



Lamborghini Miura SVJ's and customized Miura's

Soon after the Jota became public knowledge, several Miura owners asked to have their car modified to Jota specifications, since the one and only original Jota was destroyed in an unfortunate accident, these factory custom SV's are the only thing to remind us of the fabulous Jota.

Only a few of these official Miura's had a dry-sump lubrication, however most of these just had some look alike bodywork done, some were ordered with additional air intakes and fixed headlights, others retained the standard bodywork but had a modified engine, note that none of these specials actually used Avional for the bodywork, they all remained in aluminum. Underneath that beautiful, low-slung styling, most of these custom SV's remained more or less a 'normal' Miura SV.

Some sourced state these specials were built on the following chassis : **4860, 4990, 5090** and **5100**, while the real Jota was built on chassis number **5084**, with engine number 30744, only the car with chassis number **5100** also had a dry sump lubrication and an auto blocking differential mounted, the three other cars used a more or less 'standard' Miura SV engine.

There were in fact two Miura's built with a dry sump lubrication and auto-blocking differential, one with chassis number **4878** and the other with number **4956**. The engine from this latter car was later installed in SVJ with chassis number **5100**.

As usual, some customers had their Miura's altered afterwards, but these six (in fact only five) Miura's are regarded as 'original' factory cars, these SVJ's were factory built and therefore authorized, however later more Miura's were converted at the factory or at body shops throughout the world. If you want to buy a real SVJ, you'll only have to look for the first four cars ever made, the rest are just trying to more or less look like a Jota.

I've tried to include a list that is accurate to my personal knowledge, of the Miura's that were built or converted into SVJ specifications.

Miura SVJ # 4934 :

Actually the first official Miura SVJ, number **4934** with engine number 30685, built by the factory, was delivered to the Shah of Iran in 1979, apparently by none other than the late Ferruccio Lamborghini himself. The Shah ordered a second Miura SV with only one request (he already owned Miura SV #4870), it had to be special, so Automobili Lamborghini SpA went to work, they took a dark blue SV body from the production line and cut custom brake vents behind the front and rear wheels much like those seen on the Jota, they also installed numerous rivets all over. Fixed headlight units were mounted covered by plexi and a race type fuel filler cap was installed in the front hood, naturally, a front spoiler was mounted and a custom race suspension lowered the car. A single windscreen wiper was mounted and to top off these modifications a magnificent sounding open race exhaust was coupled to the altered dry sump V-12 engine, sending chills down your spine whenever you touched the gas pedal.

The car was finished in a dark Burgundy metallic shade, contrasting heavily with the white leather interior, after completion of the car it was tested by Bob Wallace before being delivered to St Moritz in December 1971 for a price of Lire 13,000,000 while a standard Miura SV was available for only Lire 8,000,000 at that time.

After they completed this car, Automobili Lamborghini SpA actually made two original SVJ's along the same method, chassis numbers **5090 and 5100**, note that these two cars were not modified SV's but were built as SVJ's from the start. The very first SVJ (4934) was abandoned in the Imperial garage by the Shah in 1972, he quickly lost interest in all his new cars, so no further maintenance was done and during the 1979 revolution in Iran this car was confiscated together with all of the Shah's other cars. Miura number 4934 was later found in very poor condition, a complete refurbishment was needed, also note that the chassis had to be refreshed to get the car into the shape it was when it was offered for auction in 1997, some sources state that it was actually sold by the Iran authorities to an enthusiast in Dubai during 1995.

In March 1997, during the Geneva Auto Show, this car was put up for auction by Brooks, the famous actor Nicolas Cage was able to buy the car for nearly \$500,000, and kept it in his collection of super cars until early 2004, when it was acquired by a collector in the United Kingdom.

Lately this unique SVJ was 'restored' at the factory and today it boasts a fit and finish exactly like when it left the factory doors in 1971, the bodywork is just perfect now and the engine is now tuned like it was intended. This SVJ now drives like a 'lightweight' SV, the V12 revs freely and the current owner states that this one of a kind Miura is perfectly stable cruising at 250 Km/h on the UK highways...

