

Rosso
Ferrari





mm. 400

mm. 240 (mm. 180)



242S

Through the Years

Ferrari's sports cars for four

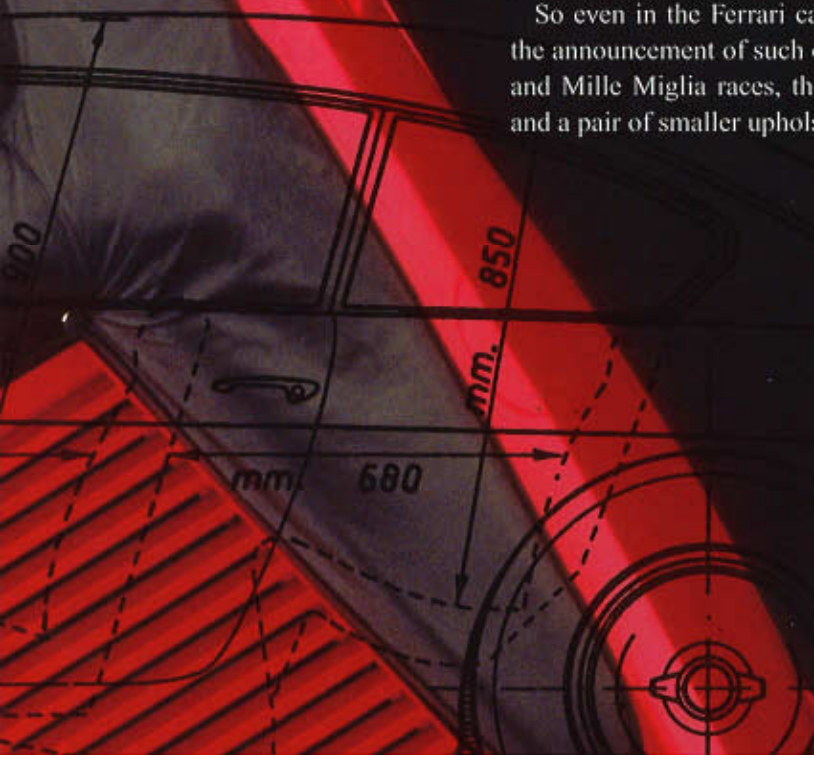
BY JOHN LAMM

Photography by the Author

AT HEART, ENZO FERRARI WAS FIRST OF ALL A RACER. CONSIDER HIS EARLY years as a successful driver, then managing the strong Alfa Romeo racing team and finally creating his own scuderia in Maranello. Even in his final years, Ferrari's focus was with his Grand Prix team.

But racing has never been free. Someone has to help pay, and in 1948, long before the introduction of heavy corporate sponsorship in racing, that meant depending on customers, not all of whom were going to want 2-seat Ferraris.

So even in the Ferrari catalog from 1949, displayed just a few pages from the announcement of such early Maranello victories as that year's Targa Florio and Mille Miglia races, there was a 2+2 model with two normal front seats and a pair of smaller upholstered perches in back.





Ferrari 2+2 models have existed almost from the company's beginnings. At the left, looking rather formal and upright, is a Carrozzeria Touring 2+2 body for the 166 chassis. Above is an early Pinin Farina 2+2 on a Lampredi V-12 chassis at the 1953 Paris auto show.

166 Inter 2+2: Based on the 166 Inter chassis, these first “family” Ferraris had rather upright Touring-designed bodies, and you would have had to be small in stature to endure the cramped back seats. In fact, the 2+2's shape was not unlike that of the coupe body on Clemente Biondetti's Mille Miglia-winning car, and came with steel road wheels that had an unusual feature for Ferrari: hubcaps.

The factory listed 105 bhp at 6000 rpm from the 2.0-liter V-12 with its single Weber carburetor. The transmission was a 4-speed manual.

Few 166 Inter 2+2s were sold, and this configuration would remain a rarity at Ferrari, but they do exist.

212 2+2: This 1951 Ghia-bodied 2+2 212 Export is owned by television host David Letterman. As with the earlier Touring attempts to fit four people

into a Ferrari, this one has a roofline that is a bit erect, and while rear-seat leg room is limited, the seat itself looks comfortable, maybe tempting a single passenger to ride sidesaddle.

