



Press Release

Lamborghini Gallardo LP 570-4 Super Trofeo Stradale

The most extreme Gallardo ever

With the Gallardo LP 570-4 Super Trofeo Stradale, Automobili Lamborghini is bringing motor racing excitement directly to the road. This new and most extreme top model in the Gallardo lineup is based on the successful race car from the Lamborghini Blancpain Super Trofeo, the world's fastest single-make series.

The car will be produced in a limited run of 150 numbered units.

The Lamborghini Blancpain Super Trofeo championship brings professional racers and gentlemen drivers face-to-face in fiercely fought battles on Europe's most challenging racetracks such as Monza, Silverstone and Hockenheim. There are many similarities between the racing and road versions of this super sports car. For example, they both share the same V10 powerplant, which is used in the racing version with no modifications.

An enormous and manually variable rear spoiler for increased dynamic load

Right from first glance, these similarities are even more evident in the new Gallardo LP 570-4 Super Trofeo Stradale. In fact, it is equipped with the same rear spoiler that offers greater aerodynamic load - reaching in the best aerodynamic condition 3 times the load of the Gallardo LP 560-4 - for increased dynamic stability during tight, high-speed driving. As in the race cars, the rear spoiler can be varied manually in order to let the driver optimize the car's performance according to the track or road characteristics.

Another element taken directly from the racing version is the removable engine hood with quick-release system. Both the spoiler and the hood are of course made of carbon composite material, as are a host of other components on the SuperTrofeo Stradale. Together with aluminum, carbon fiber is the basis behind the extremely lightweight construction of Gallardo's new top model.

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Lightweight construction through consistent use of carbon fiber

The Gallardo LP 570-4 Super Trofeo Stradale boasts a maximum dry weight of 1340 kilograms. It beats the already lean Gallardo LP 560-4 by 70 kilograms, which gives the Gallardo LP 570-4 Super Trofeo Stradale a stunning power-to-weight ratio of 2.35 kilograms per HP for breathtaking performance. It sprints from 0 to 100 km/h in a mere 3.4 seconds and reaches 200 km/h just 10.4 seconds later. Its forward thrust finally tops out at 320 Km/h.

“Rosso Mars” stands for Italy’s racing tradition

The Gallardo Super Trofeo Stradale sports a brand new “Rosso Mars” finish that underscores the special connection between ultimate race track performance and Lamborghini’s “Italianness”. The “Rosso Mars” color symbolizes Italy’s traditional racing red, as established at the beginning of last century in motor racing, when the home nations of the competitors were indicated by the color of the paint on the vehicles. Dark green stood for Great Britain, blue was for France, white (and silver later on) represented Germany, white and blue stripes for USA, and red was the color of all race cars from Italy.

Red, black and carbon fiber characterize the exterior

The exterior appearance of the Gallardo LP 570-4 Super Trofeo Stradale is perfectly accentuated by a matte black finish on the large rear spoiler, the engine hood and the front air intakes, which contrasts with the “Rosso Mars” paint. The forged wheels are painted in high-gloss black, a color that is also available on the roof as an option. The rocker panel covers, impressive rear diffuser and outside mirror housings are made of carbon fiber polished to a high gloss, while the brake calipers are accented in red for the first time on a Lamborghini. It’s a perfect match with the exterior color and racing concept of this new super sports car. And besides the historically suggestive “Rosso Mars”, the new Gallardo Super Trofeo Stradale is also available upon request in “Grigio Telesto” or “Bianco Monocerus” with the roof available in gloss black as an option, as mentioned above.

Minimalist sporty interior

Black and red, the perfect combination of sporty minimalism, are the dominant shades inside the Super Trofeo Stradale. The most broadly used materials are Alcantara - in “Rosso Mars” on the underside of the dashboard, the central part of the seat cushion and the backrest - and extremely lightweight carbon fiber. Black Alcantara with contrasting red top-stitching is used to finish the other parts of the interior. The steering wheel is upholstered in black suede and also features red top-stitching. The door panels, the monocoque racing seats and the center console cover are made of carbon fiber, the construction of which



Lamborghini has achieved a world-leading expertise. Discreet sporty accents are provided by dark chrome visible metal parts.

Upon request, an interior layout including elements made of carbon fiber, such as the handbrake frame, the middle of the center console, the lower rim of the steering wheel, the decorative frames around the main and secondary instrument panels, the door handles, and the handle for opening the glove box (also available upon request), can be ordered.

Phenomenal powerplant

Like the Super Trofeo competition version, the new Super Trofeo Stradale is based on the Gallardo Superleggera technical approach. The V10 powerplant generates 570 HP, equivalent to 419 kW, which is fully available at 8000 RPM. The maximum torque is equally impressive, with the torque curve peaking at 540 Nm at 6500 RPM. The V10's unique firing order delivers the striking sound you hear in motor racing.

Transmission "race tested" in the Lamborghini Blancpain Super Trofeo championship series

Like the race car, the Gallardo Super Trofeo Stradale offers the robotized e-gear six-speed transmission controlled by steering wheel paddles as standard equipment. This electronically controlled system shifts through its six gears smoothly and much faster than any human being could. And for maximum acceleration from a standing start, the transmission can be set to the "Thrust Mode" - a program that allows to reach the best performance possible executing a racing start with minimal tire slippage at an initial engine speed of approximately 5000 rpm.

