

CLASSIC DRIVER

Geneva 2011: Lamborghini Aventador LP 700-4



The Classic Driver unofficial ‘best of show’ at Geneva this year must surely go to the new, 6.5-litre V12 Lamborghini, the Aventador. This is no tweaked-up show ‘special’, but an entirely new technology package housed in a simply stunning body.

While our Editor, Steve Wakefield, questions whether buyers in this market would consider *anything* else, our design expert Chris Hrabalek (his hard-hitting Geneva review will follow next week) claims the Aventador overtakes other supercars “in the fast lane, showing a finger”.

Based on a super-stiff, super-light carbonfibre monocoque, the Aventador boasts a dry weight of just 1575kg, and hence a weight-to-power ratio of 2.25kg per HP. Performance? How about 0-62mph in 2.9 seconds and a top speed of 217mph? Yet fuel consumption and CO2 emissions are down by around 20 per cent against its predecessor, despite the 8 per cent power increase.



The ISR (Independent Shifting Rods) transmission is yet another innovative feature, with a development brief that demanded not only the “fastest robotised gearbox”, but also “the world’s most emotional gearshift” (and we don’t think this means it has a tendency to break down in tears).

Styling-wise, the Aventador fully deserves its creator’s description as “an incredibly dynamic sculpture, from the sharply honed front end through the extremely low roofline to the distinctive rear diffuser”, while its “truly impressive” proportions comprise a length of 4.78m, a width of 2.26m and, of course, upward-opening doors in the style of the Countach, Diablo and Murciélago.

Named after a particularly courageous fighting bull, the Aventador will be delivered to its first customers in late summer 2011.





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