

# CLASSIC & SPORTS CAR

JANUARY 2004

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## FERRARI SPEEDKINGS

Daytona vs 575M: does the '70s GT giant still reign supreme?

THE  
WORLD'S  
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MAGAZINE



RPK 252M

RX03 KDU

**PLUS** Driving Goodwood Festival of Speed star the Golden Submarine, rotary-engined Citroëns, Alpina B10 BiTurbo and Lotus Carlton hypersaloons, followed up the much-loved Seven

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a 200mph Ferrari that's genuinely usable.

Not that this renders the Daytona a loser. Even by the standards of the day, it wasn't cutting edge stuff, the scuderia being given a bit of a kicking on the car's debut for being front-engined, as the Lamborghini Miura stole the limelight. Never mind that the Sant'Agata device wasn't anywhere near sorted for much of its production life, or the simple fact that the Ferrari was faster, if only by 2mph. Traditionalist as it was, the Daytona was still the big man on the supercar campus, *Road & Track* reaching 173mph back in 1970 with Bill Harrah's example, *Autocar* managing to eke out another 1mph a year later. It was also more accelerative, reaching 100mph in just 12.6 secs, 2½ secs faster than the Miura.

The 575M is in elite company as it has few real rivals that are as fast or as costly. Only the Aston Martin Vanquish is a genuine contender. Though pound for pound, there's little in it for performance, the British car's perhaps a better

looker even if the pumped-up profile is a retro-grade step after the sublime DB7. It certainly isn't as well made if the earliest batch was anything to go by.

As with the Aston, the 575M has paddle controls. Unlike the Vanquish, there's a manual option. Not that today's punters are at all put off by electronics changing cogs for you: Ferrari expects the F1 electrohydraulic system to outsell manuals by four to one. You could argue that nobody who stands pit side of a Grand Prix really needs to be able to swap gears in 220 milliseconds but it appears to be as much the present as the future.

This one has a polished H-gate and a lever. The time-honoured clunk, clunk action takes some acclimatisation yet this six-speeder is leagues more confidence-inspiring than those found in many Ferraris. Which is perhaps as well as performance with this car is so immediate. From rest to 60mph takes 4.2 secs. It feels faster. But it just keeps pulling, the engine note



Muscular looks match 4.4-litre four-cam V12 with six Webbers; one of few Ferraris not to use open gear gate; discreet doorhandle; flat steering wheel; flip-up lights from mid-'71, clear covers before



**'Big-boned and full-bodied, the Daytona, all bonnet, exudes animal aggression'**

## FERRARI'S OTHER V12 GTs

### FERRARI 250GT/PF

**Sold** 1954-'62/905 built, 2953cc, 200/220bhp, 126mph (PF) **0-60mph** 7 secs **Price new** £6272 (1962) **Price now** £50,000  
The first of anything resembling a volume build Ferrari and a lovely one at that. The 102.3in 'long wheelbase' (as opposed to 250SWB) chassis was home to Colombo's V12 with most bodied by Farina. PF style was standardised from '58 (right).



### FERRARI 250GT BERLINETTE LUSSO

**Sold** 1962-'64/c350 built, 2953cc, 250bhp, 145mph **0-60mph** 7 secs **Price new** £6272 (1962) **Price now** £200,000+  
Lusso meant luxury. A swansong for the GT-series, the gorgeous shape was designed by Pininfarina, with Scaglietti crafting the bodies. Less highly tuned than sister models with 250bhp triple-carb 60-degree V12 producing around 250bhp. Just 23 rhd.



### FERRARI 250GTE

**Sold** 1960-'63/c950, 2953cc, 235bhp, 136mph **0-60mph** 7.5 secs **Price new** £5605 (1962) **Price now** £30,000+  
The first production four-seater Ferrari. Engine and 'box in the regular 102.3in frame was moved forward to make space although GTE still handled nicely. Up to 100 have been cut up by Testa Rossa and GTO fakers. Hanging's too good for 'em.



### FERRARI 275GTB/GTB4

**Sold** 1964-'67/c780 built, 3286cc, 260-300bhp, 145-160mph **0-60mph** 6.3/7 secs **Price new** £6516 ('66) **Price now** £225,000  
Sensational GT with all-independent suspension and five-speed 'box: post-'65 cars with longer nose and bonnet bulge. Later GTB4s had near 300bhp - at 8000rpm; alloy-bodied cars for racing - '66 Le Mans class honours for Pike/Courage entry.



### FERRARI 330GT 2+2

**Sold** 1964-'67/1080, 3967cc, 300bhp, 144mph **0-60mph** 7.4 secs **Price new** £6217 (1966) **Price now** £25,000 (show)  
Underappreciated successor to the equally unloved 250GTE with Tipo 209 V12 and four speed 'box (five from mid-'65). First series (right) styled by Pininfarina's Tom Tjaarda, but four headlight look was soon dropped.



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