Permanent all-wheel drive for maximum traction in any situation

Every kilometer in the Gallardo LP 570-4 Super Trofeo Stradale is packed with sheer excitement, in part due to its unrelenting grip in virtually all situations thanks to all-wheel drive. At the end of the day, the Lamborghini Super Trofeo is the only single-brand racing series in the world that features all-wheel drive race cars. The Gallardo Super Trofeo Stradale is a highly concentrated driving machine offering a truly stunning driving experience with breathtaking cornering speeds and fast, immediate response. Its road manners are always precise, stable and completely safe.

Suspension with unmatched precision

The layout of the suspension is directly derived from motor racing, with a double aluminum wishbone guiding the wheels. Precise rack-and-pinion



steering gives the driver a very close connection to the road. As is true for the Gallardo Superleggera, the vehicle is specially set up to take full advantage of its dynamic potential. No other model in the Gallardo line is as close to being a true race car. Another great feature is the ultra-lightweight 19-inch wheels, which alone save some 13 kilograms. The lightweight and sturdy wheel bearings and bolts are made from titanium and high performance Pirelli P Zero Corsa tires are fitted.

Brakes with unmatched stopping power

Behind the massive wheels are brakes designed for unmatched stopping power, as controlled by the ESP stability control system, which is standard equipment. The front axle is equipped with aluminum calipers with eight pistons each, and the calipers on the rear axle have four pistons each. The ventilated discs on the front and rear measure 365 and 356 millimeters, respectively. Upon request, Lamborghini will install a carbon-ceramic brake system. The carbon-ceramic discs measure 380 mm for the front wheels and 356 mm for the rear wheels.

Racing-type options

The optional equipment designed with racing in mind includes not only the carbon-fiber ceramic brake discs, but also a tubular interior roll cage, 4-point safety belts and fire extinguisher. On the other hand, those who want comfort can equip their Super Trofeo Stradale with a satellite navigation, with Bluetooth connection for mobile phones, an anti-theft system, and a lifting system that raises the front axle.



Lamborghini Gallardo LP 570-4 Super Trofeo Stradale

Technical Data

CHASSIS AND BODY	
Frame	Structural aluminium space frame, based on aluminium extruded parts welded to cast aluminium joint elements
Body	Aluminium with thermoplastic "hang-on" parts and diffuse use of Carbon Fiber
Suspension	Double-wishbone front and rear suspension system, anti-roll bar, anti-dive and anti-squat
ESP	Full ESP system with ABS, ASR and ABD
Steel brakes	Power vacuum, aluminium alloy callipers: 8 cylinder front callipers and 4 cylinder rear callipers
Ventilated discs (front - rear)	EU: Ø 365 x 34 mm front - Ø 356 x 32 mm rear US : Ø 14.37 x 1.34 front - Ø 14 x 1.26 rear
Steering	Power-assisted rack and pinion
Tires (front - rear)	Pirelli P ZERO CORSA 235/35 ZR 19 - 295/30 ZR 19
Wheels (front - rear)	Aluminium alloy: 8.5" x Ø 19" - 11" x Ø 19"
Kerb-to-kerb turning circle	11,5 m (37,7 ft)
Mirrors	External mirror manually foldable
Rear spoiler	Manually variable wing set up
Airbags	Front "dual-stage" driver and passenger airbags. Nur bei OPT-Kopf-Thorax-Seitenairbags
ENGINE	
Type	10 cylinders V 90°, DOHC 4 valves, common-pin crankshaft
Displacement	5204 cc (317,6 cu in)
Bore and stroke	Ø 84.5 mm x 92.8 mm (Ø 3,33 in x 3,65 in)
Valve gear	Chain-driven, intake and exhaust continuously variable valve timing, electronically controlled
Compression ratio	12,5:1
Maximum power	419 kW (570 CV) at 8000 rpm
Maximum torque	540 Nm at 6500 rpm (398,3 ft lbs at 6500 rpm)
Emission class	EURO 5 - LEV 2
Emission control system	Catalytic converters with lambda sensors
Cooling system	Two water radiators + oil-to-water cooler, engine and gearbox radiator
Engine management system	Bosch MED 9
Lubrication system	Dry sump
DRIVETRAIN	
Type of transmission	Permanent 4-wheel drive with viscous traction system
Gearbox	6-speed + reverse
	Standard robotised sequential e gear system with actuation by paddles on the steering column
Clutch	Double plate, Ø 215 mm (Ø 8,46 in)
PERFORMANCE	
Top speed	320 Km/h (198.8 mph)
Acceleration (0-100 km/h [0-62 mph])	3.4 sec.
Acceleration (0-200 km/h [0-124 mph])	10.4 sec
DIMENSIONS	
Wheelbase	2560 mm (100,8 in)
Overall length	4386 mm (172,7 in)
Overall width (excluding mirrors)	1900 mm (74,8 in)



Overall height	1165 mm (45,9 in)
Track (front - rear)	1632 mm - 1597 mm (64,3 in - 62,9 in)
Dry weight	1340 kg (2954 lb)
Weight distribution (front - rear)	43% - rear 57%
TANK CAPACITIES	
Fuel tank	90 litres (23,8 US gal)
Engine oil	10 litres (2,6 US gal)
Engine coolant	20 litres (5,3 US gal)
CONSUMPTION*	
	e-gear (6-speed)
Urban cycle	20,4 l/100 km (13 mpg)
Extra urban cycle	9,4 l/100 km (20 mpg)
Combined	13,5 l/100 km (16 mpg)
CO ₂ emission	319 g/km
* In accordance with Dir. EC/2004/3	