

Al Burtoni

DIRECT

VOL. 9, NO. 1



PERSONALLY SPEAKING

As Sant' Agata readies itself for the launch of the new Diablo, our mission statement remains what it has always been—to be your Number One source for anything to do with your Lamborghini.

Whether it is buying or selling, refurbishing, servicing, a complete restoration, or offering the mechanical enhancements that truly brings out the best in your machine, we want to be your first-and only-call.

With the winter season approaching, it is the perfect time to put us to work on your treasure. How may we be of service to you?

Al Burtoni

Striving to be the Best

by Al Burtoni

Since we first opened for business in 1968, our goal has been simple—to be the best, the benchmark against which everyone else is compared. The only way to do that is to continually challenge us to raise the bar.

Through boom and busts in the car market, that single tenet has caused Milano Imports to increase dramatically in size over the years. As the business expanded, we recognized the need to formulate a master plan—one that would make sure we would be able to take care of our clientele, and reassure them that their car was in the best hands possible.

I am happy to say that finally, after years of contemplating, dreaming and

So what makes Building Number 3 so important? Unlike most everyone else, this allows us to have dedicated facilities for every part of our business.



New facility — Building #3 — for collision and restoration work.



Building #1 — main mechanical and testing facility.

hard work, all the pieces are in place. Those of you who have visited us recently have seen the fruits of all this thought and labor.

That constant planning can be summed up with the latest addition to our facilities, a structure we simply call "Building Number 3."

A tour of Milano Imports makes this clear. Most everyone is familiar with Building Number 1, for this is where we do our service and mechanical work. Not only does it contain 5 full service bays and lifts, it also houses our machine and fabrication shops. This allows us to custom make our



Inside Building #1.

continued on page 2

Striving to be the Best
continued from page 1

own pieces and components, thereby ensuring you get the highest possible quality.

Building Number 1 also houses our dyno room. This is one of my favorite places, where we continually research



Inside Building #1.



Fabricating an exhaust system.



Machine shop.



ABD Diablo Carbon Fiber Clutch assembly.

and develop camshafts, pistons, rings, cylinder heads, air intakes, exhaust, etc. to get you the optimum - and just as important - reliable horsepower possible.

It also allows us to back up our power output claims. As *Car & Driver*



Computer controlled engine dyno room equipped with Supeflow AF901 engine dynamometer.

editor Csaba Csere noted in his editorial column in the June issue, "(T)uners and aftermarket specialists...are in the business of posting big horsepower



ABD Diablo 6.0 exhaust system.

numbers, but they often lack dynamometers, track-testing equipment, or even the time to properly gauge their efforts." This, thankfully, is a problem we don't have.

Our newest addition, Building Number 3, was built from scratch over



Building #3 — Collision work.

the past 12 months. Located behind Building Number 1, it is dedicated to restoration and coachwork-from frame fabrication to body panel construction



Building #3 — body work in progress.

and repair, to concours winning paint-work.

Of course, no car looks good if the exterior quality is not matched by a comparable interior; that is like buying a new suit and wearing old, worn out shoes. Interior work will also be handled in Building Number 3.

For our state-of-the-art exterior components, we have Building Number 4. This is where we manufacture our carbon fiber and composite wings, body panels, etc.

That leaves Building Number 2, which houses sales, bookkeeping, spare parts and the corporate offices. I am happy to announce the sales area is undergoing a complete upgrade.



ABD Jota Americana engine bonnet.

This will make it an even more enjoyable experience for you when you purchase your next Lamborghini or Ferrari. (Should you want to see what cars we have to offer, be sure to check out our website, www.lamborghinidiablo.com.)

continued on page 3

Striving to be the Best
continued from page 2


So what do we do for an encore? We simply plan to follow our mission statement and remain the undisputed Number One choice in the world of Lamborghini.



View from one of the office windows.

Since 1968, we have sold more Lamborghinis than anyone in America. We service more than anyone, and manufacture more parts (exhausts, clutches, camshafts, etc.) than anyone. We correct more problems than anybody.

Should you need anything relating to Lamborghini, whether it being purchasing or selling, restoring, an increase in horsepower, or solving that problem that no one else can fix, the only phone number you need is:

408-847-8732. 



1972 Miura sold to a local enthusiast.



1994 Diablo SE — one of the cars available for sale.

Lamborghini Is Our Language

As this issue of *Al Burtoni Direct* went to press, a walk around our facilities simply emphasized our commitment to the products from Sant' Agata. We had thirteen Diablos, one Jota Americana, one Jota 6.0, seven Countaches, three Miuras, two LM002s, one 350 GT and one 350 GTS.

From newest to the oldest, if you need something done on your Lamborghini, we are your solution.



Lamborghini 350 GTS and a Diablo Roadster.



Murciélago — the latest and greatest from Lamborghini.

