

**ROAD TESTS: FERRARI GTC 4, SAAB SONETT III,  
LOTUS EUROPA TWINCAM, JOMORO MIGHTY MICROBE**

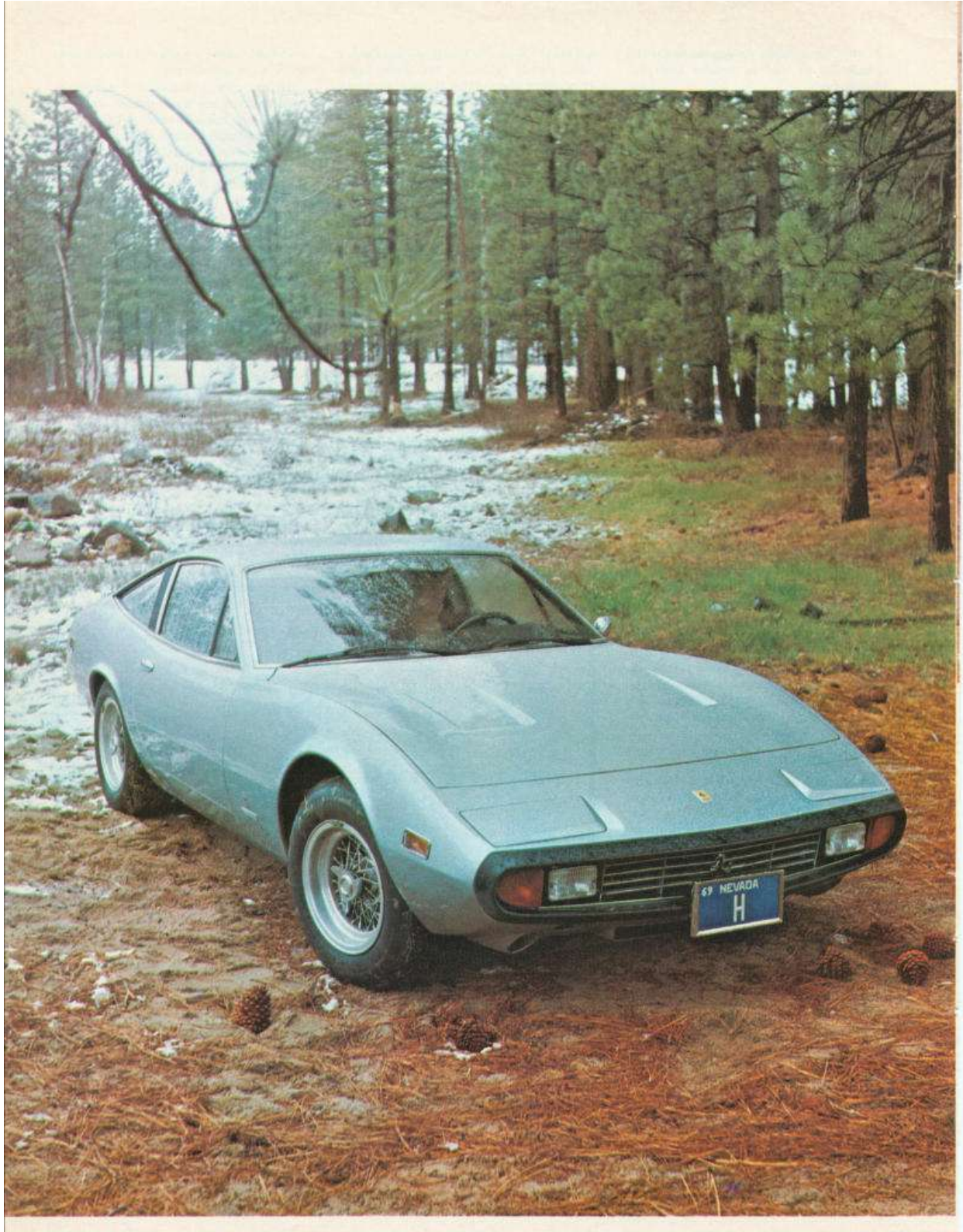
# ROAD & TRACK

JULY 1982      \$3.95 (CAN)      SWEDEN AND OTHER COUNTRIES      SEVENTY-FIVE CENTS

**Ford Mark IV Salon - Japanese Sports Wagons**

*New from Maranello*  
**Ferrari GTC 4**







# FERRARI 365 GTC4

*A new luxury model that goes 152 mph and costs \$27,500*

BILL MOTTA PHOTOS



