

LAMBORGHINI HURACÁN

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The sweet spot - Lamborghini's V10 volume car, usable, visceral and well-valued

5.2 V10

Naturally aspirated,
580-640 CV - the last
Lamborghini V10

~2.9 s to 100

Dual-clutch (not ISR), AWD
or RWD - up to ~325 km/h

2014-2024

Gallardo's successor;
~19,600 built - the volume
Lamborghini

The Sweet Spot

Usable, visceral and well-
valued - the supercar
middle ground

01 EXECUTIVE SUMMARY

The Lamborghini Huracán is the marque's volume car and, for many buyers, the sensible way into modern Lamborghini ownership. Built from 2014 to 2024 as the Gallardo's successor, it pairs a naturally aspirated 5.2-litre V10 with a quick, smooth dual-clutch gearbox - no turbo, no hybrid, and none of the low-speed awkwardness of the V12 cars - in a smaller, more usable and more affordable package. It became the best-selling Lamborghini sports car, helped underwrite the company's modern expansion, and is widely regarded as one of the most reliable modern supercars. It is, arguably, the sweet spot of the range.

As with the other Lamborghini papers, the vantage point is declared plainly: the author is a Ferrari owner and enthusiast, not a Lamborghini specialist, so this is a research-led assessment built on Lamborghini's material, the road-test record, owner experience and European and US market data. It is worth saying that the Huracán is the one modern Lamborghini that even a committed Ferrari owner is often willing to consider - usable, visceral, good-looking and sensibly valued in a way the bigger cars are not.

Key Finding

The usable Lamborghini - and a great engine. A naturally aspirated 5.2-litre V10 (580-640 CV depending on variant, revving to ~8,500 rpm) and a smooth seven-speed dual-clutch gearbox make the Huracán far easier to live with than the ISR-equipped V12 cars, while keeping the drama. 0-100 km/h in around 2.9 seconds.

Reliable, by supercar standards. The V10 and dual-clutch are robust, and the Huracán is consistently regarded by owners and specialists as among the most dependable modern supercars. The things to manage are ordinary exotic costs - carbon-ceramic brakes, eventual transmission service, the front-lift pump, the MagneRide dampers - not fundamental fragility. Budget around USD 15,000-25,000 for routine servicing and consumables over five years, with headroom for big-ticket items.

A genuine value proposition - within limits. Entry is around USD 170-200K for a standard car, with the EVO RWD a particular sweet spot; the Performante, STO, Tecnica and Sterrato carry premiums and stronger value retention.

The cabin is snug - tight for a tall driver - and it remains a costly car to run, but for what it delivers it is arguably the most rounded Lamborghini.

02 THE MARQUE AND THE CAR

The volume car - the Lamborghini that paid the bills, and the last V10.

The Huracán arrived in 2014 as the successor to the Gallardo - Lamborghini's first genuinely high-volume model - and took that role further still. Named, like its siblings, after a fighting bull, it became the best-selling Lamborghini sports car, with around 19,600 built over its 2014-2024 life; together with the Urus SUV it underwrote the company's modern expansion. Where the Aventador and Revuelto are the halo V12s, the Huracán is the smaller, lighter, more attainable car that does the volume - and it is none the worse for it. It was replaced in 2024 by the Temerario, a plug-in-hybrid V8, which makes the Huracán the last naturally aspirated V10 Lamborghini.

It came in an unusually wide spread of versions, from the original all-wheel-drive LP 610-4 and the rear-drive LP 580-2, through the track-focused Performante, the comprehensively updated EVO (and EVO RWD), the race-bred STO, the road-honed Tecnica and the off-road Sterrato. That breadth is part of the appeal: there is a Huracán for almost every brief, and they share the same fundamentally sound mechanical package.

THE LAMBORGHINI CHARACTER

Lamborghini should be judged on its own terms. Where Ferrari has chased technical purity and outright dynamic precision, Lamborghini has traditionally prioritised emotional theatre, visual drama and the sound and feel of a big naturally aspirated engine. The Huracán is the marque's most accessible expression of that idea - the drama and the V10 noise are all present, but wrapped in a car that is genuinely usable. It is judged here, like every Lamborghini in this series, against that philosophy rather than against Ferrari's different brief.

03 DESIGN

The wedge, scaled down - sharp, modern and, to most eyes, very good-looking.

