

**ROAD TESTS: FERRARI 2+2, HILLMAN SUPER MINX**

# ROAD & TRACK<sup>ICD</sup>

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## **FERRARI SPECTACULAR**

Technical Analysis and Cutaway of 1962 Formula I Car  
with Model Plans for F-1 and Sports/Racing Car

2-page Color Photo of Targa Florio Winning Car

Road Test of 250-GT 2 plus 2

TARGA FLORIO, DUTCH GRAND PRIX, CENTRAL AMERICAN RALLY

AUTOMOTIVE MUSEUMS OF THE U.S.



FERRARI 2 + 2





# FERRARI 250-GT 2+2

*A not only grand, but glorious, touring car*



ASIDE FROM A FEW RARE Type-212 Ghia coupes built in the early Fifties, the 2+2 is the only Ferrari designed to carry more than two passengers. The introduction of this car in 1960 brought the usual number of comments from the usual number of "authorities." After the nonsense is sorted from the intelligent observations, the Ferrari 2+2, like any other car, has its share of good points and bad points.

The first impression, and one that seems prevalent among those who "know" Ferraris is that the 2+2 is somewhat of a

*Portal to a driver's paradise.*



compromise. After a closer look, a little thought and a long drive, the second impression may cause one to think that its predecessor—the 2-passenger Farina coupe—was more of a compromise. The reason for this is simple: Ferrari had been building four catalog Gran Turismo cars to sell to the public, all of which were 2-place models. Signor Ferrari reasoned, and logically so, that a 4-place version was needed. Thus, the buyer now has a choice between one 4-passenger model—the 2+2, and three 2-passenger versions—a Cabriolet and the short-chassis Berlinetta and California. On a very limited production basis, there is also the 4.0-liter Superamerica that replaced the 4.9-liter. With a selection like this, the buyer may compromise, but not the builder.

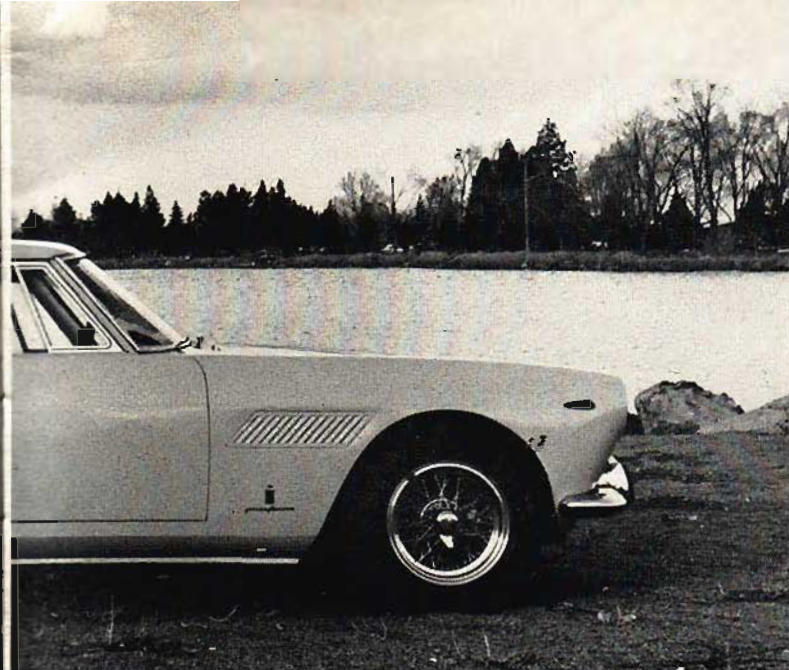
Listing the good qualities of a Ferrari is not difficult, and just about the same story is told over and over by Ferrari enthusiasts and road test reporters: the visible finish, inside and out, is beautiful to behold. And, unlike most makes, there have been very few Ferraris that were not esthetically pleasing (the Marzotto 1952 Mille Miglia coupe, however, is one outstanding example of ugliness). Ferrari has no coachwork department, so bodies are furnished by Farina (2+2 and Cabriolet) and Scaglietti (Berlinetta and California Spyder). The seating comfort and control layout obviously were designed, as we have said before, by someone who knows and understands the problems of driving a high-performance automobile.

Listing the faults of a Ferrari is more difficult but we have turned up a few by talking to owners, and mechanics who specialize on Ferraris: the major ones are clutch slippage and problems with the overdrive.

Clutch slippage can usually be conquered by adjustment but occasionally it is caused by oil getting onto the clutch disc. The transmission is pressure lubricated (unlike most cars, which rely on splash lubrication of the transmission gears) and unless the transmission seals are perfect the chance of the clutch getting oiled is ever present.

