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NUMBER FOUR

World's fastest sports cars

AN AUSTRALIAN
SPORTS CAR WORLD
PUBLICATION

FACTS AND FIGURES ON TOP HIGH-POWERED CARS

LUXURIOUS MERCEDES-BENZ
220SE CONVERTIBLE



- FORD'S NEW ROADSTER
- FAST OSCA GT
- CORVETTES FOR AUSTRALIA



New features in this year's competition sedans and sports cars will possibly be made available on production models in 1964.

THE FERRARI LEGEND

Facts and fallacies surround the mystical production of the world's most sought after hand-built car.

WHISPER the magic word, "Ferrari", in automobile company and to a man your listeners will think of fire-engine red dragons breathing oily smoke, making more racket than any other car on the track, causing more debate — and even winning when the portents are right. According to this mystique all Ferraris are red, all are heavier than English products, all have slightly dizzy horsepower ratings—and all come from Modena.

I wouldn't want the word to get around among those who still believe in Santa Clause but the vast majority of machines proudly bearing the

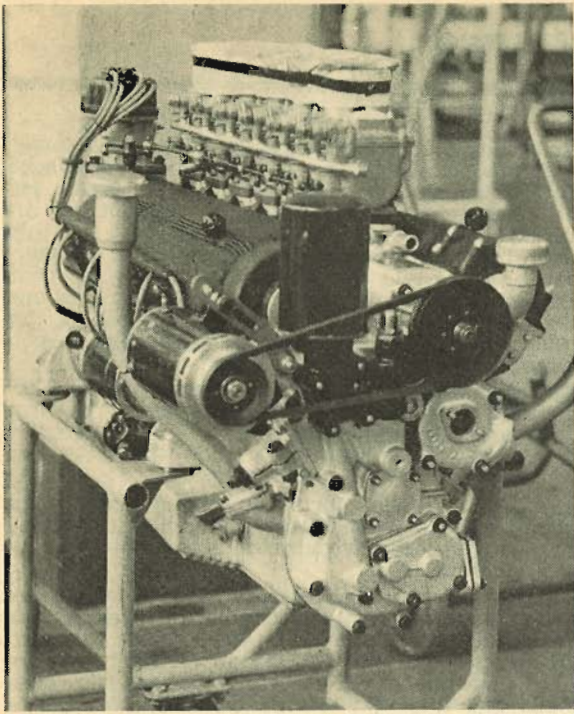
badge of the rearing stallion, are neither red nor made in Modena. While the wily Commendatore named Enzo and his eagle-eyed and slightly raffish wife are variously promoting and disrupting the world's most famous race team, a modern workshop, factory in miniature, and four-wheel laboratory on the Modena-Maranello road is turning out a highly respectable tally of very roadworthy but virtually untraceable machines.

Ferrari, in fact, lives from the production of some two and a half street machines daily, with the dedicated working a five-day week. This year he hopes to boost that production figure to around 900. In other words, this is a full-scale automobile factory where racing gets the headlines but, unlike say at Lola, does not pay the freight.

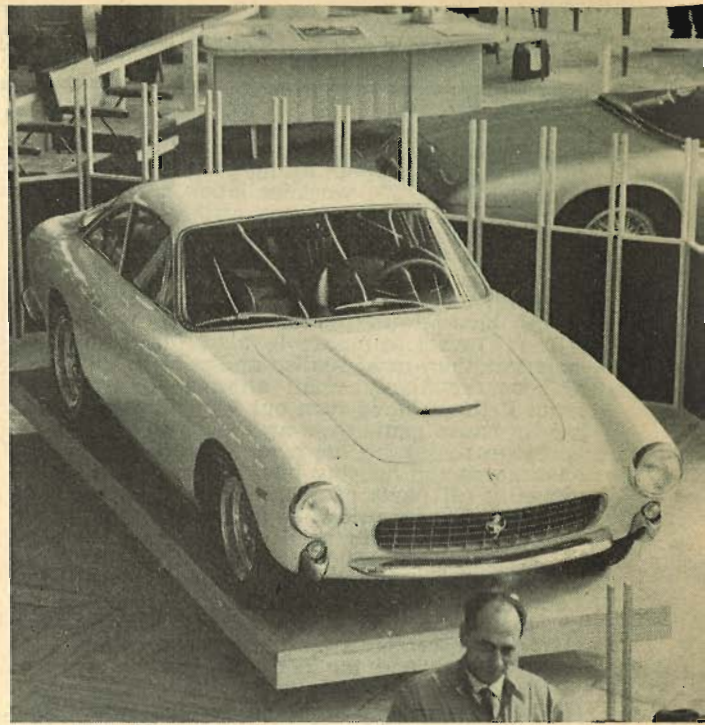
Speaking of color schemes, not one of the cars on Ferrari's Turin Auto Salon stand was even off-red. The closest was a sort of Dutch-racing-orange convertible, while the brand new, rounded GT was lemon yellow and the 2 + 2 a racy shade of dark blue. In fact, it's rare to see a road Ferrari in red for some reason, though at the speeds they attain it would seem only fair warning.

