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Lamborghini Murciélago R-GT.

The first derivative of the already legendary Lamborghini Murciélago that actually entered production was the Murciélago R-GT, a race car based on the standard supercar, that was introduced during the 2003 edition of the world famous IAA Frankfurt Motor Show.

Since the introduction of the Murciélago in September 2001, there has been an increasing demand for a high performance model based on the Lamborghini flagship, therefore Audi AG, current owner of Automobili Lamborghini SpA, decided the time was right to built such an extreme car.

Developed by Automobili Lamborghini SpA, with the help of Audi Sports Division and well known German based Reiter Engineering, the Murciélago R-GT will be built to FIA and ALMS specifications.

This means the engine will still be the massive V12 unit, but now equipped with air restrictors, actual power output hasn't been published yet, but it will be very competitive compared with the cars the Murciélago R-GT will encounter on circuits around the world.

Because of FIA regulations, the VT four wheel drive has been replaced with 'Rear Wheel Drive' only and a six speed sequential gearbox will be mounted, total weight for this high-specs Lamborghini will be in the 1100 Kg FIA class specification.

First rumors mentioned only three cars would be built, and no customer cars would be available, but the press conference on September 9. in Frankfurt told otherwise ... customer cars would be available during 2004 for a base price below 500,000 Euro, note that the Murciélago R-GT is unfortunately not street-legal ...

When you buy the Murciélago R-GT you will also receive support from Lamborghini's own 'Customer Sports Programme', a division of Automobili Lamborghini SpA which not only sells these race cars but is also present on and near the track for assistance if needed.

Once the IAA Frankfurt closes the doors, the Murciélago R-GT will be shipped to Reiter Engineering who will perform extensive tests on the car to further develop it and even increase the already massive potential of this new model in the American Le Mans Series and the European FIA GT races.

Reiter Engineering will enter the car for the Estoril race (October 5, 2003) and the Monza race (October 29, 2003), on both occasions the car will be driven by Oliver Gavin and Dutch race driver Peter Kox. The latter was already a driver on the Diablo GTR that was entered last year in the FIA GT races.

Some sources also state that Vici Racing, owned by Ron Meixner, will run one of the Murciélago R-GT cars in the 1000 Km of Le Mans to work on tire development for this extreme Lamborghini.

Finally Lamborghini's Raging bull will be seen on the race track around the world, 'a perfect opportunity to show the world the advantages of the Murciélago both in competition and in performance' according to Dr Werner Mischke, Chairman and president of Automobili Lamborghini SpA.

The American Le Mans Series will show the magnificent Lamborghini Murciélago R-GT in the United States, still one of the largest markets for Automobili Lamborghini SpA, while the European FIA GT series will also see the return of Maserati during the 2004 season, so the Lamborghini will be up against two of the most important competitors, Ferrari and Maserati.