

M I U R A S V J



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M I U R A S V J

'THE CORSICAN CAR'
CHASSIS NO. 5090 | PRODUCTION NO. 756 | ENGINE NO. 30751





THE LAMBORGHINI MIURA SVJ

If the Miura is the Lamborghini of legend, then the Jota is the most legendary of Miuras. But as with all legends, sometimes reality plays a diminishing role when the story is re-told.

There was – note past tense – only one Jota. It was not, strictly speaking, a prototype, in the sense of a try-out for a future model. Nor was it an official project. Although essentially a racer, it never raced. It was certainly never conceived as a way of getting Lamborghini into motor-racing. The car was ultimately destroyed but the factory did, though, build a handful of lookalikes for VIP customers, and later modified some SVs to a greater or lesser degree.

The one-off Jota was designed and constructed from the ground up using the basic principles of the standard Miura but “added lightness” in the form of extensive use of riveted aero-industry aluminium-alloy. Riveted, as aeronautical Avional cannot be easily welded. The interior was stripped out, the headlamps lost their ‘eyelashes’ and raising mechanism, wide, hand-formed arches covered Dunlop racing tyres.

A free-flow custom exhaust system reduced back pressure as far as was possible given the engine’s transverse positioning. Four megaphones emerged higher than usual from the rear valance. It was reputedly gloriously loud.

The Jota’s engine was little more than carefully built and blueprinted. ‘Honest’ dyno testing by development engineer Bob Wallace gave a reported reading of about 418bhp at 8800rpm. The car was good for 180-185mph, so the legend goes.

It all ended, however, on the evening of 28 April 1971 when, sold out of the factory and before delivery to VIP client Dr Alfredo Belponer, the car was destroyed in a high-speed road accident just outside Brescia. The Jota was no more.

If the Jota had a short existence, the idea lived on, confirming the feeling of test driver Cesare Lodi that there would have been buyers for a more extreme Miura. “If we had made say 100 normal cars and 25 special cars that would have been as quick as the Jota, I think there would have been a market for it.” But there was no special run of pumped-up Miuras. Instead, three are unquestionably known to have been converted by the factory so that they aesthetically resembled the Jota. Specifications vary, and they are now referred to as SVJ Miuras on account of their being based on the final SV model.



Their bodyshells were delivered by Bertone for completion as SVJs in-house at Lamborghini before delivery to the customer as a new car.

As this was never a catalogued model, no official specification existed. The man on the ground at the time, journalist Pete Coltrin, says that the engines were boosted by 20–30bhp, depending on customer preferences, and featured a crankshaft balanced to racing tolerances, polished con-rods, reshaped and enlarged inlet ports, and a less restrictive exhaust system.

The two-page factory record for the first SVJ built, destined for the Shah of Iran, lists engine modifications as ‘carburettors with competition-type trumpets; quickly removable air filters; front oil radiator; double Bendix Testa Rossa racing fuel pumps; competition exhausts with three-into-one manifolds and four exits with either free-flow or silenced terminals.’

The chassis, says Coltrin, had revised anti-roll bar settings and a lower ride height. Visually the bodywork was modified to resemble the Jota, with

fixed headlamps behind Perspex covers, a chin spoiler, long-range driving lamps, vents riveted into the front and rear wings, and simplified (and again riveted-in) bonnet vents instead of slats. Other details were the aforementioned straight-through exhaust with four tailpipes, and a quick-release outside filler cap. Inside, there were shoulder harnesses and a fire extinguisher on the passenger-side floor.

So how many real SVJs were built new? Counting only those which *all* experts agree upon and have survived without any modification to either their identity or structure from new, the strictest tally is three.

These are the cars that are confirmed as having left the factory brand-new as SVJs, rather than being converted afterwards – and having remained as such ever since.

This trio of ‘bulletproof’ SVJs includes: the first built, chassis 4934 to the special order of the Shah of Iran; chassis 4990 for flamboyant Haitian hotelier Albert Silvera; and finally chassis 5090, thanks to the background of its first French owner, forever referred to as ‘The Corsican Car’.





THIS MOTOR CAR

The aggressive style of the one-off Lamborghini Jota – destroyed in an accident in April 1971 – inspired a small number of ‘café-racer’ Miuras, now referred to as SVJs, for Lamborghini’s wealthiest and most demanding clients.



The calm before the storm: time for a short break before ‘5090’ tackles the ‘Ring

All three ‘no stories’ works-built cars were Miura SVs converted brand new at the factory in Sant’Agata before delivery to resemble the car described by creator Bob Wallace as, “Never built as a race car or to race: [the Jota] was built half as a toy and half as a development mule.”

