

MODENA **Ferrari** ITALIA  
*automobili*



*Presents its*

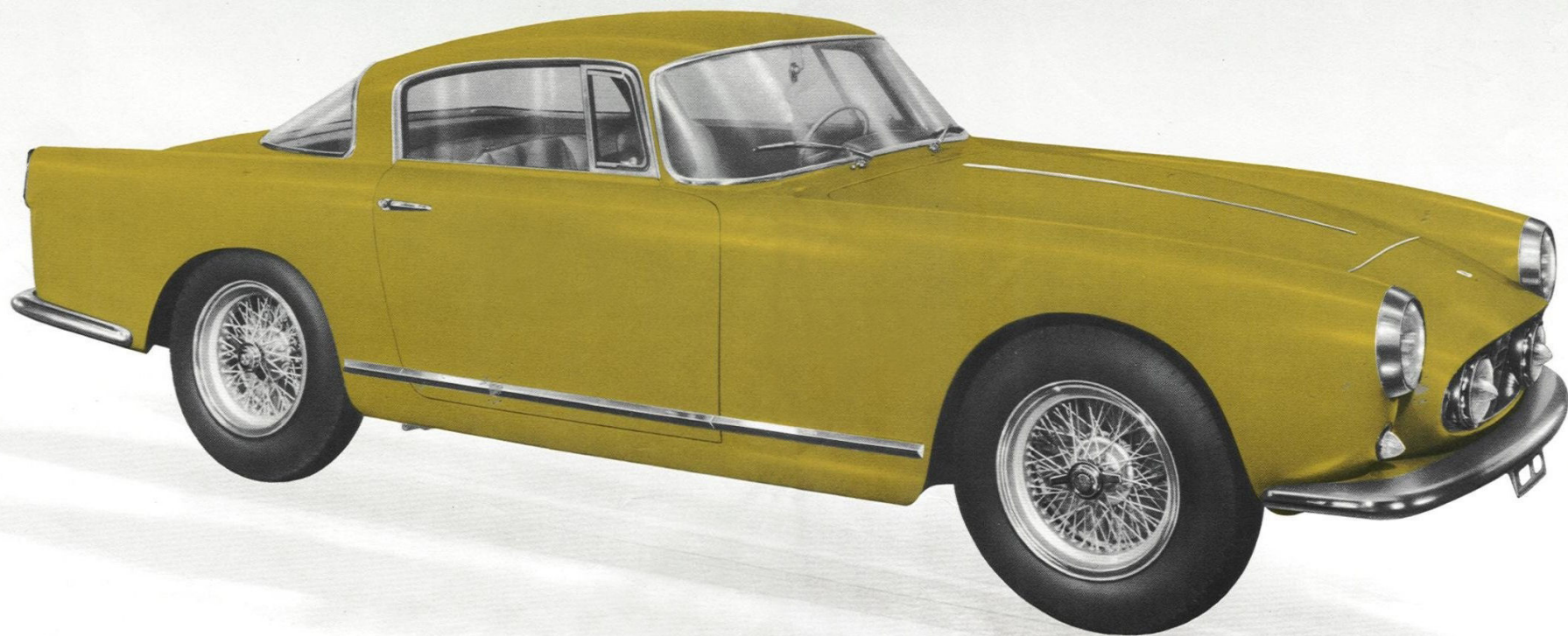
**250 Granturismo**