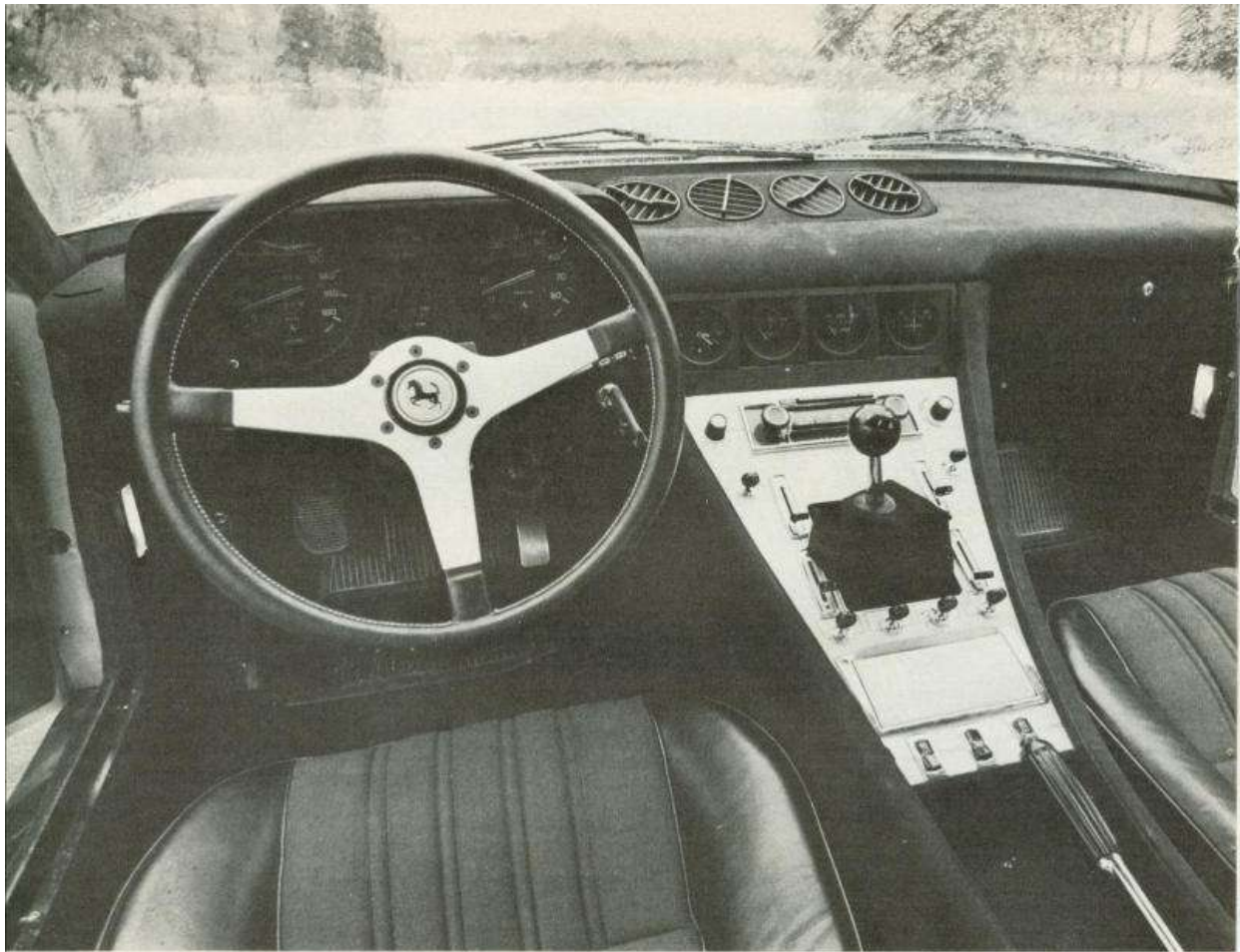
WHEN WE FIRST learned of the new Ferrari 365GTC4's introduction and saw pictures of it, we were mystified at its existence. It was billed as a 2+2 so it might have been construed as a replacement for the discontinued big 365GT 2+2. But it was a little larger than the 2-seat Daytona and, as it carried the "4" designation, seemed to

have the same engine as that model, whose numerical designation is 365GTB/4.