That same year, Ferrari even created a pair of 2+2 Inter race cars, the only ones in its history. What's more, they finished

Several 2+2 models were built on 212 chassis. The Ghia-bodied 212 Export seen here is owned by television host David Letterman, its rear seat resembling a leather couch. On the previous page is one of two 212 2+2s built to race in the 1951 Carrera Panamericana, where they finished 1-2.

1-2 in the 1951 Carrera Panamericana road race. Looking almost formal with their squarish rooflines and yet covered with all the advertising that was featured on the Carrera entrants—looking rather NASCAR-like—the 212s seemed almost too, well, vertical to be race cars. Why a 2+2 race car? The rules stated





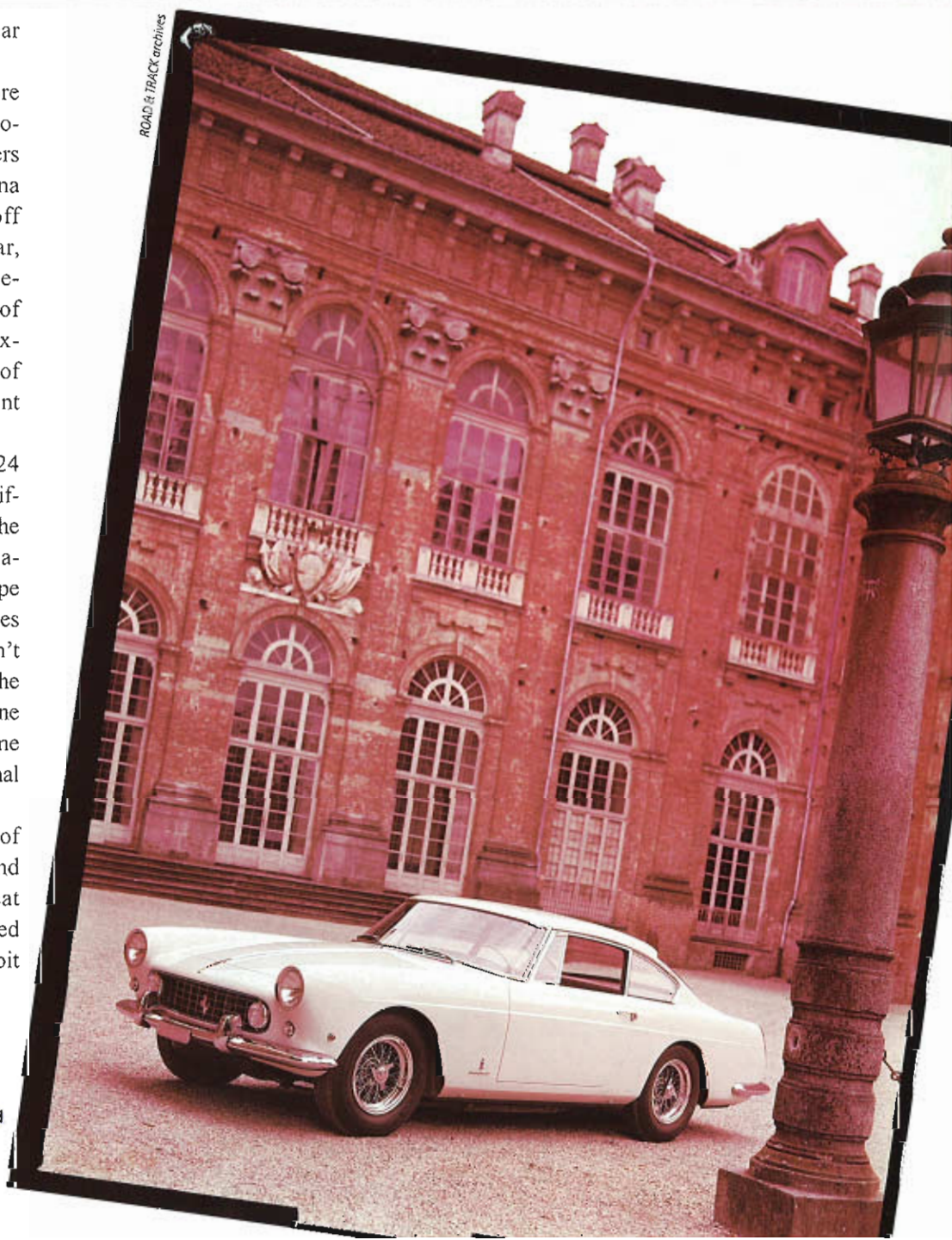
that cars entered in the event that year had to have at least four seats.

