



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

In 1969, Lamborghini introduced the first revision of the successful Miura, the Miura S, with the 'S' for Spinto.

The rear suspension was modified and the tires were upgraded to Pirelli Cinturato series 70's, but the most important change over the first models was the heavier-gauge steel used for the chassis.

From Miura nr. 125 on (according to Lamborghini records), the metal thickness was brought up to 1 mm from 0.9 mm.

During the S model production, ventilated disc brakes were introduced, later power windows became standard. The handles to release the engine-cover were converted to only one unit, the two handles on the early cars were a real annoyance, they had to be pulled simultaneously to release the hood.

Inside, a lockable glove compartment was now installed, a leather wrapped one replaced the wood-rimmed steering wheel, while the top central console was redesigned, you could now even order an optional radio.

Other options were a non-standard color (100.000 Liras), metallic color (200.000 Liras), VIP Interior in leather (200.000 Liras), a set of suitcases (180.000 Liras), VIP Pearlised colors (450.000 Liras), a triple-point seat belt (40.000 Liras), air-conditioning (500.000 Liras) and for a right-hand drive car you had to add another 500.000 Liras.

To be able to sell the Miura in the United States, the toggle-switches were replaced by rocker-types, and a passenger grab handle was installed, the speedometer now only went up to 190 mph for non-metric countries, on the earlier cars this one was calibrated for 200 mph.

The engine was also slightly altered, the combustion chambers were reshaped, higher-lift cams and larger carburetors on fatter manifolds boosted power to a claimed 370 bhp.

The exterior was wisely left alone, only small details were altered, the headlamps now could be raised without their black fins, on the early cars these too lifted up into the air, resulting in a rather awkward look.

Another change was the use of a silver finish for the headlight and windscreen frames which were black on the early Miura's.

However, an even better Miura, the SV, which arguably could be considered as the ultimate Miura, replaced the S after only 140 units were built.