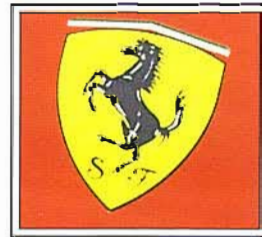
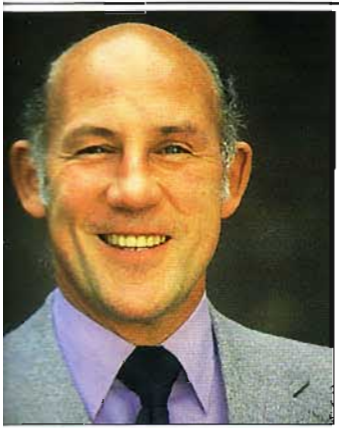


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31

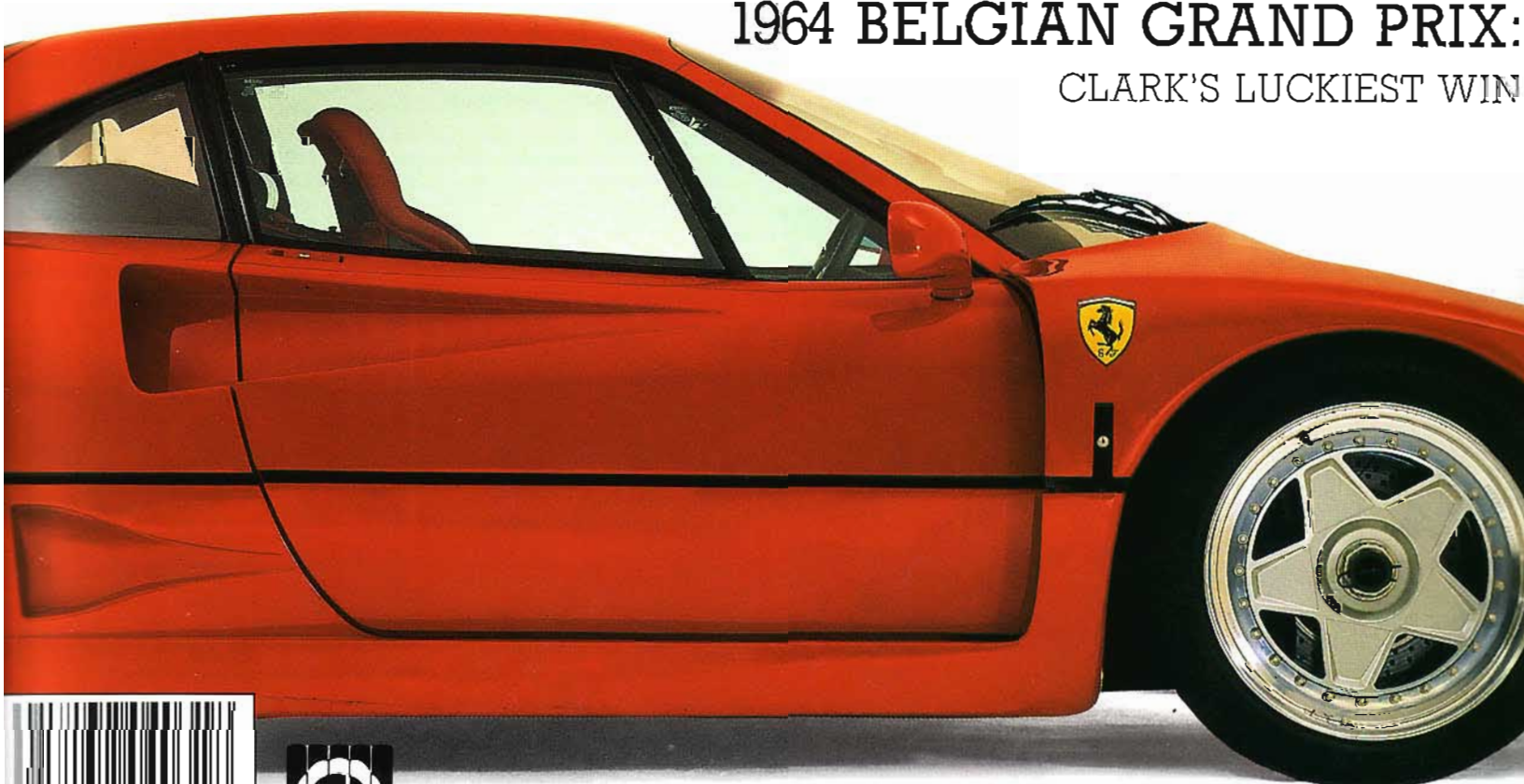
## FERRARI F40

STIRLING MOSS: UNCROWNED KING

CLASSIC SUPERCAR **A-Z**

1964 BELGIAN GRAND PRIX:

CLARK'S LUCKIEST WIN



ORBIS

UK £1.50; Republic of Ireland IR£1.65; Malta M£1.25

## Ferrari 250 GTE 2 + 2 1960-63

Ferrari's first series-production four-seater (which was more properly rated as a 2+2 by those who had to ride in the back seats) first appeared in public as the course car at the 1960 Le Mans 24 Hours.

After a great deal of careful planning and the relocation of the familiar three-litre V12 engine to a position eight inches further forward (the seats, pedals and steering column also moving forward to suit), Ferrari and Pininfarina managed to produce an extremely attractive style on the existing 102.2-in wheelbase, although the wheeltracks were wider and an entirely different chassis frame was produced to accommodate all this.

Mechanically, therefore, the 250 GTE was familiar to Ferrari watchers, except that a Laycock electrically-operated overdrive was added to the four-speed gearbox. The problem, never really solved, was that the two components shared the same oil, but really needed different types to work properly.

The new body style was a miracle of packaging, for it was a mere 12 in longer, and 2.4 in wider, than the existing two-seater coupé. It was also, some say, the most attractive Ferrari yet produced –

**Right: An array of instruments was supplied to monitor every possible engine function on the 250 GTE.**

Pininfarina had excelled themselves with a design which this time was built on Pininfarina's own premises.

But would a four-seater Ferrari sell? Some observers thought not. They were wrong, for the 250 GTE 2+2 was an instant success. So many orders were received that the existing two-seater coupé had to be dropped to make factory space for it. In three years, no fewer than 950 examples were built, which made it much the most successful Ferrari built to that date.