The Huracán wears the familiar Lamborghini design language - the sharp, faceted wedge, the hexagonal motifs, the aggressive stance - but in a smaller, tauter and arguably more resolved form than the V12 cars. It is widely considered one of the better-looking modern supercars, clean and purposeful rather than baroque, and it has aged well. The 2019 EVO update sharpened the aerodynamics and the nose; the Performante and STO add overt aero (front splitters, big rear wings, the STO's roof scoop); and the Sterrato takes the design somewhere genuinely different, with a raised ride height, wheel-arch cladding and roof-mounted lights for its off-road brief.

Crucially, the Huracán is more usable than its bigger siblings. Forward visibility is comparatively good for a mid-engined supercar, the dual-clutch gearbox makes town driving easy, and the car is narrower and easier to place than an Aventador. The clear limitation is space: the cabin is snug, and a tall driver - six foot two and above - will find it tight on headroom and legroom and should sit in one before buying. It is a usable supercar, not a usable car in the ordinary sense, and the cabin is the reminder of that.

04 ENGINE AND POWERTRAIN

A glorious naturally aspirated V10 - and, at last, a gearbox that just works.

The heart of the Huracán is a 5.2-litre naturally aspirated V10, developed from the Gallardo's and sharing its architecture with the Audi R8's engine but with Lamborghini-specific calibration, and reworked with combined direct and port injection. It produces 580 CV in the early rear-drive car, 610 in the standard cars, and 631-640 in the Performante, EVO, STO and Tecnica, revving to around 8,500 rpm with a voice that is, by common consent, one of the great modern engine notes. It is also the car's reliability anchor: a robust, thoroughly developed unit that has racked up very high mileages in hard use.

Just as important is what sits behind it. Where the Aventador kept the lurching single-clutch ISR, the Huracán uses a seven-speed dual-clutch gearbox (Lamborghini Doppia Frizione) - smooth at low speed, savage when pushed, and a large part of why the Huracán is so much more usable than the V12 cars. Drive is to all four wheels or, on the rear-drive variants, to the rear axle alone; the 2019 EVO added the LDVI integrated chassis system, four-wheel steering and torque vectoring. The structure is a hybrid of aluminium and carbon-fibre rather than a full carbon monocoque - lighter and cheaper to build and repair than the Aventador's tub - and carbon-ceramic brakes are available throughout.

Technical specification

Layout	Mid-engined naturally aspirated V10; all-wheel drive or rear-wheel drive by variant
Engine	5,204 cc 90-deg V10 (Audi R8 architecture, Lamborghini calibration); 580-640 CV; ~8,500 rpm
Transmission	7-speed dual-clutch (Lamborghini Doppia Frizione)
Chassis	Hybrid aluminium / carbon-fibre structure; EVO adds LDVI and 4-wheel steering
Dry weight	~1,422 kg (LP 610-4); lighter on the STO and lightweight variants
0-100 / top speed	~2.9 s / ~325 km/h (varies by variant)
Production	2014-2024; ~19,600 built; succeeded Gallardo, replaced by Temerario

The variant range

Variant	Years	Power	Drive	Note
LP 610-4	2014-19	610 CV	AWD	The original; the volume car
LP 580-2	2015-19	580 CV	RWD	First rear-drive Huracán; playful
Performante	2017-19	640 CV	AWD	ALA active aero; Nurburgring record (then)
EVO	2019-24	640 CV	AWD	LDVI, 4-wheel steering; the all-rounder
EVO RWD	2020-24	610 CV	RWD	Purer, lighter-feeling; value sweet spot
STO	2020-24	631 CV	RWD	Track-focused, race-bred; big aero
Tecnica	2022-24	640 CV	RWD	Between EVO and STO; the road sweet spot
Sterrato	2023-24	610 CV	AWD	Off-road; raised; limited (~1,499)

Sources: Lamborghini technical material and the road-test record; power quoted in CV (equivalent to PS). Figures vary slightly by market and model year.

05 DRIVING AND PERFORMANCE

Visceral and exploitable - the drama of a Lamborghini, minus the penalties.

On the road the Huracán delivers the thing buyers come to Lamborghini for - noise, drama, a naturally aspirated engine that builds to a frantic top end - but in a chassis that is far more exploitable and forgiving than the brand's reputation suggests. Reviewers consistently praise the engine above all, and the spread of variants lets a buyer dial the character precisely: the all-wheel-drive cars are secure and quick in all weather, the rear-drive EVO RWD and Tecnica are more playful and engaging, the Performante and STO are sharp, aero-led track weapons, and the Sterrato is a genuinely novel thing - a supercar you can drive down a gravel road and enjoy.

