



Lamborghini Miura – The first Supercar in history

Automobili Lamborghini celebrates an extraordinary anniversary: 60 years of Lamborghini Miura

Sant'Agata Bolognese, 10th March 2026 - When Lamborghini debuted the Miura at the Geneva Motor Show on 10th March 1966, the company did far more than introduce a new car. It redefined what a high-performance road vehicle could be. The Miura featured V12 engine that was transversely mounted behind the driver, a layout that was inspired by motorsport design. It was a radical architecture that broke with GT tradition. The Miura boasted performance figures that, for the time, seemed surreal. The shape of the car, created by the legendary design firm Bertone, was immediately iconic and remains so today.

The Miura was not simply another Lamborghini, it was a statement of intent for the young company. Launched just three years after the founding of Automobili Lamborghini, the Miura was the third model to be unveiled, and it established core values of the brand that lasted for decades to come. Courage over convention; innovation without compromise; design and engineering pushed to their limits.

In the Miura, Lamborghini had created an entirely new vehicle segment and gave birth to the modern mid-engine super sports car. Six decades on from its premiere, the Miura today remains an icon of technical radicalism, visionary engineering and timeless design. Its story is one of youthful ambition and engineering audacity.

The now-legendary engine delivered, in its latest version, an impressive output of up to 380 horsepower that could drive the Miura to a top speed of 290 km/h (174 mph), effectively making it the fastest production car in the world. The story of the Miura is of a cultural impact that extends far beyond the automotive world, from cinema to music, from motorsport to pop culture.

In 2026, Automobili Lamborghini celebrates this extraordinary icon by retracing its origins, its evolution, and the characteristics that made the Miura the first true supercar in history. This is a journey through genesis, design, performance, and legacy and is a tribute to the car that transformed dreams into reality and wrote the first chapter of Lamborghini's legend. Throughout the year, Automobili Lamborghini will also host a series of celebrations worldwide, including a Lamborghini Polo Storico Tour, organized by the brand's Heritage department and dedicated exclusively to the Miura, scheduled to take place from 6th to 10th May in Northern Italy.

"The Lamborghini Miura is certainly not only a dream car for me because of its performance, design, and cult status. says Stephan Winkelmann, President and CEO of Automobili Lamborghini S.p.A. "The Miura did more than introduce a new car—it changed the course of automotive history. With its revolutionary architecture, breathtaking design, and uncompromising performance, it defined the very concept of the supercar and set Lamborghini on a path of fearless innovation. The Miura embodies our DNA: bold, visionary, and always ahead of its time. As we celebrate this anniversary,



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we honor a masterpiece that continues to inspire us—not by looking back, but by reminding us that true innovation is born from the courage to challenge conventions.”

The birth of a revolution

Less than two years after the company was founded, Lamborghini was still a niche manufacturer, but the 350 GT had already demonstrated the company's technical ambition. Ferruccio Lamborghini was proud of the first GT car, but dreamed of an even more powerful vehicle. The young team of engineers, led by Gian Paolo Dallara and Paolo Stanzani, took on the task of turning that dream into reality. At the heart of the Miura was a transversely mounted, 3929cc V12 engine with a 60-degree bank angle, equipped with four camshafts, V-shaped overhead valves, a seven-bearing crankshaft, and four Weber 40 IDL 3L carburetors (later IDL40 3C) with twelve throttle valves. Unusually, the crankshaft rotated counterclockwise.

Starting in 1964, Dallara, Stanzani and New Zealand test driver Bob Wallace jointly developed the idea for a new super sports car that drew inspiration from motorsport. They then built a ready-to-drive prototype chassis after work that was uncompromisingly calibrated for performance. Ferruccio Lamborghini immediately recognized the potential of the idea at the presentation and gave the green light for the further development of the 400 TP as Project L105.

