



CAR AND DRIVER ROAD TEST

LAMBORGHINI 350 GT

A smooth challenger
to Ferrari's title of
king of the GT cars

"Everybody," as Jimmy Durante is wont to remark, "wantsta get inta de act." And so it is that all Italians want to build a better Ferrari. Maserati, ISO and ATS have all tried at one time or another to horn in on Ferrari's territory with a big, fast GT car. Nobody has been notably successful at it except Maserati, which keeps plugging away with their faithful six-cylinder. Still, those other imposters get the Commendatore sore. And what might get Enzo even madder is the latest pretender to his throne, the Lamborghini . . . because the Lamborghini shows every sign of becoming a better Ferrari than the Ferrari.

Like the Ferrari 275/GTB, the Lamborghini has a 60° V-12 engine, a 5-speed gearbox and all-independent suspension in a front-engined coupe. Unlike the Ferrari, the Lamborghini is kind of weird-looking . . . bordering on the downright ugly; it looks like plastic, razor-edge styling that somebody forgot and left on the stove too long. Also unlike the 3.3-liter Ferrari, the 3.5-liter Lamborghini has more displacement, less horsepower, the transmission in unit with the engine rather than the rear axle, four overhead camshafts rather than only two (and with Weber-mixed fuel charges ported between the cam banks), more inside room and comfort, much better visibility, and square headlights instead of round ones.

Whether or not the Lamborghini (pronounced "Lahm-borg-ee-nee") is a better GT car than the Ferrari is liable to go unresolved in this country. So far, there is only one dealer in the U.S., the very remarkable Mr. Jake Caplan, of Providence, R.I. There is talk of a well-known West Coast entrepre-



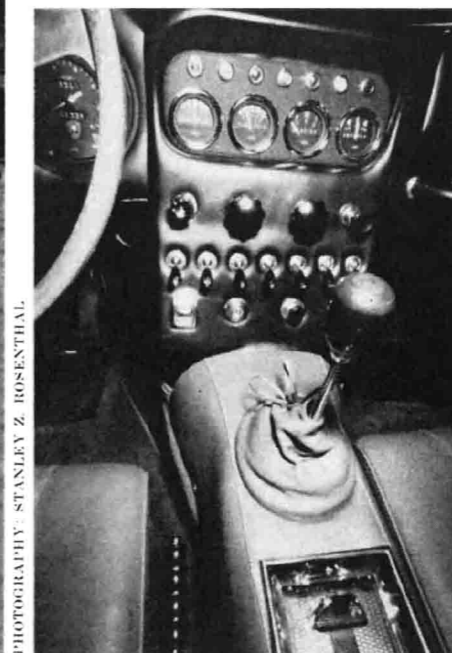
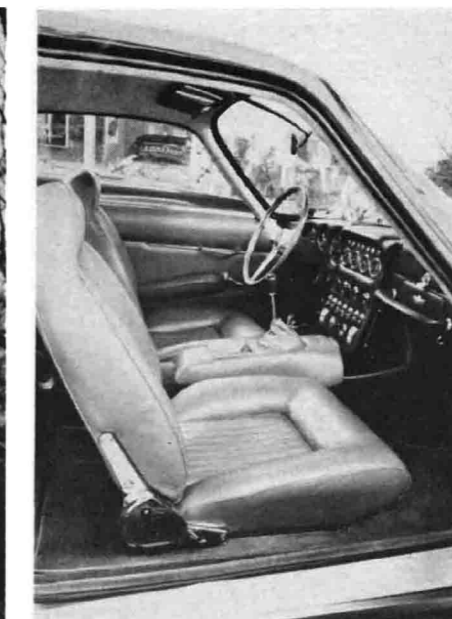
neur opening another Lamborghini emporium in California, but it hasn't happened as of this writing. Meanwhile, you either deal with Mr. Caplan (who raced Jags at Sebring way back when) and like it, or try to go it alone by picking one up at the factory in Bologna and bringing it home in your steamer trunk.

The aesthetic problem may eventually clear itself up. Carrozzeria Touring, which has fashioned the body for the Lamborghini, is facing an uncertain future. Lamborghini's newest creation, a rear-engined racing prototype, is currently naked, so handsomer shapes may be in the making. Chances are, however, that the present body will be continued to the end of the model run. If you insist on being the first one in your

hemisphere with a Lahm-borg-ee-nee you're going to have to settle for the state of the art down at Carrozzeria Touring.