Even so, Enzo Ferrari was not content with a mere three-year career for this body. He intended to get the most out of this successful 2+2 style, the result being that he launched the 330 America before the end of 1963, and replaced the 250 GTE 2+2 with the 330 GT 2+2 in 1964.

By any standards, this Ferrari was a great success, for 500 Mk 1s and 575 Mk 2s were produced in less than four years. Its successor, unveiled in the autumn of 1967, was the even larger 365 GT 2+2.



### Ferrari 250 GTE variants

#### Ferrari 330 America

Late in 1963 an interim 330 America car was produced, matching the 77-mm x 71-mm, 300-bhp, 3967-cc V12 engine to the existing style; only 50 were produced.

#### Ferrari 330 GT (Mk 1)

The 330 GT (Mk 1) took over from the 250 GTE in 1964, complete with a 3967-cc engine, and a restyled (four-headlamp) nose and tail; 500 were built.

**Left: Like all 250s, the GTE had a three-litre V12. Ultimate power was not a consideration in the GTE, and the engine was tuned to deliver 240 bhp, less than in the sporting models.**

**Below: The styling on the 250 GTE was relatively sombre and restrained, but well-balanced. Although a 2+2, it was little longer than Ferrari's two-seater coupés.**

#### Ferrari 330 GT (Mk 2)

The 330 GT (Mk 2) kept the same engine, this time matched to a five-speed gearbox, with centre-lock aluminium wheels and optional power steering, plus a two-headlamp nose style; 575 were produced.

### Specification (1960 250 GTE 2 + 2)

- Engine:** V12, overhead-cam
- Bore x stroke:** 73 mm x 58.8 mm
- Capacity:** 2963 cc
- Maximum power:** 240 bhp
- Transmission:** four-speed manual gearbox and overdrive, rear-wheel drive
- Chassis:** separate steel frame with oval tubular section side members and cruciform braces
- Suspension:** independent front with wishbones and coil springs, live rear axle with semi-elliptic leaf springs
- Brakes:** discs front and rear
- Bodywork:** steel 2+2-seater coupé
- Maximum speed:** 150 mph (241 km/h)