It would be a number of years before Ferrari put a 2+2 model into series production. During that time, body makers such as Ghia, Vignale and Pinin Farina created show cars and other one-off Ferraris with small seats in the rear, though all struggled with varying degrees of success over the problem of blending the sort of sleek design expected from a Ferrari with the type of extended roofline that gave even a hint of rear-seat head room.

250 GT 2+2: Then, at the 1960 24 Hours of Le Mans, there was a rather different-looking Ferrari being used by the course marshal. This large Pininfarina-designed 2+2 was, in fact, the prototype for what would be Ferrari's initial series of production 2+2 models. It couldn't have been easy creating that shape, as the designers had to fit the long V-12 engine and space for four occupants on the same 102.4-in. wheelbase chassis as the normal 250 GT.

And yet it worked, so four adults of average height could fit in the car and endure an hour's drive. The rear-seat passengers even had what's now called "stadium seating," the seats raised a bit above those in front.

Ferrari's initial full-production 4-seater, the 250 GTE, was first seen as the course marshal's car at the 1960 24 Hours of Le Mans. Pininfarina designed the body, and 950 of the 2+2s with a 240-hp V-12 were built. U.S. price: \$12,900, west coast.



With the 250's chassis came the basic upper and lower A-arm front and live-axle-on-leaf-springs rear suspensions that would be used for two generations of Ferrari 2+2s. Also taken from the 250 was the engine, a 240-bhp version of the Gioacchino Colombo-designed V-12 with its single overhead camshaft and trio of Weber carburetors.

Road & Track tested a 250 GT 2+2, accelerating to 60 mph in 8.0 seconds, which was quite respectable for a 3100-lb. car in 1960. "What really surprised us was the absolute ease with which the car gets up to 100 mph," the testers reported.

The editors loved the car and finished the test report by declaring, "It can be stated that the Ferrari is one of the easi-

est cars in the world to drive. Anyone can drive one and enjoy the experience; the connoisseur who can afford one wouldn't have anything else."

Ferrari's first venture into 2+2s proved successful, and 950 were made and sold for \$12,900 each on the U.S. West Coast. There were supposed to be 1000 examples, but near the end of the run, Ferrari upgraded from the classic 3.0-liter engine displacement of the 250s to a 4.0-liter 330 V-12: The result was 50 330 Americas, which combined the body style of the 250 GT 2+2 with the larger-displacement engine.

330 GT 2+2: True home for the 4.0 V-12 made its debut in January 1964: the 330 GT 2+2. Again Pininfarina did the design, which is arguably the most

graceful and yet powerful-looking 2+2 shape from Ferrari until the 456 GT 2+2 came along almost three decades later.

Both the 330's 2+2 and 2-place GTCs inherited some of the feeling of the great 400 Superamerica models. The nose of the 330 2+2 shows that legacy, flowing back into a cabin that is topped with a handsome greenhouse that had a bit more interior room than the 250 GT 2+2.

There was one questionable design element on the early 330 2+2s, the then-fashionable dual headlamps. They were replaced in the second series (1966) with one headlight per fender.

