



### ***Lamborghini Miura P400***

On the November 1965 Turin Auto Show, Ferruccio Lamborghini astonished everybody with his latest car, only the chassis could be seen on the show, but this was already very special, the engine was transversely mid-mounted, up to then this configuration was only seen in real race cars.

The complete design of the body was executed by Marcello Gandini in record time, and on the March 1966 Geneva Show it was completed and on display, it looked even better than in Turin, the car was very aggressively styled, and an appropriate name was chosen for it, the Miura, a name taken from the ferocious Spanish fighting bulls.

On this prototype the Borrani wheels shown on the bare chassis were already changed to cast magnesium Campagnola's, this exposition prototype had chassis number 0509 and used 0.8 mm sheet steel, while 0.9 mm sheets were used for the later production models, these production models also had a wheelbase lengthened to 2500 mm, from 2460 mm for the prototype chassis.

At least 3 pre-production models were built on numbers 0706, 0862 and 0961, while the first delivery was on 29th December 1966 to the Milanese dealership Lambocar, the real deliveries didn't start until 1967. The actual production Miura also had his roof raised by 10 mm and the seats were lowered the same amount to improve the interior comfort.

Starting with the 125th Miura, which had chassis number 3312, the thickness of the used sheet steel was again raised, now to an even 1 mm, which made the chassis much more resistant in hard cornering.

For the styling of the Miura, Marcello Gandini was inspired by the Ford GT-40, on the Miura the complete front and rear body parts were hinged to tilt upwards just like on the GT-40, the Miura was also very low, the roof was only 1055 mm above the road, while only 130 mm ground clearance was available. This made the aluminum rocker panels very dangerous area's when parking the car, also the magnesium rims didn't like touching anything but their surrounding rubber.

The styling looked very sexy, but the Miura suffered from a severe front lift when reaching its enormous 280 km/h. top speed, a small chin spoiler was usually installed to counteract this but the problem was never completely solved.

Inside the Miura there was barely enough space for two people, while the luggage space was next to nothing. With that great V-12 just behind your back it could get very hot in a Miura, and it was always very noisy.

The cooling of the engine was a big problem on the prototype, which was displayed with a Perspex panel above the engine, the black horizontal louvers were installed to pull the hot air out and a special Visarm glass was installed between the engine and the passenger compartment.

The Miura was a real success from the start, and 475 units were built before it was replaced by an even wilder Miura S.