Overdrive troubles are caused, primarily, by the fact that both the transmission and overdrive (Laycock de Norman-





ville) are lubricated from a common oil supply and the lubrication requirements for each are different. This incongruous situation means that either the transmission or overdrive unit is using the wrong oil; and with the price of replacement Ferrari transmissions being what it is, any owner or mechanic is likely to favor the transmission when selecting the oil and we can't blame him. This situation is inconceivable to us and until it is rectified we would not order a Ferrari with overdrive installed.

One minor problem revealed by a well-known Ferrari mechanic is that the instruments and switches on the instrument panel are not necessarily in the same location on each car. This, of course, wouldn't bother anyone other than Ferrari mechanics who would occasionally look at the wrong instrument, out of habit, or reach for the wrong switch in some customer's car.

In the hands of a good driver, the 2+2 will do so many things so well that it should satisfy the most critical observer. We do not mean to imply here that it takes a good driver to drive the car, just that any driver can appreciate the obvious differences but an expert will notice and appreciate the more subtle differences. The 250/GT Ferraris are among the most docile and, surprisingly, uncomplicated automobiles in the world. Smooth acceleration is possible even when applying full throttle in top gear at 10 mph.

Compared with the older 2-passenger 250/GT, the 2+2 at first seemed strange and occasionally unstable. As time, and the miles, went by, this strangeness vanished with the realization that the typical Ferrari understeer had virtually disappeared. It doesn't seem right to approach a turn with the abandonment one might consider with the 2-passenger model, but the two cars will negotiate any given turn at the same speed.

Surprisingly, to us anyway, the steering seemed neutral in this particular car. The public scales explained this, to some extent. The addition of two seats was accomplished without changing the wheelbase (102.4 in.); however, the body was lengthened 12 in., the fuel tank relocated and engine, steering gear and driver moved forward 12 in. The cars were weighed with driver aboard and a full gas tank.

	250/GT 2-pass coupe	250/GT 2+2 coupe
Gross weight	3100	3270
Front axle	1430	1620
Rear axle	1630	1620

A slight discrepancy will be noted between front/rear totals and the total recorded by actually weighing the entire car, but this is common and about as accurate as these scales are

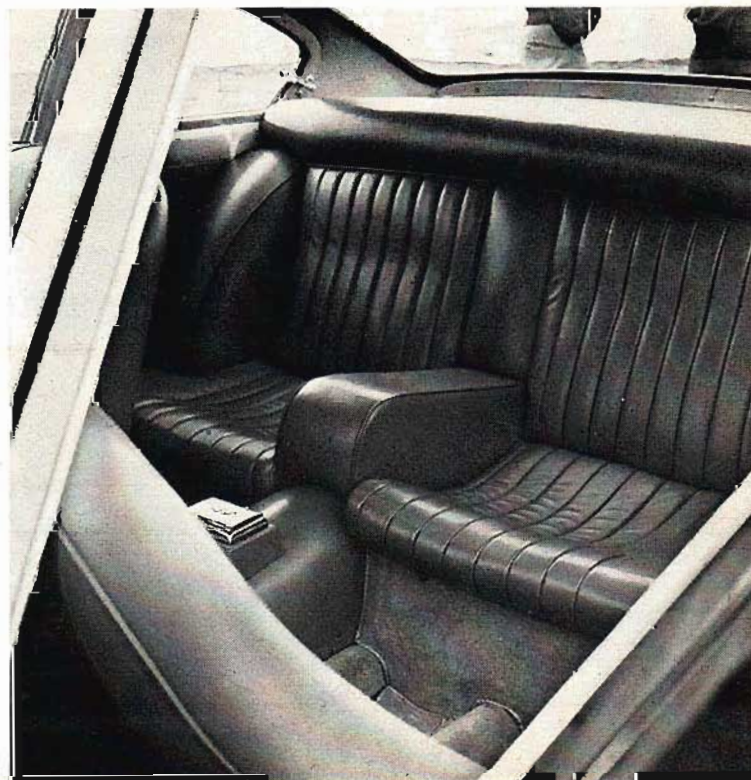
found to be.

The equal fore-and-aft weight distribution of the 2+2 theoretically indicates a neutral steering car but, because suspension design is the governing factor in any case, this isn't the whole story. Besides, if theory is followed, the 250/GT, being tail heavy, should oversteer.

The ride seems to have been softened up somewhat over the 2-passenger coupe which could be caused by the little extra weight or might be an illusion caused by the driver being farther forward and therefore closer to the axis of pitch. In any case, it is firm but not uncomfortable, and the more miles covered, the more one can appreciate the car's superb roadability.

Other niceties not necessarily exclusive to Ferrari, but not too common either, are the addition of a rear window defroster and a left foot-rest for the driver. These luxuries combined with the incomparable 12-cyl engine, disc brakes and all synchromesh transmission make this the finest offering yet for really "grand" grand touring.