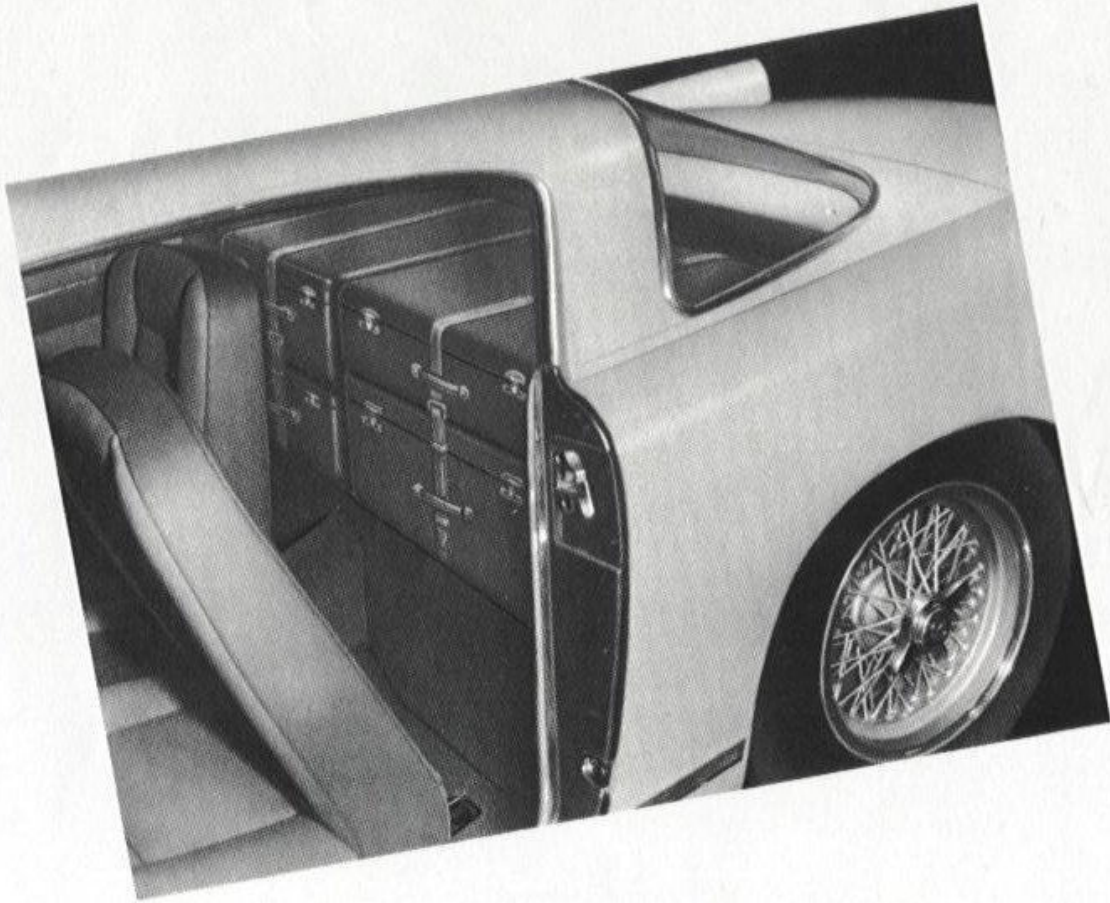
*"The stock car  
incorporating the experience  
of sports car construction"*