Now that we're thoroughly acquainted with the GTC4 it's clear where it fits into the Ferrari lineup. It's by no means a replacement for the big 2+2, although there is one on the way. Nor is it a near-duplicate of the Daytona. Rather, it's a replacement for the older 365GTC, a strictly 2-seat coupe powered by the 2-cam 4.4-liter V-12 and sold earlier as the 330GTC with a 4-liter engine. The GTC4 is almost as strictly a 2-seater, its token rear seats folding to make a luggage area

## COMPARISON DATA

	Ferrari 365GTC4	Lamborghini Jarama	Maserati Ghibli
List price	\$27,500	\$22,625	\$22,515
Curb weight, lb	3825	3600	3745
0-60 mph, sec	7.3	7.2	7.5
Standing ¼ mi, sec	15.7	15.6	15.1
Stopping distance from 80 mph, ft	315	280	264
Brake fade, 6 stops from 60 mph, %	20	nil	50
Cornering capability, g	n.a.	0.810	0.823
Interior noise @ 70 mph, dBA	78	80	n.a.
Fuel economy, mpg	12.6	10.9	11.8



## FERRARI 365 GTC4

but being available in case a child or two want to ride along. And its engine has a new set of cylinder heads that give it more output than its 2-cam predecessor but decidedly less than the "ultimate" Daytona's own 4-cam arrangement. So it is Ferrari's relatively mild-mannered, civilized and practical 2-seat coupe in contrast to the faster, sleeker Daytona.

The Pininfarina body of the GTC4 looked rather dull in early pictures, but in the steel it's a subtle design that grows on you. A hard rubber frontispiece, which provides more parking-bash protection than most Ferrari bumpers but still not much, puts a practical limit on front overhang. The body sides are plain, and both the flank line and the quarter window above it are reminiscent of the Datsun 240Z. A "rollbar" roof structure separates door from quarter window and contains the flow-through ventilation air outlets, and the rear window's top and bottom edges tie in neatly with this and the quarter window's upsweeping lower edge. In all, a graceful, clean and understated design with subtleties one discovers only by looking it over carefully. One might say this model is a Ferrari for the mature enthusiast.

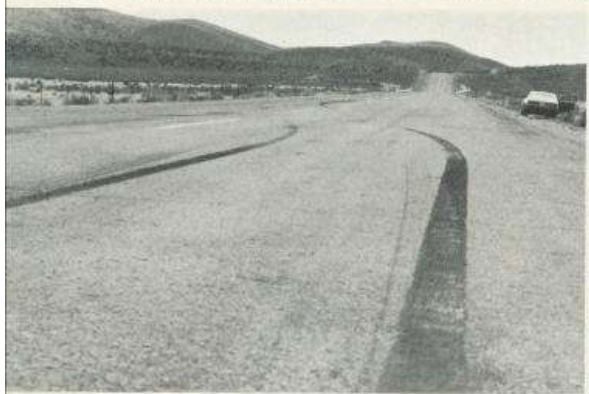
The interior, like the exterior, shows the touch of the master designer, and its character is that of a fresh, up-to-the-minute industrial design project. In our test example, a silver-bodied one, black leather was set off by red fabric in a subdued plaid



design on seat inserts and door panels, harmonizing deep red carpeting on floor and luggage area. The major instruments—speedometer, tachometer, oil pressure and coolant temperature gauges—are set into block "modules" in front of the driver, the four minor ones in similar blocks each of which has its own angle to aim it squarely at the driver. The center console, sweeping down from the dash, contains all the comfort and entertainment controls and these are marked and grouped by symbols and lines in black stripe. Controls vital to driving—lighting, wiper/washer, directionals—are on the steering column. It all looks great, and generally it's ergonomically right; but there are slipups such as the road-lighting stalk with which it's all too easy to flick the headlights *off* and the lack of night lighting for the console controls. ➔



## FERRARI 365 GTC4



All-around vision is a strong point of this design; traffic maneuvering induces no trauma. The seating is roomy and comfortable for two, but drivers must adopt the Italian arms-out driving position in the extreme to get a good look at speedo and tach. Ventilation and heating are effective once the controls are learned, and air conditioning is standard equipment. The GTC4 would be a fine car for a cross-country trip in any weather, assuming certain problems in our early production example (malfunctioning wipers, ill-fitting weatherstripping causing wind noise) are corrected.

