

JUNE 1960

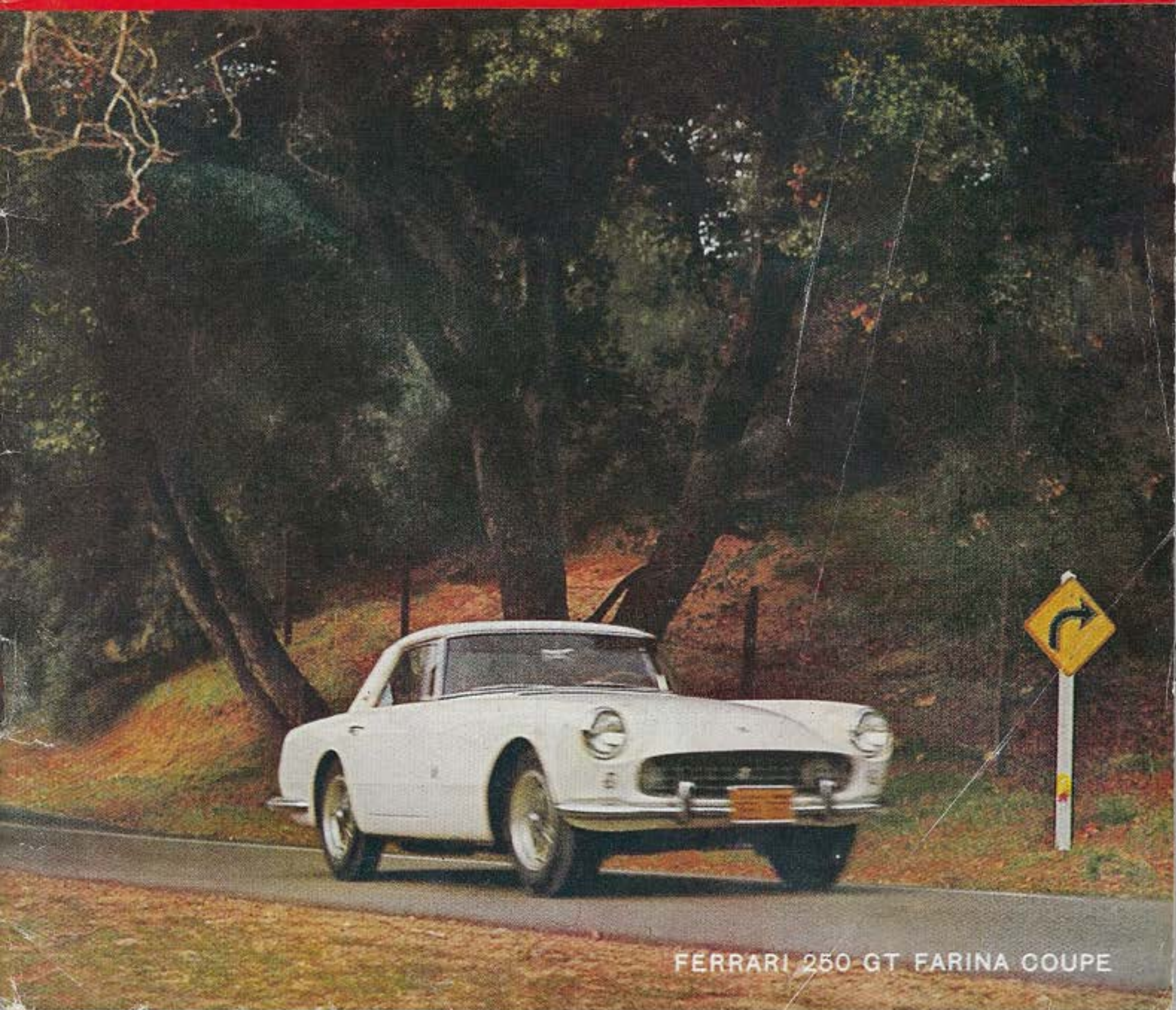
FIFTY CENTS

# ROAD & TRACK

THE MOTOR ENTHUSIASTS' MAGAZINE

## **REVOLUTIONARY ENGINES - FACT OR FANCY?**

Road Tests: Ferrari 250, Berkeley B-95, Elva F-Jr., Triumph Herald  
Sebring 12 Hour Guide to European Race Courses Spanish "Peoples' Car"