Even the Ferrari fans, who realise that GT production is a big business around the old home office, would likely lose their money betting on the most popular model. It seems like all Ferraris seen parked in front of the Grand Hotel are two-seaters, but the fairly new 2 + 2 design is really their best-seller, claiming nearly two-thirds of last year's production capacity. This coupe for people with friends shares the catalogue with the Berlinetta, the normal coupe, a convertible and a hardtop.

Also, just for the record, they do still make the monsters, better known as the 4.9 Super Americas. As a matter of fact Pinin Farina drives one because (a) "I have to drive a car I designed" and, (b) he thinks you need plenty of torque in modern traffic. With a five-litre Ferrari he has it. They are constantly engaged in a true Detroit-



All of the non-racing cars sold are powered by V12 engines, masterpieces of design and execution.



Most popular of the Ferrari range is this GT coupe. It is functional, fast, cheap by Maranello standards.

style horsepower race with Maserati's 5000 for title as Italy's most powerful road car. Production of this dream car runs about two monthly, "if ordered". Some 15 a year would probably be the closer guess, though all specific figures are hard to come by around the red brick plant on the outskirts of Maranello.

Ferrari does still have the Modena plant, half a block down a side street from the main square of that motor mecca, but it is used exclusively as a customer service depot these days. The practical side benefit is that his richly idle customers are kept well separated from new designs and the management's home offices. Maranello plant additions not too many months back made this division possible.

Actually, the ties between customer models and racers are far closer than that. As we arrived recently at the front gate a new 2 + 2 was just returning from the mandatory road test before delivery with none other than Bazzi at the wheel. This venerable gentleman has long been the doyen of Ferrari race mechanics and constructors and the one who could play pattycake with six dual Webers and actually get a reluctant V12 to fire from cold. You could hardly ask a better ear for checking out new engines.

The products to be tested are first assembled in a longish hall which really imitates assembly-line procedures in many ways. Sub-assemblies arrive at pre-selected points, the cars move majestically forward, growing at a measured pace and



This Bertone-bodied GT is only one example of the many different stylings available to house the exciting mechanicals from the house of the prancing horse.

The Ferrari Legend . . . continued

they even have an overhead ramp arrangement to allow more "rapid" fitting of underneath components. Some 320 workers labor here — when there isn't a metal-workers strike — while the race department, by comparison, hires perhaps 65. Almost as if to emphasise what racing has done to improve this breed, we were led to the production division through the race department — with photography discouraged.

The Ferrari complex is also far more self-sufficient than most realise and very much ahead of most relatively small automobile producers. Even if they should turn out 900 this year it will hardly cause panic over at Fiat. Yet the Maranello man maintains his own foundry, casting his own motor and housing bits, and in fact produces virtually all parts of his cars apart from body panels and accessories like instruments and tyres.

Ferrari chassis in need of shells are sent off to Pininfarina in the main, or to Scaglietti in the case of the super-light racing Berlinettas. Incidentally, Enzo Ferrari recently scored again by announcing he didn't intend to build any more GTO racing coupes after present orders are filled because "they are too fast for most drivers and all the good men have access to one by now." He has a point of course but our real admiration must be reserved for the gamesmanship. Besides — the GTOs were prohibitively expensive to produce.

As might be expected the US is Ferrari's best outlet, thanks in part to the zeal of Luigi Chinetti

who rules that roost to the extent of veto power over prospective buyers who might not measure up — if some reports are to be believed. He still manages to flog some 45 percent of all Ferraris and could obviously sell more of this desirable motor car if there were more. Switzerland, France and the Middle East take the next bites of Ferrari production, with special options a big hit in the latter area. After all, if the government should change it's nice to know you can get to the border first.

