



Lamborghini Miura P400 SV

The final evolution of the Miura was presented in 1971 as the SV, with the 'V' for veloce, it didn't look like it but the SV was a lot improved over the S-model.

The ventilated discs that appeared on the later S-models were again standard, and the chassis was further improved.

On the Miura SV the engine oil and the gearbox oil were finally separated, this made the use of specific oils possible for optimal lubrication in these areas, some SV's were even ordered with dry-sump lubrication and a self-blocking differential, which were the only available options.

This separate lubrication wasn't introduced until late 1971, so the first Miura SV's weren't equipped with it, the ZF-self-blocking differential was strictly optional at 275,000 Liras and was only installed on a few SV's with features specified by the customer and only on the SV's with dry-sump lubrication.

On the outside the most striking difference was the bulging of the rear wheel arches, they had to be widened by 13 cm because the Miura SV was fitted with the new Pirelli's. Subsequently the suspension geometry was changed from lower triangles to lower quadrilaterals, because of these new tires the track had to be widened which needed the wheel arches to be redesigned.

The grill around the front headlamps was removed and the front air intakes were different, the interior was now upholstered in real leather, which used to be leather-looking vinyl on the earlier Miura's, and the air-conditioning became standard too, finally.

The Miura SV was the fastest production car in existence at that time, and it would remain the fastest until the introduction of the Countach. But the SV wasn't faster than the S because the wider tires didn't allow a higher top speed despite an increase in horsepower.

The Miura SV was in fact not a true production Lamborghini, it was only built on specific order, and therefore only in very limited numbers, and after being in production for one year Lamborghini ceased production with a total of 150 SV's built. Today the Miura SV is a true collector's item, and prices are all in the higher region, an excellent Miura SV can cost even more than a brand new Diablo.

Production was halted in October 1973, one of the last production Miura SV's was a black one with a light-toned interior, it received number 5110 and was ordered by the son of Innocenti.

He later sold it to Max Bobnar, a member of the Swiss Lamborghini Club, this late SV is still in perfect running condition today, this specific Miura was actually finished in January 1973 and only three more Miura's would be built after that one.

Most sources state the very last Miura SV wasn't assembled until April 1975, this car with chassis number 5092 was completely built from spares on special order for Walter Wolf as a present for his wife, this specific Miura is considered to still be owned by Wolf.