

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 18 NUMBER 2  
MARCH-APRIL 2019



Lamborghini Urus

**PERFORMANCE/OFF-ROAD SUVS  
MIDSIZE TO HEAVY DUTY PICKUPS  
ARIZONA AUCTION WEEK RECAP  
DETROIT & CHICAGO SHOWS  
/ AND MUCH MORE**

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS



# SUPERCAR PERFORMANCE IN THREE DIMENSIONS

BY DAVE STALL

## NEWEST LAMBORGHINI CONQUERS ROAD, TRACK, OFF-ROAD

**A**s the US automotive industry moves away from four-door sedans in response to customer demand for SUVs of all sizes, with some manufacturers offering as many as five in their vehicle lineup, Lamborghini decided to jump into the pool for 2019.

Its offering in the SUV segment, the 2019 Lamborghini Urus, has moved the SUV bar as high as you can imagine, which is what you'd expect from a legendary supercar manufacturer. The Urus can go from a dead stop to 62 miles per hour in 3.6 seconds—definite supercar territory—and it will

stop just about as fast.

Recently, Lamborghini invited me out to Thermal Raceway in California to test the Urus on the race track, on the street and off-road. It was wonderful to return to the same place where I was privileged to track test the 2018 Lamborghini Huracán Performante last year (see our May/June 2018 issue).

Thermal Raceway is located in the desert just east of Palm Springs and south of Indio. It's a private raceway club that encourages spirited runs around an amazing road course at max speed, along with two other track circuits for different types of motoring experiences, from karting to high performance supercar racing, and everything

in between.

Whether driving on the track or the street, the Lamborghini Urus has a variety of drive modes to easily select with a dial. The ones we used at Thermal Raceway were STRADA (street), SPORT (sport) and CORSA (track). In each mode, the Urus changes its attitude about driving. In STRADA mode, all power is on tap, but exhaust tones are mellow, shift points are smooth, and acceleration, handling and braking are solid.

Starting with the powertrain, Urus features a hand-built 4.0-liter biturbo V8 producing 650 horsepower, giving the vehicle a segment-best weight-to-power ratio and 626 lb-ft of torque from 2,500 to 4,500 rpm. The powertrain is backed by an eight-speed automatic transmission, coupled to a sophisticated four-wheel-drive system with torque

vectoring, which allows you to drive confidently in the city, at the race track, or on snow, gravel and desert sand. The torque is mainly directed to the rear wheels, giving it a constant sports car feel.

While on the track, the Lamborghini team had us do a braking test, accelerating from a dead stop to 75 miles per hour, then jumping on the brakes and turning left, then right. These maneuvers were accomplished by the standard equipment 17-inch front rotors, carbon fiber brake pads and 10-piston calipers. For perspective on the diameter of those rotors: most cars have 17-inch rims.

Another feature is ANIMA (soul). This is the core of the Lamborghini Urus, the electronic platform—accessed through the Tamburo (drum) that controls the system and transforms the beast's behavior to create amazing driving dynamics.

Urus gives the driver as many as seven drive modes to choose from (also see the Tamburo sidebar, next page). Four are included, standard:

**STRADA:** street driving, easy and comfortable.

**SPORT:** For agility in turns and raw power on the straightaways. (It also changes the exhaust notes and reconfigures the engine management system.)

**CORSA:** for precision and maximum performance (exhaust note gets throaty).

**NEVE:** a snow mode that allows the driver to tackle slippery roads with safety and assurance.

Two more modes are dedicated to off-road use

and are included in an Off-Road Package that also beefs up bumpers and undercarriage (also see the Tamburo sidebar):

**TERRA:** Urus adjusts its height to navigate over terrain.

**SABBIA:** for traversing in the sand and silt.

Standard Neve plus TERRA and SABBIA in the Off-Road Package all raise ride height and optimize traction while cornering.

But wait, there's one more:

**EGO:** last but not least, this feature allows the driver to customize all the features to his or her own individual liking.

When Lamborghini asked us to go off road with the Urus we had some skepticism, but hit the sand and gravel with enthusiasm, anyway (though not as hard as the professional Lamborghini drivers on hand). Slip the vehicle into Sabbia (sand), Terra (terrain) or Neve (snow), and the Urus centers around its off-road capability, raising the vehicle's ride height and adjusting the transmission, traction control and other parameters according to surface conditions. In another first for Lamborghini, the Urus also boasts an active roll bar system that adjusts the amount of body motion experienced in those different drive modes, a system which can also decouple the bars from the rest of the suspension system for better wheel articulation while

KEEP RIGHT >>

### SPECIFICATIONS

<b>BODY AND FRAME</b> ...integral lightweight body in aluminum composite design
<b>ENGINE</b> .....4.0L 32v biturbo twin-scroll V8
<b>HP/TORQUE</b> .....650 hp / 626 lb-ft
<b>TRANSMISSION</b> ...8-spd auto w driving modes
<b>DRIVETRAIN</b> .....4WD w integrated front differential, Torsen central differential and active torque vectoring rear differential
<b>ACCEL 0-TO-62 MPH (100km/h)</b> .....3.6 sec
<b>ACCEL 0-TO-124 MPH (200km/h)</b> .....12.8 sec
<b>TOP SPEED</b> .....190 mph
<b>BRAKING 62-TO-0 MPH</b> .....110.6 ft
<b>SUSPENSION</b> .....multi-link front & rear; adaptive air suspension w electronic active roll stabilization
<b>STEERING</b> .....different servotronic characteristics & Lamborghini Rear-wheel Steering (LRS) managed by Tamburo drive modes
<b>BRAKES</b> .....carbon ceramic front & rear; F: 440x40mm carbon ceramic discs; aluminum 10-piston calipers; 21" w radial fixing & pistons w phenolic insert; R: 1370x30mm carbon ceramic discs; cast iron floating 6-piston calipers; 19" w integrated parking brake;
<b>WHEELS</b> .....F: 9.5Jx21" up to 10Jx23" R: 10.5Jx21" up to 11.5Jx23"
<b>TIRES</b> .....Pirelli P Zero
.....F: 285/45R21 up to 285/35R23
.....R: 315/40R21 up to 325/30R23
<b>LENGTH / WHEELBASE</b> .....201.3 / 118.2
<b>WIDTH</b> .....(excl mirrors) 79.4 in
<b>HEIGHT</b> .....64.5 in
<b>TURNING CIRCLE</b> .....38.7 ft avg, variable due to dynamics of rear-wheel steering
<b>GROUND CLEARANCE</b> .....adjustable: 6.2-9.8 in
<b>CARGO CAPACITY</b> .....21.8 / 56.4 cu.ft
<b>WEIGHT</b> .....< 4850 lb
<b>FUEL CAPACITY</b> .....(75 liters) 19.8 gal
<b>MPG</b> .....18.5w (Euro comb cycle)