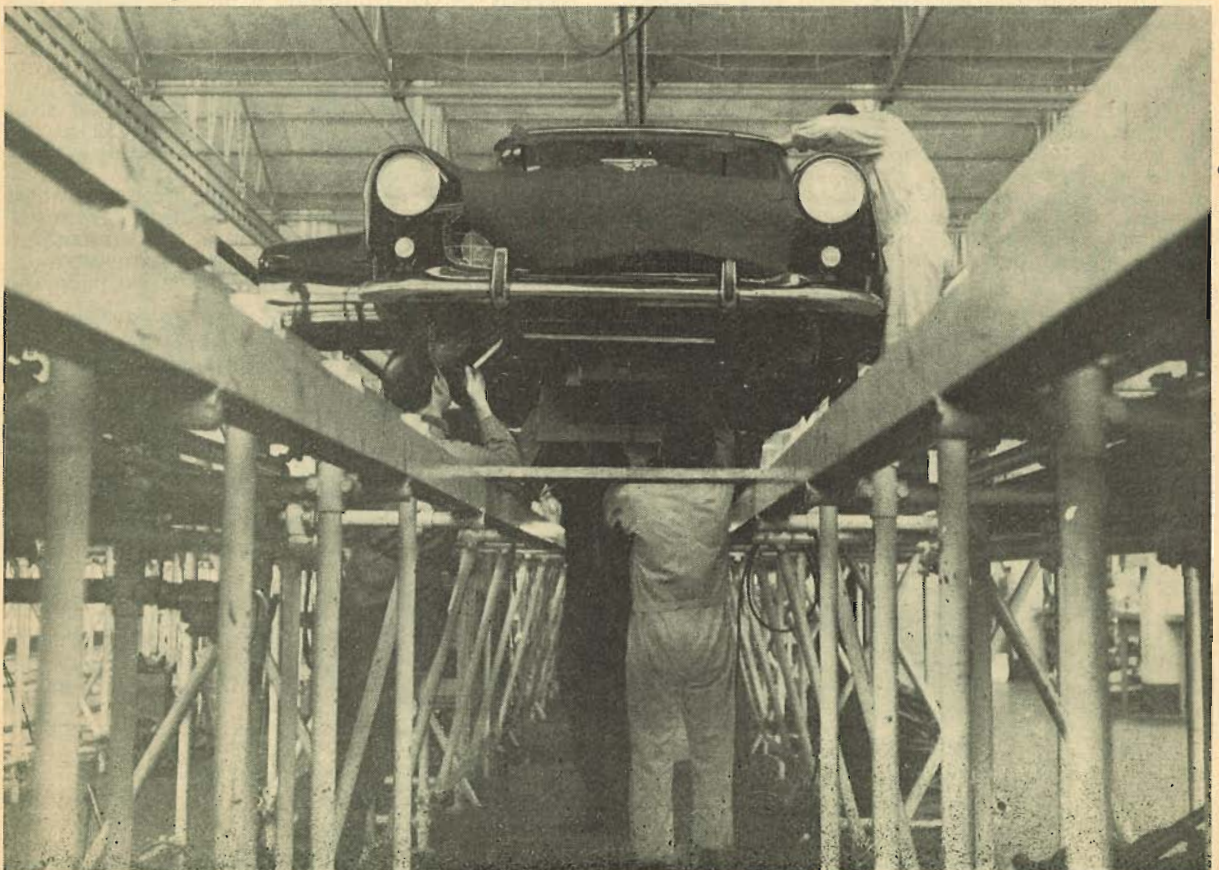
This year's Le Mans 24-hour race proved Ferrari invincible when the marque took the first six places. In the Sebring 12-hour race earlier in the year Ferrari again took the first five places.

