



**ferrari 250 granturismo coupé pininfarina 2+2**





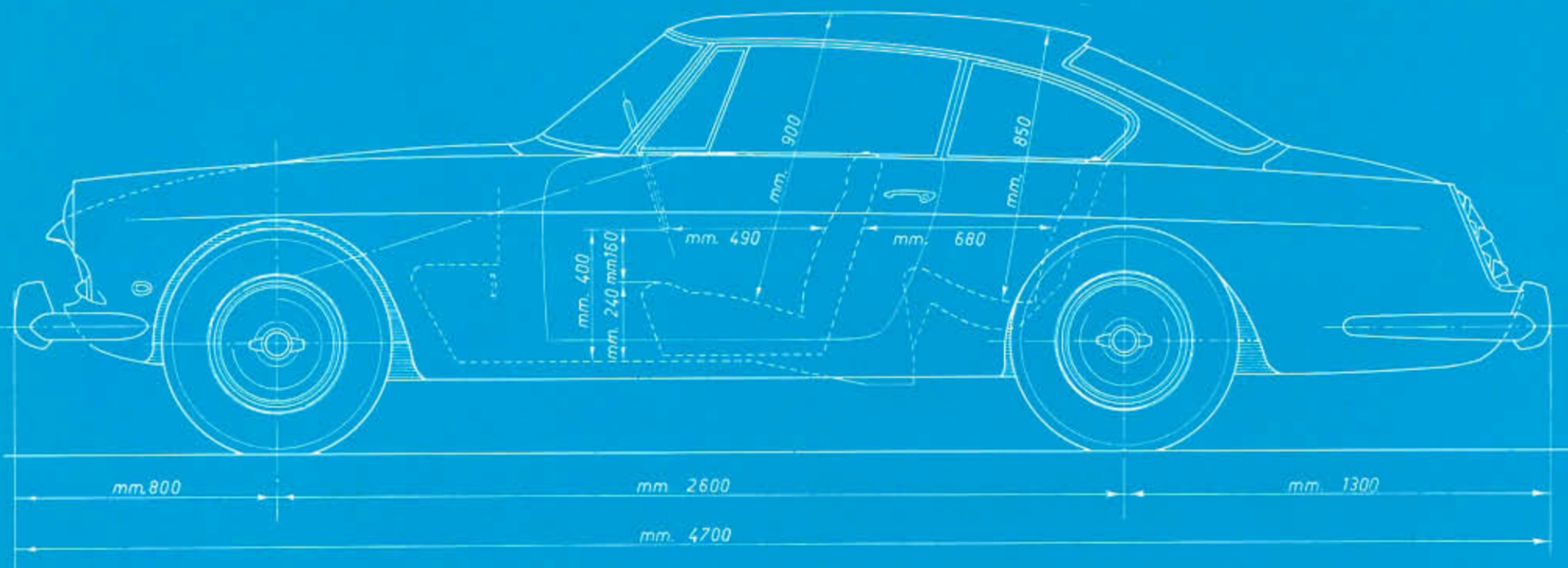
The FERRARI 250/GT COUPE' PININ FARINA 2+2 is the continuation of the program for production of the «Ferrari 3 liters-12 cylinders». Though the internal volume of the new car has been considerably augmented in comparison with the former models, in order to make room for two comfortable front seats plus two spare back seats, its total length does not exceed that of the 2-seater coupé model.

Both line and size of the 250/GT coupé Pinin Farina 2+2 have been conceived and realized in such a manner as to enhance the characteristic features of a real touring car. The aerodynamic profile of this car has been carefully studied, from the point of view both of general line and details, on the basis of air resistance tests.

The front radiator shell reproduces the classic design of our Firm, with slightly reduced dimensions with respect to those of the 250/GT 2-seat coupé or cabriolet; the air is conveyed to the water radiator by appropriate internal bulkheads. The fog lights are mounted externally, while the headlamps are embedded in the fenders without any external, visible, chrome-plated frame.