We went to George Weaver's Thompson Raceway for the fast part of our test. It was cold and miserable and we were almost an hour late. Fortunately this seemed to annoy us a lot more than it did Jake Caplan or Charlie ("I guess I've run a few thousand laps here at Thompson") Rainville, who now works as Caplan's service chief and is rapidly becoming America's very own Lamborghini expert. Charlie got the red-orange beastie fired up and held the door for our test driver, who sort of fell into the sharply reclining driver's seat.

Because of limited headroom, it's



PHOTOGRAPHY: STANLEY Z. ROSENTHAL

more or less mandatory that the seat back be rotated to the "Jim Clark" or "un-American" reclining position or you'll bash your head on the roof. After getting used to this, you survey the interior, and it's very nice—far better than the melted Muntz Jet exterior styling would lead you to expect. The seats are comfortable, and they seem to be contoured quite accurately to provide maximum support wherever one's physique demands it. Visibility is very good, better than on comparable Ferraris, and the instruments look like instruments and they get the job done. The driving position is fine, if you don't mind reclining, and tiresome if you do. The shift lever is way out there at arm's length, and you use it the way you use it on a

Porsche or Mercedes—that is to say, you just throw it at the proper slot by instinct.

We were immediately astonished by the car's utter lack of temperament. It's *much* less demanding to drive than a Ferrari, and, what's more, it seems to steer, stop, go and corner just about as well as our last Ferrari test car (275/GTS, C/D, October, 1965), but it's so *smooth*, and so *quiet!* Rainville had pumped the Pirelli Cinturato HS tires up to forty-five pounds for the runs at Thompson, and we belted around the race track, lugged along in Sunday traffic, and went both fast and slow on all kinds of back country roads without experiencing any of the road shocks, harshness, steering deflections, or

structural noises we'd have felt in a Ferrari or an Aston Martin.

The car's engine and gearing are so good that you actually only need to use four of the five speeds, and any four will do. In normal U.S. driving you could manage without fifth—using first through fourth, and still be able to cruise at an easy hundred. Conversely, the engine is so flexible that you could skip first and drive around town in fifth, if you're a sadist. This no-sweat, American-car flexibility simply doesn't seem compatible with the car's genuine thoroughbred GT performance. It runs the quarter like one of our Super Cars, and cruises for days at 140. As Toad said in *Wind In the Willows*, "A most unusual motor car!"

As you can tell from the accompanying specifications page, the Lamborghini is no mean performer. With a conservative 280 horsepower, and a test weight of 3335 lbs., we recorded 0-60 mph times of less than six-and-a-half seconds, and standing quarter-mile performance of 15.2 seconds at 96 mph. We managed to break 15 seconds once, but couldn't repeat it due to worsening weather conditions (it was starting to snow).

With the standard 4.09 rear axle ratio, the car will easily tach 7000 rpm—its redline—in the 15% over-drive fifth gear, or 156 mph. The optional 4.28 ratio might be more suitable for this market (Ferraris come equipped with a 4.25), and a 3.08 ratio is available for flat-out types. Even with the 4.09, the engine is loafing along at 2700 rpm in fifth gear at 60 mph—and it will pull smoothly from 1300 rpm on up.

There is a *Veloce* engine option, not readily available, that raises power to 360 at 8000 rpm with 250 lbs./ft. of torque at 5700 rpm, but it eats into the GT's tractability and wouldn't be recommended unless you've an insatiable appetite for blowing off drivers of more conventional machinery. It's called the 350 GTV. If you want one, try talking Mr. Caplan into importing one especially for you.

Maybe a clue to the car's unique personality can be found in the shield of the man behind it. Enzo Ferrari, the old warrior-king, has devoted his whole life to the cars which bear his emblem—the prancing horse. Ferruccio Lamborghini is an aggressive, ambitious, restless young man who has built up successive empires in tractors, oil burners, and air conditioners before devoting his talents to the cars which now bear his name and his emblem—a charging bull **clp**

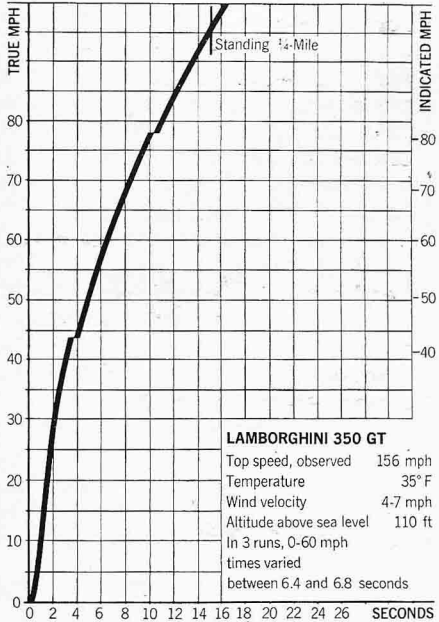
LAMBORGHINI 350 GT

Importer: Foreign Cars Ltd.
486 Broad Street
Providence, R.I.

