



Press Release

Lamborghini Huracán GT3 EVO: evolution on the track

- **New Huracán for GT competitions is developed in Sant'Agata Bolognese by Lamborghini Squadra Corse**
- **Aerodynamic efficiency and improved performance thanks to innovative solutions**
- **Track debut at the 24 Hours of Daytona in 2019**

Sant'Agata Bolognese/Nürburgring, 15 September 2018 - Lamborghini Squadra Corse presents the new Huracán GT3 EVO at the Nürburgring round of the Lamborghini Super Trofeo Europe. The new EVO is the evolution of the Huracán GT3, winner of 12 international titles as well as the prestigious Rolex 24 at Daytona and 12 Hours of Sebring.

Giorgio Sanna, Head of Lamborghini Motorsport, commented: "The new Huracán GT3 EVO is the result of experience gained over the last three years of racing on circuits worldwide. The main objective during development was to improve drivability, making the car easier and more predictable for gentleman drivers, with low management costs for the teams. For teams that have invested in Lamborghini in the GT competitions of the past, we offer the opportunity to update the current Huracán GT3s with an EVO kit homologated for the next three years of races. As always, they can make use of our technical support and spare parts services on the track in national and international championships."

The Huracán GT3 EVO is developed entirely at Sant'Agata Bolognese by Squadra Corse, Lamborghini's motorsport division, which in 2018 celebrates the tenth anniversary of the Lamborghini Super Trofeo one-make series.

Aerodynamics

Design work was carried out over more than one year with a particular focus on the aerodynamics, conceived in collaboration with Dallara, the Parma-based company with over 40 years of motorsport experience. New solutions have considerably increased the aerodynamic load to further improve stability and reduce pitch sensitivity.

The front features significant modifications to the splitter, with a pronounced leading edge. The hood has also been modified with carbon fiber replacing the fiberglass, and thanks to the large central rib borrowed from the Huracán Super Trofeo Evo, it further improves the cooling capacity of the radiator. The bumper has new lateral recesses that house two large flicks to ensure a high front downforce. The rear is dominated by the large carbon fiber wing,

Automobili Lamborghini S.p.A.

Head of Communications

Gerald Kahlke

T +39 051 9597611

gerald.kahlke@lamborghini.com

Brand & Corporate Communications

Clara Magnanini

T +39 051 9597611

clara.magnanini@lamborghini.com

Corporate Media Events & Motorsport PR

Chiara Sandoni

T +39 051 9597611

chiara.sandoni@lamborghini.com

Product Media Events &

Collezione Communications

Rita Passerini

T +39 051 9597611

rita.passerini@lamborghini.com

Motorsport Communications

Francesco Colla

T. +39 051 9597611

extern.francesco.colla@lamborghini.com

Press Office UK

Juliet Jarvis

T +44 1933 666560

juliet@jic.uk.com

Press Office Eastern Europe & CIS

Tamara Vasilyeva

T +7 499 957 6706

tamara.vasilyeva@lamborghini.com

Press Office Middle East & Africa

Zantelle Van der Linde

T +971 56 522 1545

zantelle.vanderlinde@lamborghini.com

Press Office North & South America

Jiannina Castro

T +1 703 3647926

jiannina.castro@lamborghini.com

Press Office Asia Pacific

Silvia Saliti

T +65 9651 8955

silvia.saliti@lamborghini.com

Press Office Greater China

Nancy Rong 榮雪霏

T +86 10 6531 4614

xuefei.rong@lamborghini.com

Press Office Japan & South Korea

Kumiko Arisawa

T +81 804 606 0487

kumiko.arisawa@lamborghini.com



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with ends modeled in two twists that optimize the aerodynamic efficiency, aided by the diffuser with redesigned fins.

Mechanics

The development of the mechanics led to a modification of the front suspension kinematics, supported by arms no longer made of steel but of billet aluminum, improving the roll phase and the connection between the two axles. The rear axle also received important updates: new hubs, bearings and axle shafts with the use of tripods instead of constant-velocity joints for greater transmission efficiency and easy maintenance. The Öhlins shock absorbers have also been changed to become four way, ensuring optimal control during the roll phase, confronting curbs at high speeds.

Electronics

The EVO's electronics benefit from the introduction of Electro Hydraulic Power Steering (EHPS), already successfully tested on the Huracán Super Trofeo Evo, with a switch to adjust the level of power-steering assistance while running. The ABS is also new, with the adoption of the recent Bosch ABS M5 for absolute control during braking.

Engine

Propulsion is entrusted to the 5.2 liter aspirated V10 derived from the latest generation of road-going Huracáns, which adopts new camshafts and titanium valves to optimize drivability and provide greater reliability in endurance races.

'Liveability'

The Huracán GT3 EVO is a new point of reference for 'liveability' and safety in the panorama of GT3 cars. The redesigned roll cage facilitates access to the roof hatch and offers optimum comfort even for taller drivers.

The new car can be ordered now and all current GT3s can be updated with a dedicated EVO kit. The Huracán GT3 EVO will make its track debut at the 24 Hours of Daytona in January 2019.

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