Miura SVJ # 5090

A 1972 Miura SVJ, this car was delivered only six day before the #5100 car described on this page, and together with this car these two SVJ's are considered to be the only two official factory SVJ's built after the initial #4934. This car was finished in metallic red over red leather Miura SV, number **5090** with engine 30751 was built by the factory to full SVJ specifications.

It was delivered to Paul Ferrandi in Corsica after it was ordered from the French importer Voitures Paris Monceau, in 1982 this car was sold to France while in 1984 it was again sold to the current owner, who had it repainted into a Grey/Blue metallic later on.

Today this car is still in it's original shape, showing the obvious age of the car by now, but still runs and looks great, little corrosion is starting to form on the silver bodywork, but it can still be considered an extremely rare Miura.

At this time the car features black sills, custom four point harness for the driver and passenger, a nice touch are two chronographs mounted on the dashboard, this car also features the rivets all over the bodywork, painted in the body color just like the factory did in the early Seventies.

Miura SVJ # 5100

One of the closest Jota Miura's ever would be a 1972 MIURA SVJ 'dry sump' model with chassis #5100, this car actually used engine #30749 and received prod. #750, this car was delivered by the factory on August 31. 1972.

Note that this nr 5100 was the only 'period' dry sump SVJ (based on real Jota mechanicals), it is one of only two original SVJ's (together with #5090) delivered by the factory. Note however that the second car, #5090, was a wet sump version.

The other existing SVJ's (#4934 - #4990 - #4860 and now #4892) were originally delivered as standard SVs that were upgraded by the factory on special request from their owners, these cars were modified into the famous "SVJ look" at a later date.

Also note that the #5100 was the last SVJ actually built and delivered during the Miura production, on August 31. 1972 to be exact, while #5090 was delivered only 6 days earlier, on August 25. 1972.

Because of a detailed list of special, original specifications we can safely call chassis number 5100 probably the most exact 'cosmetic' replica of the real Jota :
Correct rivet placement, all-aluminum doors, hexagonal central lock wheels (all the

other SVJs are fitted with the classic 3 eared knock off wheel nuts), single Jota wiper (only #4934 also mounted this from the factory), Mercedes stalk, different suspension geometry giving lower ride height and roll centre.

Mechanical basis:

Oil radiator on the chassis's front part, limited slip differential (not the case on all the SVJs), and most importantly the dry sump system.

Miura SV #5100 was originally ordered by the official German importer, Hubert Hahne. However, the car was shipped to the first owner, Paris based Ambassador Harry Lansberg, as compensation for his dry sump Miura SV #4956 which was accidentally destroyed by a factory tester while being serviced at the works. Lansberg, furious, was thus given SVJ #5100 still awaiting livery and in the same color schemes as #4956 (Lucio Del Bosco). On the request of Lansberg himself, the dry sump system of his destroyed #4956 was installed into #5100 prior to leaving the factory. In order to avoid paying taxes twice, Lansberg returned to France using papers from the #4956 Miura.

However, Lansberg returned #5100 to the Sant'Agata factory very soon after delivery, as he did not like the wild SVJ bodywork and the loud straight through exhaust system. The car was thus returned to him by the factory with standard SV bodywork / exhaust.

Lansberg put exactly 3.907 kms with #5100 before selling it on May 1979 to second and current owner Fabrice Auxietre, also living in Paris.

Auxietre had #5100 returned to original specifications (bodywork / exhaust) by Parisian coachbuilder LeCoq (known for his fabulous restorations of Delahayes, Bugattis, Ferraris etc...).

Also note that the engine was fully overhauled by the factory in 2004 mounting lightened piston gudgeon pins, matched gudgeon pins with each piston to the gramme, lightweight valves, and high lift camshafts, polished, and matched connecting rods to the gramme.

We can probably state the the Miura SVJ #5100 is without question the most sophisticated SVJ and this example is the most materially desirable and valuable of its kind.

Miura SVJ # 4860

The nr. **4860** was built for Hubert Hahne in Dusseldorf, he was the German based importer for Automobili Lamborghini SpA at the time.