The Shah of Iran ordered the first SVJ. Two more were built to similar specification and all three are accounted for today. This car is the final one built.

Miura production number 756 was built as an SVJ for Paul Ferrandi of Paris and Corsica, a property developer said to be well-acquainted with Ferruccio Lamborghini and seemingly a backer of French Lamborghini outlet Voitures Paris Monceau.

An internal factory memo dated 5 July 1972 and marked ‘Urgentissimo’ by sales director Ubaldo Sgarzi instructs the relevant departments to build

the car to ‘Tipo Jota’ specification for delivery by 20 July. Its factory guarantee was issued on 25 August 1972 to Ferrandi at 20 rue de la Paix in Paris. The car – the latest in a line of Lamborghinis bought by Ferrandi; he’d taken delivery of a P400 in late 1967 – was ordered in the same deep *Rosso Granada* as the Shah’s SVJ, with bespoke *Pelle Rossa* interior. The sale was handled by Voitures Paris Monceau.

Although his main property company was based in Paris, Ferrandi’s business interests extended to central Corsica, the place of his birth where he became mayor of Rocca Suprana in Morosaglia for two terms in the 1960s and 1970s. He was also a general counsel and a candidate for representing Corsica in the French senate.

The car was allocated chassis number 5090 and carried engine number 3075I, the motor it bears today. On the factory guarantee, services are recorded at December 1972 under warranty at the factory for a

nominal cost of 48,500 lira, then again in December 1973, when Ferrandi was charged 68,678 lira and 48,105 lira by Voitures Paris Monceau. The odometer reading at the time of these services was ca. 11,000km.

Ferrandi used the car sparingly but kept it until 1982 when he sold it to fellow Frenchman Alain Aouizerat, having covered around 13,000km. Speaking to Kidston SA in 2020, Aouizerat remembers the meeting well. “I saw Mr Ferrandi in his house in Corsica. He was a well-known gun collector and the room was hung with Winchester rifles – including one he claimed had belonged to Buffalo Bill.” The negotiation was tough but, finally, a deal was done and Aouizerat drove the car to the ferry, whereupon he set off for southern France and his house in St Paul de Vence. The trip – and others thereafter – involved an exhilarating journey up the famous Col de Vence, one of the most dramatic driving roads in France with stunning views of the French Riviera.

During his ownership, ‘5090’ was repainted silver grey by Carrosserie Chapron in Paris, though the original leather interior, the stopwatches fitted by Ferrandi and other bespoke details were conserved. In a multi-car exchange and some 3,000km later, Aouizerat subsequently sold the car – then registered 1717 YN 75 – in 1984 to collector Michel Barthet of Bonnac la



Back at the factory for service work, chassis 5090 is parked next to an early Countach



The sound must have been extraordinary. Chassis 5090 on full power at the ‘Ring

Côte near Limoges, who retained it until 2006 when it was bought by investor Luciano Colosio of Bergamo, Italy. The odometer reading at the time was ca. 17,000km, and the original French *carte grise* 8447 QV 87 in Barthet’s name accompanies the car today.

In 2010, Kidston SA handled its purchase by the world’s most significant Miura collection, for which we then supervised a sympathetic restoration back to its original colour of *Rosso Granada*. The work was carried out by ex-Lamborghini engineer Luca Salvoli of Top Motors (mechanicals) and Pietro Cremonini (all body and paint). The unique and original red leather interior and other special features were painstakingly preserved. The three-year restoration by the award-winning craftsmen was completed in 2012, since when the car has resided with two motoring connoisseurs of note. The odometer today shows just 19,582km.

After the loss of the original Jota, the riveted alloy bodywork, the blueprinted engine and the raucous megaphone exhausts lived on in the Miura SVJs. Chassis 5090, forever known as ‘the Corsican Car’, is the final one delivered, the others much-treasured cars in significant collections, unlikely to be offered for sale. It represents the Holy Grail of Lamborghinis, Sant’Agata’s equivalent of Maranello’s 250 GTO.

The Latin phrase *omne trium perfectum* means ‘everything that comes in threes is perfect’.

ORIGINAL FACTORY BUILD SHEETS

107A

AUTOMOBILI FERRUCCIO LAMBORGHINI S.p.A.

