



Photo © Pontremoli Fabrizio

Lamborghini Miura Jota

The most spectacular Lamborghini Miura ever was undeniably the Jota, it was the most ambitious project Bob Wallace ever built.

In Italian the letter 'J' is pronounced 'Jota', here it refers to appendix 'J' in the International Auto Racing rules, this car was built to go racing, as Bob Wallace puts it, it was a flat-out P400 racing machine.

Unfortunately it was never entered in a race, it was one of Bob's toys, a car he had designed and built in his spare time, during evenings and week-ends, when he could use all the Lamborghini tools he needed, Ferruccio didn't mind all this as long as it didn't interfere with Bob's normal work.

The Jota only looked like a Miura, almost everything was redesigned, most of the body was now finished in Avional, a light composite alloy used in the aircraft industry, even the floor of the basic steel chassis was made of this lightweight material.

The body styling looked very aggressive, the pop-up headlights were replaced with fixed ones, now behind plastic covers and a large chin spoiler was installed to minimize upward lift at high speeds. Behind the front and rear wheels were large air vents installed and the standard dual windshield wipers were replaced by a single parallelogram-action racing type one.

The side windows, now made out of plastic, were fixed and had little sliding parts built into them. The interior was also heavily modified, the trim was removed and the central console had to go, now the pedals were hung from the top, while the normal Miura had them installed on the floor.

Very wide Campagnolo wheels were installed on the Jota, that required the entire suspension to be redesigned, the spare wheel was moved to the rear of the car to improve weight distribution, while the front mounted fuel tank was removed, and two smaller ones (60 Lt. each) were built into the door sills.

Bob Wallace also modified the engine, by boosting the compression ratio, fitting modified cams and a electronic ignition system, installing a dry-sump lubrication system and changing the exhaust system to a competition inspired 'open' one with four megaphones, the output went up to 440 Bhp. The oil radiators were replaced by units coming from the Islero and the gearbox was fitted with closer ratios.

The Jota covered over 20,000 hard kilometers on the Pirelli test tracks, driven by Bob Wallace, which led to the development of the H60 VR15 tire, to be used by the 'normal' Miura.

This unique Jota doesn't exist anymore, when the first problems arose at Sant'Agata, the Jota was sold as a valuable asset, InterAuto, an industrialist up in Brescia bought the car on February 8, 1972, and his mechanic ripped the side fuel tank open against a bridge during a Saturday trip with his girlfriend. The car caught fire and was completely destroyed, not even the chassis could be rescued.

After this sad event, the Miura JOTA was lost forever ... everyone imagined, but a true Lamborghini enthusiast spend years in re-creating a correct JOTA replica, this UK owner transformed a standard Miura into a true JOTA and presented the car during the Gallardo intro weekend at the factory in 2003.