Each new Ferrari model brings some noteworthy advance over previous ones. The GTC4's is mechanical refinement. Less mechanical thrash comes through from the engine room than in any previous Ferrari, and the controls are smoother and lighter than ever, making the car deliciously easy to drive well. And the lack of mechanical clatter does not deprive us of entertainment; there's just the right amount of purr from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V-12 song. Like most Ferrari V-12s in late road-going models, the 4-cam engine idles well at below 1000 rpm; this is marred, however, by a clacking tach drive and much too much gear rattle from the newly developed front-mounted gearbox, which however is easier to manage than the Daytona's rear transaxle.

The engine, looking very Lamborghini-like with its six carburetors feeding intake pipes between the cam covers, is a sight to behold, visually matching its auditory delights. But it doesn't produce the power the less pretty Daytona engine does—in fact some 30 bhp less. Performance reflects this: the GTC4 will do only a mere 150 mph and doesn't match even the old 330GTC in acceleration. But, as the Rolls-Royce man once said, it's adequate.

Consistent with the model's refined nature is standard fitment of ZF power steering, which makes parking on those massive 215/70-15 tires a realistic operation without destroying road feel. Parking is likely to require an extra maneuver, though, as the turning circle remains large as on other models.

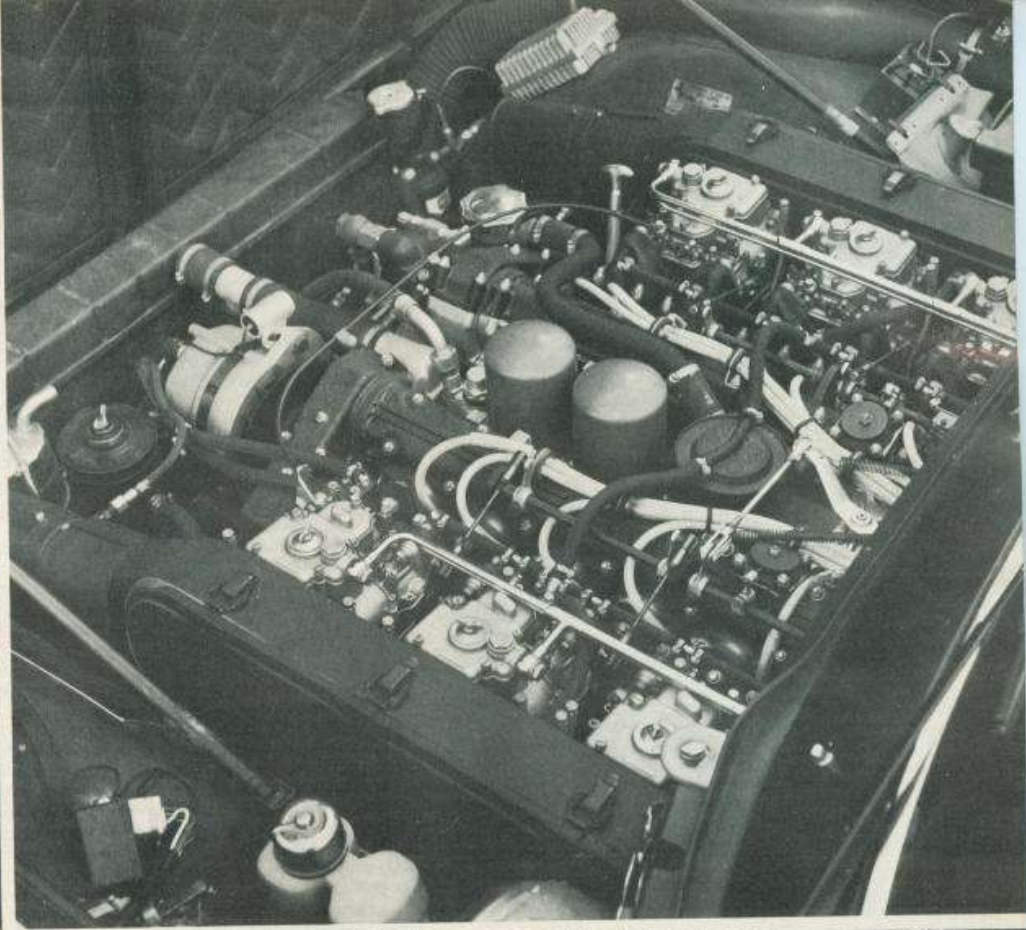
Inconsistent with the refinement, but wholly understandable and acceptable in light of the car's 150-mph speed potential and the 34/38-psi tire pressures recommended, is a harsh, choppy low-speed ride which brings out some body squeaks. It does smooth out at speed, just as if the car were a thoroughbred getting into its stride. The car is directionally stable at speeds up to its maximum; the top speed runs weren't in the least dramatic. Handling on winding roads is also excellent, with just the right sort of steering response and good adhesion even in the rain on the big Michelins.

