

200mph, the last thing that you want to be doing is hunting for your control switches. This is why Lamborghini was kind enough to put them dead smack in the center of the console for your convenience. The windows in the Gallardo are so well designed, that you hardly notice any wind noise once you're up to speed. The seats in the Gallardo reassure you that comfort is a standard option. They're firm, yet extremely comfortable for a car of

annoyed by its bark. Well-placed pedals in the footwell make for seamless downshifts through the razor-sharp gated gearbox. You'll notice that first gear is a bit tall for drag racing, but nonetheless, this thing is a blast at a stoplight. This is where the negativity stops. Second gear is an ear-to-ear grin and third is a guaranteed pants-peeing experience. The 2005 Gallardo has an optional E-Gear paddle shift transmission

spectacular.

The Gallardo is a large enough car to suck up most road imperfections with the greatest of ease. For those of us that have steep driveways, Lamborghini offers a hydraulic system that raises the car 2" to compensate for large obstacles at the touch of a button. With such a large automobile, you might think that it would handle like a school bus, but this thing has zero body roll. Every turn in the road is a chance to defy gravity.

The only other change to the 2005 model is a badge at the center of the steering wheel, denoting that you're the proud owner of one of the greatest cars on the road. There wasn't much to improve on from previous years and that's a good thing. With production numbers in the range of 1,300 cars produced a year, as opposed to Ferrari's 7000, the Gallardo is quite an exclusive automobile. With improved customer service and a roadside assistance program, the Gallardo may just be a car that your girlfriend can drive...nah!

For more information on the Gallardo contact Mike Wogronic at Fox Valley Motorcars (foxvalleymotorcars.com).

Yes, Volkswagen, the company that brought you a car dubbed the Beetle with a less than modest 50hp motor, has contributed the successful launch of the Lamborghini Murciélago's 500hp little brother: the Gallardo.

this class. However, I do feel that there may have been some miscommunication at the factory about the concept of a glove box. They took it literally. There's not much room up front either. One thing's for certain, you won't be getting very many groceries in this bad boy.

The Gallardo may be a treat to sit in, but the driving experience is unbelievable. There's nothing sweeter than the sound of a raging bull ready to charge. The 500hp V-10 sounds breathtaking. Once inside, you're well aware of the power at your fingertips without being

that makes a day at the track child's play. For around the town use, I found that the up shifts were a bit too herky-jerky, and could be a potential detraction from the car's overall package. With a good solid clutch and an easy shifting manual transmission, this car is no harder to handle than your average Escort. I never felt the need to constantly run the car in the high RPM range. This car has gobs of torque and enough top end to make the eight piston caliper brakes work for their money. And work they do. I would equate the stopping power of the Gallardo to that of a spitball hitting a wall. The brakes are truly

Lamborghini Gallardo	
Engine:	5.0L V-10
Layout:	mid-engine/four wheel drive
Transmission:	6-sp man/auto-shift manual wth OD
Horsepower:	493hp@7800rpm
Torque:	375 lb-ft@4500rpm
0-60:	4.2 sec
Top Speed:	192 mph
Curb Weight:	3153 lbs
Fuel Economy:	10/17 mpg
Base Price:	\$165,900



Highs: Balls out acceleration, Great looks, Superior fit and finish. A \$170k price tag

Lows: First gear is too tall, spendy options. Lack of practical storage