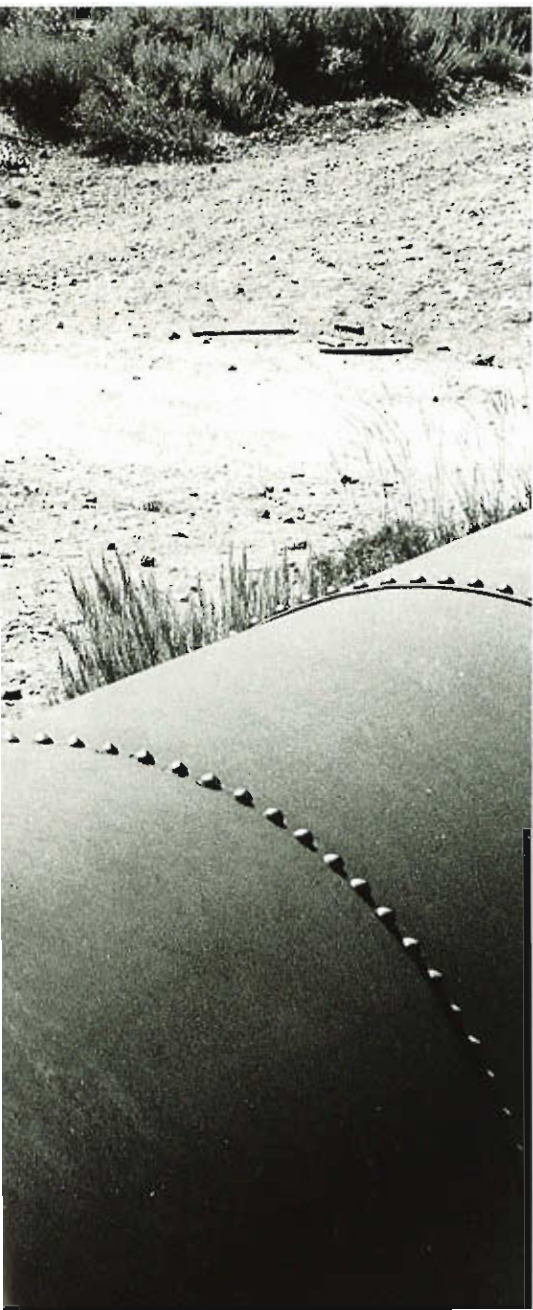
These 330s also took over the basics of the 4.0-liter single-cam V-12 of the 400 Superamerica, now with 290 bhp at 7000 rpm (later 300 bhp). As with the





The next-generation 2+2 from Ferrari was the 330 GT (left), which had a 4.0-liter 290-bhp V-12 and an option list with air conditioning and power steering. *Road & Track* called the 1968 365 GT 2+2 (bottom, left), the "Queen Mother of Ferraris." Under the hood was a 4.4-liter, 368-bhp V-12, while at the rear was independent suspension.

250 GT 2+2, the 330's gearbox was a 4-speed manual with what proved to be the troublesome Laycock de Normanville overdrive, so this was replaced in the next series with a 5-speed manual.



ROAD & TRACK ARCHIVES

Pointing the way to the manner in which 2+2s would add more luxuries over the years, the second-series 330's option list included air conditioning and power-assisted steering, the latter generally scorned by enthusiasts in those days.

365 GT 2+2: Ferrari built 1000 330 GT 2+2s before that production ended with 1967, replaced by the 365 GT 2+2. Unveiled in early 1968, this was a big car, called The Queen Mother of Ferraris by *Road & Track*, and it measured 196.1 in. long, about the same as today's BMW 740i. With its dramatic Pininfarina styling, the 365 GT 2+2 had an imposing presence and weighed 3223 lb., edging near two tons when equipped with passengers and luggage.

Road & Track called the 365's interior "strikingly luxurious and beautiful. The headlining is pleated, the seats are cradling and luxurious and the carpeting is thick and opulent. Rear seating is not generous, but it is better than in most 2+2s..." Ferrari was thinking more about the comfort of its customers, so power-assisted steering and air conditioning left the option list for the standard-equipment column, joined there by power windows.

Hidden under the 365's imposing bodywork were a number of important technical changes. For the first time, Ferrari fit its production 2+2 with independent rear suspension, an upper and lower A-arm design supplemented by self-leveling.

This was also the first Ferrari developed to deal with the then-new safety and emissions rules in the U.S. But de-

spite being fitted with an air pump and reworked for lower carbon monoxide and unburned hydrocarbons, the 4.4-liter single-cam V-12 managed 368 bhp in U.S. form and could power the big machine to 60 mph in 7.1 sec. before going on to a top speed of 152 mph.

"It will do almost anything an automobile would be asked to do," figured *Road & Track*. "Cruise at 150 mph, creep along in traffic, carry the wife and kids shopping or on a cross-country trip—all in air conditioned comfort. Now all we need is a place to open it up occasionally—and \$19,000."