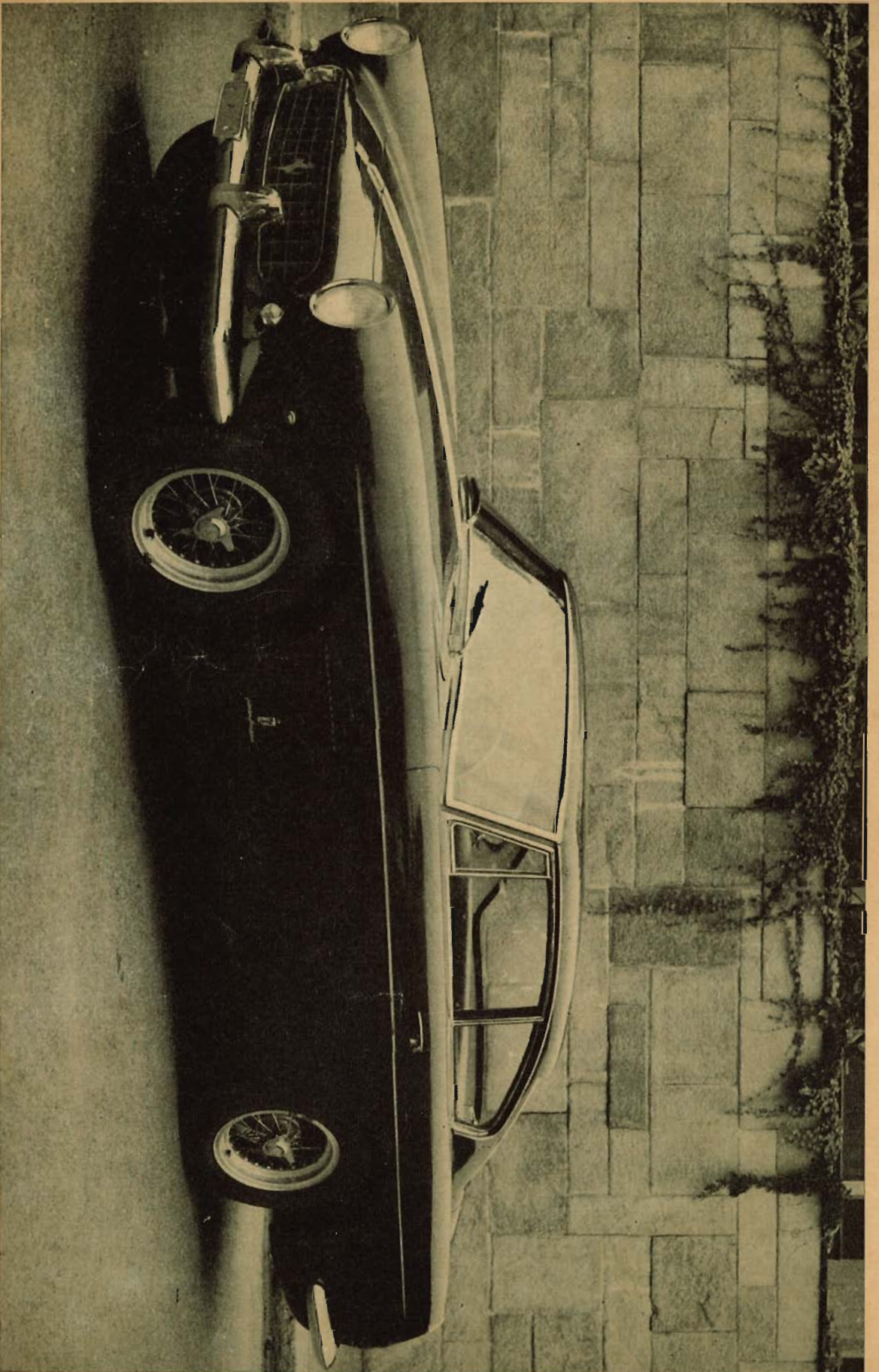
In GT and big sports car racing the Italian racing red cars from Modena have had it all their own way since the withdrawal from motor racing of Jaguar in 1955.

Ferrari's big sport/racers are powered by either front and rear V12 engines of three or four litres. Last year his rear engined sports car used V6 engines, but the GTOs and Berlinettas were front powered by V12s. Styling changes were also made and this year the FI car's "shark" snouts have been replaced with an open-mouthed front.

And which model does Enzo Ferrari drive himself? A Fiat as a matter of fact, but then the president of Fiat drives a Ferrari to maintain the trade balance. #

Each car is painstakingly assembled by hand.





Four people can travel in great comfort and at great speed in Ferrari's Two-Plus-Two. Power comes from a V12 engine of 3-litres capacity.