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Exclusive Interview:

PHIL HILL RELIVES HIS FINEST YEAR



Road Test: FERRARI 2+2

► At the time of this trial there were three Ferrari 2+2s running around Modena. Number one was the original prototype, number two the production prototype and number three the first actual production car. The latter was being used by Commendatore Ferrari himself, and needless to say we did not get our hands on it, but we were able to sample numbers one and two extensively.

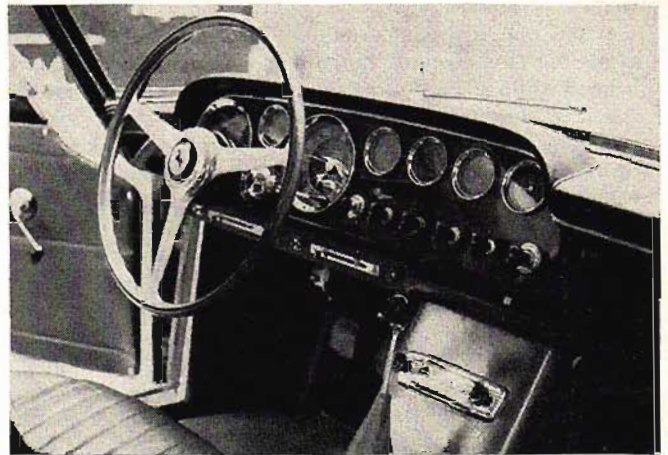
The 2+2 is the first four-place production Ferrari in history. A thousand are to be built, the bodies naturally being fabricated in Pininfarina's Turin factory while the completed automobiles emerge from Ferrari's Maranello plant. The first run should extend over several years as the rate is not much more than one a day. A hand-built automobile in the truest sense of the word, it replaces the lovely 250/GT Farina coupe.

Farina's new body for the 2+2 may not be as lovely to look at as the two-seater coupe it supplants, but it is certainly roomier. There actually is room for four adults despite the fact that the two rear seats are titled "occasional". If you're over six feet tall, you will find yourself slightly bent sitting in the back, but for average folks the rear-seat head- and knee-room is quite adequate for comfortable travel.

How is this extra room achieved? The 2+2 has a 1.6-inch wider rear track and is one foot longer overall but an inch narrower and 2½ inches lower. The improved streamlining has increased the car's maximum speed by five to ten miles per hour. The classic 3-liter, 240-hp V12 engine is moved forward in the chassis 6½ inches to provide the necessary extra legroom. It also brings the center of gravity part way with it. Compared to the two-seater model, the weight distribution shifts from 49/51 to 55/45 with negligible fuel loads. With a full — 26½-gallon — tank, it improves again to 53/47. Overall weight is up some 400 pounds. The few engine changes made are principally concerned with further smoothing out the V12 and improving its torque curve, to the point where you can only describe the powerplant as one of the most flexible touring engines of the day. Constant experimentation on the exhaust system has resulted in quieter operation without any loss of power. A subtle detail improvement on the new car is the use of nylon bearings in the cable-operated accelerator pedal linkage.

The Laycock overdrive which operates on 4th gear only is standard equipment, with the 4.56 back axle ratio only. The 2+2 is the first production Ferrari to be fitted with Koni telescopic shock absorbers.

The performance of the Dunlop disc brakes is almost as impressive as that of the engine. This Ferrari, with three people on board and a full tank of fuel (gross weight of



COLTRIN

Instruments and controls will delight the most discriminating driver. Next to the clutch is a place to put your left foot to brace yourself.



For under-six-footers, the richly-upholstered back seats offer barely adequate space but have pleasant amenities such as armrests and ashtray.

over 3800 pounds) will accelerate from rest to 100 mph and come back to rest again in 25 seconds. This trick was initiated by Aston Martin with its DB-4 and has perhaps received more attention than it deserves. Sent out with us from the factory to do the acceleration runs was Phil Hill, and it was his opinion that with practice a driver could steadily improve on this total time. A word about our acceleration times: out of necessity these were taken with a full tank of fuel and with three people aboard. In other words, we weren't being overly fair to the automobile, but the times achieved are not

Production prototype, car #2 features pair of Marchal fog lights in grille. Soft, touring suspension lets it roll sharply when "on the limit."



at all bad. With 500 pounds less weight they would undoubtedly have been improved and a 0-60 time of 7½ seconds seems a certainty.