It is also fast in a way that still feels special: around 2.9 seconds to 100 km/h for the quickest cars and a top speed near 325 km/h, but with the everyday usability of a car you can actually drive to dinner. The reservations are modest and familiar - the ride is firm, the cabin is snug and noisy, and outright lap-time chasers will note that turbocharged rivals make more torque - but none of it undermines the central point. This is a supercar you can use and enjoy often, rather than one you tiptoe around, and that is exactly its appeal.

06 RELIABILITY, FLAWS AND SERVICE

Genuinely dependable - and nothing dramatic to report.

This is where the Huracán quietly stands apart. It is widely regarded by owners and specialists as one of the most dependable modern supercars - it topped a large UK supercar-reliability study, and owners routinely report trouble-free use, including high-mileage and even daily-driven examples. Much of the underlying engineering benefits from the wider Audi and Volkswagen Group development programme, which is part of the reason. There is no single dramatic fault to flag - the engine and dual-clutch are robust, and recalls have been rare.

THE WATCH-LIST BEFORE BUYING

Carbon-ceramic brakes - long-lived but very expensive to replace (well over USD 10,000 a set), so check wear. MagneRide dampers - the magnetorheological units can mist or leak with age, especially on EVO/STO and hard-driven cars; a set runs roughly EUR 3,500-8,000. Front-lift pump - shared with the Audi R8 and a recognised failure point, around EUR 2,500-4,500 to replace, so test it. Transmission - the dual-clutch is durable but needs periodic fluid and, eventually, clutch service. Infotainment - pre-EVO systems are dated, and even the EVO's touchscreen draws owner complaints for freezing and CarPlay glitches. Rare bigger items - a few early cars saw an engine-out seal repair, usually handled under warranty or goodwill. Service history and a pre-purchase inspection from a Lamborghini specialist matter more than low mileage; a driven, documented car is the safer buy.

Running costs are real but knowable. Assuming average annual mileage and dealer servicing, annual service runs roughly USD 1,000-2,000, with larger interval services (plugs, fluids, belts) every few years and tyres on top; a sensible five-year budget is around USD 15,000-25,000 for routine servicing and consumables, with additional headroom for big-ticket items such as brakes, the lift pump or the dampers. Service is through the Lamborghini dealer network, supported where needed by travelling specialist technicians, and competent independent specialists exist for these cars given the shared Audi componentry. As a complete package the Huracán is about as low-stress as supercar ownership gets - which, given the marque, is not a sentence one expects to write.

07 OWNERSHIP AND USABILITY

The most usable Lamborghini supercar - within the limits of the genre.

Day to day, the Huracán is the most usable of the modern Lamborghini supercars. The dual-clutch gearbox makes traffic painless, forward visibility is good by class standards, the nose-lift handles speed bumps and ramps, and the car is narrow enough to place with confidence. Owners genuinely use these cars - some daily-drive them, and the high-mileage examples in the market are testament to how robust they are. For a supercar, it asks remarkably little of its owner.

The limits are the ones inherent to the genre. The cabin is snug: a tall driver, six foot two and up, will find headroom and legroom tight, and a proper sit-in before buying is essential. Storage is minimal, the ride is firm, and running costs are exotic-car costs. But within those limits it is genuinely livable in a way the V12 cars are not, and that usability - combined with the engine and the looks - is the core of why it is arguably the range's sweet spot and the one a first-time exotic buyer is most often steered toward.

On consumables, the picture is more reasonable than the badge suggests. Tyres, brake fluid, an alignment and routine servicing are broadly in line with other exotics, and a sympathetically driven car costs no more to keep than its rivals. The expense that defines Huracán running costs is the carbon-ceramic brakes: discs and pads are long-lived but eye-watering to replace, so a car that is approaching a brake renewal - or that has had a hard, track-heavy life - should be priced accordingly. Manage the brakes, the dampers and the lift pump and the rest is comparatively undramatic.

08 MARKET - EUROPE AND THE US

Strong value retention - and a clear value proposition across the range.

The Huracán is, by supercar standards, a sound value proposition. Standard cars have taken their depreciation and largely settled: an early LP 610-4 or a well-kept EVO can be found from around USD 170-210K, with the rear-drive EVO RWD widely rated the best overall value in the range in buying-guide coverage, at roughly USD 165-200K - mature, sorted and engaging. All-wheel-drive EVOs and Spyders sit a little higher, around USD 200-250K. For a true entry into a naturally aspirated V10, the older Gallardo remains the sub-USD 100K route, but the Huracán is the modern, more usable proposition and holds its value notably well.