*Coupe* **250 Granturismo**



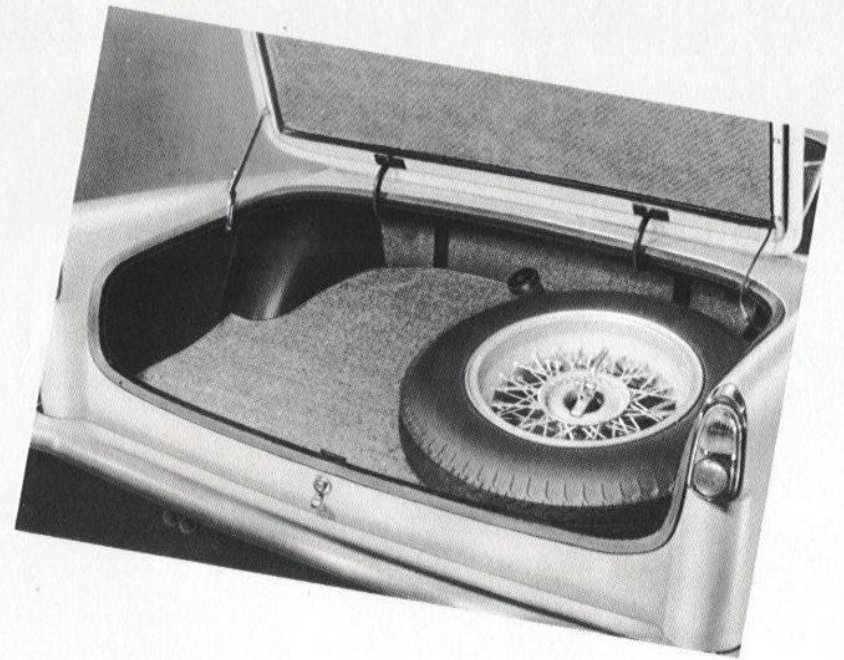
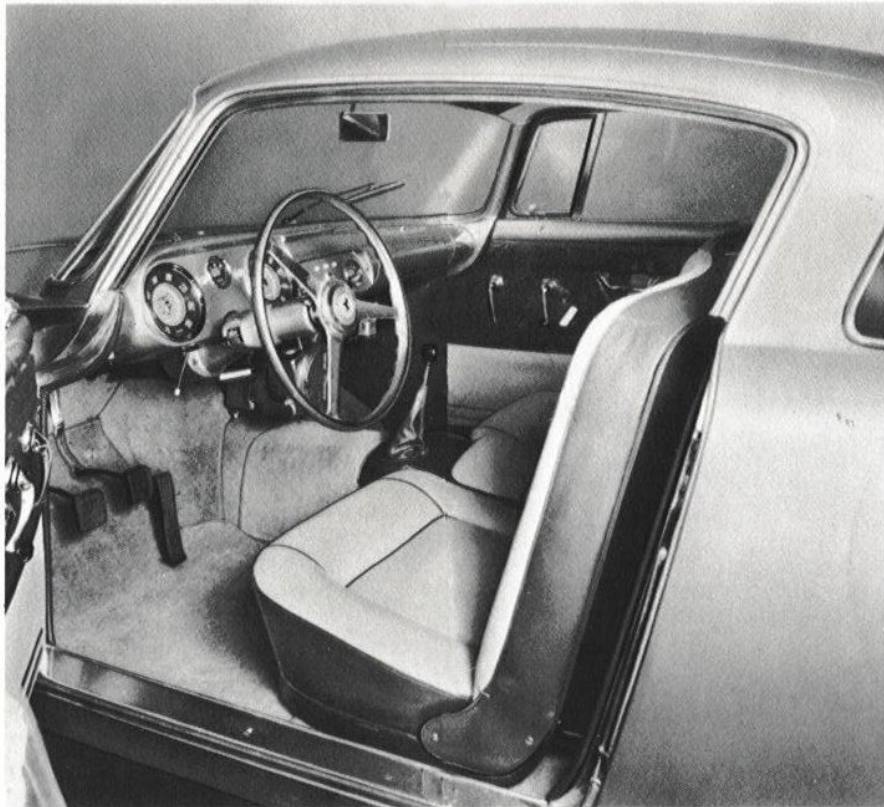


**INTERNAL ROOM FOR BAGGAGE:**

the room equipped with belts is capable of holding baggage even of considerable size.

#### DRIVER'S SEAT:

comfortably accessible thanks to the amplitude of the doors. The adjustable-distance steering wheel and the gear shift lever brought nearer the driver render both steering and habitability more comfortable.



#### TRUNK:

spare wheel and ample room for baggage an interesting item for a Grand Tourisme car.

ENGINE :

number and arrangement of cylinders  
 bore and stroke  
 piston displacement  
 compression ratio  
 maximum brake hp at 7000 R. P. M.

