

# World's

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NUMBER THREE

AN AUSTRALIAN  
SPORTS CAR WORLD  
PUBLICATION

# fastest

# sports cars

JAGUAR  
E-TYPE  
(see inside)



MASERATI • FERRARI • ALFA ROMEO • TR4  
ASTON MARTIN • ABARTH • LOTUS • SP250





*Newest and most savage looking version of Ferrari is Bertone-bodied car. Top speed is 150 mph*

# THOSE FABULOUS FERRARIS

There's nothing in the world more calculated to thoroughly inspire a motoring enthusiast than one of Enzo Ferrari's glorious creations.

**W**HEN the discussion swings to sports cars there is one name with which everyone — the uninitiated as well as the enthusiasts — know, it is Ferrari.

Ferraris are manufactured in a modern factory at Maranello, a few miles from the important manufacturing centre of Modena. The Ferrari concern is almost self-contained. It has its own aluminium foundry, large machine shops, inspection rooms, and assembly rooms where one man builds a motor from start to finish.

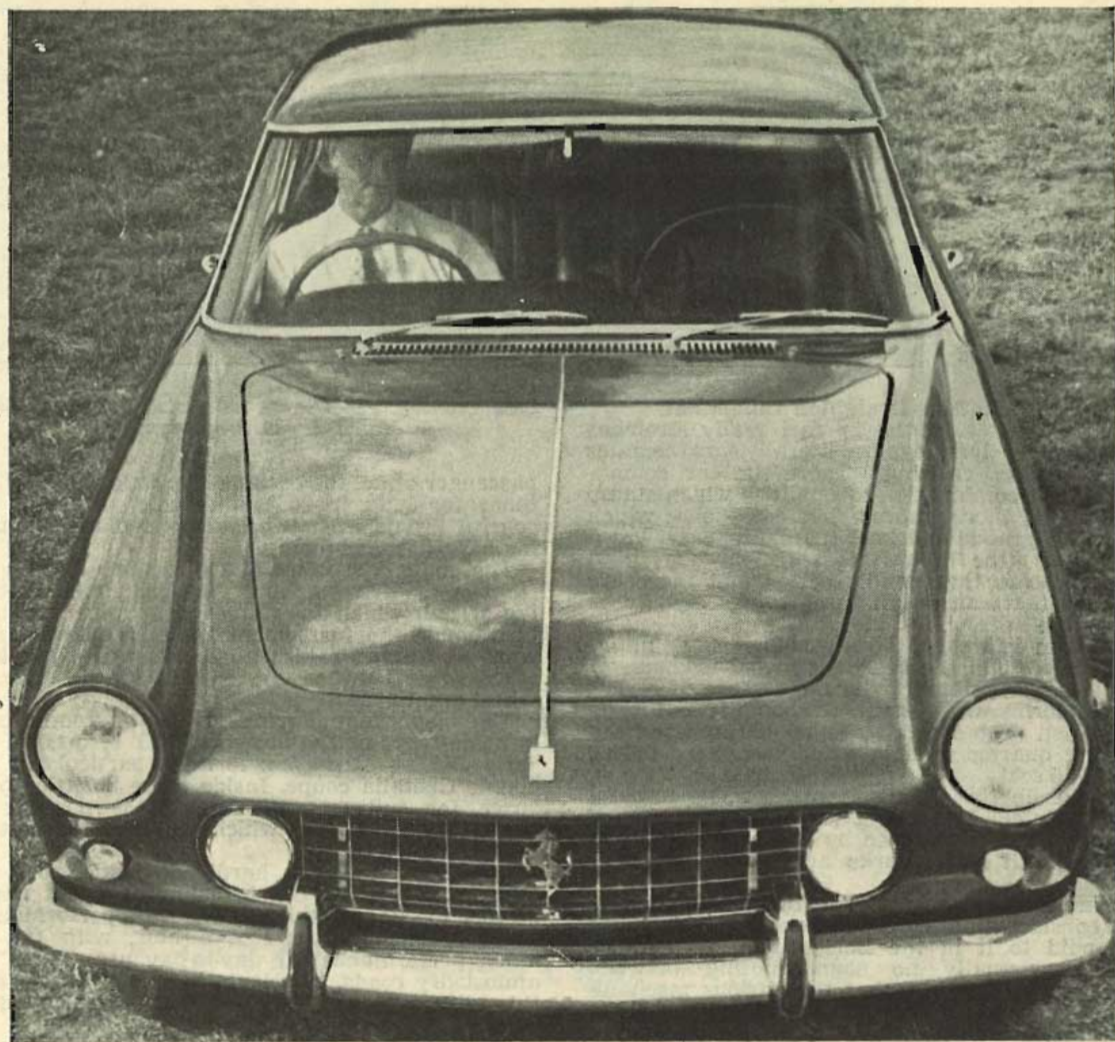
The Ferrari is noted primarily for its fabulous speed, but it has always been a superb handling car with brakes to match. The cars which Ferrari produces today are masterpieces of engineering skill and artistry. Even so, they are highly practical machines.

Ferrari bodies are built by two of the leading Italian coachbuilding concerns — Pininfarina and Scaglietti. A personal favorite in a very wide range (which includes cars of completely different character) is the Farina-bodied 250 GT. The range includes Super America Spiders, a 250 California coupe, and convertible, and Super America 410's. All these have one thing in common — a highly complex Colombo-designed V12 motor.

