



THE TRUE

# Raging Bull

Matt gets behind the wheel of what he thinks could be the ultimate Lamborghini and the last of the analogue era.

Written by: Matt Parker



## DEALER DRIVES

**Lamborghini Murcielago LP670-4 SV**  
2009 (09)  
10,000 miles  
£349,950



You know a car is special when Carl Hartley is buzzing to have it in stock, and I'm with him on that. For me, the Murcielago LP670-4 SV is the last of a breed you might call 'proper Lambos', the last car to pack the legendary Bizzarrini V12 and the Murcielago's last bright orange hurrah before the Aventador replaced it. It's from the era where supercars were still flawed, uncomfortable and raw but also had ballistic performance not that far from what you'd expect today. They were far from what you'd want to live with every day, but they were thrilling at any speed.

In my eyes, the Murcielago will always be the daddy supercar, it doesn't even matter what it's like to drive. Maybe it's because it came about when I was growing up and my passion for cars was going mad, but I don't think anything since has had quite the presence or the sound of the Murcielago, and the SV turns the daddy into the godfather.

This car is numbered 29 of 350, but apparently only 186 were ever made, of which only 28 were right-hand drive. The reason Lamborghini didn't build all 350 was down to lack of demand – how times change eh?! If it wasn't already rare enough, the engine bay is signed by famous Lamborghini test driver Valentino Balboni. The vibrant Arancio Atlas paintwork, just like the one Richard Hammond drove in Abu Dhabi for Top Gear back in the day, couldn't be more suited to the outrageous styling, contrasting against

a load of satin carbon fibre, including that massive wing. It just looks exactly how a supercar should look.

When it comes to getting in, the doors go up, as they should, and you climb into a sea of carbon fibre (most of which is optional) and the properly hugging carbon race seats (a £22,000 option on regular LP640s!). Even the centre marker at the top of the Alcantara steering wheel is carbon fibre! It feels like a serious thing, especially when the only option to buckle up is four-point harnesses.

Once clunked and clicked, it's immediately apparent this is an old-school Lambo. You're not sat quite straight, the steering wheel is offset a little to the left, the accelerator is where you'd expect the brake to be and the brake is where you might expect the clutch to be if it had one. Like SCD member Richard told us about his LP640, it feels like an event just to sit in a Murcielago. It's all a little twisted but it makes it feel even more like a dinosaur of a bygone era, and that's no bad thing – you can't say a dinosaur has no character!

What this car is really about though, is that V12 that can trace its roots right back to the Lambos of the 60s, which would no doubt laugh at me calling the Murci old-school. I turn the key, the starter motor shrills for a little longer than you'd think, and there it is, that thrumming boom you have to raise your voice over even at idle – it couldn't be anything else.

My first job in the SV? A nice tight three-point turn outside the showroom to face towards the gates. I say three-point, in a Murci it's more like five or seven points of back and forth, but I imagine it's good for the biceps given the steering that feels barely assisted by today's standards, but only rearward visibility is the view of the hips in the wing mirrors and a few strands of daylight in the rear-view mirror through the engine bay slats.

Even though it has old-fashioned supercar manoeuvrability, it does have modern features like front lift to keep that sharp front splitter intact as we drive out onto the road, and we can finally get out of first gear. The gearbox is an interesting one too; this exact car featured in EVO Magazine a few years back where they assembled all the best analogue supercars, and the SV was the only car chosen that didn't have a manual 'box. I guess the analogue notion is just how this car feels through and through, and even though you only pull a paddle to change gear, it feels like a mechanical process.

I've never got along with the single-clutch box in the Aventador as it feels like the weak link in a more modern package, but it somehow works with the overall brutality of this car. It's something you have to work with, just like the driving position, the turning circle, the visibility and the brakes which we'll get to next, and it

all means you have to focus at any speed, which is good, because you don't want your mum to be able to hop in and drive your supercar every bit as fast as you can!

The gearing is long enough that you can drive through towns in first, echoing between buildings, which brings us neatly back onto that iconic V12 we've only briefly touched on so far. I think it's time to drop a couple of gears and let it sing. It has a completely different sound to an Aventador, it sounds much more real and mechanical, with something between a wail and a shriek towards redline – it really is an incredible noise unlike anything on sale today, and it's that over everything else that really defines the SV.

It's still properly fast too, as you'd expect with 661bhp. That power comes all the way up at 8,000rpm with max torque coming only a little earlier at 6,500rpm, but that long gearing actually means you can hold it in the power band for what seems like ages before you need another gear, but you grab one anyway just to change down again, because the downshifts in corsa mode are enough to make you laugh out loud. This car supposedly has a lesser-known factory ECU upgrade too, which makes the car even more responsive and brutal. The whole experience is an assault on your senses, especially hearing as your ears are bombarded with that unbelievable noise.





With such brutal power, you're obviously going to need those brakes I mentioned earlier. They're carbon ceramics and they're huge. The front calipers look as if they're kissing the rim of the relatively small 18" wheels and they certainly have some serious stopping power. What they don't have at road speeds is any kind of modulation. The pedal travel goes a little like this; nothing, nothing, nothing, everything. I think I nearly sent James from Tom Hartley through the windscreen a few times before I got used to them, but they're certainly effective from speed!

At 1,565kg, it's not particularly light but not particularly heavy either, and handling is

flat even if it's not razor sharp like more modern supercars. The steering remains heavy at speed which I really like, and the whole thing from the engine, gearbox, braking and handling just means you have to be on the ball the whole time, it's truly immersive and I imagine you'd get to the other side of a country road or mountain pass with rather sweaty palms, and there aren't many cars that would do that to you anymore.

When you look at today's market, I'm not sure you'll find many iconic supercars like this that are as rare as this for this sort of money. I know, £349,950 is a lot, but today's market is crazy enough that

this SV seems pretty good value, even if it's over £100k up on its list price from almost 10 years ago.

Its younger brother, the Aventador SV was produced in much higher numbers, almost six times in fact at 1,100 units (600 Coupes and 500 Roadsters). There's no shortage of them on the market right now and yet they're fetching around £50k more than the Murcielago SV. I'll let you decide which will be the best bet in years to come.

Whether your man maths are enough to tell you that £350k is good value or not, with numbers so low and the fact that there will never be anything else like the

Murcielago SV, it will surely only ever go one way.

You've probably gathered by now that the SV is everything you would expect it to be. A supercar, especially a Lamborghini, should be compromised and difficult, intimidating and in your face, with the sole purpose to thrill the occupants and put a smile on the face of everyone it passes by, leaving an unholy noise in its path. There are countless cars with sharper dynamics, but a 'proper Lambo' is all about the experience and the Murcielago LP670-4 SV is a savage machine in all aspects. That's why I still believe it is the godfather of the supercar world – a true raging bull. ●



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