



**History repeats itself:  
the Lamborghini Marzal made its first outing since 1967  
at the GP de Monaco Historique driven by Prince Albert of Monaco**

*Sant'Agata Bolognese/Monte Carlo, 14 May 2018* - Lamborghini Polo Storico went back in history taking the Lamborghini Marzal back to Monte Carlo for the Grand Prix de Monaco Historique. The first and last car of its kind was made in 1967 and last weekend, more than 50 years later, it was once again opening the qualifiers and races of 1966-1972 Formula 1 vehicles at this celebrated event, driven by his Serene Highness Prince Albert of Monaco accompanied his nephew Andrea Casiraghi.

To celebrate the 50<sup>th</sup> anniversary of the Lamborghini Espada, there was also an Espada model, chassis #9090, which has just been restored at the Polo Storico workshop in Sant'Agata Bolognese.

In 1967, Lamborghini took its latest creation to Montecarlo on the occasion of the Formula 1 Grand Prix. The Lamborghini Marzal is a four-seater GT and an extraordinary futuristic prototype made by Carrozzeria Bertone, with glazed gullwing doors offering an almost unimpeded view of the interior, with silver leather upholstery and a rear transverse engine. The Marzal took everyone immediately by surprise, especially His Serene Highness Rainier III, Prince of Monaco. As soon as he saw it, he decided it was the car for his lap of honor immediately before the start of the Grand Prix, with his wife Princess Grace at his side. The photos of the Royal couple in the Marzal took the world by storm, and reserved a special place for the Marzal in the Olympus of prototypes.

One year later, in 1968, the idea for the Marzal had become the Espada, one of Lamborghini's most successful historic cars and one of the first four-seater GTs, complete with space for luggage, ever made in series.

After reaching fame, the Marzal was relegated to the shadows, as often happens with show prototypes. Only recently has it been restored to its ancient splendor and perfect mechanical performance. The laps of honor during the Monaco GP were its first public outing since 1967, when the engine was again be fired up, and enthusiasts relived a moment in history that has never been forgotten. At its side was the 1976 Lamborghini Espada, making its public debut after just being restored by Lamborghini Polo Storico. A vehicle with an unusual history, it has always remained the property of Lamborghini, and was used for several type-approval tests for the American market and for development. The restoration project included the mechanics and electrics as well as bodywork and the interior (it still has the original upholstery) and took ten months. Only original Lamborghini spare parts were used and the work was carried out according to the specifications on the production file in the archives at Polo Storico.

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## Press Release

This year's festivities celebrating the 50th anniversary of the Espada and Islero, also designed in 1968, will culminate with a rally in Umbria planned from 7 to 11 September 2018 and organized by Lamborghini exclusively for the owners of these two models. The tour will start from Perugia and arrive 650 kilometers later at Sant'Agata Bolognese (BO), after driving through some of the prettiest and most scenic roads in Italy.

Information about the event: [conciierge@espada-islero-50-lamborghini.com](mailto:conciierge@espada-islero-50-lamborghini.com)

### **Lamborghini Polo Storico**

Lamborghini Polo Storico is the specialized unit based in Lamborghini's HQ at Sant'Agata Bolognese, that manages the restoration and certification of Lamborghini models that have been out of production for at least ten years (from the Lamborghini 350 GT to the Diablo), in addition to preserving archives and records, and supplies original spare parts for classic cars.

Automobili Lamborghini is committed to producing original spare parts for classic cars, with components covering over 65% of the classic model car parc. An increasing number of components are reintroduced year after year for a wide range of vehicles, from the 350 GT to the Diablo: another 200 items were added to the catalogs in 2017 alone.

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### **Pirelli**

Ever since the birth of Automobili Lamborghini in 1963, Pirelli has been among company's most trusted suppliers and technical partners. The collaboration began with the Cinturato Pirelli, which was used on the 350 GTV, the first Lamborghini prototype built, and then on the legendary Miura, as well as on all the production cars including the Espada and Islero. With the Countach Lamborghini began adopting the new, lower-profile P Zero, whose evolutions can be mounted today on Huracán and Aventador production cars. The LM002 used the Scorpion, which is still today among the preferred tires for SUVs, used on the new Lamborghini Urus Super SUV. Pirelli, with its Pirelli Collezione range of tires for classic cars, is one of the closest collaborators of the Lamborghini Polo Storico.

Images and videos: [media.lamborghini.com](http://media.lamborghini.com)

Information on Automobili Lamborghini: [www.lamborghini.com](http://www.lamborghini.com)



## Press Release

### **Specifications - Lamborghini Marzal**

Chassis:	box-type chassis
Suspension:	four-wheel independent suspension with triangular rockers, coil springs and hydraulic shock absorbers. Front and rear anti-roll bars.
Body:	4 seats with gull-wing opening
Dimension:	Length 4,560 mm, Width 1,800 mm, Height 1,110 mm
Wheelbase:	2,620 mm
Weight:	1,180 kg
Engine:	rear 6-cylinder in-line transverse engine
Displacement:	1964 cc
Maximum power:	175 HP @ 6800 rpm
Shifting:	5 gears + R
Braking system:	4 disk brakes

### **Specifications - Lamborghini Espada**

Chassis:	box-type chassis
Suspension:	four-wheel independent suspension with triangular rockers, coil springs and hydraulic shock absorbers. Front and rear anti-roll bars.
Body:	4 seats
Dimension:	Length 4,738 mm, Width 1,860 mm, Height 1,185 mm
Wheelbase:	2,650 mm
Weight:	1,480 kg
Engine:	front V12 longitudinal engine
Displacement:	3,929 cc
Maximum power:	350 hp at 7,500 rpm
Shifting:	5 gears + R
Braking system:	4 disk brakes