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FERRARI. NO other word in the whole automotive lexicon sums up so much passion, excitement or racing glory. No other maker's cars can have sparked as many love affairs, caused so many divorces, seen so many chequered flags or heard so many police motorway patrol sirens.

For 60 years, Ferrari has been consistently winning races and building road cars of such breathtaking beauty and towering ability as to hold men spellbound. It's a feat

achieved by virtually no one else.

To drive one is to be enchanted. So join us behind the wheel of six cars that defined Ferrari's character and steered its progress through the decades. In celebrating the anniversary of this great name, we'll explore the characteristics that make up the fundamental essence of the marque. They're qualities that have made the rearing black stallion the ultimate emblem for the term sports car. >>>

HEARTSTOPPERS AND **HELLRAISERS**

*Ferrari has been thrilling drivers on road and track for 60 years.
Join us as we celebrate behind the wheel of six of the best*

WORD: ROB SCORAH PHOTOGRAPHY: MICHAEL BAILIE AND LYNDON MCNEIL



Interior evokes the era of gentlemen racers. V12 engine has triple carbs of the 195 competition cars



The gear train **moans** loudly, but it's drowned out under hard **acceleration**, when the engine dominates with a **fighter plane-like** roar

1952 Ferrari 195 Inter

THE STORY goes that when Giannino Marzotto climbed out of his Ferrari 195S after winning the 1951 Mille Miglia, he was wearing an elegant grey double-breasted suit, white shirt and tie. The image sums up the Ferrari élan of the time; cars of high style and power driven hard by flamboyant characters. It embodies the character of all of great Ferraris since.

In 1947, Enzo Ferrari and his highly skilled and ambitious company began building cars which quickly established the young company's style and racing reputation. Even in those lean, post-war years, engine designer Gioachino Colombo gave the stocky 125S of 1947 a 1497cc V12 engine. (The numbers in Ferrari's names then indicated the displacement of a single cylinder.) In Ferrari's first five months in business, 125s won six races out of 14. The next year, the Ferrari 166F2, with an enlarged engine (1995cc) won at Rome, Naples, Bari, Monza and Reims, and in 1949 the 166MM Barchetta won the Mille Miglia, Targa Florio and Le Mans. It was an

impressive start that laid the foundations of a legend. But racing was expensive, so to fund its activities, the factory would sell cars to those wealthy privateers it deemed good enough to campaign them. Such cars were built in very small numbers, but as Ferrari continually sought to fill the racing coffers, the qualification to buy one of the company's sports cars slackened as it needed to increase production. The 1951 Mille Miglia victory led Ferrari to promote a less powerful, road-tuned, version of the 195: the Inter, with Carrozzeria Ghia unveiling its version to the high-class grand touring market at the 1951 Geneva Motor Show. The car was powered by a 2341cc version of the Colombo V12, breathing through one Weber 36DCF carburettor (in place of the competition 195S's three).

Though performance was less with a top speed of 113mph, power delivery was smoother.

Small by modern standards, the pugnacious little coupé sports a broad chrome grill and single headlamps on its long, wind jamming snout. It is handsome





rather than beautiful, and its squat, sensibly restrained curves would give any driver confidence that a 195 was tough enough to take on the big endurance races. Despite its chic, bespoke body, this car took part in the Liège-Rome-Liège rally of 1957 with the Ecurie Francorchamps team. Driving this 195 immediately brings to mind the 166 or the 225 of 1952. 'It's a typical Ferrari,' says Rick Hall of classic racing car specialist Hall and Hall. 'The gearchange gets better as it warms up, but it goes very well for an early Fifties car.'

One of the greatest aspects of these early cars is their closeness to their racing sisters, a relationship emphasised as soon as you fire the engine. There's a bellow that sounds bigger than its two litres, falling to a strong burble under a sharp mechanical chatter. The gear train moans loudly, but it's drowned out under hard acceleration, when the engine dominates with a fighter plane-like roar. The car charges like a rhinoceros, with steering that feels a little primitive but gives you confidence in knowing where it will go next. There's a strange almost electric shock-like vibration in the gear change and it's best not to listen to the agricultural noises coming from the suspension. It's slightly at odds with the refined interior.

