



73 buyer's guide

WORLD AUTOMOTIVE YEARBOOK



Ferrari 365 GTC/4

DRIVING IMPRESSION

Since the early 1950's, Ferrari cars have been the standard of the world in the luxury GT class, and it is unlikely that this situation will change. Technically, they are an ultra-modern *tour de force* in mechanical engineering, largely uninhibited by cost factors or production volume. What meets the eye, though, is the exterior; a body designed and assembled by Italian craftsmen using traditional methods almost completely divorced from production-line techniques. Injected, somehow, into every Ferrari, is a soul which has defied duplication. Constant refinement has not stripped this most essential factor away; perhaps it is quietly put in at a dark corner of the traditional body builders.

To the machine break, however, soul is the high-pitched growl of a Marelli starter, followed by the rich roar of 12 cylinders, which respond to the slightest whim of your right foot. Time and tremendous changes have not left these ingredients by the wayside. They are essentials on a par with 160-mph top speeds, tracklike road-holding and unmistakable styling. Just where this intangible enters is probably best not known, because once there, it pervades the entire car. We are talking about expensive features, available only to a small segment of the market; they need no justification for their existence, and really don't even require published road tests to enhance sales! But, in a time when the values of mundane transportation are being aired, it is satisfying to know that there is still a demand for such cars, and the money to purchase them, and the knowledge to design and produce them.

The 365 GTC/4 is the replacement for the earlier 365 GT 2+2. The latter car was a styling outgrowth of the limited-production 500 Superfast, last edition of a series of super-luxury road-going Ferraris built in very small numbers. The 365 GT 2+2 was a large car by Ferrari standards—too large in the eyes of many—but it offered the refinements of air conditioning and power steering along with flexible performance and comfortable ride. This car was directed to the U.S. market in preference to the 365 GTC, which was practically identical to the earlier 330 GTC, except for a larger engine displacement, after 1968.

In Ferrari terminology, the "C" designation was adopted to differentiate Coupes from the "B" or Berlinetta cars. Berlinettas are 2-place coupes which can be modified into competition trim, while the Coupes are the true 2-place Gran Turismo Ferraris. Some of the most beautiful and unostentatious bodies have been applied to the Coupe series cars, but they have almost exclusively been 2-seat layouts with small luggage areas beneath the rear window.

The GTC/4 combines Coupe dimensions with the addition of two small folding seats in the rear. Externally, the car has to be one of the most strikingly different designs to emerge from the famed Pininfarina design establishment. Not one square centimeter of surface is wasted, from front to rear planes, the car is sharp and angular, a series of flat surfaces joined in "fiacre" or razor edges. From the profile, however, a flowing line is seen in a flat

2-dimensional effect. The rear deck bears a resemblance to the 365 2+2, but is much more blunt. A modern theme is seen in the impact-resistant front and rear bumpers and retracting headlights.

Five-spoke alloy wheels, introduced on the Daytona, are retained in the GTC/4 cars, and are unique, good looking, and easy to clean. Interior styling is different, in keeping with the exterior, seating areas are divided by a large, high central console, which contains the gear lever, auxiliary switches and Becker AM-FM radio/tape deck. Secondary gauges are arranged in linear fashion at the top of the console and slanted towards the driver.

Front seats are conventional semi-bucket type. Thick but not soft, they offer good comfort, but lack lateral support unless lap and shoulder belts are used. Nowhere is chrome to be found in large amounts except on switch bases and the radio frame. Console top and steering wheel spokes are in brushed alloy, while console sides and dash are covered in a flat-black clothlike material.

Folded down, the rear seats become a carpeted shelf with chrome strips for luggage; up, they are genuine jumps seats (very small!). Our test car was finished in black leather, with off-white headliner and dark red carpeting; coordinated with the black, undecorated exterior, it was a striking combination.

Since 1946, the hallmark of Ferrari has been a small-displacement, flexible and high-revving V-12. The company has built some very successful racing 4's, a few frighteningly powerful inline 6's and now flat 12's, but the V-12, 60° layout is the "standard" for the GT cars. It began life displacing 1500cc and producing about 75 bhp; today, it is 4390cc, well in excess of 300 bhp and will rev past 7000 rpm with ease. It starts from cold at a touch, idles smoothly, glides along in traffic without noticeable complaint, and in the new GTC/4, has the ability to wind up to red-line as though the throttle was a rheostat bringing a big electric motor up to speed.

The engine block, sump, heads and auxiliary housings are all alloy castings. Centrifugally cast steel cylinder liners are shrunk into the block and incline inward towards the heart of the engine, a 52-pound crankshaft, machined to close tolerances by stages from a 300-pound billet of steel. Externally, the GTC/4 engine, designated Type F 101 by the factory, appears to resemble the GTB/4 unit except for the very different carburetion. Actually, aside from the block, crankshaft, pistons, rods, etc., the new engine shares little with the Daytona. Most obvious, of course, are the heads, which have horizontal intake porting and are fitted with six Weber 36 DCOE twin-choke sidedraft units. In the U.S. version, these are modified slightly for emission control, primarily in the idling circuit. Twin Bendix electric pumps supply fuel.

The dohc heads utilize two valves per cylinder at 45° included angle. Valve timing is 43-38-38-34, relatively mild for such an engine, and allows excellent torque delivery through a wide rpm range. The cams are directly driven via a roller chain. Another major revision from the GTB/4 is a wet-sump lubrication system holding 17 quarts of oil. Characteristically, dry sumps are used only on Berlinetta series cars.