On November 3rd, 1965, at the Turin Motor Show, Lamborghini displayed the chassis in satin black, with the engine transversely mounted behind the driver. The model sat alongside the Lamborghini 350 GT and the 350 GTS. Never before or since has a bare chassis attracted such attention. The steel box, with a wall thickness of only 0.8 millimeters and numerous punch holes, weighed just 120 kilograms, and the four white exhaust pipes immediately caught the attention of visitors. It was a demonstration of power and a radical gesture by the young sports car brand from Sant'Agata Bolognese. Several design studios offered their support in cladding the chassis according to their ideas.

But Lamborghini hesitated. According to legend, Nuccio Bertone appeared at the Lamborghini stand towards the end of the Show and was the last coachbuilder to stop by. Bertone then examined the chassis on display and confidently said to Ferruccio Lamborghini that his studio would design “the perfect shoe for this wonderful foot.” Whether this dialogue actually took place like this cannot be proven today. What is undisputed, however, is that this anecdote impressively reflects the immediate mutual understanding and creative agreement between the two entrepreneurs.

The first collaboration with Carrozzeria Bertone, where Marcello Gandini served as Head of Design at the time, clothed the steel chassis, characterized by high and wide sills, with an exhilarating bodywork. Just a few weeks after the first meeting, at the beginning of January 1966, the Bertone design was finalized and the prototype completed by March with the support of 30 Bertone employees. It offered comfort and reliability along with very impressive performance numbers. The powerful V12 was paired with a lightweight body, while the wheel design was entirely new.



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In March 1966, on Bertone's stand at the Geneva Motor Show, Automobili Lamborghini presented an orange car that ignored existing conventions. The mid-engine concept fundamentally changed the weight distribution and provided a driving experience that was unmatched at the time. This was complemented by Bertone's incomparable, elegant design of breathtaking beauty.

Miura. A name written in legend

The connection between Lamborghini and the symbolism of the bull is deeply rooted in the brand's history. With the Miura, Lamborghini deliberately used the name of a famous Spanish bull breed for the first time. The model is named after the powerful breed of bulls bred by Don Eduardo Miura Fernández.

This history is directly reflected in Lamborghini's model nomenclature. Names such as Miura, Espada, Islero, and later Murciélago are deliberate references to legendary bulls and their characteristics.

Design and style driven by speed, colour, and individual expression

Lamborghini collaborated with Carrozzeria Bertone for the first time on the design. The renowned design studio created a body that set new standards. Flat, wide, elegant and aggressive at the same time, the Miura looked like a predator poised to pounce. The silhouette was low; the car's overall height was only around 105 centimeters. The striking pop-up headlights with "eyelashes," and the generous air intakes characterize an appearance that is still considered timeless today.

Bertone took its cue from racing cars: flat, swivel headlights, radiator grilles that directed air to the brakes, and slatted surfaces on the front hood that allowed air to escape from the almost horizontal radiator, in this position only in the prototype. The V12 was supplied air via intakes behind and below the doors. The black slats were used as covers to provide additional ventilation, also establishing a powerful design trend. Even today, the Miura is a masterful stylistic solution for elegantly diverting air from the drive.

The black anodized trim, used instead of the chrome trim that had been common, and the engine-transmission arrangement set a trend for the coming years. The Miura was not only low, it was also compact in length, at just 4.36m thanks in part to the engine layout. Today, the design is considered as one of automotive's finest: a sports car that combines both power and elegance.

Depending on customer requirements, the bodywork could be finished in striking colors, making the Miura one of the first super sports cars to offer a bold and highly customizable color palette. Available shades included Azzurro Mexico Metallizzato (metallic light blue), Bianco Miura (white), Bleu Miura (blue), Luci del Bosco Metallizzato (metallic brown), Blu Notte (dark blue), Blu Tahiti Metallizzato (metallic blue), Rosso Corsa (Red), Nero Cangiante (black), Giallo Fly (yellow), Giallo Miura (yellow), Argento



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Indianapolis Metallizzato (metallic silver), Rosso Granada Metallizzato (metallic red), Azzurro Cielo (light blue), Arancio Miura (orange), Oro Metallizzato (metallic gold), Verde Rio Metallizzato (metallic green), Verde Scuro (green), Verde Miura (green) and Rosso Miura (red). This remarkable variety of colors demonstrates how, for more than sixty years, Lamborghini has offered highly customizable vehicles, anticipating an approach to personalization that today represents a core element of the company's DNA.