My, haven't prices changed?

365 GTC 4: After the long, almost-Superamerica shape of the 365 GT 2+2, its successor, the 365 GTC 4, came as a shock. Big as it was, there was something classic, almost regal about the older car, while the new one—some 12 in. shorter—offered a less dramatic styling statement.

Apparently, the new GTC 4 was meant to be a companion to the 365 GTB 4, better known as the Daytona. You can see it in the styling, particularly the greenhouse, but unlike the 2-seat Daytona (done at Pininfarina by Leonardo Fioravanti), the GTC 4 (not done by Fioravanti) is much less successful. The front end, like that of many cars in that era of ever-sturdier bumpers, was blunt with none of the lithe strength of the Daytona.

Luckily, the number "4" in the model designation stood for four camshafts in the 4.4-liter V-12, also a la Daytona. At 320 bhp, it was rated 30 less than the Daytona's version and 48 bhp less than



its 2+2 predecessor, so acceleration to 60 mph slipped to 7.3 sec.

Apparently, the “4” didn’t necessarily stand for the number of passengers, *Road & Track* explaining, “Its token rear seats folding to make a luggage area, but being available in case a child or two want to ride along.”

This was not the most loved of Ferraris, and had a brief life with a total of only 500 being built during 1971 and 1972. However, after 30 years, the GTC 4 today evokes a certain fondness from some Ferrari fans.

In fact, the reaction to all the 2+2

Ferraris has softened as the years pass, as perspective changes and as they become quite affordable. Prices for most of the models in this story can start in the \$35,000 range, depending on condition, and rarely reach \$80,000.

400 GT 2+2: Quite fondly remembered by many is the next 2+2 series, which filled the years between 1972 and the debut of the 456 GT 2+2 in 1993. Unveiled in autumn 1972 at the Paris auto show as the 4.4-liter 310-bhp 365 GT4 2+2, it was renamed the 400 GT when equipped as of the 1976 Paris show with a 325-bhp 4.8-liter

V-12 and the option of a 3-speed General Motors automatic transmission.

400i & 412: At the same show three years later the change to Bosch fuel injection to meet still tougher emissions standards brought a new name—400i—and a slight drop in horsepower to 310. With continuing development of emissions systems, the addition of anti-lock brakes, a slightly larger displacement—4.9 liters—and more horsepower—340—the same model evolved into the 412 with its debut at the 1985 Geneva auto show.

The most long-lived of all Ferrari

Shortest-lived of Ferrari’s 2+2s was the 1971 365 GTC 4 (above), which tried to be a 4-seater Daytona. Longest-lived of Ferrari’s 2+2s was a model that went through several iterations: 400 GT 2+2, 400i and 412 (right and far right). Over 19 years, these rather majestic automobiles were the first Ferraris to offer an automatic transmission.