*Pleated leather and close-coupled luxury.*







## FERRARI 2+2


In the performance department, only a few cars can even approach the 300-bhp Berlinetta, and the 240-bhp 2+2 offers more than enough urge for most of us who must be content to drive more mundane vehicles.

Our data panel tells the complete story in cold figures, but the thing that really surprised us was the absolute ease with which the car gets up to 100 mph (and this without using 4th gear). The engine is smooth and surprisingly quiet up to well over 5000 rpm. Above that you know the engine is turning rapidly, but it hardly seems fair to call it a screamer. In all, we ran the 0 to 100 mph test three times and 22.8 sec isn't very long when you're busy watching the tach and shifting gears.

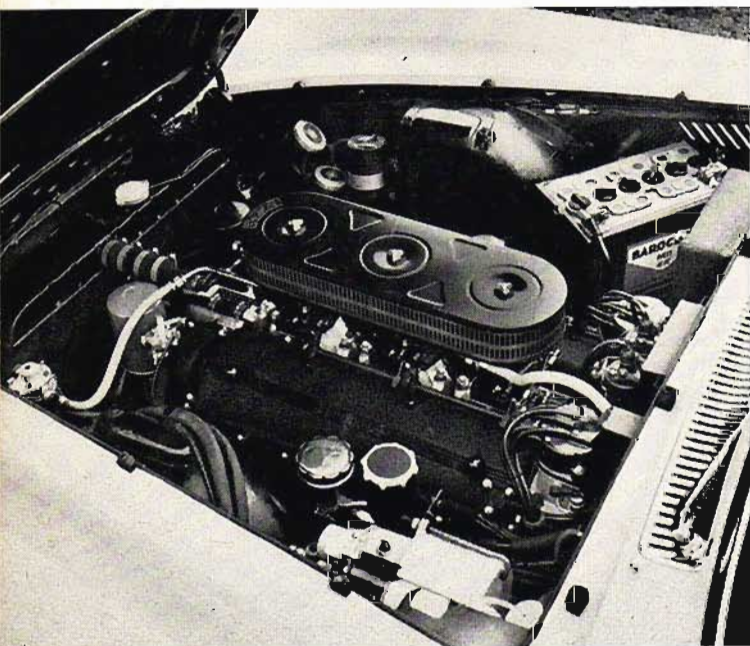
The clutch showed no sign of slippage despite some rather rough treatment. However, we treated the overdrive clutch with caution. This option isn't really needed or necessary for most driving, though it is worth noting that it is possible to cruise effortlessly at 100 honest mph with the engine at barely over half speed (3570 rpm). The overdrive ratio is only 2.68:1 and this gives fantastic but unattainable speeds

—by calculation (see data panel). We estimate the top speed under favorable conditions as 150 mph in 4th gear; this is equivalent to 6900 rpm and the car is definitely faster in 4th gear than in overdrive.

Summing up our driving impressions, it can be stated that the Ferrari is one of the easiest cars in the world to drive. Anyone can drive one and enjoy the experience; the connoisseur who can afford one wouldn't have anything else.

Service and parts problems seem to scare off some people, but because Ferrari has more or less standardized on the 3-liter, V-12 engine the situation is much improved. Since 1955 the 250 Europa and its successors have proven extremely reliable, even under a season's campaign of road-racing competition. Of course, a complete overhaul is expensive, but production is being stepped up from about 300 per year to 600 per year. This, in turn, has allowed the U.S. distributor (Luigi Chinetti, N.Y.) to add more dealers—these now being in Miami, Chicago, Dallas, Reno and Los Angeles, plus many smaller "dual" dealerships throughout the country. With only one model, the parts situation isn't quite like it was when Ferrari built so many different models. Obviously, they are now getting serious about the American market. And it's about time—this car is (almost) every sports car owner's dream. 