Letto 856-

Telaio tipo	Puro	matricola	5090-
Motore tipo	Fuoco SV-MIURA	matricola	30751-
Cambio tipo		matricola	
Ponte tipo		matricola	
Collaudo il		Consegnato il	25. 8. 72
CLIENTE	V.P.K. - Franco		
	Rosso Grigio / Rosso Feltre		

MIURA SVJ





ORIGINAL FACTORY BUILD SHEETS

AUTOMOBILI LAMBORGHINI		MIURA	N. Scocca	N. Telaio	Colore	Interno	
			856	5090	Roma Prato	Roma Prato	
DESTINAZIONE VETTURA			LAVORI SPECIALI				
FRANCIA							
Antifurto			Clacson				
Radio			Gallettoni				
Mangianastri			Marmitta				
Cinture di sicurezza			Motore				
Condizionatore d'aria			Volante				
Fari			Antiruggine				
Note: 22/1/79 - T. po Sote - esiguo sub 20-2.72							
CONTROLLO ESTERNO							
		SI	NO	SI	NO	SI	NO
COFANO ANTERIORE	1 #Esecuzione linea scocca	X		28 #Gomma di tenuta	X		
	2 #Verniciatura	X		29 #Brancardo destro	X		
	3 #Fregi e modanature	X		30 #Accoppiamento	X		
	4 #Accoppiamento	X		31 #Serrature	X		
	5 #Calandra	X		32 #Cerniere	X		
	6 #Luci di posizione	X		33 #Arresto apertura	X		
	7 #Fendinebbia	X		34 #Assetto cristallo	X		
	8 #Proiettori	X		35 #Modanature	X		
	9 #Lampeggianti laterali	X		36 #Gomme di tenuta	X		
	10 #Grigliature proiettori	X		37 #Accoppiamento	X		
PORTIERA SINISTRA	11 #Grigliatura centrali	X		38 #Comando apertura	X		
	12 #Comando apertura	X		39 #Serramenti	X		
	13 #Serramenti	X		40 #Tamponcini batticofano	X		
	14 #Tamponcini batticofano	X		41 #Sostegno cofano aperto	X		
	15 #Sostegno cofano aperto	X		42 #Fissaggio persiane motore	X		
	16 #Cerniere	X		43 #Cerniere	X		
	17 #Guarnizioni gomma	X		44 #Luci vano motore	X		
	18 #Carter proiettori	X		45 #Fissaggio griglie a nido d'ape	X		
	19 #Portabatteria e cavi	X		46 #Gruppi ottici	X		
	20 #Parabrezza e gomme tenuta	X		47 #Luci e porta targa	X		
PORTIERA DESTRA	21 #Brancardo sinistro	X		48 #Luci vano bagagli	X		
	22 #Accoppiamento	X		49 #Accoppiamento	X		
	23 #Serrature	X		50 #Apertura	X		
	24 #Cerniere	X		51 #Serramenti	X		
	25 #Arresto apertura	X		52 #Sostegno cofano aperto	X		
	26 #Assetto cristallo	X		53 #Luce interna ed interruttore	X		
	27 #Modanature	X		54 #Fanale retromarcia	X		
	Accetti		Finale	Accetti		Finale	
	7) Superficie fiancata sinistra - 2) Da rivedere nei punti indicati - 20) Segnati -						