The roomy cabin has a faintly Art Deco feel, and unlike bucket seats these flat, sumptuous leather chairs certainly

1952 FERRARI 195 INTER

Engine 2341cc, V12, three twin-choke weber carburettors
Power and torque 130bhp @ 6000rpm; 117lb ft @ 5000rpm
Transmission Five-speed manual, rear-wheel drive **Steering** Worm and sector **Suspension** Front: independent, double wishbones, semi-elliptical springs, hydraulic dampers. Rear: live axle, semi-elliptical springs, hydraulic dampers, anti-roll bar
Brakes drums front and rear **Weight** 950kg (2094lb)
Performance Top speed: 113mph; 0-60mph: 12sec
Value £295,000

wouldn't crumple silk. But the meaty, laminated wood-rim steering wheel suggests you're not really here to relax, and the door furniture, though stylish, has a hewn-from-billet look to it.

It keeps cropping up, that dual-purpose nature; these are special machines, from a time when myths were being forged and Ferrari himself probably hadn't come to terms with the fact that a softer breed of customer wanted to buy his cars. He'd be glad to know that his racers still commanded the top money – a 166MM will easily fetch £1million-plus. 'Compared to them, it looks quite reasonable,' thinks Hall – the 195S costs just under £300,000. He's probably right; you're buying a car from the time when legends were made.

>>>

Wealthy customers who jumped at the chance to own a race-descended Inter were funding Ferrari's racing efforts

1961 Ferrari 250 GT Berlinetta Short Wheelbase

THE 250 SERIES put Ferrari at the forefront of sports car manufacture and was where the company's serious production of road cars really began. In its first five years, the factory built only 200 cars, but by the time the 250 series finished in 1964, and with the help of more production line-style techniques, more than 3000 cars had been made. Though many other models had been introduced, the increase was mainly due to the 250.

Like its predecessors, the 250 was a race winner, beginning with the 1952 Mille Miglia, won by a 250 S, right through to the prized 250 GTOs of 1962.

Although the fearsome GTO may be the more celebrated, the 250 GT Short Wheelbase (SWB) of 1959 more clearly embodies Ferrari's ethos of its road cars being directly influenced or related to their competition counterparts. The 'street' specification 250S WBs were built in steel and equipped with a 240bhp 2953cc engine – still a bored-out derivative of the original Colombo 1.5-litre. Coachbuilder Scaglietti clothed the Competizione models in aluminium and these cars could produce up to 295bhp.

In 1960, in the hands of Stirling Moss, a 250 SWB won the Tourist Trophy at Goodwood, beating Roy Salvadori's Aston Martin DB4GT, and in 1961 the 250 SWB took the GT World Championship, winning the Mille Miglia, Le Mans (GT class) and the Tour de France along the way. 'It was one of the

most enjoyable Ferrari's I ever drove,' says Moss. 'Its balance was the nicest.'

To help achieve this poise and balance, Pininfarina shortened the 250 GT chassis by 200mm to 2400mm. Looking at the car side on, you realize that with the extra length it would simply be a graceful tourer (like the 1962 Lusso), and with 100mm less it would be too squat, especially on those short-spoke 15in Borrani wire wheels.

The engine's short stroke was also a key factor in the design, enabling it to be set deep in the chassis and allowing the car to sit low on the road. In the 250 SWB Pininfarina managed to achieve the most perfect equilibrium between feminine seduction and latent muscular aggression. The sense of poise follows through to its behaviour on the road.

Even for its time, the SWB suspension was fairly old school – it's a live rear axle, albeit located by trailing arms, though it feels more sophisticated than it is. 'For a car with such pedestrian rear suspension, its balance was lovely,' observes Moss.

You feel secure in the SWB's hugging bucket seat, sitting almost on the floor, with the alloy-spoked steering wheel placed in your lap – a recurring theme in Ferraris. The controls are exactly where you would want them to be – the slender, wand-like gear stick, rising out of a wide transmission tunnel, is only a hand's breadth away. Its smooth action combines with a light clutch and well-spaced pedals to bring the SWB very directly under your command. On a blipped-throttle down-





The V12-powered short wheelbase not only offers the essential Sixties Ferrari experience, but is also a ticket to major events

change there's a low 'whumpf' that sounds hugely powerful and strangely modern – you'll even hear its echo in a 512TR. And though at low revs it's tractable, the Colombo V12 doesn't feel as though it's pulling like a train, and the steering feels a little dead. But, urged to go more quickly, the 250 SWB limbers up to become an agile and lithe GT that can be aimed and placed with confidence on twisty country roads, as you steer from your forearms through the bends. On A-roads it bounds along, the wail of the engine rising up through the chatter of cams, valves and chains.

