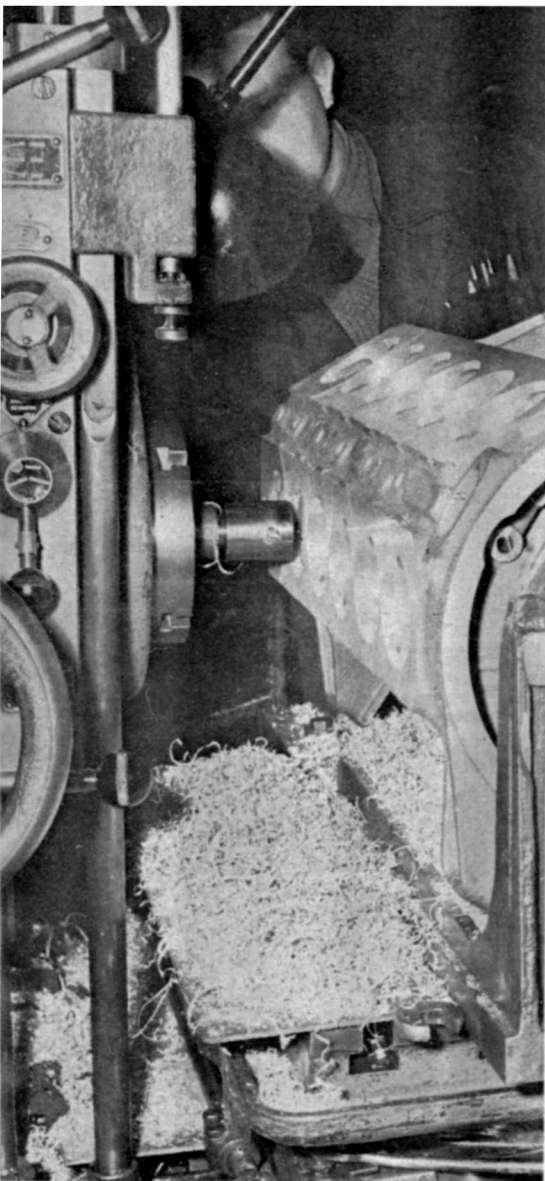


Ferrari Folder



1



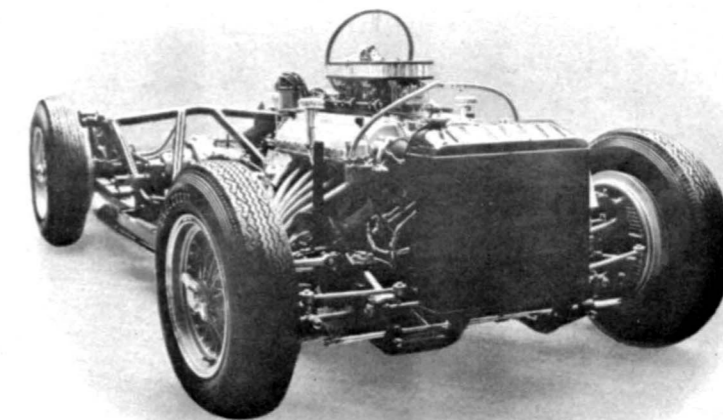
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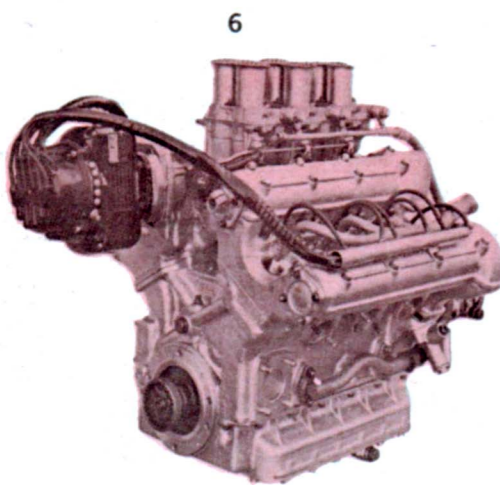
4

1 The famous Ferrari V-12 cylinder block is cast and completely machined within the Modena workshops. A horizontal borer prepares it for its wet cylinder sleeves. 2 and 3 Although the 250 GT we road-tested (SCI, Jan. '58) was the luxurious Boano-built coupe, the racing shield is normally carried by starker, lighter Scaglietti coupes. Three of these were caught by Jesse Alexander's watchful cameras at last year's 12 hour race at Reims. 4 Scaglietti's shop turns out not only a variety of these coupes but also the bodies for the racing cars (below) and the Scuderia's sports cars (see p. 15). 5 The 250 GT—the name *Europa* has been dropped—was displayed in chassis form at the Paris Auto Salon. Tube frame, coil and wishbone front, and a carefully located and light but live rear axle add up to superb road holding.

