

# Ferrari



A WHEELS and SPORTS CAR WORLD publication

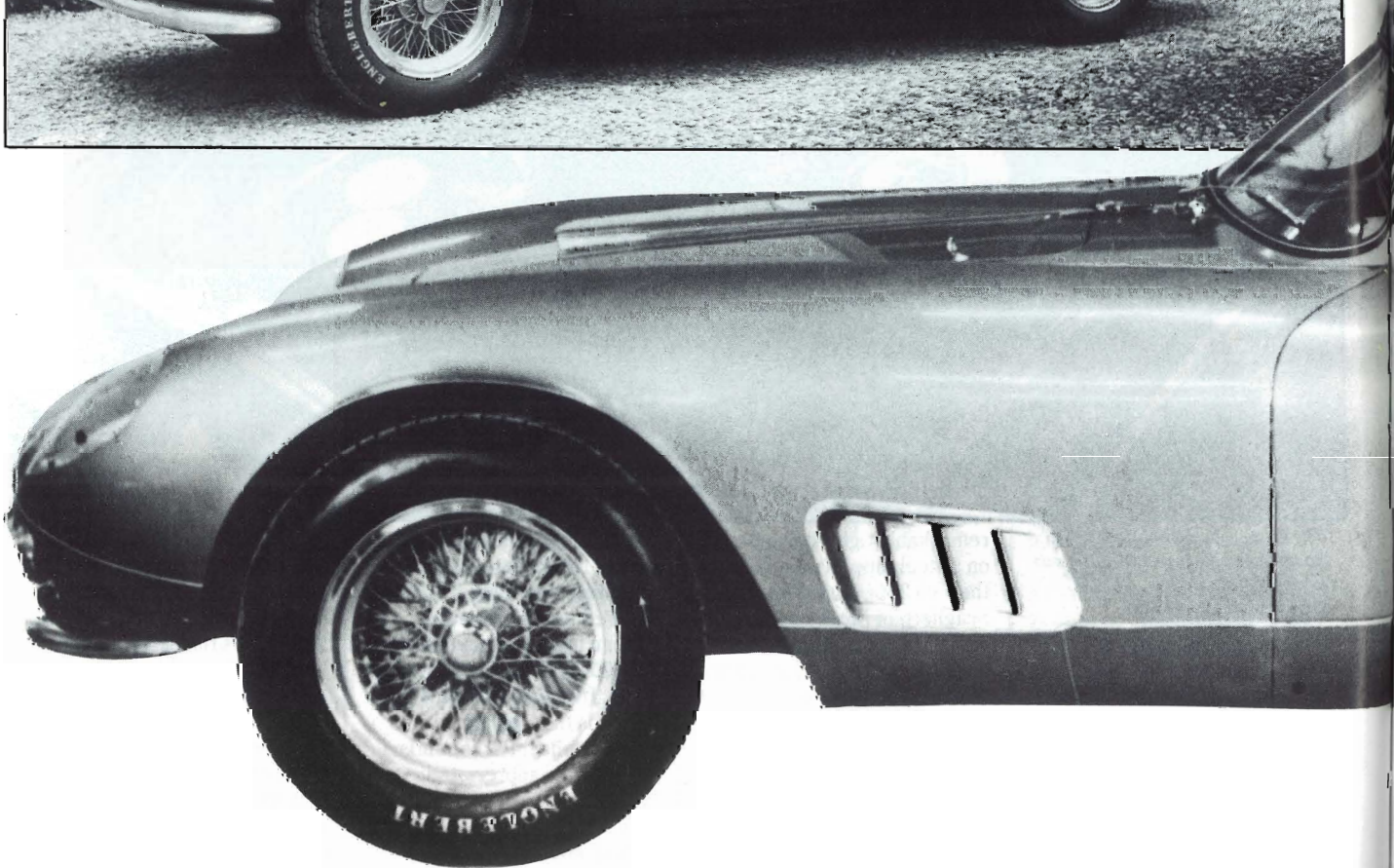
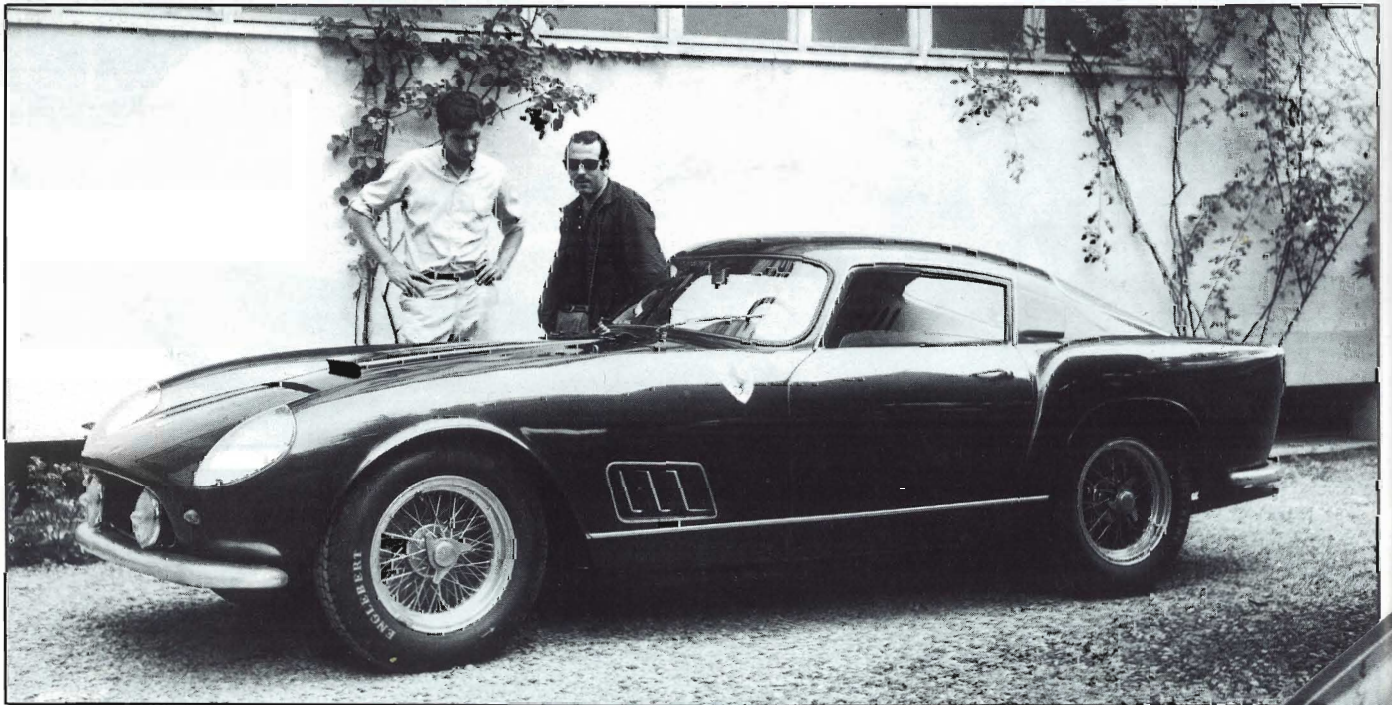