V - 12 - 60°  
 73 × 58,8 mm.  
 2953,211 cc.  
 8,5 : 1  
 240

cylinder block and silumin 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 turnbuckle tightener lubrication by geared pump  
 battery ignition and two distributors with automatic timing advance  
 feeding by two diaphragm fuel pumps and one self-regulating electric pump  
 carburization by three double-bodied carburettors  
 dry clutch and elastic hub  
 cooling by multitubular water radiator and fan

speeds attainable at 7000 r. p. m. with tires size 6.00 × 16''

back axle ratio	1st speed	2nd speed	3rd speed	4th speed	in 4th speed per 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
8/32	61 mph	85 mph	115 mph	144 mph	21 mph
9/34	65 mph	92 mph	124 mph	153 mph	22 mph
9/33	67 mph	95 mph	128 mph	157 mph	23 mph

these data are for information only

## CHASSIS

gear box with 4 silent synchromesh speeds, operated by a central lever, direct drive on the 4th speed

rear axle of the stiff type with lateral rods

rear suspension with semi-elliptic leaf-springs, and large oleodynamic shockabsorbers  
front suspension with independent wheels, and helicoidal springs, oleodynamic shock-absorbers

single-block steel tubular frame

adjustable steering wheel

steering unit with independent links. Left hand drive

large brakes on the four wheels with double oleodynamic control on the shoes actuated by a pedal and double pump - mechanic hand control on the rear wheels

wheelbase 2600 mm. front tread: 1354 mm.

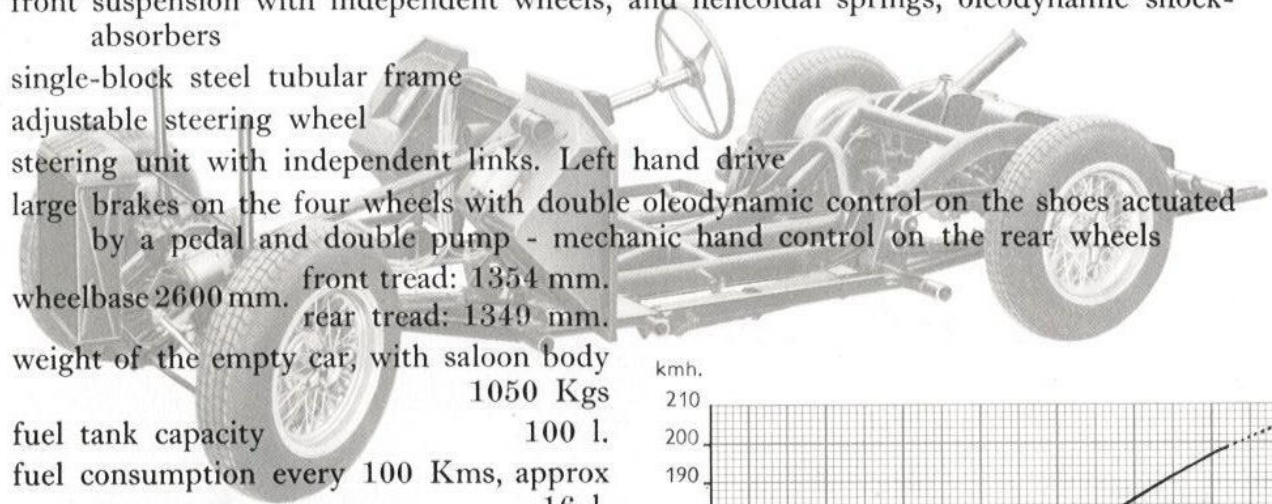
rear tread: 1349 mm.

weight of the empty car, with saloon body  
1050 Kgs

fuel tank capacity 100 l.

fuel consumption every 100 Kms, approx  
16 l.