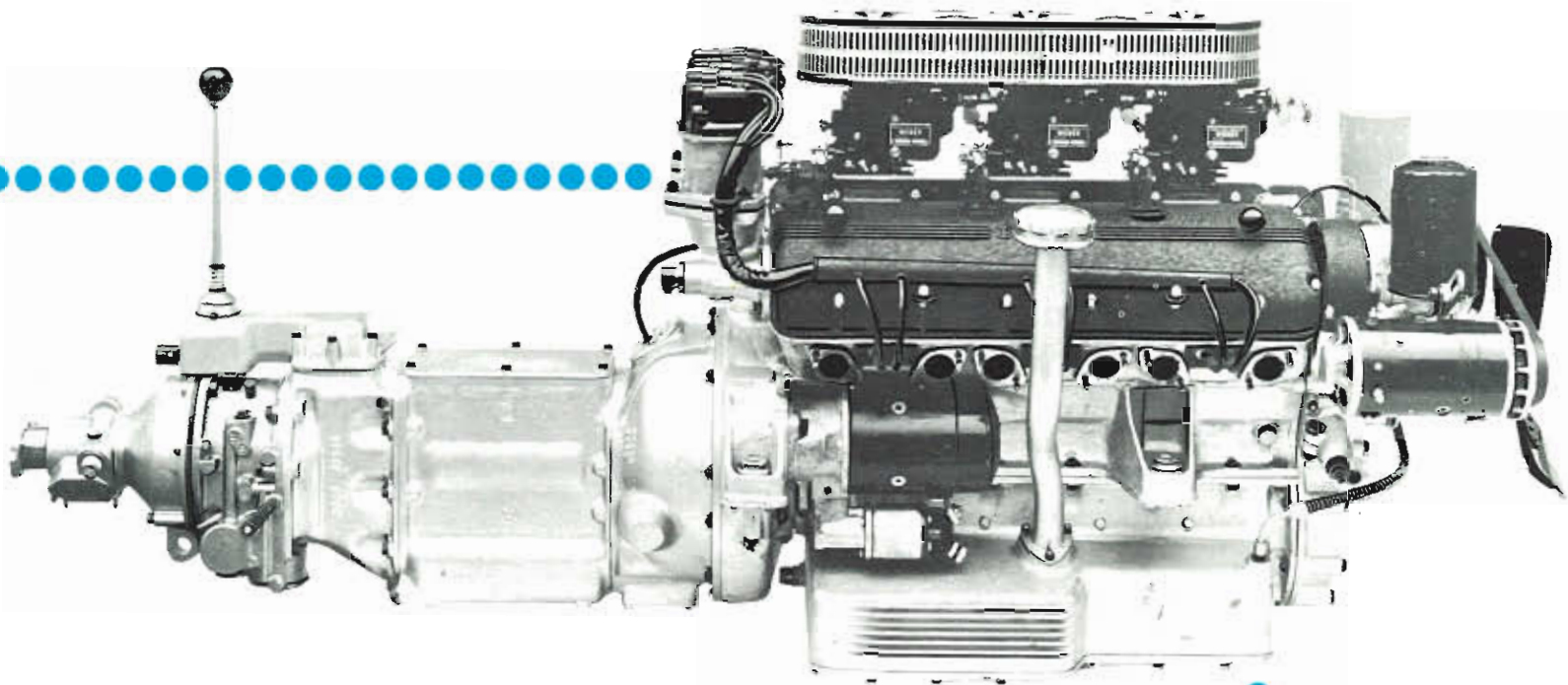
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The smooth, plain hood, without air intake, tapers off towards the front end so as to increase the adherence of the car to the road when running at very high speed. The side, of exceedingly plain design, is devoid of any chrome-plated ornament, and presents a simple and single longitudinal movement. The windscreen has been the object of a particular study, with regard to both its form and inclination, always with the view of improving the aerodynamic penetration. The roof and rear are perhaps, from the aesthetic viewpoint, the most noteworthy features of the new car; in fact the roof, thin, slender and endowed with an almost total luminosity, harmoniously blends with the tail, forming a single compound. The rear window is slightly embedded below the rear of the roof, and constitutes an original and quite new motif in a car having a continuous line.