Price as Tested: \$13,900.00 POE East Coast

ACCELERATION

Zero To	Seconds
30 mph	2.2
40 mph	3.2
50 mph	4.8
60 mph	6.4
70 mph	8.4
80 mph	11.0
90 mph	13.5
100 mph	16.3
Standing 1/4-mile	.96 mph in 15.2



ENGINE

Water-cooled V-12, aluminum alloy block, 7 main bearings
Bore x stroke..... 3.03 x 2.42 in, 77 x 62 mm
Displacement..... 211.3 cu. in, 3464 cc
Compression ratio..... 9.0 to one
Carburetion..... Six twin-choke Webers
Valve gear: Four chain-driven overhead camshafts
Power (SAE)..... 280 DIN bhp @ 6500 rpm
Torque..... 241 lbs-ft @ 4500 rpm
Specific power output..... 1.33 bhp per cu. in, .81 bhp per liter
Usable range of engine speeds 1000-7000 rpm
Electrical system... 12-volt, 70 amp-hr battery, 400W alternator
Fuel recommended..... Premium
Mileage..... 12-14 mpg
Range on 21-gallon tank..... 252-294 miles

DRIVE TRAIN

Clutch..... 10-inch single dry plate
Transmission..... 5-speed manual, all synchro

Gear	Ratio	Overall	mph/1000	Max
Rev			rpm	mph
1st	2.75	11.25	6.89	48
2nd	3.00	12.27	6.32	44
3rd	1.71	6.99	11.10	78
4th	1.24	5.07	15.29	107
5th	1.00	4.09	18.96	133
	0.85	3.48	22.28	156
Final drive ratio			4.09 to one	

CHASSIS

Wheelbase..... 100.4 in
Track..... F 54.3, R 54.3 in
Length..... 182.6 in
Width..... 68.1 in
Height..... 48.3 in
Ground Clearance..... 5.0 in
Curb Weight..... 2860 lbs
Test Weight..... 3335 lbs
Weight distribution front/rear..... 48/52%
Pounds per bhp (test weight)..... 11.9
Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Ind., unequal-length wishbones, coil springs, anti-sway bar
Brakes..... 11.5-in discs F, 10.8-in discs R, 438 sq in swept area
Steering..... Worm and nut
Turns, lock to lock..... 3.1
Turning circle..... 44 ft
Tires and wheels..... 205 x 15 on 6.5-in rim

CHECK LIST

ENGINE

Starting..... Good
Response..... Excellent
Noise..... Excellent
Vibration..... Excellent

DRIVE TRAIN

Clutch action..... Good
Transmission linkage..... Good
Synchromesh action..... Fair
Power-to-ground transmission..... Good

BRAKES

Response..... Good
Pedal pressure..... High
Fade resistance..... Good
Smoothness..... Good
Directional stability..... Good

STEERING

Response..... Excellent
Accuracy..... Excellent
Feedback..... Good
Road feel..... Good

SUSPENSION

Harshness control..... Excellent
Roll stiffness..... Good
Tracking..... Good
Pitch control..... Good
Shock damping..... Excellent

CONTROLS

Location..... Good
Relationship..... Good
Small controls..... Good

INTERIOR

Visibility..... Excellent
Instrumentation..... Good
Lighting..... Fair
Entry/exit..... Fair
Front seating comfort..... Good
Front seating room..... Good
Rear seating comfort..... —
Rear seating room..... —
Storage space..... Good
Wind noise..... Good
Road noise..... Good

WEATHER PROTECTION

Heater..... Good
Defroster..... Good
Ventilation..... Fair
Weather sealing..... Good
Windshield wiper action..... Good

QUALITY CONTROL

Materials, exterior..... Good
Materials, interior..... Fair
Exterior finish..... Good
Interior finish..... Fair
Hardware and trim..... Fair

GENERAL

Service accessibility..... Fair
Luggage space..... Poor
Bumper protection..... Fair
Exterior lighting..... Good
Resistance to crosswinds..... Good