The brakes of our test car were far less satisfactory, and even if their problems were peculiar to this particular example it's disconcerting that any Ferrari could be sent out from the factory with such faults. Most serious was a tendency for the right rear wheel to lock under hard braking and send the car slewing to the left. Less serious, but unacceptable in a car of this sort and perhaps due to the one overbraking wheel, was a 20% increase in the pedal effort required to maintain the half-g deceleration rate in our fade test.

A price of over \$27,000-plus may be shocking to many readers, but we have become inured to fantasy-land price tags in years of acquaintance with Ferraris, Lamborghinis and Maseratis. Obviously such a car's exceptional capabilities can seldom be used, save in places like Nevada where we tested the GTC4, and trying to measure the car's value against such a price is as futile as justifying the price of a fine Oriental rug. The car must succeed or fail as a work of art. The 365GTC4 generally succeeds, and the "generally" qualification could be removed if the braking, gearbox, tachometer and window-sealing defects were resolved.

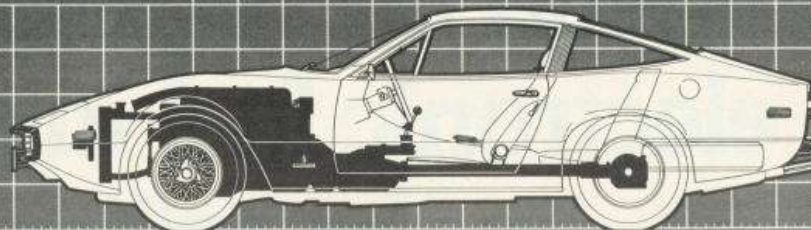
Once again we're indebted to Mr. Bill Harrah and his Modern Classic Motors in Reno for the loan of this exciting car to us for our road test.







## ROAD TEST FERRARI 365 GTC4



SCALE: 1/8" DIVISIONS

### PRICE

List price, all POE ..... \$27,500  
 Price as tested ..... \$27,500  
 Price as tested includes air conditioning, power steering, AM-FM tape player, dealer prep

### IMPORTER

Modern Classic Motors, Reno, Nev.  
 Chinetti Motors, Greenwich, Conn.

### ENGINE

Type ..... dohc V-12  
 Bore x stroke, mm ..... 81.0 x 71.0  
 Equivalent in ..... 3.19 x 2.79  
 Displacement, cc/cu in. 4390/268  
 Compression ratio ..... 8.8:1  
 Bhp @ rpm, net ..... 320 @ 6200  
 Equivalent mph ..... 149  
 Torque @ rpm, lb-ft. 318 @ 4000  
 Equivalent mph ..... 96  
 Carburetion ..... six Weber 38DCOE (2V each)  
 Fuel requirement, prem. 98-oct  
 Emissions, gram/mile:  
 Hydrocarbons ..... 1.90  
 Carbon Monoxide ..... 31.2  
 Nitrogen Oxides ..... n.a.

### DRIVE TRAIN

Transmission ..... 5-sp manual  
 Gear ratios: 5th (0.801) ..... 3.28:1  
 4th (1.00) ..... 4.09:1  
 3rd (1.24) ..... 5.08:1  
 2nd (1.67) ..... 6.73:1  
 1st (2.49) ..... 10.20:1  
 Final drive ratio ..... 4.09:1