venturing off-road.

Okay, it isn't a Wrangler Rubicon, but it was as capable as could be in the sand. Very impressive. I doubt most owners will be screaming across the sand dunes, but if they wanted to they could!

Lamborghini heritage is visible in the silhouette of the Urus, even from a distance. Looking closer, it's seen in the distinctive wheel well openings, as well as the front and rear design treatment, which give hints of the Huracán, all the while staying in the rich and unmistakable Lamborghini lineage; I even see in it all the way back to the LM002, their burly SUV from the 1980s and '90s.

The interior of the Urus surrounds occupants with technology and luxury. It is definitely a serious driver's sport utility vehicle. Interior comfort settings are customized to your liking with the flick of a switch and the touch of a few buttons and programs. Italian craftsmanship stands out no matter where you look. As you slide behind the wheel, you will feel an aeronautical vibe. There are three TFT screens that control instrumentation, infotainment and comfort functions and a virtual keyboard with handwriting recognition for easy use.

Lamborghini uses a touchscreen system called LIS III (Lamborghini Infotainment System III), which includes two intuitive touchscreens with haptic feedback, and voice command tech. The instru-

ments change with every drive mode selected, so you are always informed, as well as in the mood.

Seating options available in the Urus include a five-seat configuration with a bench seat in the rear or a four-seat with two individual back seats. To make it more elegant, you can choose natural leather, Alcantara accents, wood finish, aluminum or carbon touches. The options are endless.

One of the high points of the Urus' interior is the sound system. Lamborghini has partnered with Bang & Olufsen to produce a cutting-edge system, featuring 3D technology with 21 speakers and 1700 watts of premium sound.

Lamborghini has fully addressed safety, with three components in the Advanced Driver Assistance System (ADAS): Urban Road, Full ADAS and Highway.

The 2019 Lamborghini Urus will set you back \$200,000 for a base model. With a limited number of options added on, a well-equipped Urus will run around \$230,000. Is it worth it? Absolutely! Would I go off-road like we did in the desert? I might not, but if I do, I know the Urus is more than capable.

As a performance car driver, if I had to drive an SUV, this rocket would be my choice.

Make no mistake, the competition is coming and coming hard, from Bentley to Ferrari. Stay tuned, as Lamborghini is ready for them. ■



## THE TAMBURO

The Tamburo drive mode controller on the center console lets you select driving dynamics according to surface conditions or your preference: STRADA, SPORT and CORSA, as well as NEVE (snow) mode.

STRADA mode adapts height to speed for enhanced comfort, while SPORT lowers the vehicle for stability and precision at all speeds. CORSA is even more precise and performance-oriented with minimum roll.

An Off-Road Package adds two more driving modes—TERRA (off-road) and SABBIA (sand)—and includes specific metal-reinforced bumpers and additional underfloor protection for off-roading in snow, forest or dunes. The three off-road modes—NEVE, TERRA and SABBIA—have higher ground clearance, with anti-roll bars providing independent asymmetric movement for optimal traction during cornering.

The electromechanical active roll stabilization system—used here for the first time in a Lamborghini—ensures maximum reduction of roll angle on bumpy roads, in both a straight line and around corners, via active decoupling of the stabilizer halves, while ensuring the most agile drive and responsive steering.

A specially-tuned damping system incorporates new damper valves, continually adjusting to different driving conditions: harder when cornering, softer in a straight line.

The adaptive damper concept automatically adjusts to different driving modes or can be fully customized by the driver via the EGO mode, for rigidity from a very comfortable ride to an extremely sporty, aggressive setting for driving style and road conditions.

## REAR WHEEL STEERING

Lamborghini Urus adopts the rear-wheel steering of the Aventador S, with the rear steering angle varying up to plus/minus 3.0 degrees, based on speed and driving mode. At low speed, rear steering is opposite that of the front (counter-phase steering), effectively shortening the wheelbase up to 23.6 inches for a tighter turning circle. At high speed, the rear steers parallel to the front (in-phase), stretching the effective wheelbase up to 23.6 inches for stability, ride comfort and optimum driving dynamics.

## COLOR AND TRIM

Cabin materials with luxury Italian style and craftsmanship include fine leather, Alcantara, aluminum, carbon fiber and wood. Unicolor leather and trim comes in Nero Ade (black), Grigio Octans (grey) and five more optional colors. Two-tone Bicolor Elegante and Bicolor Sportivo in both leather and Alcantara are also available. Stitching, seat belt, floor mat and carpet colors let you customize to as sporty or elegant a style as you like. Standard dash trim is Piano Black and Brushed Aluminum, while an optional Open Pore wood dash is available in combination with aluminum or carbon fiber. ■