

> Test Drive: Lamborghini Huracá ...

TEST DRIVE: LAMBORGHINI HURACÁN LP 610-4

The Lamborghini Huracán is a statement for the future and, perhaps, the best model yet

Jan Tegler
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Six months ahead of the traditional peak of Hurricane season in the western hemisphere, Lamborghini's all-new Huracán blew onto the world stage at the Geneva Motor Show.

Introduced with supercar fanfare, the replacement for the Gallardo is more than an heir to the speed and extravagance of the extroverted Italian brand's past and its best-selling model of all time; it's a statement for the future and – we think – the best Lamborghini ever.

Flex your right foot with the steering wheel-mounted 'ANIMA' mode selector set to *Corsa* (race mode) and launch control engaged, and the Huracán will reel in the horizon.

Shrieking, head-snapping shifts at the V10's 8,250 rpm redline come via the Huracán's seven-speed dual-clutch automated manual gearbox. Borrowed from Audi's R8, the new transmission is just one feature that the Volkswagen Group sister-brand has contributed to make this the least tetchy Lamborghini ever.

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Never fear though, the Huracán retains the uniquely Italian theatrics that define the Lamborghini experience: screaming its way to 100 km/h in less than three seconds, deploying 610 horsepower and 560 Nm of torque.

The 200 km/h mark arrives in under ten seconds and Lamborghini claims the Huracán will keep accelerating all the way to 325 km/h. Quicker acceleration than Ferrari's 458 or McLaren's 650S and, indeed, even quicker than its big brother, the Aventador.

Pinned back in the terrifically supportive and comfortable Alcantara-covered fixed-back, carbon-shell sport seats one wonders whether the naturally-aspirated 5.2 litre produces more than the stated horsepower figure.

Such thoughts are quickly shelved, as the ninety-degree left-hander, previously a dot on the horizon, is now front and centre. Digging into the huge, well-modulated carbon-ceramic brakes brings fearsome deceleration, shedding more than 100 km/h off the Huracán's gale force velocity we turn in, pleasantly surprised at the feedback from this new Lambo's electromechanical power steering and even more impressed with the rigidity of its hybrid aluminium/carbon fibre chassis.

There is understeer nearing the limit but trail-braking or a lift off the throttle helps keep this bull under control.

Inside, the sound and the fury are palpable, but in *Strada* (street mode) the automatically-shifted Huracán is everyday drivable - less intimidating and more civilised than any Lamborghini we've encountered. Credit the Audi influence and elements shared with the R8 including engine, chassis and aforementioned transmission, plus the MMI navigation/audio system which governs the Huracán's TFT digital displays.

There is much to like about this car, from the hexagonal design theme woven throughout the interior and hinted at on the exterior, and the drama its presence lends to any occasion.

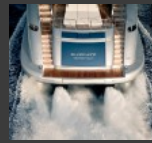
Suffice to say that the Gallardo's successor eclipses it in every way. We predict the Huracán will easily become the new best-selling-Lamborghini-ever, possibly even stealing sales from Aventador. A welcome storm indeed.

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