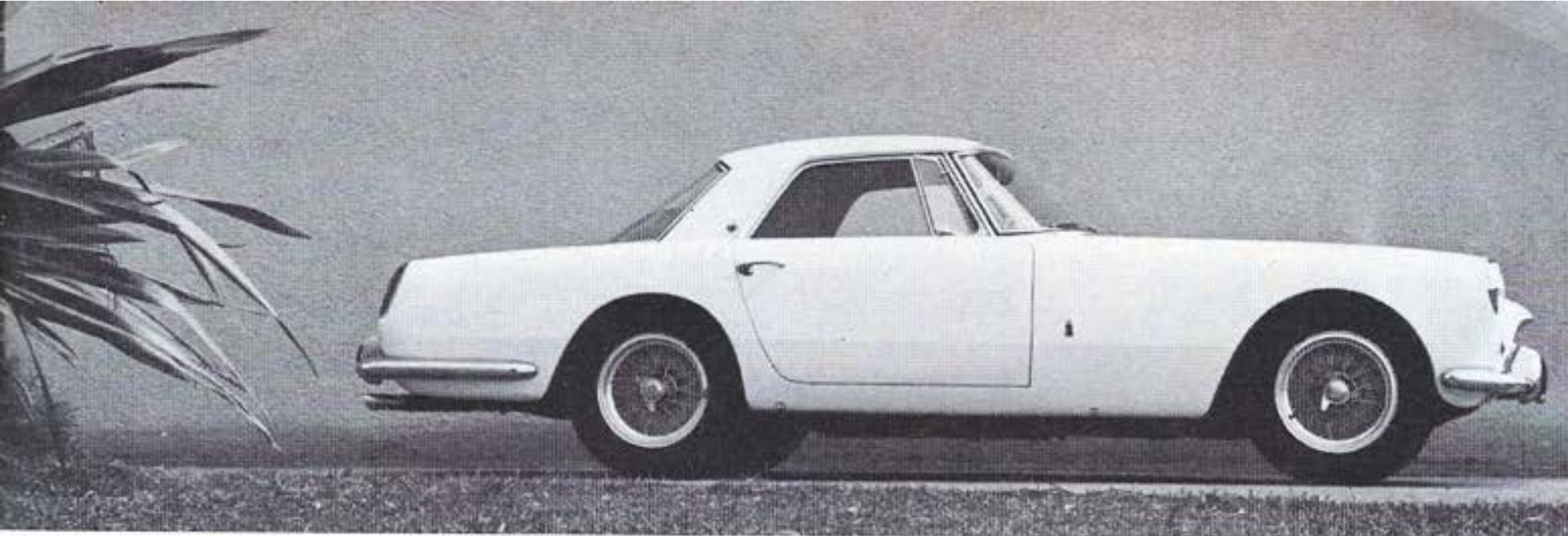
FERRARI 250 GT FARINA COUPE



# ROAD TEST








# FERRARI 250 GT

*The ultimate in driving: a masterpiece from Ferrari by Farina*

 THE LIFE OF A ROAD TESTER is not, contrary to what readers may think, always spent testing exotic cars. For the most part he spends his time (depending of course on which automotive publication he works for) with drab little imported sedans or big, gaudy domestic cars. Occasionally he gets a break and has the opportunity to drive something more interesting; a car with genuine appeal.

This month we hit the jackpot. First, a real, single seat racing car (see pages 43-45) and, even though it was only powered by a modified Austin-Healey Sprite engine, it was more fun to drive than anything we've driven in many years. Then, to put the frosting on the cake, the dream of every red-blooded automobile enthusiast—a Ferrari 250 GT coupe—was offered to us for testing.

Our test and appraisal of the Ferrari was done in three segments; two as passengers and one driving. A word of explanation here: the lead time required for color engraving for a publication such as *Road & Track* meant that we had to shoot our cover photo several weeks before the car was actually needed for testing, or for the black and white photos inside the magazine. Therefore, Earl Callicutt, of Ferrari of California, brought Eleanor von Neumann's white 250 GT Farina-bodied coupe to our offices. From here we set out for Trabuco Canyon with two photographers. After we got set up, Callicutt enjoyed himself by driving the Ferrari back and forth, often in a 4-wheel drift, in front of the photo crew. Seven different locations were used and more than 90 photos taken to get the shot we finally selected.

