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fastest sports cars



DAIMLER SP250
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Special Reports ■ FERRARI * JAGUAR E-type *
MASERATI * ALFA ROMEO * CORVETTE * ASTON MARTIN

CORVETTE AND THE BOREDOM BARRIER

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the sintered iron linings in the standard drums, or the same linings in the finned, fan-equipped drums which have scoops in the backing plates.

These options are readily available to Corvette owners.

The suspension (coils, wishbones, anti-roll bar in front, leaves, radius-rods, antiroll bar in back), is a very good compromise between the demands of competition and those of touring. The optional stiff suspension formerly available were discontinued in 1960, and the standard suspension stiffened by modification of the front anti-roll bar, and the fitting of an anti-roll bar to the rear.

The result of these changes has been a marked improvement in handling. The Corvette understeers still, but sits much flatter in corners and the new suspension makes it possible to "set the car up" in cornering and control the tail by using the throttle.

The driving position in the Corvette has been steadily improved over the years and now provides sufficient room for drivers of average height to indulge in "long-arming". As an option an extra inch of seat adjustment can be provided for taller drivers.

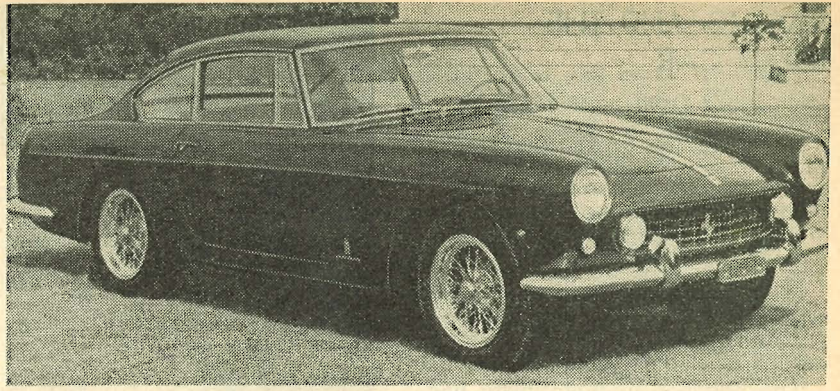
The seating is probably the unhappiest result of Corvette's "touring/competition" marriage. Although to enter and leave, the seats provide little lateral support, allowing occupants to rattle around like the proverbial "pea in a whistle."

The important thing to remember about the Corvette is that although it is a sports car in the accepted sense of the word, it does not really compare in handling and braking with the best European products. However, the price difference is so great that comparisons are hardly fair.

In spite of its few shortcomings—notably its unfortunately fussy styling and poor seating arrangements—the Chevrolet Corvette is one of the world's most exciting sports cars.

Electrifying performance blended with truly outstanding American-style touring comfort make one of a kind.

It is a vehicle which has endeared itself to American enthusiasts. Let's hope Australians will soon be able to sample the joys of Corvette ownership and as the ad men put it "break the boredom barrier." #



To cater for the four seater market, Ferrari makes the 2 Plus 2 model, which is basically a normal 250, but with additional seats in the back for two people.

FERRARI

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The clutch bites hard and as the revs build up you notice that the speedo is 45 mph and there is still more to come. Must not over rev the engine so change snappily into second wind out to a little over 80 mph, slip into third and take that to 110 mph before hitting top and zinging up to 135 mph. Still there is more speed to come but road conditions take a sudden change for the worse and you have to stop — real quick.

A firm jab on the brake pedal, the Dunlop discs take over and bring the Ferrari to an outstanding fast stop. The ride is over.

Ferrari makes two models which can be readily obtained for road use—the one we just tried and the 250GT which is a hairy road-cum-rally-cum-grand touring racer.

This model pumps out more power, although the capacity is the same at 3-litres (the 250 part of the designation stands for the capacity of each cylinder).

In Australia a Ferrari 250 costs

about £7000, depending on the type of options you chose. However, if you could persuade Enzo Ferrari to build you a right hand drive model Superamerica Ferrari, then you would really be in business.

Apart from the fact that at the moment they are only made at the rate of one a month and only have left hand drive, would probably not be as discouraging as the price tag—£12,000 to £14,000.

Like its half-price relative, the 250, the Superamerica has 12 cylinders, but a capacity of 4.1-litres. It accelerates as fast as a racing car (and faster than quite a few of them) and hits about 180 mph in fifth cog.

Needless to say, not many buy this model Ferrari for rather obvious reasons. It is the ultimate luxury car that also has performance—more than most people would be prepared to use.

Ferrari has never made a cheap car. On the other hand he has never made a slow one. The road cars are beautiful things, reliable, precise and everything else a car should be. #



GT version of the 250 is mainly for competition work, has lightweight body. The interior of the car is functional, rather than luxurious.