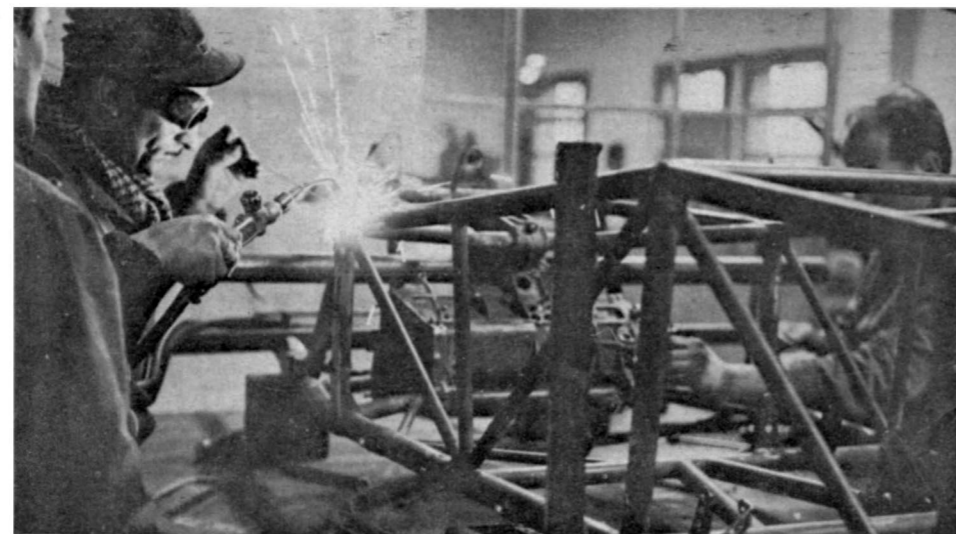
6 *Dino* 246, the 1958 F-1 engine, is an outgrowth of the F-2 *Dino* 156. Named in memory of Enzo's son, the V-6s inaugurate a new type-numbering system—engine displacement in tenths of liters followed by number of cylinders. 7 Gas welded frame carries the engine at an angle while the diff is offset to the left. 8 Small in size but big in potential!



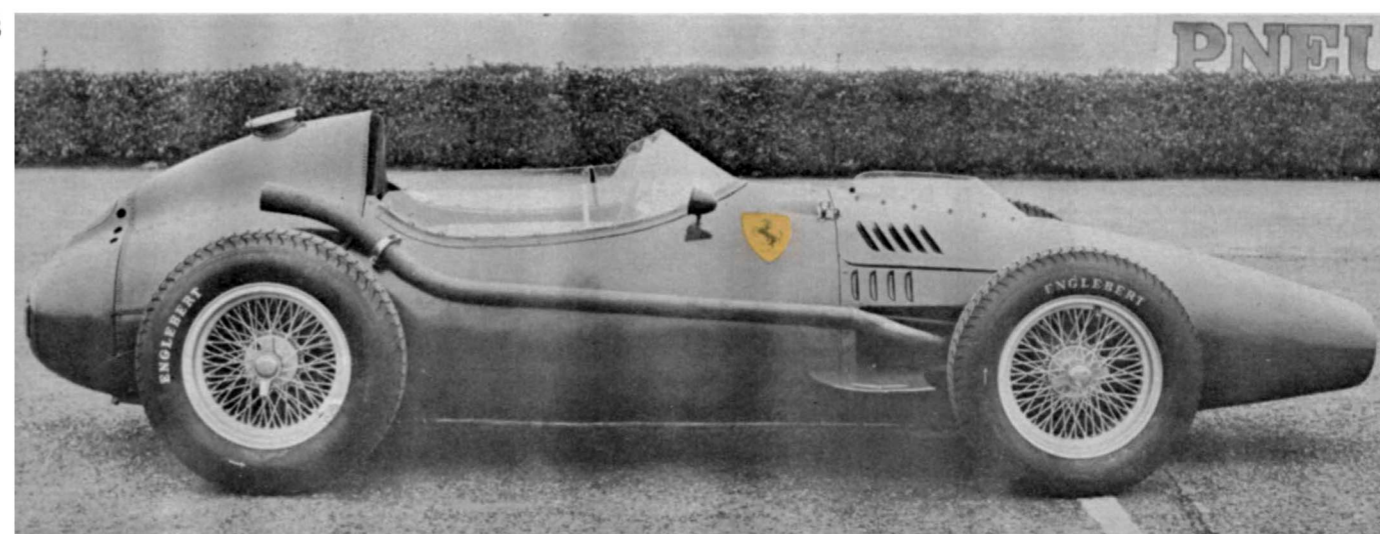
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6



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