulls, and they aren’t likely to ‘spill the goods’ up front, so whatever they will surprise us with in Geneva, I’m sure it will be worth the wait.

People are still hoping for a new front engine GT model from Lamborghini, but at the moment there is no space for a third model lineup at Sant’Agata according to Stephan Winkelmann, perhaps they will find a solution for this is sweep us completely from our feet at Geneva ...

Mark Smeyers
Lamborghini Cars, the Magazine

ONLINE: http://www.lambomag.com