The Lamborghini V12. Heart, soul and legacy

The history of the Lamborghini V12 revolves around this engine: a technically revolutionary power unit that shaped the brand's DNA for almost six decades. It is an expression of engineering artistry, innovation, and vision. With the last pure V12 fitted to the Aventador Ultimae in 2022, Lamborghini brought to a close an era that stretched back to the 1960s. In 2023, the V12 entered a new chapter with the Revuelto, where the iconic engine was paired with a hybrid system, marking the evolution of the V12 into a new electrified era.

Depending on the model, P400 or P400 S, the engine delivered 350 or 370 hp, making the Miura one of the fastest production cars of its time. The Miura 400 accelerated to 100km/h in 6.7 seconds and was capable of speeds up to 280km/h. At the time, this super sports car was the fastest production car in the world. The engine of the later P400 SV delivered even more power, with 385 hp at 7,850rpm and torque of 388Nm at 5,500rpm, offering even greater drivability. Power was transmitted via a dry clutch to a manual five-speed transmission with open shift gate.

The engine, transmission and differential shared a common housing and lubrication system, which was exceptional at the time. It was bold, space-saving and technically challenging. During production, Lamborghini developed a separate lubrication system for the engine and transmission, a technically significant change. Its performance, coupled with the groundbreaking V12-mid-engine-layout, defined the Miura as technically radical and made it a pioneer of supercars.

Engineer Paolo Stanzani played a central role in this success story. He developed the V12, that was originally designed by Giotto Bizzarrini, to be suitable for the road, and ensured it was ready for series production. Together with the team, he developed the modern technical solutions that distinguish the Miura from other sports cars at the time. Stanzani was also significantly involved in the design of other Lamborghini icons such as the Countach, Espada, and Urraco. The V12 not only provided performance, but also the character of the Miura. Its sound is unmistakable. The V12 is one of the reasons why the Miura played a leading role in film, including the legendary opening scene of *The Italian Job* (1969). The engine was the star, its sound inextricably linked to the visual language of the scene.

The Miura appeared on countless magazine covers and in numerous editorial features, helping to shape the very idea of the super sports car. Because the Miura's V12 is more



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than simply an engine. It is the heart of the Lamborghini brand, the purest embodiment of passion, innovation and performance.

As befits a super sports car, the Lamborghini Miura was an uncompromising car to drive. Without power steering, without electronic assistance systems and with direct mechanical feedback, it still demands full concentration for drivers today. At the same time, it rewards the driver with an unadulterated, emotional driving experience. The V12 delivers ample power and an unmistakable sound that is still considered the benchmark today. The chassis consists of a steel space frame that closely connects the engine and suspension. This compact design enables the iconic design and also exceptional road holding. Double wishbones and coil springs at the front and rear ensure sporty, firm, and precise handling for its time.

The Lamborghini Miura: production and special versions

Between 1966 and 1973, 763 Lamborghini Miura Models were built at the Lamborghini factory in Sant'Agata Bolognese (Italy) according to official records. The first production Miura was delivered to Milan on 29th December 1966, followed by 107 cars during the first year. By 1968, Lamborghini had already sold 184 Miura Models, an average of almost four cars per week, an exceptional figure for a high-performance supercar of the era.

Before series production began, only one official prototype was built. These experimental vehicles are not included in official production numbers. In addition, a small number of cars produced for specific markets such as the United States and the Middle East featured minor technical or regulatory adaptations and are sometimes counted separately in historical sources. Lamborghini also produced early transitional Miura P400 S models, combining features of both the P400 and the later P400 S.