This Miura was originally finished in black over white leather with black cloth, but in 1977, it was repainted in the current silver metallic at the factory, and received a full-leather interior in black, also note that all the visible chrome on the car was now finished in matte black. This car was actually a Miura SV that was converted into SVJ specs by the factory in late 1972, it was re-delivered to Mr Hahne in April 1973 and was officially denoted as the fifth, and last 'original' Miura SVJ built.

Note that this Miura SVJ was the only one using a 110 Liter fuel tank, also normal SV dual windshield wipers were mounted, note that this was probably the only SVJ that had the quad exhausts 'cut' into the rear section instead of completely removing it like on the four other SVJ's.

Over the years, the car was sold to several owners, but today it is rumored to reside in Japan, the current owner is actually thinking about returning this rare Miura SVJ back into the original black bodywork.

Miura SVJ # 4990

Yet another Miura SVJ nr. **4990** was sold in April 1972 to Alberto Silvera in Port au Prince, Haiti. It was delivered with a single windscreen wiper and painted in a very nice red metallic over black interior; later on, the car was repainted into Rosso Corsa and received a larger windshield wiper from the Countach. After an extensive restoration at the factory in 1997, it was sold to a collector in Japan.

Note that today this original factory SVJ features a red with cream interior and a black 'reversed leather' dashboard, and another 'non-original' feature are the rivets on this car ... they are finished in chrome !

Note that these five Miura SVJ's are considered to be the only 'official' factory cars, while the following cars on this page were actually originally built as normal Miura models that were later on modified/customized into more or less SVJ style Miura's, but these later cars are not to be considered to be Miura SVJ models, just custom made cars ... most importantly the previous five cars will be a lot more expensive when found on the market, since actor Nicolas Cage acquired his SVJ for nearly \$ 500,000 the price still went up ...

Miura's modified into the SVJ look, but not considered to be real SVJ models...

An original first series Miura P400, green over brown with **#3781** was bought by Heinz E. Steber in Germany, he later asked Hubert Hahne to have the car modified by Automobili Lamborghini SpA in November 1975.

The car was finished in April 1976 and included very wide central locking BBS wheels with Pirelli P7R tires, massive 345/35 ZR 15 were mounted at the rear, a special Koni race suspension was installed and Girling disc brakes from a Porsche 917 were used to stop this very fast Miura SV Jota replica.

The engine was rumored to be converted into dry sump; modified cams were mounted together with open Weber carburetors and a very loud race type exhaust system.

On the inside special race type Recaro seats with a four point harness were installed. This car was later sold to a wealthy Japanese collector for an unknown price, rumors states he paid up to US \$ 550,000 for it, today this car is still in Japan.

When Patrick Mimran took over the factory he also wanted a Miura to be built to SVJ specifications back in 1987, this was an orange over black Lamborghini Miura S

#4088, it only received a few extra air holes in the bodywork and fixed headlights, the wheels remained standard, but it is rumored the engine was in fact upgraded and used a dry sump too. The car was shipped to Switzerland after Patrick Mimran sold the company to Chrysler.

The Miura SV number **4806** with engine number 30592, was originally finished in red, after Graheser had the car rebuilt at the factory it was repainted in yellow. Armin Johl who heavily modified it to include some SVJ specifications later bought the car, this car used drilled central locking units on the wheels.

Another Miura SV number **4870** was converted to use fixed headlight units, finished in dark blue metallic over white leather, this car was first delivered to Reza Pahlevi, the Shah of Persia, on July 21st 1971. The car was driven a few times and abandoned in the garage after that, it never received any maintenance and was only sold recently; the new owner completely restored it to the original specifications. This is probably one of only a few Miura's in existence with less than 10,000 km on the counter.

Some of the other Miura's modified into SVJ style cars were **#4446**, this LHD model was originally sold to an Australian owner who later sold it to a Japanese owner, today this Miura S was completely restored and modified into a Jota version by an authorized Lamborghini dealership.

None other than Bob Wallace himself in his US based workshop later converted a Miura S with chassis number 4791 to SVJ specs after he had left Automobili Lamborghini SpA.

Note :

More information and photographs of these cars can be found on our Lamborghini enthusiast site : www.LamboCars.com