## All the greats...

212 Inter, Testa Rossa, GTO,  
250 LM, Daytona, Dino, Boxer, GTB  
and the new Mondial

# Ferrari builds a challenge

When this new range of Gran Turismo cars was introduced, Ferrari turned the tables on its competitors by setting a new high standard in desirable sporting automobiles



**T**HE YEAR 1958 was one of the best years for Enzo Ferrari's ultra fast road cars. In a determined effort to regain his slipping sales in this field, he introduced a new range of Farina-bodied convertibles and coupes.

The three 'production models' were all powered by the Tour de France-winning three-litre V12 motor turning out 180 kW at 7000 rpm. The Grand Turismo Cabriolet was an open two-seater with a large wrap around one-piece windscreen, wind-up windows and a fully-lined hood which disappeared completely when in the down position. Nose of the car was similar in appearance to the well-raced and well-known Monza Ferrari sports/racing car except that it had two large over-riders flanking the radiator air intake.

In the driving compartment both seats, which were adjustable, upholstered in leather and had ventilation slots in the squabs to help cool the occupant's backs. The gear lever was slightly offset to

the left. Controls for the ignition, starter, choke and headlamps were fitted between the seats. Instrumentation was most comprehensive and included a large speedometer and tachometer directly in front of the driver with four smaller-diameter dials ranged side by side in the centre of the panel. The steering wheel was a wooden-rimmed affair with the Ferrari insignia on the hub.

A little less spectacular in appearance, but nevertheless highly desirable, was the Farina-bodied Gran Turismo coupe on the same three-litre chassis. It was designed as a comfortable and fast touring car rather than a hot contender for GT races. Luxuriously appointed throughout, the car was basically a two-seater, although a third person could occasionally sit in the space behind the front seats.

The windscreen was a large piece of curved glass which came close to wrapping around, while the rear window was of the full wrap-around type.

Third model—and the one most suited to the requirements of the



competition minded motorist—is the Berlinetta coupe. Successor to the victorious 1956-57 250 GT, the new Berlinetta was probably the most forceful coupe ever made at the time.

From the front it strongly resembled the Cabriolet except that the coupe had extra long distance driving lamps built into the oval radiator grille. The same air scoop for the carburetors broke the bonnet line in the centre. The windscreen was curved in such a way that it did actually wrap around, but much more gracefully than any Detroit-conceived machine. Where there would normally be quarter lights, ventilation panels were fitted in the body to extract stale air from the cockpit.

Although the theoretical top speed of the cars should

have been the same (maximum with the highest of five alternative axle ratios was 250 km/h at 7000 rpm) the acceleration of the Berlinetta was greater because of the lighter body.

The chassis frame of the GT 250 was of tubular steel. Front suspension was by transverse leaf spring with lower wishbones. The rear axle was conventional, suspended by elliptic springs.

The motor was the long used 60 degree V12 with a single overhead camshaft on each bank of cylinders. Fuel was supplied by three twin-choke Weber carburetors and the compression ratio was 8.5 to 1. The cylinder bores were definitely over-square with a bore and stroke of 73 x 58.8 mm. Power was 187 kW at 7000 rpm.

By the way, in case you were wondering where the '250' part of the Ferrari's name came from, it stands for the car's top speed in kilometres.