A Good Insurance Policy

Many people overlook the benefits of a major service on their new Lamborghini. We can't stress strongly enough the importance of this work. Ask the person who had their Lamborghini serviced by Milano Imports

One example should demonstrate why. In 1986, we received a brand new Countach QV. It had, at the most, 500 miles on the odometer. We did a major service to the car, and today, it has gone more than 100,000 trouble-free miles.

That Quattrovalvole is just one of a number of cars that have never had a problem after we did an early major service. The same goes for the diablos.




Countach QV engine with special air filters and electronic fuel injection and 500 Dynoed horsepower.



Diablo all fresh and ready to rumble.

As we go over the vehicle, in performing the major service, we inspect and test many of the components of the engine and related systems. We look for items that we know to be problematic with these vehicles. During our inspection we often find signs of problems in the making. Things like oil lines that are ready to let loose. It is better to replace the oil lines than to rebuild the engine after an oil line breaks.

For all you new Diablo owners, let us ensure you years of rewarding driving. The sooner you do a major service, the more quickly you are buying an excellent insurance policy for your car's longevity. 

REFERENCES GLADLY PROVIDED.

Milano Imports — Lamborghini Sales and Service In the old days

Parts

SPECIAL WEBER CARB — Downdraft 51mm. Equal horsepower with fuel injection. \$600.00. George Folmer Enterprises, Inc., 956 Panorama Drive, Arcadia, Calif. 91006; (213) 445-0048 Evening. M

LOTUS ELAN 52 — Zero hours rebuild; balanced, competition clutch, close ratio, limited slip, never wrecked. Body shell complete. No interior, windshield, top. Frame, suspension, brakes excellent. Parts or whole. Wayne N. Young, 227 Rock Valley Dr., San Antonio, Tex. 78227; (512) OR 4-2359. L

COVENTRY CLIMAX
Complete line of Coventry Climax parts for FWA and FWE engines in stock for same day shipment. 1500cc Conversion Kits available from stock. Bill Custer Chrysler-Plymouth, Inc., Mascoutah, Ill. 62258; (618) 566-7547 or 566-7666.

Personals

FINALLY! Action in Washington for foreign car owners & drivers! Join the American Imported Automobile Assoc. dedicated to preserving the imported car industry in America. Charter membership provides quarterly newsletter, legislation, opinion polls, membership card and reflective bumper emblem. Send \$5.00 to AIAA, 1028 Connecticut Ave. N.W., Suite 707-A, Washington, D.C. 20036.

Pictures



MICHAEL TURNER paintings of the Gold Leaf Team Lotus Cars. Four 9X12 full-color prints only \$2.95 per set. Four sets \$9.95.

Gold Leaf Team Lotus Windscreen decals 25 cents each or five for \$1.00.

RACEPRINTS, P.O. Box 161, Anchorage, Kentucky 40223.



NEW SET JUST ADDED!!! CUTAWAYS—From the pages of England's top automotive weekly, **MOTORING NEWS**. Designed for framing and printed on the finest, gamed stock, 16X20. Each set sells for \$2.95, two sets \$5.50.

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SET No. 2: McLaren M8A, Group 7; Lola T160, Group 7; Honda RA301, F/1.

CUTAWAYS: Jack Brady & Associates, 3717 Mt. Diablo Blvd., Lafayette, Calif.

Rally Equipment



HALDA TRIPMASTER, adds or subtracts mileage in 1/1000ths of a mile. Accuracy of 99.8%—100% in most installations. 99.6% GUARANTEED even at speeds in excess of 120mph. Silent mechanical operation, internally illuminated. Fits all cars. \$64.50 complete. Write for brochure. Burns Industries, 361 Delaware Ave., Buffalo, New York 14202; (716) 854-4146.



RALLY TABLES — Norman Cone's Corrected Minutes per Mile Factors. The only one page for entire rally! 2.0 to 60.9mph corrected to plus or minus 15% odometer error. Book is 8 1/2 x 11 by 5/8 inches, wirebound, punched for 3-ring binders, \$5.00, postage included. Include \$2.25 for air mail. Contact MPM Enterprise, P. O. Box 897, Ben Franklin Station, Washington, D. C. 20044.

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1968 LAMBORGHINI
P-400 Mura, used only 1800 mi. like new. Lobster red, blk. int. 400hp. Last one to land on west coast. \$21,000 list new, \$17,500.
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1965 ASTON MARTIN DB-5, Probably best in U.S.A. silver 99% immediate like leather interior, 3-spoke, chrome wire wheels, new Cliforton, only one driver, factory maintained, sacrifice. Owner, 307 South St., Greenville, Mich. 48838; (616) 754-6216.

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Sports & Imports



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G. T. Motorcar Corp., 23 West Ave., South Norwalk, Conn. 06854; (203) 838-2316.

