



Steve McClellan

Detroit Diesel, as a distributor of marinized Lamborghini gas engines, offers a full year's warranty on the V-12, for both parts and labor, whereas the typical high performance marine-engine warranty lasts but 90 days. Detroit Diesel's confidence in Lamborghini's marinized 650-hp V-12 L900 is founded at least in part on the reliability test recently conducted by the McLaren race team, when its engineers tortured one at wide-open-throttle for 200 hours straight. Nothing broke. Nothing screeched, rattled or smoked. That raised quite a few eyebrows, because of the fact that most big-block race motors do well

to log 200 hours offshore—and not all those hours are logged at wide-open-throttle. Based on the results of the McLaren test, and also on real-world experience such as the shakedown cruises made on the Hustler 50 with triple Lambos, Detroit Diesel predicts its marinized Lamborghinis will hold together for 400 to 500 hours. You can run them all day long at 4000 rpm without penalty, say the Hustler folks.

The reason Lamborghinis last longer is easy to explain. For one thing, these high performance V-12s are handcrafted with closer-fitting tolerances than production engines. So naturally it follows

that the precision fit between moving parts reduces friction, which in turn significantly reduces wear. Less friction means less resistance to horsepower. As an added benefit, the precision assembly also maximizes power output per cubic inch.

The V-12 cylinder block configuration is legendary for its smooth-running operation. It's a tradition for automotive cognoscenti to balance a quarter on end atop a Lambo motor and watch it just sit there motionless. You can't get away with that on a V-8 because the vibration will quickly topple the coin.

*Continued on page 86*