When one is used to smaller European cars, the Ferrari seems big from behind the wheel. Visibility front and rear is good although for short people the driver's seat could be raised to eliminate looking through the steering wheel. Glass area is expansive, particularly the rear window. Taking many turns, the windows in the doors roll up easily. Ventilation wind-wings are opened by a knurled knob à la Mercedes 220 (1960 vintage) but only partially. Porsche-like hinged quarter windows ventilate the rear passenger area. The glove compartment is tiny, but considering the large additional stowage areas throughout the automobile this is a minor criticism. Fresh air is brought in directly beneath the windshield. A slightly different instrument layout has the oil pressure gauge located between and above the rev counter and speedo, directly in front of the driver's nose. The other gauges (oil temperature, water temperature, fuel, and clock) are ranged in a row across the center of the dash. A row of unmarked black knobs are strung out along the underside of the dashboard. Below them are the heater controls. The parking brake is in an especially good position alongside the driver's right leg and is extremely handy to operate. Seat adjustment is outstanding, with reclining backs on both seats. The standard of finish is high and the natural leather seats contribute to the superbly luxurious atmosphere of the Ferrari's interior.

The most lasting road impression is that this Ferrari is

safe, stable, and very easy to drive. It's a car that one grows to like. Lazy drivers can forget the gearbox (the 2+2 will pull away from 1000 rpm in fourth gear with ease—that's only 18 mph). It's difficult to realize that such fabulous performance comes from only three liters. The responsiveness of the V12 is thrilling. You notice this the moment the husky-sounding starter motor is engaged for the engine leaps into activity instantaneously. Just as sensational is the effect of putting your foot down hard in second gear at 5000 rpm and feeling the insane way the car moves out.

The crisp, firm gear change is hard to improve upon except for its tendency to snag reverse on quick changes across from second to third. Maximum usable revs are 7200 and with the standard 4.56 gears this gives a top speed of 105 mph in third and 129 in fourth. Tops in overdrive is 136 mph (6000 rpm). Noise at this speed is marked, particularly from the wind, but high-speed cruising is the 2+2's forte. At speeds over 100 mph the overdrive is most useful. It can be flicked in and out by the handy lever on the steering column.

Summarizing this Ferrari is not difficult. Pininfarina and Enzo Ferrari have collaborated to make a most desirable motor car: expensive (price is the same as the former coupe—\$12,600) fast, and luxuriously comfortable, with a large luggage compartment. All this adds up to a *Gran Turismo*, with the accent on the "Gran", par excellence. If you want to go road-racing look to the Berlinetta, but for touring in the grand style, "Two plus Two" equals near-perfection.

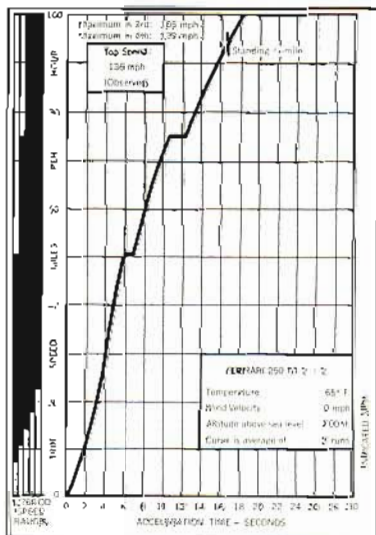
—Jesse Alexander

ROAD TEST

FERRARI 250/GT 2+2 COUPE

Price as tested: \$12,600

Importer: Luigi Chinetti Motors
780 Eleventh Ave.
New York, N. Y.



ENGINE:

Displacement 180 cu in, 2953 cc
Dimensions Twelve cyl, 2.87 x 2.32 in
Compression Ratio 8.8 to one
Power (SAE) 240 bhp @ 7000 rpm
Torque 180 lb-ft @ 5500 rpm
Usable rpm Range 1000-7200 rpm
Piston Speed $\pm \sqrt{s/b}$
@ rated power 3010 ft/min
Fuel Recommended Premium
Mileage 14-16 mpg
Range 370-420 miles

CHASSIS:

Wheelbase 102.4 in
Tread, F, R 53.3, 54.7 in
Length 185 in
Suspension: F, ind., wishbones, coil, anti-roll bar;
R, rigid axle, leaf springs, radius arms.
Turns to Full Lock 1.5
Tire Size 6.50 x 15
Swept Braking Area 490 sq in
Curb Weight (full tank) 3280 lbs
Percentage on Driving Wheels 47%
Test Weight 3810 lbs

DRIVE TRAIN:

Gear	Synchro?	Ratio	Step	Overall	Mph per 1000 rpm
Rev	No	2.96	—	13.53	6.0
1st	Yes	2.54	—	11.61	7.0
2nd	Yes	1.70	49%	7.78	10.4
3rd	Yes	1.26	26%	5.77	14.1
4th	Yes	1.00	26%	4.56	17.7
4th OD Switch	—	0.78	28%	3.56	22.7

Final Drive Ratios: 4.56 to one with OD std.,
4.25 and 4.00 available without OD.