1967 FIAT Abarth 1000, one coupe, one convertible, excellent condition. For further information contact **FENTON IMPORTED MOTORS**, 88 Connell Highway, Newport, Rhode Island 02842; (401) 846-1632.

1964 FERRARI LUSSO 250GT maroon, this original car has had tender care since new — we should ask \$7900 but have priced this beautiful example at only \$7000.

1967 LAMBORGHINI MURRA Chartruse with beige interior, 5,600 actual miles. This car is not new, but you have to look closely to tell. Realistically priced, \$15,000.

1969 PORSCHE 911S special red with Blaupunkt AM/FM radio, 7" mag wheels 210hp. These cars are in short supply. Come on, trade with the South's friendliest dealer who is satisfied with a small profit. \$7900.

1965 ALFA ROMEO Sprint Speciale red with black interior, air-conditioned very clean. A rare beauty, \$2950.

1966 FERRARI GT5 Gold with red leather interior, AM/FM radio \$6950.

BAKER MOTOR CO.
3002 Peachtree Road
N.W. Atlanta, Georgia
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JAGUAR 1966 Mk10 4.2 sedan, light blue, factory air, auto-trans, new Pirelli, less than 20,000 miles, all original. Jim Pittman, 611 Dexter Ave., Birmingham, Ala. 35213; (205) 879-6215, (note) 671-7990.



ISO

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For further information contact: **Skip Callinan**, American GranTurismo Inc., Importers for ISO cars, 23 West Ave., So Norwalk, Conn.; (203) 838-2316.

West Coast Contact: **Ron Tonkin**, 19th & West Burnside, Portland, Ore. 97209; (503) 228-0121.

PORSCHE 1966 911, wrecked 28,000 miles solex carbs, chrome wheels, gas heat, 5-speed. Body totaled back to quarter window \$2000. **KNAUZ CONTINENTAL AUTOS**, 1044 N. Western Ave., Lake Forest, Ill. 60045; (312) 234-1700.

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91 Diablo Jota® Americana
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98 Diablo SV Monterey Edition
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2001 Diablo VT 6.0 Jota®
Special built by Al Burtoni's
V-12 Engineering®



1998 Diablo SV
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one owner, low miles.



1991 Diablo
Red / Tan, Low miles, one owner.

Other 2001 Diablo 6.0's Available

Sales & Service: (408) 847-8732 • Additional photos at www.briefcase.yahoo.com/lamboted

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Since 1968*

ABD products are designed to fit and enhance your Lamborghini using our over 30 years of engineering and hands-on Lamborghini experience. All products can be installed with no machining, welding, or cutting and No Hassles! ABD products will not damage or devalue your Lamborghini in any way. My personal guarantee!

Burtoni - AI



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ABD Diablo Carbon Fiber Clutch
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ABD Countach Carbon Fiber Clutch
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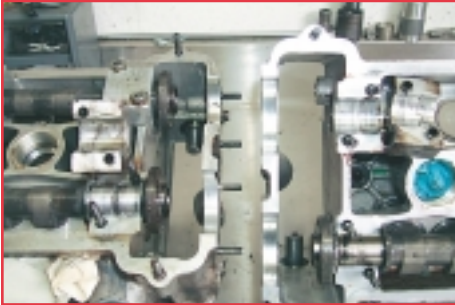
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Good Insurance Part II

We often see the ugly results when someone tries to cut corners with their Lamborghini. When you try to find a cheap way out, the more it will cost you in the long run.



Damaged cam shaft - due to wrong oil used or absence of regular or proper maintenance.



Damage to the heads.

To jump right to the point, Lamborghinis cost money to own and operate. There is no other way about it.

Like any shop, you will bring out the best, the heart and soul in Milano Imports' personnel, when you ask us to do the entire job, rather than fixing three out of ten problems.

But when you do that with anyone, let alone us, recognize that you don't have to be stupid and throw money at it. Make sure something is done right the first time. If a shop charges you two and three times to correct something that should have been properly done up front, get your car out of there as quickly as possible!




Attention: 1999 and Newer Diablo Owners

If you are starting to sense your car isn't delivering optimal performance, give us a call. Thanks to our years of experience in experimentation, we can restore the snap you expect when you plant the throttle. After all, there is a reason the right pedal is called the accelerator!

Two "Als" Are Better than One!

A number of you have undoubtedly spent some time talking with Steve on the phone about your Lamborghini or Ferrari. So who exactly is this man with all the answers?

Steve, like Al, must have oil running through his veins. He has been working on cars since age 15. Steve has been with us since May of 1995. He has gone through the Al Burtoni training and also through many Lamborghini factory training classes. He is an excellent technician and is dedicated to making your driving experience a pleasure! Call us. 



Steve ready for action!