Jeffrey R. Zwart



ROAD & TRACK archives

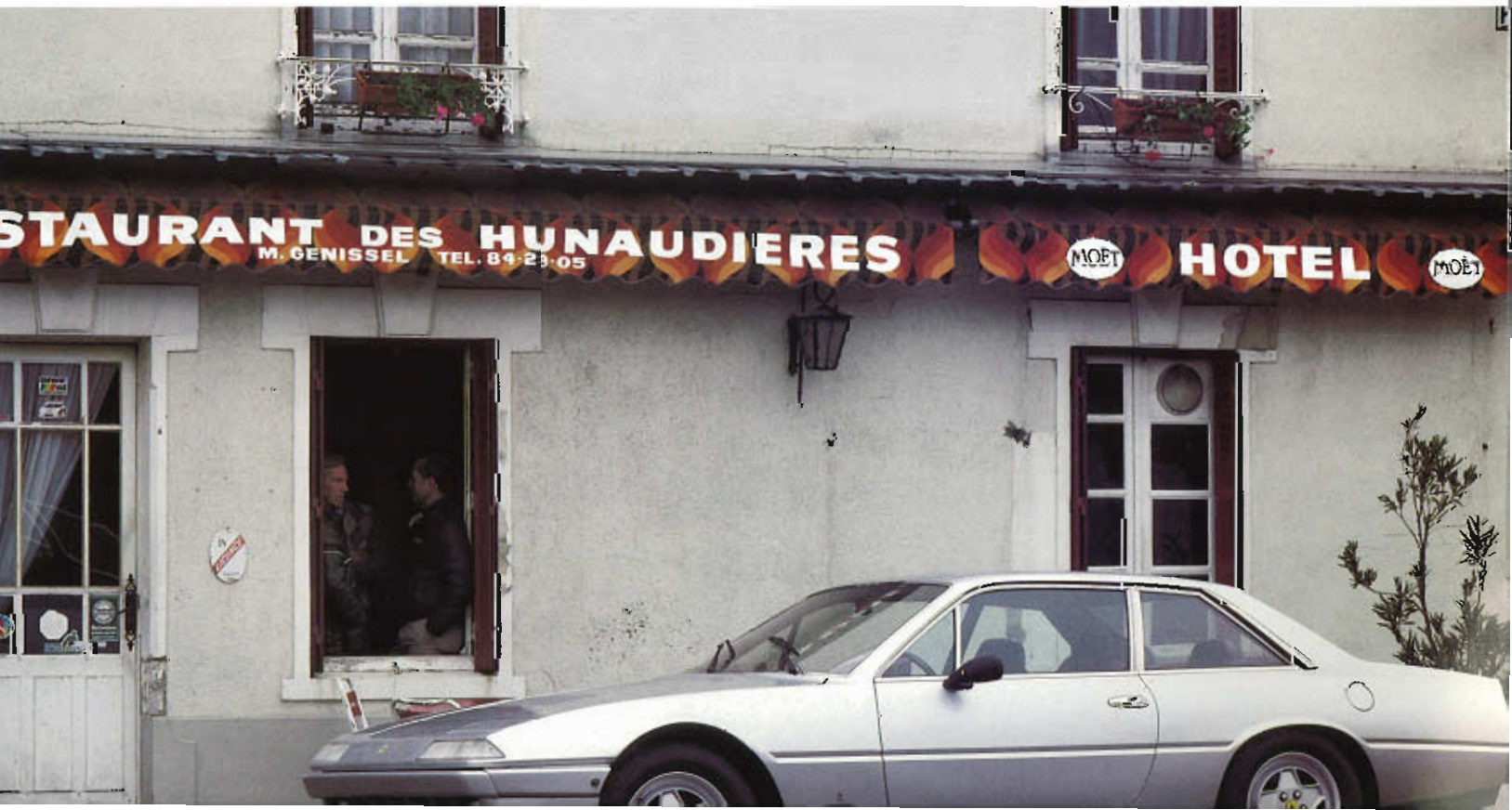
models, this handsome, proud 2+2 had little of the GTC 4's pretense at sportiness, but an air of formal grand touring that allowed Pininfarina to give it a squared-off roofline and greatly improved rear-seat head room. Throughout its life, the big 2+2's basic shape never changed, but it did receive minor facelifts, many of the later ones aimed at improving the car's aerodynamics.

The interior is what you'd expect in a grand, rather royal Ferrari: a place fit for a company's chairman. Although the 2-seat models had form-fitting seats, those in the big 2+2 had a more thronelike quality. The rear pair was downright inviting. Leg room in back was somewhat limited, the occupants' discomfort mitigated by a separate air-conditioning system. With room not

the premium it was in the smaller Ferraris, even the center console could be larger, more imposing.

As in all Ferraris, the gauge layout was exemplary in style (crisp, white-on-black faces) and readability.

These 365/400/412 models were never lightweights, but despite their two-ton heft, they were capable of sub-8.0 sec. 0-60 times and 150-mph top





For grand touring you need luggage (left) for the 412. Ferrari's mid-engine 2+2s had V-8 power and were the Bertone-designed 308 GT4 Dino (right) and Pininfarina's Mondial (below), the latter also produced as a handsome 4-seat cabriolet.



speeds, all accomplished with grace and dignity—and with the luxury of an automatic transmission and air conditioning.