light alloy wire wheels for tires size  
6.00 x 16



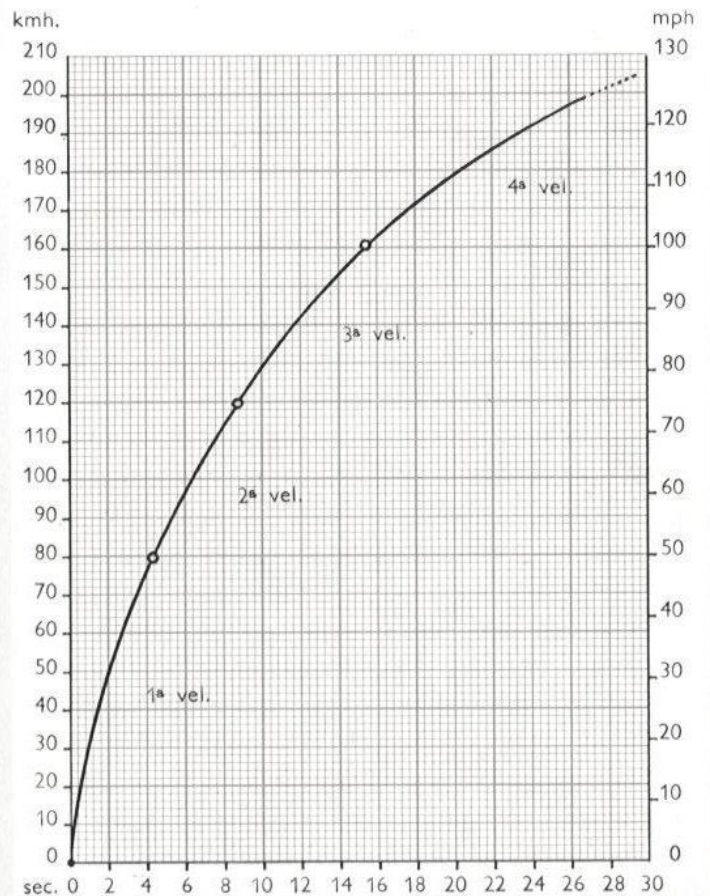
### ACCELERATION DIAGRAM

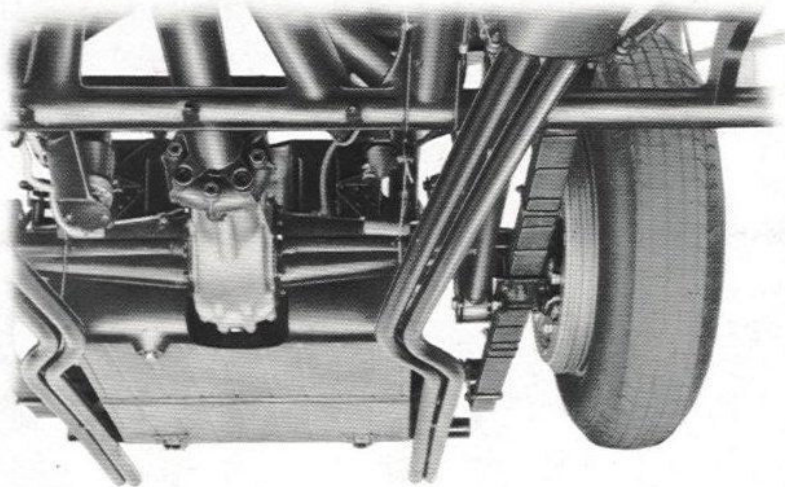
Test Conditions:

axle ration, 7/32 6.00 x 16 tyres

under full load, two occupants

FROM STANDSTILL: 1 Km in 26.8 secs.





#### CHASSIS-SUSPENSIONS:

very rigid, with suspensions especially studied with the view of coupling maximum comfort with perfect road holding at the instantaneously reachable speeds.

#### BRAKES:

being the result of actual experience, gained on the track, they are of the highest possible efficiency thanks to both the cooling devices and the large diameter of the drums: patent AZ.

Complete safety in working is assured by their being actuated by two oleodynamic pumps.