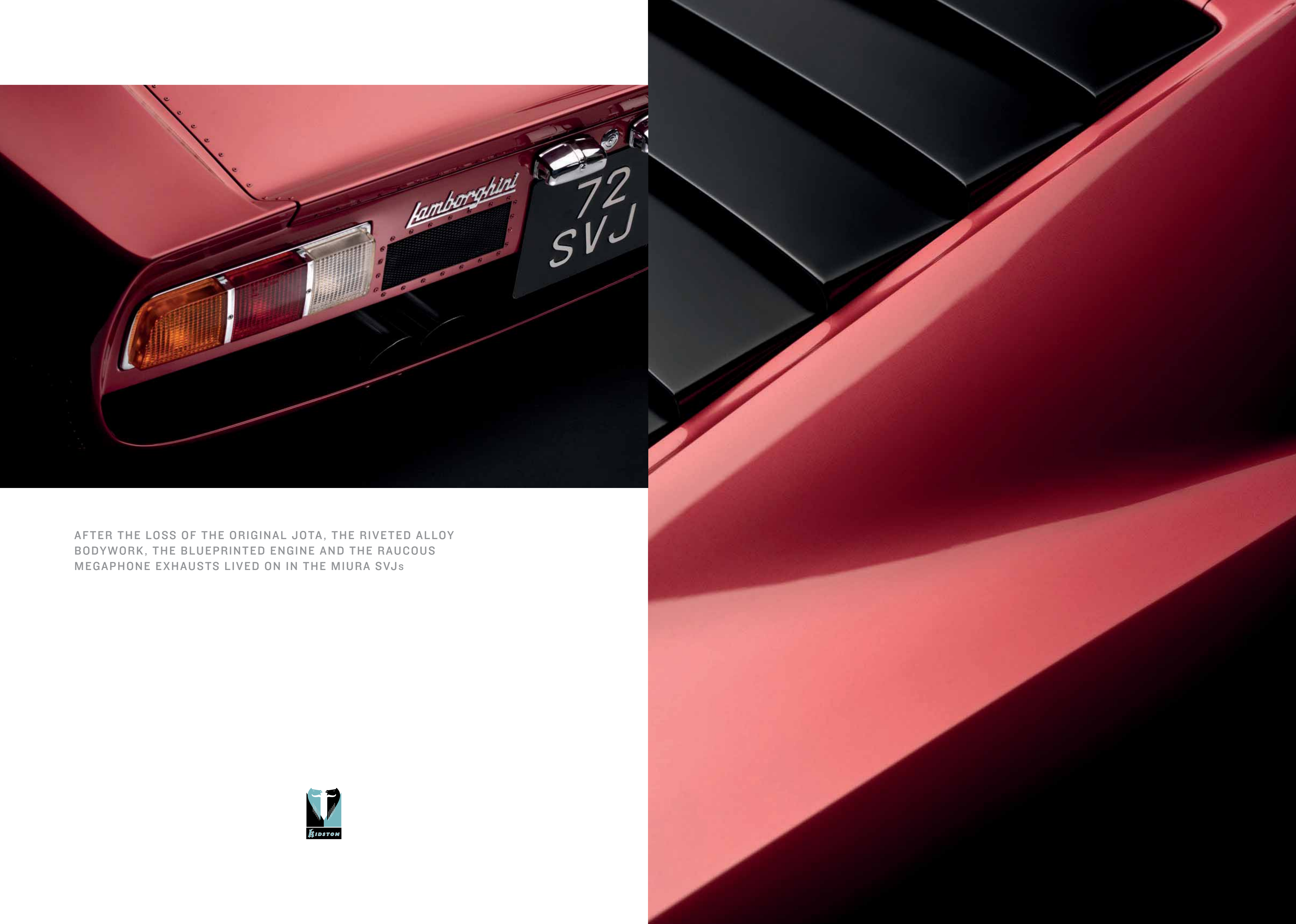




THE UNIQUE AND ORIGINAL RED LEATHER INTERIOR AND OTHER SPECIAL FEATURES WERE PAINSTAKINGLY PRESERVED. THE THREE-YEAR RESTORATION BY THE AWARD-WINNING CRAFTSMEN WAS COMPLETED IN 2012, SINCE WHEN THE CAR HAS RESIDED WITH TWO MOTORING CONNOISSEURS OF NOTE

MIURA SVJ





AFTER THE LOSS OF THE ORIGINAL JOTA, THE RIVETED ALLOY
BODYWORK, THE BLUEPRINTED ENGINE AND THE RAUCOUS
MEGAPHONE EXHAUSTS LIVED ON IN THE MIURA SVJs





PICTURES FROM THE THREE-YEAR RESTORATION PROCESS
BY THE AWARD-WINNING ITALIAN CRAFTSMEN, COMPLETED IN 2012







CHASSIS 5090, FOREVER KNOWN AS
'THE CORSICAN CAR', IS THE FINAL
SVJ DELIVERED, THE OTHERS MUCH
TREASURED CARS IN SIGNIFICANT
COLLECTIONS, UNLIKELY TO BE OFFERED
FOR SALE. IT REPRESENTS THE HOLY
GRAIL OF LAMBORGHINIS, SANT'AGATA'S
EQUIVALENT OF MARANELLO'S 250 GTO

LAST OF THE THREE UNDISPUTABLE
FACTORY, 'NO STORIES' MIURA SVJs

CONTINUOUS HISTORY, 'MATCHING
NUMBERS' AND ORIGINAL INTERIOR

THE SUBJECT OF A SYMPATHETIC RESTORATION
BY BEST-IN-THE-BUSINESS ITALIAN EXPERTS
TOP MOTORS AND CARROZZERIA CREMONINI

THE BEST DRIVING MIURA OUR TEAM
HAS EVER SAMPLED

UK REGISTERED '72 SVJ'



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