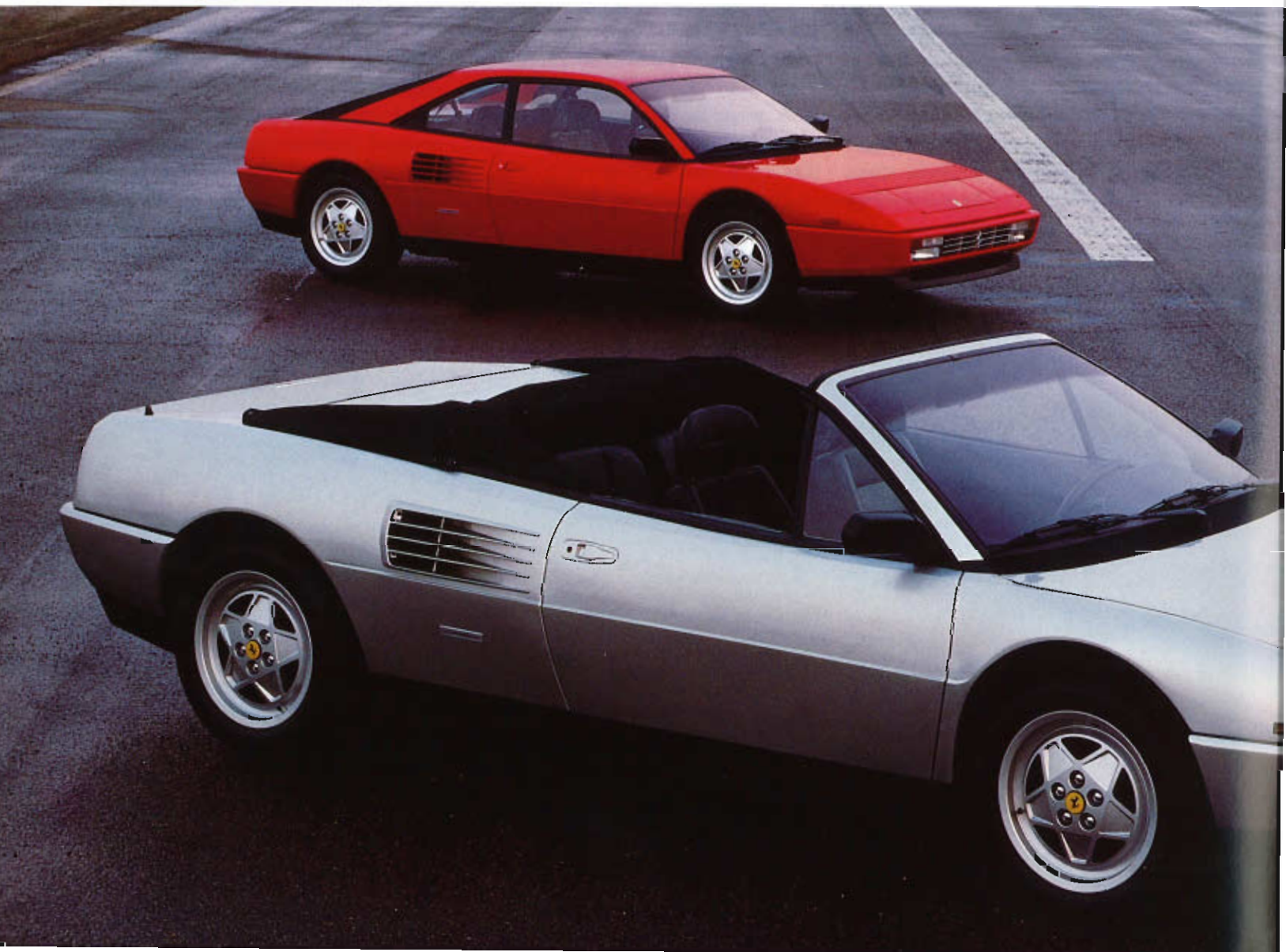
No less than Ferrari Formula 1 Champion Phil Hill wrote of the 412i, "The road-holding and ride are...very respectable. It may not look like a car you can pitch about or race across the Apennines, but it does a tremendous

job of behaving like a lighter, smaller automobile. Its handling would best be described as nicely balanced, with no great understeer or oversteer vices."

He pointed out that the 412 "manages to be sporting and yet sophisticated and refined. Too many times 'sporting' infers a certain roughness or a Spartan attitude that's expected as part of the package. The 412 proves this

isn't necessarily so, and that style and sportiness go hand-in-hand..."