At least 10 Miura Models are considered one-offs, special projects or show cars. Among the most famous is the 1968 Miura Roadster, a unique open-top version conceived and created by Carrozzeria Bertone. Finished in lamé sky-blue paint with a white leather interior and red carpeting, it featured distinctive elements such as larger door air intakes, approximately 120 structural reinforcements, a more steeply raked windshield and unique rear lights, clearly differentiating it from the Coupé.

To celebrate the Miura's legacy, Lamborghini unveiled the Miura Concept in 2006, marking the model's 40th anniversary. Presented at the Geneva Motor Show, the concept paid tribute to one of the most influential super sports cars in automotive history. Designed by Walter De Silva, the Miura Concept reinterpreted the original's flat silhouette, wide rear shoulders and short overhangs in a contemporary language, deliberately avoiding retro styling. Conceived purely as a design study, it remained a technical concept rather than a production proposal.

Miura Today

Above all, between 1966 and 1973, the Lamborghini Miura established a clear DNA that Lamborghini continues to pursue to this day. Models such as the Countach, Diablo,



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Murciélago, Aventador and Revuelto carry forward its legacy. The Miura turned Lamborghini into a true series manufacturer.

Today, the Lamborghini Miura remains a benchmark of automotive design and cultural relevance. Sixty years after its introduction, it does not age; it matures. Over the years, Miura examples have earned prestigious awards at leading Concours d'Elegance, including Villa d'Este, Pebble Beach Concours d'Elegance, Salon Privé and Hampton Court Palace, receiving Best in Class and special jury awards that celebrate design excellence, authenticity and historical significance. Many of these award-winning cars have been restored or certified by the Lamborghini Polo Storico, the official department responsible for preserving Lamborghini's historic heritage through archive research, certification, restoration and participation in major international heritage events.

Lamborghini Miura P400 (1966–1969)

First unveiled: Geneva Motor Show, 1966

Engine: 3.9-liter V12, 350 hp at 7,000 rpm, 355 Nm at 5,000 rpm

Transmission: 5-speed manual, transversely mounted engine

Top speed: approx. 280 km/h

0–100 km/h: approx. 6.7 s

Curb weight: 985 kg

Special features: first production car with mid-engine concept in the road vehicle sector

Steel spaceframe chassis. Flat, elegant body by Marcello Gandini/Bertone

“Eyelash” headlights that give the Miura its characteristic face. The P400 is the original Miura, uncompromising and purist, extremely rare today.

Price: 7,700,000 lire

Lamborghini Miura P400 S (1968–1971)

Engine: 3.9-liter V12, 370 hp at 7500 rpm, 390 Nm at 5500 rpm

Top speed: approx. 280 km/h

0–100 km/h: 6.4 s

Curb weight: 1,180 kg

Improvements: wider track, modernized chassis tuning with Koni shock absorbers, electric windows, higher-quality interior (luxury options), more comfortable than the P400, ventilated disc brakes front and rear from vehicle 501 onwards

Body: slight changes to air intakes, seats, and dashboard, chrome window frames instead of black anodized, optional air conditioning

Special features: still extremely sporty, but more suitable for everyday use. The P400 S combines the raw power of the original Miura with a little more luxury.

Price: 7.850.000 Lire + 350.000 Lire for air-conditioning system.

Lamborghini Miura P400 SV (1971–1973)

Engine: 3.9-liter V12, 385 hp at 7850 rpm, 388 Nm at 5500 rpm

Top speed: over 290 km/h

0–100 km/h: 5.5 s

Curb weight: 1'245 kg



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Improvements: separate engine and transmission lubrication, wider rear axle for better traction, modified rear suspension, increased performance, faster and more controllable, some with limited-slip differential

Special features: final version of the Miura series, no headlight eyelids, modern look, highest performance and roadworthiness of the series.

Price: 8.600.000 Lire

Photos and videos: media.lamborghini.com

Information on Automobili Lamborghini: www.lamborghini.com



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