With its curvaceous Pininfarina-designed, Scaglietti-built body, this car epitomises the touring-racing early Sixties Ferrari. The sound of the V12, the Nardi steering wheel and Borrani wire wheels are all so evocative of an era when a car could be driven to the race, raced and then driven to the ball afterwards. Today, these cars are every bit as enjoyable and drivable as they were 40 years ago, and a 250 SWB is

1961 FERRARI 250 GT SWB

Engine 2953cc, V12, three Weber 40DCL6 carburettors **Power and torque** 240bhp @ 7000rpm; 183lb ft @ 5500rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and sector **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: semi-elliptical springs, two torque arms each side, hydraulic dampers **Brakes** Discs front and rear **Weight** 960kg (2116lb) **Performance** Top speed: 155mph; 0-60mph: 6.3sec **Cost new** £6300 **Value now** £1.3million

a welcome guest at all the most prestigious events, including the Goodwood Revival, Tour Auto, and the Mille Miglia. It's no wonder these are highly sought after classics, with prices of the road-going steel bodied cars ranging from £800,000 to £1.4million and alloy-bodied competition models commanding up to £2million. It's worth it. You're buying a car that is the very essence of Ferrari. ➤➤



It's all so **evocative** of a time when a car could be driven to a race, **raced** and then **driven** to the ball afterwards



1967 Ferrari 275 GTB/4

The 275 GTB seemed conservative, but it had a revolutionary set-up that showed in the handling

ON THE TRACK, Ferrari quickly embraced new technologies in the pursuit of racing excellence, yet its road cars displayed a proud, almost obstinate traditionalism – development funds were needed elsewhere. 1963 and '64 saw the company field Formula One cars of considerable innovation, with features that included Bosch fuel injection, monocoque glassfibre construction and, on the 512 F1, two overhead camshafts per cylinder bank (they'd actually tried a four-cam in '49 too). Ferrari won the Formula One drivers' world championship for the 6th time in 1964, yet the new road car of that year, the 275 GTB, looked almost stubbornly conservative. 'But it was an important car for Ferrari,' says David Cottingham of marque specialist DK Engineering. 'It was their first road car with all independent suspension.' And that suspension came from the revolutionary, mid-engined 250 LM sports racer. Handling balance was further enhanced by the use of a transaxle, the five-speed gearbox being attached to the final drive in the car's tail.

By 1965, Alfa Romeo, Aston Martin, Maserati and newcomer Lamborghini were producing quad-cam road cars. At last, Ferrari was ready to join them.

The 275 GTB/4 was unveiled at the Paris Salon in October 1966. It was a decidedly competition-oriented road car packing

1967 FERRARI 275 GTB/4

Engine 3286cc, V12, dohc per bank, six twin-choke Weber carburettors
Power and torque 300bhp @ 8000rpm; 240lb ft @ 6000rpm
Transmission Five-speed manual transaxle, rear-wheel drive Steering Worm and roller **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Weight** 1115kg (2455lb) **Performance** Top speed: 155mph; 0-60mph: 6.7sec **Cost new** £7063 **Value now** £460,000

the now quad-cam 3285cc V12 under its long bonnet. This power plant used dry sump lubrication and, when fed by the optional six twin-choke Weber carburettors, gave out a massive 300bhp at a heady 8000rpm.

The long torpedo-like body, fared headlights and steeply raked windscreen of the 275, accentuated in late, long-nose form, carry a similarly phallic and aggressive aesthetic to the Jaguar E-type. The whole sports car scene was looking lower and meaner, and the four-cam 275 was a classic front-engined racer in road-going attire.