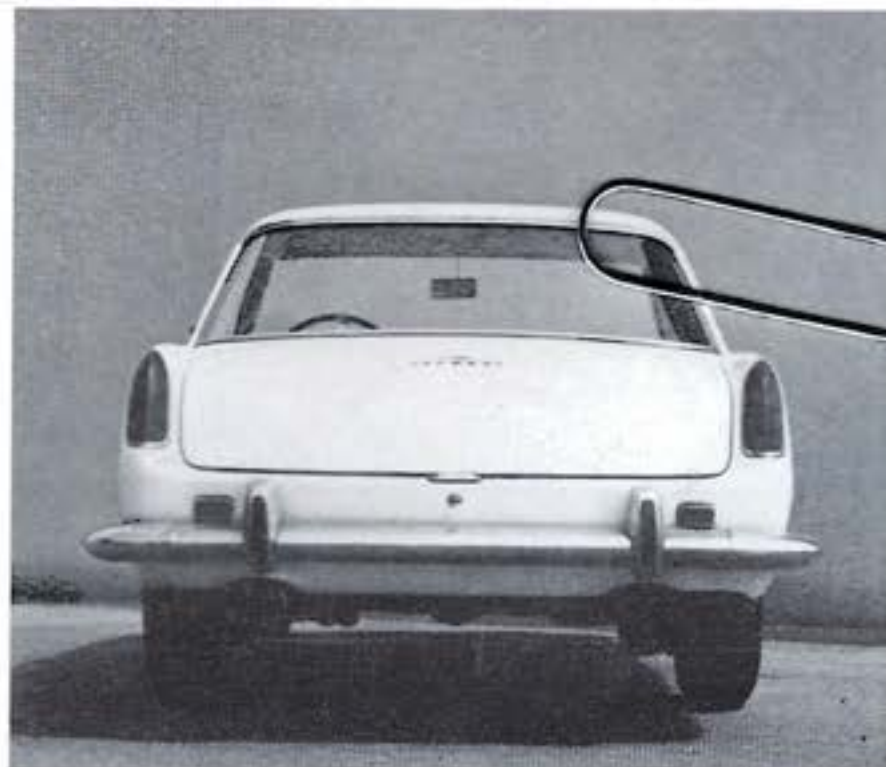
As a passenger going to and from the site where we did the photography (a total distance of over 100 mi), an important point was brought to mind: The passenger in this car feels at ease. Now this may not sound like a very profound statement, but we can remember many rides with good drivers in supposedly good cars where we not only felt uneasy, but often downright apprehensive.

The Ferrari seats were comfortable and held the passengers firmly in place. Leg room is adequate for long-legged passengers and fore and aft adjustment takes care of the shorter drivers. Adjustable seat backs allow the

driver or passenger to change the angle to suit himself. The area behind the seats is upholstered like a seat, but don't let anyone kid you into thinking this is any more than a 2-passenger car. About all this bit of upholstery does is provide a softer platform for packages or luggage.

As a passenger, we were amazed at the tractability of the Ferrari in traffic, and later confirmed this to our satisfaction from behind the wheel. The 250 GT is as docile and meek in the low rpm range as many lesser machines and the flexibility of this short-stroke engine has to be experienced to be believed. With an engine that pulls smoothly from 1000 to 7000 rpm the driver of a 250 GT doesn't have to worry about getting caught with his revs down, and if he wants more acceleration than he can get at low rpm, the all-synchromesh 4-speed box will come to

Large, well planned glass area gives excellent vision.







Functional, easily read instruments in their proper place.

his rescue in fine shape. But we're getting ahead of our story.

