



***The Lamborghini Diablo SE 30.
Celebrating the 30th anniversary of Automobili Lamborghini.***

In 1988, Lamborghini built the Countach Anniversario, to celebrate the 25 years of the founding of Automobili Lamborghini SpA, in 1993 Lamborghini again designed and built a special car to celebrate their 30th anniversary, the Diablo SE30 was presented during the third Lamborghini Day in September 1993 in Sant'Agata, surrounded by about 140 other Lamborghini's from all over the world.

The Diablo SE, where SE stands for Special Edition, could easily be called the sportiest car Lamborghini built in a long time, mainly because the SE was meant to be entered in GT-championships around the world by installing the JOTA upgrade kit on it.

That is why a lot of weight was saved in the design; the side windows were replaced by synthetic glass and only a small portion of them opened by turning a knob inside the door, no more power windows for the Diablo SE.

The rest of the interior was completely race orientated, but it still looked rather elegant.

The seats and the dashboard received a standard upholstery in blue Alcantara leather, which was combined with Carbon Fiber, white dials and perforated, aluminum pedals.

The dashboard came straight out of the VT, but in the SE, there was no air-conditioning, no radio nor CD-player, but in their place, you would find a red button, which activated an automatic fire extinguisher system underneath the engine hood, in case it got too hot.

There was also a system installed to adjust the anti-roll bars from inside the cockpit, by using the right setting you could increase the speed in a turn with 2 to 3 Km/h.

The small Carbon Fiber seat would grab you and thanks to the special upholstery, you would not move an inch in them because the four-point harness with 30th anniversary logo's held you very tight. The steering wheel was also modified, it became smaller and the bottom part of it was flat, to ease the entry into the car, but since the power-steering had been abandoned, the small steering wheel wasn't easy to turn, although the badge used on this new steering wheel was exactly the same as the one used inside the 350 GTV thirty years ago.

On the outside, things also changed a lot; some visible, but other changes were less well visible. Most of the bodywork was still made of aluminum panels, but several parts were made of Carbon Fiber, like the side-air-intakes and surrounding bodywork.

The front spoiler was redesigned, now a little deeper, with two new, bigger air-intakes with a horizontal grill in them. This spoiler was also a bit wider than the original one to counter-act possible turbulence at the front wheels. The side air intakes now used two vertical ducts to lead the airflow to two bigger oil-coolers.

A rear spoiler was standard issue on the SE, the spoiler drops towards the bodywork at both sides, while the central part of it was adjustable, for exact down force at high speeds. The rear engine hood was also redesigned, and now resembled the one used for the Miura during the Sixties. To finish the exterior restyling, the rear bumper/spoiler received another profile, now incorporating the rear-backup light and the fog-light, while the grill between the rear lights held the raging bull emblem and a 30th anniversary logo.

When you opened the engine hood, you were in for a surprise, the top of the engine was finished in black and gold-color, but the best was still to come.

Thanks to lowering the weight of the engine by using magnesium for the intake manifolds and the modified cylinder heads, reprogramming the Lamborghini LIE electronic injection and the use of a free-flow exhaust system, this car pumped out 525 Bhp at 7000 rpm. This power increase, together with a 125 Kg decrease in weight, gave the new Diablo SE staggering performance figures, 0-100 Km/h. in only 4.0 sec and a top speed of 331 Km/h.

The electronically adjustable suspension from the VT had been abandoned on this pure sports car, and a 'normal' suspension was used, they even managed to improve the Diablo's road holding capabilities. On the actual production Diablo SE, Lamborghini would include a standard traction control system with four settings, one of which could simply turn the system off.

Automobili Lamborghini only offered the rear-wheel drive version in this special edition and the very big tires at the rear became even bigger. Lamborghini had OZ-Racing, their rim supplier, design an all-new wheel in one piece with the same five-hole design as the original three-piece rim, but this time the rims were made of an ultra-light magnesium compound, and the rear ones became a whopping 18-inch now, mounted with Pirelli's P Zero 335/30 ZR 18 tires, the front dimensions of rim and tire remained the same as on the VT-version.

Still there was no ABS system on the Diablo, but the disc brakes became bigger and were perforated.

Probably the only setback of the Diablo SE could be found in the exterior color, the prototype was finished in a strange, new Lavender metallic color, it looked good, but a real 'race' Lamborghini should be finished in Rosso Corsa or Fly Yellow according to some fans, however, this very special color made the Diablo SE30 look even more exotic than any other Diablo model made.

The Diablo SE was available for delivery starting from June 1994, but you had to be fast, only 150 SE's would be built and about 15 of these were later converted to Diablo Jota specifications.

Sure, the Diablo SE30 had a list price about 15% higher than the Diablo VT, but it was a rock solid investment, the price only went up once they were all sold. The very last Diablo SE 30 was finished in white and went to a Middle Eastern dealer and actually left the factory in Italy on November 26 1995.

Starting with the Diablo SE model range, Automobili Lamborghini SpA offered their customers an exclusive service called 'Carte Blanche', your car could be finished in any color available and any interior finish was possible, normally the SE30 interior was finished in a magnificent Alcantara, but some cars were ordered with a beautiful Italian leather upholstery, note that most SE's that were ordered by US customers were also finished with a leather interior instead of the luxurious Alcantara.

The Lamborghini Diablo SE JOTA Edition.

Automobili Lamborghini SpA introduced their SE30 Diablo model as a limited edition, only 150 would be made, each one numbered and bearing a special plaque stating which serial number the car had ... but within this already very limited production run you could request an even more exclusive car : a Diablo SE30 with a Jota upgrade. This upgrade consisted of a new, redesigned engine cover with two big air scoops to cool down the highly tuned engine, a similar engine cover would later be used on the Diablo SV model.

This new engine cover and a very small 'Jota' logo at the rear of the car were the only visible differences compared to the original Diablo SE30 model, but underneath the bodywork the famous V12 engine was tuned to nearly 600 Bhp by reprogramming the LIE electronic injection system.

It was also possible to send your Diablo SE30 back to Sant'Agata and have the Jota upgrade performed after you had taken delivery of the car. Most sources state only 12 or 15 Diablo SE 30 editions were delivered in the JOTA specifications directly from the factory, however other sources state that no less than 28 Jota kits were made, this does not necessarily mean that 28 Diablo's are now driving around in Jota specs.

An open exhaust system was standard for the Diablo SE30 JOTA, but with this configuration, the car was absolutely not street-legal. A UK based customer actually had his Violet Metallic Jota detuned because he didn't like the aggressive engine, so he now owns a Diablo with the bodywork modifications of a Jota, but without the performance.

With dual air intakes mounted on the engine cover and a massive 'pressure tray' on top of the manifolds, the interior rear view mirror became completely useless and was subsequently removed on the Diablo SE30 Jota. Note that the Lamborghini Diablo SE30 Jota was in fact sold with a statement the car couldn't be used on the road, it was a purpose built, circuit car only, but it soon became obvious that several cars were actually driven on the public road, probably by installing a different exhaust system.

A few of these Jota's were sold to collectors in Germany and Switzerland, and one Jota was in fact shipped to the United States, where the car was parked inside a collector's garage and hasn't moved since, it could never be registered for road use as the car was equipped with the open race type exhaust system as specified by the factory.

Several Diablo SE30 Jota editions were shipped to Japan, where they actually were registered and received a license plate, but even in Germany a lucky owner managed to get his yellow Jota registered ... unfortunately he later got caught in a severe accident, totally wrecking the car. But he rebuilt this very rare Diablo ... into a GTR look alike.