The 3 liter, 12 cylinder V 60° motor is famous among all those created in the extensive range of Ferrari cars. It has undergone the most probatory tests both in tourism and competition, giving many a splendid performance in severe races of paramount technical importance, such as the 24 Hours of Le Mans, 12 Hours of Sebring, Tour de France, Mille Miglia, Tourist Trophy, etc. This engine was first developed in 1947, and has since then gone through the inevitable, secure path of evolution, after innumerable trials, till it reached the present degree of perfection, and became famous everywhere as being strong, flexible, powerful and generous. The four-speed gearbox has a 5th automatic « overdrive », the latter being particularly required to get a rational performance from the car on the modern highways.



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## engine

Number and arrangement of cylinders V - 12 - 60°  
 Bore and stroke 73 × 58.8 mm  
 Piston displacement 2953,211 cc.  
 Compression ratio 8,8 : 1  
 Maximum b.h.p. at 7000 r.p.m. 240  
 Silumin cylinder block and crankcase with forced-in liners  
 Crankshaft on 7 bearings and connecting rods coupled in parallel on thin wall bearings  
 V-overhead valves with screw adjustable cams and roller rockers  
 Camshafts and water pump driven by a silent chain with turn-buckle tightener  
 Lubrication by geared pump  
 Battery ignition and two distributors with automatic timing advance  
 Feeding by one diaphragm fuel pump and one self-regulating electric pump  
 Carburation by three double-bodied carburetors  
 Dry clutch and elastic hub  
 Cooling by multitubular water radiator and automatic fan, patent Peugeot

## chassis

Gear box with 4 silent synchromesh speeds, operated by a central lever, direct drive on the 4th speed, 5th automatic « overdrive »  
 Rear axle of the rigid type with lateral rods  
 Rear suspension with semi-elliptic leaf-springs, and large telescopic shockabsorbers  
 Front suspension with independent wheels, and helicoidal springs, telescopic shockabsorbers  
 Single-block steel tubular frame  
 Steering unit with independent links, Left hand drive  
 Disc-brakes on the four wheels, mechanic hand control on the rear wheels  
 front tread 1354 mm  
 Wheelbase 2600 mm  
 rear tread 1394 mm  
 Weight of the empty car: 1280 kgs.  
 Fuel tank capacity: 100 liters  
 Fuel consumption every 100 kms, approx. 16 liters  
 Light alloy wire wheels for tires size 650 × 15 or 185 × 15

speeds attainable at 7000 r.p.m.

back axle ratio	1st speed	2nd speed	3rd speed	4th speed	in 4th speed x 1000 revs
7/32	54 mph	76 mph	102 mph	126 mph	18 mph
8/34	58 mph	82 mph	110 mph	135 mph	20 mph

The 5th automatic « overdrive » increases by 22 % the speed of the direct drive in 4th gear and is fitted with the 7/32 ratio only

These data are for information only



The upper part of the dashboard is covered in black non-reflective leather; the arrangement of the instruments, and of the various controls, is highly rational, and there is also a capacious glove-box. The radio set can be located in the proper leather-covered shelf, mounted on top of the gearbox cover.

Ventilation has been carefully studied; besides the normal air intake at the base of the windscreen, through which cold and warm air can enter the car in a quantity to be regulated by the driver at will two additional air intakes have been provided for conveying cold air to the interior of the body, two external air exhausts on the sides help the outlet of warm air from the body.







The lateral glasses are divided into three openable parts: the front volets are turned by means of a rotary device, the door lateral glasses can be lowered by means of a crank mechanism, the rear glasses can also be turned by hand, and act as extractors of the air from the interior. The shape of the tail provides, among other things, a large space for luggage. The seating compartment provides two comfortable front seats, separated from each other, with the backs well shaped to the body. The rear seats, also separated from each other, are provided with fixed central and lateral arm-rests.

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