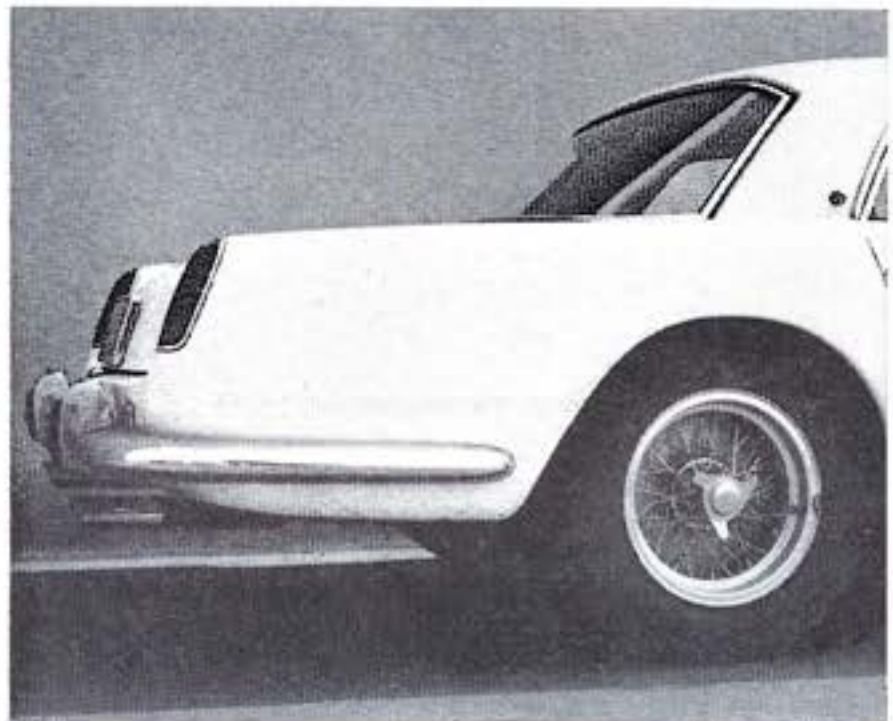
After clearing traffic and getting into open country with gentle rolling hills and winding roads, the Ferrari really comes into its element. Here was a superb demonstration of the easy way to cover ground rapidly. It is on these roads too, that the difference between a sporting machine and a near-sporting machine shows up. There may be cars available to the public that will cover ground faster than this 250 GT Ferrari, and there may be cars available that will handle better. There are certainly cars available that will ride a little better (the Ferrari is stiffly sprung but not objectionably so), but the chances are pretty slim that you can find another car combining *all* the good qualities of Signor Ferrari's graceful coupes.

During breaks in the photography we examined the car to see if we could find just what justifies the over-\$12,000 price tag.

The finish and fit were excellent, as you'd expect. The appearance, design-wise, is good; clean, uncluttered and functional—a fine example of the "simplicity is beauty" school of thought. The construction, what we could see of it, appeared to be good. Interior trim was well done in both thought and execution. Everything looked good.

Two weeks after the color shooting episode we got more answers. The car was once again brought to our offices,

A wrap-around bumper that is decorative and functional.



this time by Phil Hill. This test car, like a few others we've tested over a period of years, was a privately owned vehicle and the owner had requested that Phil drive it during the acceleration tests and speed runs and then turn it over to us for our own impressions behind the wheel. It is not ordinarily *Road & Track's* policy to let someone other than the staff drive a test car, but in the case of a privately owned car we feel that, 1) More often than not, the owner, who is more familiar with his car, can get better results during the test and, 2) It removes a great deal of the tension involved when a private owner lends his pride and joy to a crew for testing.

In this case, the owner, and Ferrari of California, felt that Phil would be a good choice for a test driver (we had no quarrel with this). Our conclusion after the testing procedure was completed was that even though Hill did achieve better results than we might have done with the same car, this particular machine was suffering from a slipping clutch and the lack of a recent tune-up, so an owner of a similar car, freshly tuned, could probably equal these times and quite likely could slightly better them.

The acceleration runs and Tapley meter checks were made during our second ride in the car, which didn't do anything to dispel our earlier good opinion of it. It was a real pleasure to watch a craftsman like Hill at work and after our brief ride with him we almost felt as if we could have taken Richie Ginther's place as passenger with Hill in the Carrera Panamericana a few years ago (almost, but not quite; we're not *that* brave yet).

After the testing procedure was finished and all information had been gathered for the data panel accompanying the road test, we got our chance at the wheel. We found the coupe to be not only comfortable, responsive without being temperamental, and agile, but also one of the easiest cars to handle we've ever driven.

The clutch was smooth in operation, possibly helped a bit by the slippage. The steering seemed odd to us at first, lacking the accuracy we expected from a Ferrari. Part of our trouble might be attributed to overeagerness with the car, and part to apprehension for its safe keeping. And it definitely was due in part to unfamiliarity. We never felt anything but confidence when Hill or Callicutt drove the car with us as passengers.

After a very few miles in the car apprehension vanished, confidence grew and we started to enjoy ourselves once more. With confidence came a relaxed attitude that enabled us to get more performance from the car with less effort and served to point out the obvious fact that this car was the evolution of fine competition machinery.

The power behind the throne; a 2953-cc V-12 sohc engine.





It used to be said that no two Ferraris were ever built exactly alike, but this is no longer true and now the factory is producing one car per day. However, Ferrari will still build to suit the customer and there are many improvements being made on the cars.