The one which seems to be the car of the hour (competition-wise at least) is the 250 Berlinetta with Farina-designed GT body by Scaglietti. This is the car that did so well at the 1961 Le Mans 24-hours, and in the hands of Stirling Moss (and others) has performed well in England and America.

Therefore this article will deal with two cars — the Farina-bodied 250GT by virtue of the fact that it's my favorite Ferrari — and the Scaglietti-bodied 250 GT Berlinetta, which next to the F1





cars, is the most successful competition Ferrari racing today.

Apart from similar forebears these two have several things in common, notably the 3 litre V12 single overhead cam motor. They are of course tuned differently, the Farina GT having a compression ratio of 8.8 to 1 and the Berlinetta 9.1 to 1. The latter develops 280 bhp at 7000 and maximum torque—203 lb ft—is reached at 5500 rpm. In the Farina version, the bhp is 240 at 7000, and torque 181 at 5500.

The two cars have a distinctly different flavor—the Farina oriented more to use on the open road, while the Berlinetta is very much more at home on the track—although it is perfectly usable on the road.

The Farina GT is a car which inspires confidence in both driver and passenger alike. The deep seats hold the body firmly, and there is more than adequate leg room for a tall passenger. Shorter types are well accommodated by a widely adjustable seat. In addition, the rake of the seat back is adjustable to suit individual taste. Behind the seats is a lightly upholstered platform which provides very cramped accommodation for children, and is best used for parcels and other luggage.

The car is extremely tractable. It is docile at low revs and completely devoid of such vices as clutch snatch. The flexibility can be attributed mostly to the short stroke of 2.315 in. However, if a driver does get trapped with too few revs on the clock he can call upon the superb all-synchro

*Best known Ferrari 250 model in Australia is the Pininfarina coupe. Racing driver Arnold Glass has one for personal transportation.*

Make and model .....	Ferrari 250
<b>ENGINE:</b>	
Cylinders .....	12, vee
Cubic capacity .....	2953 cc
Valve arrangement .....	two overhead cams
Maximum power .....	280 bhp at 7000 rpm
<b>GENERAL:</b>	
Brake type .....	disc/drum
Transmission type .....	four speed
Wheelbase .....	7 ft 10 in
Weight (approx.) .....	19 cwt
<b>PERFORMANCE:</b>	
Top speed .....	143 mph
Speeds in gears:	
I .....	56 mph
II .....	84 mph
III .....	114 mph
IV .....	143 mph
V .....	NA
Standing quarter mile .....	15.9 secs
0 to 30 mph .....	3.9 secs
0 to 50 mph .....	5 secs
0 to 70 mph .....	9.3 secs
0 to 100 mph .....	16.0 secs
0 to 120 mph .....	NA



## THOSE FABULOUS FERRARIS

... Continued



gearbox to help him straighten things out.

On the open road the Ferrari really stretches its incredibly long legs and literally eats the miles with effortless cruising. There the car demonstrates that combination of qualities which stamp it as a true thoroughbred. There are cars which cover the ground quicker, there are cars which ride better (the Ferrari is stiffly sprung), and there are cars that handle better. But there are few cars that can do all three things equally as well as the Ferrari.

The trim and panel fit is excellent — as might be expected, and the design is visual evidence of the old adage "simplicity is the essence of style".

It performs with great fire and is naturally really fast. Top speed is around 130mph and the standing quarter mile takes 15.5 sec. Zero to 100 takes 17.5 sec!

The Berlinetta styling is much more forceful but completely in keeping with the character of the car. It too is designed by Farina, but built at the Scaglietti body works and not at Farina's own factory.

Whereas touring comfort in the GT has been a real consideration, not so much attention has been paid to it in the Berlinetta. For instance there is virtually no soundproofing between engine and cockpit, so that the various mechanical noises generated by 12 cylinders, 24 valves, two cams, and some feet of chain penetrate into the cockpit.

Because of this the *pilote* can always be pretty sure of what's going on down below.

The lightweight body is not as impressive in its panel fit as the other, but this is a price which has to be paid (together with durability) when weight-paring is an important consideration. In keeping with this policy, the seats are not over upholstered. They give firm support to driver and

*Less exciting Ferrari shapes include this 250 Mille Miglia designed by Vignale.*

passenger alike, the cockpit is a little short on leg room for long legged individuals, although the control pedals are all on the one plane, making for easy heel-and-toeing.

The main instruments are located directly in front of the driver behind the wood rimmed steering wheel, which by virtue of a universal joint just under the instrument panel is slanted forward at a most rakish angle. This also provides more room between the bottom of the steering wheel and the seat.

The *clean* taut Farina styling is reminiscent in some ways of the designer's GT efforts of the early 1950's — bringing to mind particularly the classic Cisitalia coupe. Inside there is little spare space for suitcases, although it is possible to find several crannies which will take parcels of odd size and shape.

These few lines can hardly do justice to a car of Ferrari quality. But in summing up, it might be wise to say something of the car's performance. On the road it goes like a blur, with far too much performance for day-to-day use. Even on almost dry roads, wheelspin is embarrassing, and this with a locked diff, and with a full complement of petrol too!

There aren't any Berlinettas in Australia. Should one be imported though, it would certainly make mincemeat of all but one of the GT cars currently competing here. ●

*Farina once tried a bold, squat front on this Ferrari Superamerica, but it didn't suit the otherwise elegant lines of this fabulous machine.*