The performance and limited variants are firmer still and, in cases, remaining well supported. The Performante is increasingly sought after as a driver's car (roughly USD 185-240K); the STO and Tecnica command clear premiums as the race-bred and road-honed specials (broadly USD 280-360K); and the off-road Sterrato, limited to around 1,499 cars, trades at a scarcity premium. As the last naturally aspirated V10 Lamborghini, the line as a whole looks well supported, with the specials showing the stronger value retention and the standard cars offering the most accessible way into the marque. It is a healthier, steadier market than the Revuelto's, and a more affordable one than the Aventador's specials.

Market reference by variant (approximate, 2026; CLASSIC.COM and dealer data)		
LP 610-4 / early coupe	~USD 170-210K	Entry point; depreciation largely behind it
EVO RWD	~USD 165-200K	The value sweet spot; usable and engaging
EVO AWD / Spyder	~USD 200-250K	All-rounder; open-top premium
Performante	~USD 185-240K	Firming; the driver's pick
STO / Tecnica	~USD 280-360K	Premium; race-bred and road-honed specials
Sterrato	scarcity premium	Limited (~1,499); unique off-road appeal

Methodology and a note on values

Market levels reflect CLASSIC.COM recorded sales and European and US dealer listings; figures vary widely with variant, specification, mileage, options and timing, and are reported in the currencies quoted rather than normalised. The Lamborghini market is moving quickly at present, and the limited variants (STO, Performante, Sterrato) can move materially over six to twelve months, so these are a snapshot to be refreshed periodically. Forward-looking remarks are the author's reading of a moving market, not a forecast, and nothing here is investment advice.

09 SYNTHESIS

The sweet spot - the usable, visceral, sensibly valued modern Lamborghini.

The Huracán is the Lamborghini that makes the fewest demands and gives the most in return. It keeps the things that matter - a naturally aspirated V10 with a great voice, the dramatic looks, the badge - and pairs them with a smooth dual-clutch gearbox, real usability, genuine reliability and a sensible price. It is the volume car that funded the brand, the last naturally aspirated V10, and, across its wide range of variants, a car with a version for almost every brief. It is, arguably, the sweet spot of modern supercar ownership.

For a buyer, the logic is straightforward. To own and drive a modern Lamborghini without drama, a sorted EVO - the rear-drive car especially - is the value pick. For engagement, the Performante or Tecnica; for collectibility, the STO or Sterrato; for all-weather security, an AWD EVO. Sit in one first if you are tall, budget honestly for running costs, and buy a documented, driven car. Even buyers who traditionally favour rival marques often find the Huracán difficult to dismiss - and on the evidence, it is arguably the most rounded bull in the field.

BOTTOM LINE

Lamborghini's volume car and arguably the sweet spot of the range: a naturally aspirated 5.2-litre V10 (580-640 CV) with a smooth dual-clutch gearbox, dramatic looks and a genuine, class-leading reputation for dependability, in a smaller and far more usable package than the V12 cars. The cabin is snug for tall drivers and running costs are exotic-car costs, but the things to manage are ordinary, not fundamental. Entry from around USD 170-200K (EVO RWD the value pick); the Performante, STO, Tecnica and Sterrato carry premiums and stronger value retention. The most sensible way into a modern Lamborghini - buy a documented, driven car, and sit in one first if you are tall.

SOURCES

Lamborghini technical and historical material (Huracán range; LP 610-4 through Sterrato). Specifications and production figures corroborated against Lamborghini historical material and contemporary reporting; reliability, service and maintenance detail from the owner record, specialist commentary and supercar-reliability studies; market levels from CLASSIC.COM recorded sales and European and US dealer listings. Approximate production of ~19,600 and variant detail are from Lamborghini and corroborated sources. Figures are from public sources.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author is a Ferrari owner and enthusiast - currently a Ferrari 488 GTB and GTC4Lusso T, previously an FF - and writes as an admirer of, rather than a specialist in, Lamborghini; this paper is research-led rather than drawn from long personal ownership of the marque, though the Huracán is a car the author would genuinely consider. It is research and commentary, not investment advice; collector-car values are volatile and illiquid, and any purchase decision is the reader's own.