There is much inside the 275 that a 250 driver will find familiar: the low, legs out, knees apart driving position with the steering wheel nearly in your lap. The main instruments are still big, and still half obscured by your hands on the wheel. Though the ergonomics may not be perfect, all the essential controls are



It's the **last** traditional **handbuilt** Ferrari, but it contains the **promise** of things to come

in the right place and the machine delivers the performance promised by the gorgeous bodywork.

'I think it's still one of the most beautiful cars ever produced,' says Ferrari specialist Nick Cartwright. 'A lot of classics are awful to drive, especially on a long journey, but the 275 is fabulous.' Long time Ferrari enthusiast and classic racer, Dudley Mason agrees: 'The 275 GTB/4 was the first new Ferrari I ever owned – a bright red, long-nose three-carb. It had a sweet engine and wasn't difficult to drive.'

Both Mason's and Cartwright's words reflect the fundamental appeal of the 275: it carries over all the superb driving characteristics of the 250. It's good-looking, tractable and light to drive, but it looks forward to a new era. You can really feel the power of this heavy-breathing engine, and where the older cars would dance on their live axles, the 275 will dig in on its the all-independent set-up, and you know there is a serious capability to bring the tail out in a controlled slide. By now, a bare-metal-gate gearchange was *de rigueur* in Ferraris, so, as well as the firm but smooth shift, there is the satisfying snap-

snap as metal clacks metal across the polished, open claws.

Essentially, the 275 was the last of its kind, largely handbuilt alongside its aluminium competition counterparts, with limited racing derivatives (such as the NART Spider) built from essentially the same mould. It was also the final development of the Colombo V12, and the last car truly led by Enzo Ferrari himself. Market values reflect these factors as well as its towering ability as a classic competition and touring Ferrari. 'A nice two-cam in steel will cost you about £330,000,' says Andrew Hall of classic specialist Hall and Bradfield. 'The four-cam cars go for between £450,000 and £500,000.'

The 275 GTB/4 represents Ferrari at the crossroads. In its rorty exhaust you hear the Fifties GTs, in the thrash of cams the new racing technology and in the

squatting tail you feel the urge of a new generation who wanted power, maybe at the expense of a lightness of touch. It's the last traditional handbuilt Ferrari, but it contains the promise of things to come. >>>

The 275 was Ferrari in transition from delicate agility to brute force



Plush, comfortable seats. All you need now is to find a road where you can drive at 175mph, uninterrupted, for hours on end



1973 Ferrari 365 GTB/4 Daytona

ALL FERRARIS have a number, but the 365 GTB/4 has a name: Daytona, so-called in honour of the occasion when three Ferrari 330 P4s finished the 1967 Daytona 24-hours race, three abreast, ahead of the rest of the field. The sobriquet somehow sums up the character of the new GT: a machine of great stamina, built for long distances and sustained speed. Ironically, by this time there had been almost complete divergence of the road and race machines, with the Daytona being Ferrari's first pure-bred road car. Even so, throughout its production life, the 365 GTB/4 would be campaigned in all the big endurance races – Spa, Le Mans, Sebring and, of course, Daytona, as well as being emblematic of

more unofficial events like the Cannonball Run, hammering across the United States with racing driver Dan Gurney at the wheel, its speedo needle on the top stop.

That was and still is what this car is good for. 'A Daytona will wear you out at town speeds, but you can drive it all day at 130mph,' observes David Cottingham of Ferrari specialist DK Engineering. The car was built for the jet set era – the intercontinental missile for the international man of action. If you had to drive from London to Geneva tomorrow, this is the car you would choose, sitting low and relaxed in the Seventies-style, ribbed leather, single-contour seat. It's a car best driven



with a cool head and suave detachment, shooting the gearchanges from your hip; the canting, open-gate wand slipping mercury-fast at high speed. Stay that way, gaze fixedly ahead and the muted tiger-growl V12 will propel you to more than 160mph.

After the earlier cars, the 365 GTB/4 can seem mute in its responses. It tracks flat and purposefully through the corners with little roll or inclination to shift its transaxle-balanced weight. The sound too is new.

