



the traffic magically part, leaving a trail of bewildered commuters behind, each lost in his own reverent fantasy—just one of the peripheral benefits of Diablolomanship. Naturally, such a blatantly voluptuous ride attracts the protectors of our highways like a huge electromagnet. Mostly, they just want to look and talk about the car, and seem to assume anyone who drives such a car somehow should be above due process.

The Diablo clearly identifies Italian thinking on what a cost-no-object GT car should be. Its 5.7-liter twin-cam four-valve V-12 sits longitudinally in the chassis, just aft of the passenger compartment. The number two cylinder is mere inches from the driver's right shoulder. The V-12 has enough camshafts and valves to build a fleet of Hyundais. Imagine setting the clearances on 48 valves—better bring some cheese and a bottle of wine. The V-12 sits backward in the conventional sense, with power from the crankshaft going forward up the central tunnel to the five-speed gearbox, then making a 180-degree turn back alongside the engine crankcase to drive the rear wheels.

This drivetrain layout is easily adaptable to all-wheel drive, and engineers at Lamborghini have been working for some time on such a system for the Diablo. The 335/35ZR17 P Zero Pirelli rear tires do a commendable job of dealing with the axle-twisting 428 pound-feet of torque, but the need to distribute the torque more efficiently is still an engineering priority. All-wheel drive would offer that increased efficiency and improve the safety envelope for the car on slick surfaces.

The system under development at Lambo will split the power at the transmission output, directing up to 15 percent forward through a viscous coupling and carbon-fiber driveshaft to the front wheels. Initial plans were to have the all-wheel-drive variant in model year '91, but development problems have caused that date to slip. An interesting feature of the all-wheel-drive car will be a clutchless