Bore and stroke are 81x71mm (3.19x2.79 ins.), giving a total





displacement of 4390cc (268 cu. in.). With 8.8:1 compression, the GTC/4 is rated at 320 bhp SAE net at 7000 rpm, with a maximum of 318 ft.-lbs. of torque at 4000 rpm.

The 5-speed gearbox is mounted directly behind the engine and is built by Ferrari. A 9½-inch Borg & Beck clutch is standard. Ratios are 2.49, 1.67, 1.24, 1.1, 0.80. The rear axle is limited-slip type with a ratio of 4.09:1. A short, closed driveline couples the transmission to the alloy differential housing.

It has been said that a Ferrari is an engine; true, it's one of the most fascinating pieces of automotive engineering ever assembled, but a Ferrari is also a frame of oval-section tubular steel members, welded together on fixtures. It is obsolescent perhaps in this era of unitized construction, but Ferrari does not build bodies for their GT cars, and this design forms a tremendously rigid platform for both body and mechanical components. The engine, transmission, and differential are actually one rigid unit, coupled by a torque tube and mounted on four Silentbloc pads into the frame. Two of these are located on either side of the engine block, while the other pair are located on either side of the differential housing. Fore-and-aft movement is restricted by a longitudinal steady rod bolted to the transmission and frame. Suspension is fully independent and incorporates light, forged A-arms built up in front and rear sections, and coupled by flat plates. Koni spring/shock units provide springing, in conjunction with the usual sway bars and self-leveling units on each side of the rear suspension.

The GTC/4 is fitted with ZF power steering having a 15.7:1 ratio. It was quite a surprise to many when the 365 GT 2+2 was so equipped back in 1968, but the feel which this unit retains is so good that you tend to forget it's power assisted. Fully fueled, oiled and watered, the 365 GTC/4 weighs 3820 pounds and has a short, 98.2-inch wheelbase with 58.2-inch front and rear track. Standard tires are Michelin 215 70 VR 15 X radials.

Driving the GTC/4, like any other Ferrari—be it new or a 1952 150 Mille Miglia—is an experience which you don't tend to forget soon. Each Ferrari model has had its vices and virtues; perhaps the most immediately noticeable virtue of the GTC/4 to the person familiar with Ferrari is refinement. This is the most refined, flexible and comfortable car Maranello has built to date.

After adjusting the seats and buckling up (yes, even Ferrari now has a seat belt buzzer), we expected to be greeted by the deep rumble of the exhaust along with the familiar ramshaft drive noises, and the resonance that always seems to penetrate the interior. But they're gone, and the impression is that they've been engineered out, not dampened with layers of insulation. The familiar exhaust tone is still very much present, but no matter what rpm the engine is turning, the noise level never becomes harsh. We almost had a twinge of regret rilling out into traffic—the sweaty hands and tight-gutted sensation the Daytona causes the first time you take off alone in it just isn't there.

The gearchange pattern is conventional, with 5th to the right and forward. Our test car was very new, and the shifting action was tight, but precise. A gated gear lever would be nice, but not feasible due to transmission location. This is the first Ferrari we have driven in traffic that didn't cause a lot of frustration from lack of running room. It will idle seemingly forever, slide along with all the Caddies and Lincolns, and tax the driver less than a Fiat 850 in doing so.

The power steering is smooth and retains a firm feel at all speeds. It can handle those huge Michelins with ease, the same tires that make the Daytona a muscle-builder to park. Careful around-town putt-putting yielded a 10.5-mpg average with the air conditioning off. Incidentally, or rather not so incidentally, the GTC/4 was the first Ferrari in which we have ever used the air conditioning to any extent. It utilizes a pair of very high volume fans located in ducts that run up and over the front wheel wells. It supplied a constant flow of cool, but not frigid air. In temperate weather, these fans alone are enough with the compressor secured.

As a road car, the GTC/4 is outstanding. At this point we can make mention of the suspension, which, like the steering, does an admirable job without being mushy. On very tight, twisty roads in the Malibu Mountains, the car is surprisingly agile and effortless to control. The springing deals very firmly with bumps and irregularities, but the occupants are merely aware of an impact with the tires and do not feel any transmitted shock. Hard driving produces a very controllable understeer, and the XVR's can be broken loose, but recovery is very rapid and precise. Braking (11-inch Girling discs) is very effective and fade free.

Engine power delivery on the GTC/4 is less aggressive than on the Daytona, and the car lacks to a degree the "dual personality" effect so noticeable (frighteningly so to the inexperienced) on the Berlinetta. However, the mid-range acceleration, mainly used in passing, is still Ferrari in nature—you just drive on by a slower vehicle rather than make a conscious effort to pass.

During our out-of-town driving, we coaxed a "best" of 17 mpg. We make mention of this fact, not because of its importance in dollars and cents, but because it is a surprisingly good overall figure. Harder driving will drop that figure instantly and drastically, however.

Ferrari has succeeded in building his most advanced Gran Turismo design to date. Hairiness has completely yielded to refinement, yet the esthetic and concrete virtues of a Ferrari have not been lost in the process. It is senseless to compare either vices or virtues of such a car with anything else except its own brethren; price alone prohibits that. Nor will any great number of these cars be imported, but those who are fortunate enough to buy one will not be disappointed. One weekend with the GTC/4 disappointed us, though—we are not to be counted among those who will be lucky enough to own one.