*Ferrari's matchless 3-liter V-12 engine.*



*Limited trunk capacity—but who cares?*

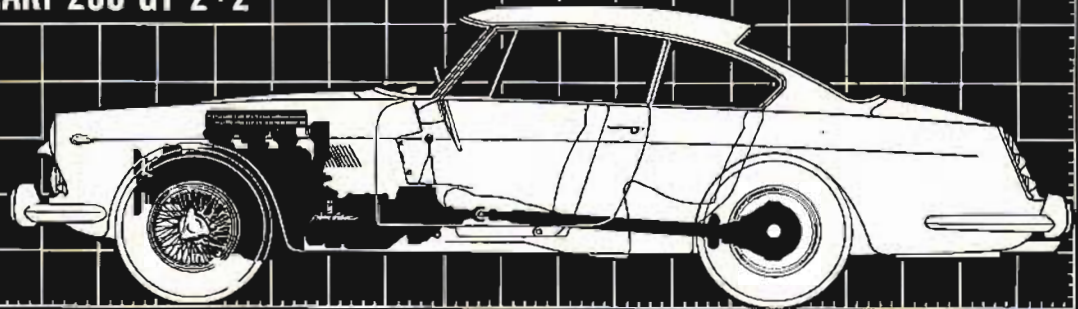






# ROAD TEST

## FERRARI 250-GT 2+2



SCALE: 10" DIVISIONS

### DIMENSIONS

Wheelbase, in. . . . .	102.4
Tread, f and r. . . . .	54.2/54.6
Over-all length, in. . . . .	185
width . . . . .	67.3
height . . . . .	52.8
equivalent vol, cu ft. . . . .	380
Frontal area, sq ft. . . . .	19.7
Ground clearance, in. . . . .	5.7
Steering ratio, o/a. . . . .	n.a.
turns, lock to lock. . . . .	3.5
turning circle, ft. . . . .	39
Hip room, front. . . . .	2 x 22.0
Hip room, rear. . . . .	2 x 18.7
Pedal to seat back, max. . . . .	44.0
Floor to ground. . . . .	11.5

### CALCULATED DATA

Lb/hp (test wt) . . . . .	14.5
Cu ft/ton mile. . . . .	64.3
Mph/1000 rpm (o/d) . . . . .	28.0
Engine revs/mile. . . . .	2140
Piston travel, ft/mile. . . . .	.810
Rpm @ 2500 ft/min. . . . .	6580
equivalent mph. . . . .	185
R&T wear index. . . . .	17.4

### SPECIFICATIONS

List price . . . . .	\$12,900
Curb weight, lb. . . . .	3100
Test weight . . . . .	3473
distribution, % . . . . .	49/51
Tire size . . . . .	185-15
Brake swept area . . . . .	608
Engine type. . . . .	V-12, sohc
Bore & stroke . . . . .	2.87 x 2.28
Displacement, cc. . . . .	2953
cu in . . . . .	180.5
Compression ratio. . . . .	8.8
Bhp @ rpm. . . . .	240 @ 7000
equivalent mph . . . . .	197
Torque, lb-ft . . . . .	181 @ 5000
equivalent mph . . . . .	140

### GEAR RATIOS

O/d (0.778) . . . . .	2.68
4th (1.00) . . . . .	3.44
3rd (1.24) . . . . .	4.27
2nd (1.72) . . . . .	5.93
1st (2.45) . . . . .	8.48

### SPEEDOMETER ERROR

30 mph. . . . .	actual, 28.1
60 mph . . . . .	57.0

### PERFORMANCE

Top speed (4th, est), mph. . . . .	150
best timed run. . . . .	n.a.
3rd (7000) . . . . .	123
2nd (7000) . . . . .	89
1st (7000) . . . . .	62

### FUEL CONSUMPTION

Normal range, mpg. . . . . 13/16

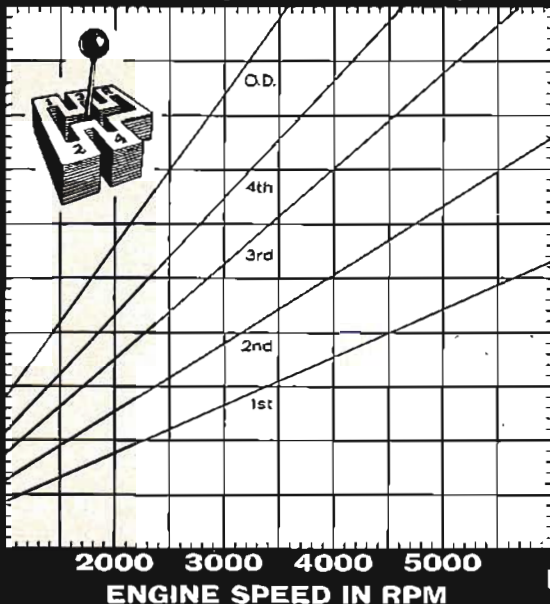
### ACCELERATION

0-30 mph, sec. . . . .	3.8
0-40 . . . . .	5.0
0-50 . . . . .	6.3
0-60 . . . . .	8.0
0-70 . . . . .	10.5
0-80 . . . . .	13.4
0-100 . . . . .	22.8
Standing 1/4 mile. . . . .	16.3
speed at end . . . . .	88

### TAPLEY DATA

O/d . . . . .	195 @ 81
4th, lb/ton @ mph. . . . .	275 @ 76
3rd . . . . .	350 @ 72
2nd . . . . .	500 @ 65
Total drag at 60 mph, lb. . . . .	90

### ENGINE SPEED IN GEARS



### ACCELERATION & COASTING