308 GT4/Dino: Not all Ferrari 2+2s were large or front-engined, but then Maranello's first mid-engine 2+2—the 308 GT4—wasn't considered a Ferrari by some. Famous race driver and journalist, Paul Frère, wrote at the time, "Enzo Ferrari once told me, 'A Ferrari is a 12-cylinder car.' Consequently, the



308 GT4 isn't a Ferrari and that's why it's called a Dino. It has only eight cylinders, but by any other standard, including performance, it is a Ferrari."

Also different from other Ferrari-built automobiles for some 20 years, this smaller 2+2 didn't have a Pininfarina-designed body. Bertone was the carrozzeria of choice, creating a wedge-shape form that was controversial from the day it was presented at the 1973 Paris auto show. The angular Dino 308 also had the sort of thick bumper, flip-up headlight front end used by several automakers in those days, as designers and engineers struggled with ever-more-difficult bumper laws.

Packaging a 2+2 cockpit and a trunk in a mid-engine car is always difficult, and while the driver and passenger in the 308 GT4 had plenty of room in their Connolly-leather-finished individual bucket

seats, the rear seats were strictly for tots.

But it was an enjoyable car that *Road & Track* considered "a worthy member of Ferrari's long line of dream machines." The drivetrain was the same 3.0-liter V-8 engine, 5-speed manual transmission used in the 308 GTB/GTS sports car, and it got the 3405-lb. 308 GT4 to 60 mph in 7.8 sec., 1.4 sec. quicker than the lightweight Lotus Esprit.

Road & Track called the mid-engine GT4 an exciting driver's car. "The handling is superb, the high-speed stability is exemplary, the ride is delightful and the performance is stimulating, if not breathtaking."

Mondial: Successor to the GT4 was the Mondial, introduced at the 1980 Geneva auto show. Pininfarina was given the job of designing the 2+2 and the result underscored once again the difficulty of a mid-engine 2+2 package.

Like Bertone's GT4, the Mondial's design caused some controversy. Though not as angular as its predecessor, the Mondial was a bit slab-sided for many critics, lacking the sexiness of most Ferraris, including several 2+2s. Many of these complaints softened dramatically with the debut of the Mondial Cabriolet and the first-ever possibility of seating four in an open-air series-production Ferrari.


Sexiness fell victim to head room, as can be seen in the profile of the car. Even with that, *Road & Track* explained, "Based on our measurements of head room (a scant 32.5 in.) we'd

not recommend trying to convince anyone but small children that it's comfortable back there." But Mondial fans could argue that even if you never use those rear seats, they add to the impression of roominess inside.

While the Mondial was introduced with the 205-bhp version of the 3.0-liter Ferrari V-8, it took a big step up in 1982 with the Quattrovalvole 4-valve-per-cylinder 3.0 engine, which added a significant 35 bhp.

In 1985, the Mondial coupe and Cabriolet received minor exterior changes and a major kick in the engine compartment with a 3.2-liter engine with 270 bhp, and in 1989, a bump up to a full 300 bhp as the V-8 was upped to 3.4 liters.

456M GT 2+2: Come the 1990s, Ferrari reworked its entire line of production cars over the short span of four years, introducing the 456 GT 2+2 in 1992, the F355 (1994) and the 550 Maranello (1996). The 456 was refined in 1997 to its current form, the 456M GT.

Like that earliest Ferrari catalog, the new 2+2 was given equal billing with the sports models, but unlike then, the 456 is no token gesture. With a 5.5-liter, 436-bhp V-12, rear-mounted manual or automatic gearbox, aluminum body with carbon-fiber hood, and 5.1-sec.-to-60-mph performance, oh-so-sexy styling, a 190+-mph top speed and real back seat room, the "family" Ferrari is on equal footing with its sports-car siblings. 

Today's Ferrari 2+2 is the 456M GT, with its exciting Pininfarina styling. Powered by a 5.5-liter, 436-bhp V-12, it has a rear-mounted transmission, manual or automatic. Despite its 2+2 seating, the 456M GT need not apologize for its performance, with a 0-60-mph time of 5.1 seconds and a top speed just over 190 mph.