In a world that's different in fuel quality, production methods and emission regulations (especially in the important US market) from that of the first Colombo V12, Ferrari opted for a new larger capacity engine designed by Colombo's one-time apprentice Aurelio Lampredi. In six carburettor, quad-cam form, the big 4.4-litre unit produces 352bhp. Its sound differs from its rorty Sixties predecessor – a more breathy, thrashy clatter, barking from the back of its throat when the throttle is gunned. It will never exhaust you on the long dashes and you'll savour it perhaps in a more intellectual way than the blood-stirring Colombo. And when you get out to gaze at the Daytona, it will elicit a different response here too.

Its shape appears to have been drawn with a single line, as sharp and as pure as a Japanese sword blade. There are no unnecessary frills to this car – it's so simple it's almost chilling. Remember, Lamborghini had launched the more avant-garde, mid-engined Miura just a year before and many had hoped that Ferrari would counter with something of the same ilk. Instead, another long-nosed, front-engined transaxle Gran Turismo Berlinetta appeared. And if the up and coming Lamborghinis were

1973 FERRARI 365 GTB/4

Engine 4390cc, V12, dohc per bank, six twin-choke Weber carburettors **Power and torque** 352bhp @ 7500rpm; 318lb ft @ 5500rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Steering** Worm and roller **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 1550kg (3410lb) **Performance** Top speed: 175mph; 0-60mph: 5.8sec **Cost new** £10,997 **Value now** £150,000

flamboyant, the 365 GTB/4 was conservative. Arresting but restrained.

In the Daytona, Ferrari seemed to hark back deliberately to what it considered fundamentally attractive core values. This car is purposeful, demanding and aggressive. It exudes a brute energy, almost as if the factory thought you should earn the right to drive it, just as with the early cars of the Forties. A maker of Ferrari's reputation didn't need to cause a sensation to gain customers – the proof of its worth hammered around the race tracks of the world. And anyway, where the Miura's front begins to lift at speed, the sober 365 GTB/4's long nose tracks straight. *Autocar* magazine declared it the fastest road car of its time at 174mph.

It's a car of more singular purpose than some Ferrari GTs, capable, but just disinterested in anything less than the longest roads and highest speeds. It's perhaps a more cerebral buy. Still, these cars bring out the passion in their buyers – the best are fetching

£150,000, almost tripling since 1999. You're paying to tap into a very deep vein of Ferrari energy, less accessible but intensely thrilling. Buy the Daytona and you buy the early Ferrari values in a modern guise – chic brutality, and it's very seductive. >>>



Its shape appears as **pure** as a Japanese sword blade. It's so **simple**, it's almost **chilling**

1976 Ferrari 512 Berlinetta Boxer

Sounds amazing, but without the same racing pedigree, it's up to you to find out what it can do on the track. Go for it!

IN 1973, Ferrari fell in line with the current design ethos and answered its critics by bringing out a mid-engined GT. Lamborghini had launched the Miura in '66, and Maserati unleashed the Bora in '71. Now, an even more outrageous Lambo was in the offing – the Countach. But Ferrari was not interested in what some tractor builder might do – it would develop things its own way. Ferrari's first mid-engined competition car was the 1961 Formula One shark-nosed 156, in which Phil Hill won the world drivers' championship the same year. Its first mid-engined road car (though not displaying the cavallino rampante) was the 1967, V6-powered Dino 206 GT. Six years later, its first full-blown mid-engined Ferrari, the 365 GT/4 BB, rolled out onto the road.

Even if you don't lift the clamshell rear lid, just the sound of the Berlinetta Boxer's engine lets you know something else is different too. The mechanical prattle is still there, but the underlying bark is more hollow, more metal-edged, like echoes of classic Formula One. The company hadn't won the Formula One world championship



since 1964, (and wouldn't again until Niki Lauda took the title in '75), but it was 1970's 3.0-litre, F1 engine that formed the basis of the new car's power plant. The flat-12 engine was a proven unit, a veteran of a season of sports car racing and two years in Formula One, winning seven grands prix and taking several fastest laps in the 312B driven by Jacky Ickx and others. The layout, with pistons horizontally-opposed like

boxers' fists, gave the car its name.

In the mighty 365 GT/4 Berlinetta Boxer, the all-alloy four-cam engine was a big 4.4 litres, with the five-speed gearbox mounted under the engine rather than behind it. Although this saved around 200mm (8in), the Boxer still had a wheelbase of 2500mm (98.4in). It was and is a big GT.