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The Opportunity of A Lifetime

In 1965, the automotive world was abuzz at the Turin Auto Show when Lamborghini unveiled its naked mid-engine chassis. "The prize for the biggest poker hand was reserved for Comm. Lamborghini, who...showed up with...a wild new transverse-engined chassis," *Road & Track* noted in their show coverage. "Various Ferrari bods were seen drifting by in overcoats, with collars turned up to have a look at it."

Nuccio Bertone would get the assignment to clothe the car. When he presented the initial drawings to Ferruccio Lamborghini and Gian Paolo Dallara over the Christmas holidays, "we immediately recognized this was extraordinary, something that happens once in a lifetime," the company's chief engineer recalls.

Dallara could not have been more right. When the finished product was unveiled at the Geneva Auto Show in March, 1966, *Automobile Year* summed up for just about everybody by calling it "the show sensation."

Nuccio Bertone's cross-town rival Sergio Pininfarina had an equally strong reaction. "When I first saw it," he remembers, "I said, 'I wish I could do that myself.'"

The rest, as they say, is automotive history. With the Miura, Lamborghini had completely redefined the supercar game.

England's *Car* magazine spent 1,000 miles behind the wheel of a production P400, and simply threw more benzina on an already hot fire. "It is still really a prototype," they concluded, "but one that is already the undisputed master of the road."

Road & Track agreed. They called the Miura "the most glamorous, exciting and prestigious sports car in the world."

Looking back at the six years of this landmark car's production, "*Car* magazine's observation that the Miura was really just a prototype is correct," Al Burtoni comments. "Because the company rushed it into production, there were all sorts of problems over

the years. Lamborghini didn't have the car truly sorted until the SV debuted in 1971."

Still, not all SV's are created alike. "A number had the common engine/transmission oil sump, just like the P400 and P400S," Burtoni continues. "That is why the latest SVs are the ones to have, and command the strongest prices in the market."

Milano Imports currently has one of these rare, most desirable Miuras in stock. According to "Lamborghini Miura" by Peter Coltrin and Jean-Francis Marchet, chassis number 4820 was built on September 14, 1972, and is one of the last ten Miuras made.

"We bought it out of New York last year," Burtoni continues, "and when Ted tested in the streets during rush hour traffic, it never overheated."

Even better, when it arrived at Milano Imports, Burtoni was quite pleased after putting the car through its paces. "Usually Miuras pull one way under hard acceleration, and the other way under hard braking," Al says. "This is because quite often, their frames are bent. This car went straight as an arrow."

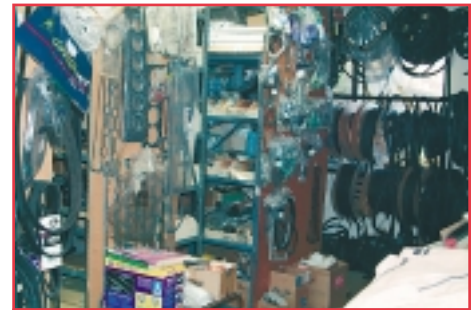
And though 4820's previous owner nicely restored the Lamborghini in the first half of the 1990s, Burtoni saw room for improvement. "I was impressed by what we got, but wanted to bring it up to my standards," he says.

So what separates the good restorations from the great ones? "It is that last 10%," Burtoni comments. "Using the proper people, which the previous owner obviously did, it is easy

to get a car to 90 points. The difficulty is getting above that threshold."


For example, the SV received a new master cylinder (the old unit was mounted incorrectly), and the windows and their tracks were fixed for easy, trouble-free operation. The doors were adjusted, small flaws in the body that would go overlooked by most eyes were repaired, and several spots on the inner frame were touched up.

The Milano Imports parts bin supplied many of the final touches. "While the restorer was a craftsman, he didn't know what was original," Burtoni notes. "That is why we replaced the screws he used with the proper stainless versions, put on brand new tail lights, and had the factory make a new engine plate."



A very full, small section of the parts room.

After several months of continual tinkering and some \$30-40,000 later, Burtoni knew he had something special. "Since starting in business in 1968, I have probably had 100 Miuras pass through my hands," he reflects. "This one is the best of them all. I only know of a couple of others that are in the league of this one, but they are not for sale."

If you are looking for what may be the world's best example of this landmark supercar, a Miura that is ready to be shown at Pebble Beach, then please contact us at 408-847-8732 for more details. We are asking \$250,000 for this once-in-a-lifetime beauty. 

SORRY, JUST SOLD!



1972 Miura SV — interior.

AL BURTONI DIRECT

"Al Burtoni Direct" is sent out several times a year by Milano Imports to the firm's clients and friends at no cost. Issues for interested parties not on the company's mailing list are available at \$4.00 each.

Milano Imports is a full-service automotive company specializing in high performance motorcars. Specialties include:

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- Interior & exterior restoration
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