For example, our test car, although only a few months old, did not have the disc brakes or the optional new overdrive. The day after our test (you might know this would happen) a new car arrived with these latest changes, plus a few other items worth mentioning.


First, the later engine has larger carburetors, a slightly higher compression ratio (8.8 rather than 8.5 to 1) and about 20 more horses. There are also minor interior changes, specifically a better pedal layout to facilitate doing the heel-and-toe bit (if desired, though not necessary) and a much improved hand brake lever.

This car was too new to test but a short run convinced us that it is definitely more lively than the one reported here (weights and axle ratios were identical except for overdrive).

The new disc brakes (Dunlop) are just great and while the drum brakes on our test car were adequate, and should be for about 98% of the drivers, the disc brakes are a necessity for anyone contemplating extremely rapid motoring for extended periods. The drum brakes of our test car juddered some when applied hard at high speed, which Hill said was caused by a glazed lining resulting from improper breaking-in of the brakes when new. Many drivers are unaware of the importance of proper break-in procedure for components other than the engine.

We could ramble on for pages and pages about the Ferrari; it's that kind of car. And it's difficult to express our feelings for this car without resorting completely to superlatives. In fact, about the only real objection we could find is its price: we can't afford it.

Obviously, there are many less expensive sports and GT cars, all of which will do some of what the Ferrari can do, many of which will do most of what the Ferrari can do, and the average driver might never know the difference. The average driver probably wouldn't be happy with, or appreciate, the Ferrari anyway. But, on the other hand, a Ferrari isn't built for the average driver.

It is a car designed for those who know, and appreciate, the difference and can afford to pay for it. A man or woman (the car is so easy to drive that it can be, and is, driven every day by women) who savors the sound, the feel, the stability and performance of a car like this will consider the money it costs well spent. This is a car designed by enthusiasts for enthusiasts, and it shows. 

The standard tool kit spread out in the carpeted trunk.



## ROAD & TRACK ROAD TEST 247



### FERRARI 250 GT COUPE

#### SPECIFICATIONS

List price.....	\$12,600
Curb weight (no fuel).....	2700
Test weight.....	3020
distribution, %.....	49/51
Dimensions, length.....	173
width.....	65
height.....	55
Wheelbase.....	102.4
Tread, f and r.....	53.3/53.1
Tire size.....	6.00-16
Brake lining area.....	n.a.
Steering, turns.....	3.0
turning circle, ft.....	33
Engine type.....	V-12, sohc
Bore & stroke.....	2.874 x 2.315
Displacement, cu in.....	180.1
cc.....	2953
Compression ratio.....	8.50
Bhp @ rpm.....	240 @ 7000
equivalent mph.....	125
Torque, lb-ft.....	181 @ 5500
equivalent mph.....	98.3

#### GEAR RATIOS

O/d (0.778), overall.....	opt.
4th (1.000).....	4.57
3rd (1.256).....	5.74
2nd (1.700).....	7.77
1st (2.536).....	11.6

#### CALCULATED DATA

Lb/hp (test wt).....	12.6
Cu ft/ton mile.....	116
Mph/1000 rpm (4th).....	17.8
Engine revs/mile.....	3360
Piston travel, ft/mile.....	1300
Rpm @ 2500 ft/min.....	6480
equivalent mph.....	116
R&T wear Index.....	43.6

#### PERFORMANCE

Top speed (mfg), mph.....	126
best timed run.....	n.a.
3rd (7150).....	102
2nd (7150).....	75
1st (7100).....	50

#### FUEL CONSUMPTION

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

0-30 mph, sec.....	3.2
0-40 mph.....	4.0
0-50 mph.....	5.4
0-60 mph.....	7.1
0-70 mph.....	8.8
0-80 mph.....	11.6
0-90 mph.....	14.2
0-100 mph.....	17.5
Standing ¼ mile.....	15.5
speed at end, mph.....	94

#### TAPLEY DATA

4th, lb/ton @ mph.....	290 @ 72
3rd.....	370 @ 60
2nd.....	540 @ 53
1st.....	off scale
Total drag at 60 mph, lb.....	99

#### SPEEDOMETER ERROR

30 mph.....	actual 24.8
40 mph.....	34.0
50 mph.....	43.2
60 mph.....	52.5
70 mph.....	61.9
80 mph.....	71.1
90 mph.....	80.4
100 mph.....	89.7