The 365 GT/4 (or its sister here, the 512BB) sits only 44in high, four inches lower than the Daytona. That, and its slight forward tilt, accentuates its hunkered-down, muscular appearance. It seems to be all engine and nose. You feel it when you're sitting in the Boxer's cabin. Your knees are drawn up shorter, and though



It's worth buying the Boxer just to wind the big **monster** up and hear it **howl**. You feel it all around you

the steering wheel is still between them, it's smaller and thicker. Is this car going to be more of a fight than its older sisters?

People found the 365 less tractable, with much of the power stacked at high engine speeds, and talked about it biting back with a sudden lurch into oversteer. That's sometimes true, especially in the wet, but a little sensitivity on the driver's part can go a long way. To help matters, when the car became the 512 BB in 1976 it gained wider rear tyres and track, a stability-aiding chin spoiler (the aerofoil over the rear window directs air to the carburettors), and the engine now produced its peak power at 6800rpm rather than a screaming 7500rpm. Bosch K-Jetronic fuel injection added in 1981 improved tractability even more, although it took away the carburettors' bark and, some say, some of the flat-12's character. But the Big Bruiser is still every inch a Ferrari.

All the by-now characteristic ingredients are there. The steering is light and sensitive for such a heavy, wide car, with any understeer corrected by throttling off. Though the clutch is firm, it is progressive, and the gearchange is, as usual, more responsive to a positive hand, maintaining the sustained thrust of the big flat-12. That engine – it's worth buying the car just to wind the big monster up and hear it howl. It booms slightly in the cabin and being a mid-engined car, you seem to feel it all

1976 FERRARI 512BB

Engine 4943cc, horizontally-opposed 12-cylinder, dohc per bank, four twin-choke Weber carburettors **Power and torque** 340bhp @ 6600rpm; 302lb ft @ 3900rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Steering** Rack and pinion **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 1515kg (3800lb) **Performance** Top speed: 175mph; 0-60mph: 5.8sec **Cost new** £15,000 **Value now** £70,000

Flat-12 layout proved a race-winning layout in Formula One and an object of adulation on the road

around you like a kind of sonic glow.

Despite the mechanical heritage, the factory made comparatively little effort to race the 365 GT/4BB – it would have been venturing into strong Porsche territory and Ferrari was heavily committed to Formula One. A handful of BBs raced, especially at Daytona, but with little success.

The lack of competition glory has perhaps kept it off collectors' radar, and it doesn't yet seem a 'traditional' Ferrari. Still, its market appears to be on the move after being dormant so long. 'It's taken off over the past three months,' says Jonathan Kaiser of International Cars of Kensington. 'The best examples are going for £80,000-plus.' They're worth it for that charismatic and very individual engine. It puts the Boxer firmly in the pantheon of Ferrari greats. ➤➤➤





1989 Ferrari F40

Think you're tough enough for an F40? Make sure you've thought that through

'WHAT YOU see is what you get' is a defining phrase for the F40. When you can see the carbonfibre/Kevlar composite weave of a car's bodywork through the paint, you know that someone must have been pretty serious about its performance to worry about the weight gain of a couple of coats of two-pack. Before you get that close, you know. The big integrated rear wing and all those scoops and ducts tell you: some kind of racing car for the road.

Ironically, this statement of awesome track majesty came out of a fallow time for Ferrari racers. Porsche dominated the sports car scene and McLaren-Honda had just won the Formula One World Championship. This car began life as a Group B racer, but the class was banned just as Enzo Ferrari made the decision to build what was to be the 288 GTO Evoluzione. In rather a hurry and renamed the F40, it became the planned celebration of 40 years of Ferrari. A true anniversary model would probably have been more self-consciously curvy. Its beauty, if it has any, comes from its purity of intention; not one line detracts from its singularity of purpose.

It's the same inside. No hand-stitched, soft Italian leather here. You clamber into a race-style seat with four-point harness, sunk into a stark carbonfibre tub of a cabin. And it's a stocky Momo steering wheel and only the bare instrumentation you need to drive, set in a small, hard-looking binnacle covered in grey felt.