### CHASSIS & BODY

Layout ..... front engine/rear drive  
 Body/frame ..... tubular frame, steel panels  
 Brake system ..... vented disc, 11.3-in front & 11.7-in. rear; vacuum assisted  
 Swept area, sq in ..... 451  
 Wheels ..... chrome wire, 15 x 7 1/2  
 Tires ..... Michelin XVR 215/70-15  
 Steering type ..... power assisted recirculating ball  
 Overall ratio ..... 15.7:1  
 Turns, lock-to-lock ..... 3.2  
 Turning circle, ft ..... 43.3  
 Front suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar  
 Rear suspension: unequal-length A-arms, coil springs, tube shocks, hydraulic leveling struts, anti-roll bar

### ACCOMMODATION

Seating capacity, persons ..... 2  
 Seat width ..... 2 x 20.5  
 Head room ..... 35.5  
 Seat back adjustment, degrees 30

### INSTRUMENTATION

Instruments: 180-mph speedo, 8000-rpm tach, 99,999 odo, 999.9 trip odo, oil press, oil temp, coolant temp, ammeter, fuel level, clock  
 Warning lights: brake system, parking brake, lights on, high beam, low fuel, heated windows, directionals

### MAINTENANCE

Service intervals, mi:  
 Oil change ..... 6000  
 Filter change ..... 6000  
 Chassis lube ..... 3000  
 Minor tuneup ..... 3000  
 Major tuneup ..... 6000  
 Warranty, mo/mi ..... parts only 12/12,000

### GENERAL

Curb weight, lb ..... 3825  
 Test weight ..... 4135  
 Weight distribution (with driver), front/rear, % ..... 51/49  
 Wheelbase, in ..... 98.2  
 Track, front/rear ..... 58.2/58.2  
 Length ..... 179.0  
 Width ..... 70.0  
 Height ..... 49.9  
 Ground clearance ..... 4.7  
 Overhang, front/rear ..... 37.8/43.0  
 Usable trunk space, cu ft ..... 8.5  
 Fuel capacity, U.S. gal ..... 27.6

### CALCULATED DATA

Lb/bhp (test weight) ..... 12.9  
 Mph/1000 rpm (5th gear) ..... 24.5  
 Engine revs/mi (60 mph) ..... 2450  
 Piston travel, ft/mi ..... 1140  
 R&T steering index ..... 1.38  
 Brake swept area, sq in/ton ..... 219

### RELIABILITY

From R&T Owner Surveys the average number of trouble areas for all models surveyed is 11. As owners of earlier-model Ferraris reported 7 trouble areas, we expect the reliability of the Ferrari 365 GTC 4 to be better than average.

## ROAD TEST RESULTS

### ACCELERATION

Time to distance, sec:  
 0-100 ft ..... 3.2  
 0-500 ft ..... 8.8  
 0-1320 ft (% mi) ..... 15.7  
 Speed at end of 1/4-mi, mph ..... 91  
 Time to speed, sec:  
 0-30 mph ..... 2.8  
 0-40 mph ..... 3.9  
 0-50 mph ..... 5.2  
 0-60 mph ..... 7.3  
 0-70 mph ..... 9.3  
 0-80 mph ..... 12.1  
 0-100 mph ..... 19.3  
 0-120 mph ..... 30.4

### FUEL ECONOMY

Normal driving, mpg ..... 12.6  
 Cruising range, mi (1-gal res.) 335

### SPEEDS IN GEARS

5th gear (6350 rpm) ..... 152  
 4th (7000) ..... 134  
 3rd (7000) ..... 108  
 2nd (7000) ..... 77  
 1st (7000) ..... 52

### HANDLING

Speed on 100-ft radius, mph ..... n.t.  
 Lateral acceleration, g ..... n.t.

### BRAKES

Minimum stopping distances, ft:  
 From 60 mph ..... 173  
 From 80 mph ..... 315  
 Control in panic stop ..... poor  
 Pedal effort for 0.5g stop, lb. 30  
 Fade: percent increase in pedal effort to maintain 0.5g deceleration 6 stops from 60 mph ..... 20  
 Overall brake rating ..... poor

### INTERIOR NOISE

All noise readings in dBA:  
 Idle in neutral ..... 64  
 Maximum, 1st gear ..... 95  
 Constant 30 mph ..... 71  
 50 mph ..... 76  
 70 mph ..... 78  
 90 mph ..... 82

### SPEEDOMETER ERROR

30 mph indicated is actually 30.0  
 50 mph ..... 50.0  
 60 mph ..... 59.5  
 80 mph ..... 79.0  
 100 mph ..... 98.0  
 120 mph ..... 118.0

## ACCELERATION