1989 FERRARI F40

Engine 2936cc, V8, dohc per bank, Weber-Marelli electronic fuel injection, two IHI turbochargers **Power and torque** 478bhp @ 7000rpm; 425lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 1157kg (2550lb) **Performance** Top speed: 197mph; 0-60mph: 3.7sec **Cost** new £160,000 **Value** now £235,000

If you are the kind of Ferrari driver more used to a 412 or even the Testarossa, Ferrari's mid-engined flagship of the time, the F40 cockpit may not seem an easy place to be. It's the car many Ferrari owners *think* they would love to drive, but one that few would really like to come face to face with. And they will know that before they ever press the red plastic starter button.

When you do press that button, you're in for another surprise. There is none of the song and chatter of the 12-cylinder engines. Instead, there is a low, uneven burble, more like a Callaway Corvette. Yes, back behind your shoulder is a V8. It's

the same quad-cam, all-alloy 90 degree V8 that was used in the 288 GTO, now bored out from 2855cc to 2936cc, and, with the aid of two Japanese IHI turbochargers, kicking out 478bhp at 7000rpm. The F40 has almost double the power to weight ratio of the 512 BBi.

You might expect all the grunt to be stacked at the top end, but in reality

At 4500 revs, the **turbos** really kick in and you know, **suddenly**, in the **deepest** core of your being, that you had better be **bloody good**



this is an easy car to drive at low speeds, tractable in any gear and nowhere near as heavy as a Daytona when crawling along. Power uptake is smooth and there's a kart-like sharpness in its steering and stance on the road. The firm gearchange tells you you've got to put some work in, but like all Ferraris, it's so satisfying when you get it right.

So go for the gas. 'Pretty strong acceleration', you think to yourself in a smug 'I've driven Ferraris before' kind of way. Then, at 4500 revs, the turbos *really* kick in and you know, suddenly, in the deepest core of your being, that you had better be bloody good at what you're doing. Or the road had better be so long and so straight as for it not to matter. Now you know why the cockpit is so focused – this is what this car lives for, nothing else matters. Later (and for ever), you will remember the moment when the thing went mad and the horizon exploded towards you. Its abilities are way beyond what most drivers, even Ferrari drivers, ever dream of. 'It was the first of the really great supercars,' says David Cottingham, whose company DK Engineering services and maintains many F40s. 'Their performance is terrific.'

The F40 isn't really the 'next step' for most Ferrari owners. It's more for someone who's had a Lotus Esprit S350 or maxed their Nissan Skyline and wants something harder and more focused. It's a latter-day 250 GTO – both wear their Ferrari racing heart on their sleeve. But whereas the race-historied GTO commands millions of pounds, the F40 can be had for around £220,000. It has no race histories, so all the money goes on performance.



The cockpit is leatherless and business-like. With a potential 197mph from that V8, you'd better be business-like

The Ferrari factor

DRIVE ANY one of these cars and you will feel the others. Point its nose towards a snaking A-road through the hills, give it time to warm up, then listen and feel. It will tell you the Ferrari story.

The steering will be the weight of the forces acting on the wheels, little more and certainly no less (typified by the 195), and the car will hang onto the road's bending edge like a grasshopper balancing on a curved blade of grass, even though it carries the weight of a tiger (the 250 SWB). Its engine will have a racing heritage and will sing a wide multi-timbral song, always telling you what every part is doing (the 275), beginning low and rising up to an aching wail with every gear change (the Boxer). And the gearchange. Cold, it will be awkward, and unwilling. Gradually, it will free up, becoming a firm push to a sudden submission through the gate. Fast, it will be a liquid-metal clack-clack of unbelievable smoothness that brings a flutter in the pit of your stomach (the Daytona). And it will draw its power in a constant stream from a walking pace to warp speeds (the F40).

Driving a Ferrari is a two-way understanding. You expect race-bred tolerances and components forged on the great circuits of the world. The Ferrari *demand*s sensitivity, confidence and an appreciation of how a machine negotiates Newton's laws.

Countless GTs are emblematic of one facet of sports car design – handling, muscle-power, beauty – but few balance all these aspects in every car. Each one has a deep personality, as seductively feminine as it is vigorously masculine. Sixty years on, a Ferrari is still the car with a soul for the driver with a passion.

