

ROAD TESTS: ROLLS-ROYCE SILVER SPUR
FERRARI MONDIAL 8 AND CADILLAC CIMARRON

ROAD & TRACK

NOVEMBER 1981

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NEW: HONDA ACCORDS, MERCEDES COUPES
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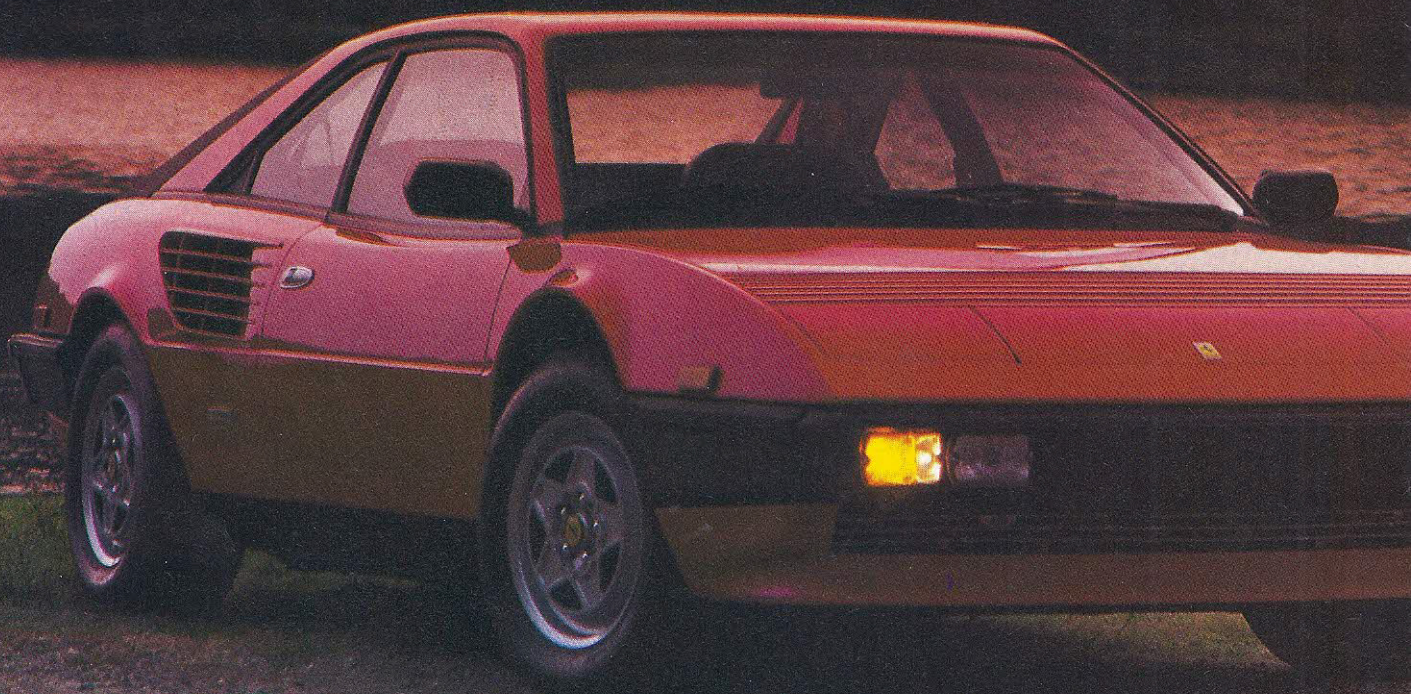
*Ferrari
Mondial 8
Giving in to the 80s?*



FERRARI MONDIAL 8

Could this be the Modena Olds?

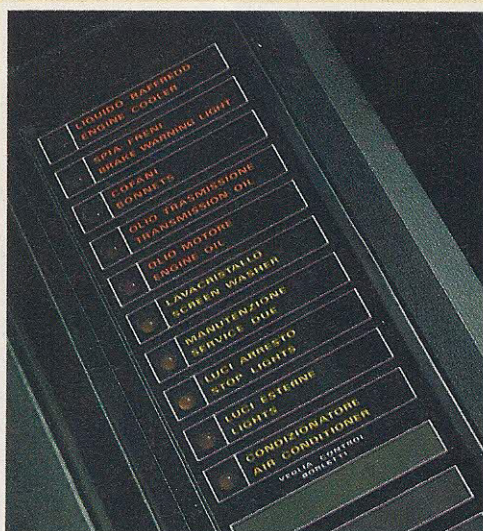
PHOTOS BY GREG JAREM



BUGATTI'S TYPE 44 has been called the "Molsheim Buick," not because it lacked pur-sang qualities but rather because it blended these with a spirit of refinement setting it apart from earlier examples of the marque. It was a Bugatti for the doctor, lawyer or other professional, a person possessing a certain flair, to be sure, yet displaying a dose of discretion as well. And to note Ettore Bugatti's wisdom in it all, we can observe that more Type 44s were produced than any other single model from Molsheim. Now

it would be premature to predict a similar future for the subject of this road test, the Ferrari Mondial 8, but there is a spiritual kinship with the Type 44 that helps put the Mondial in perspective. Just as plenty of purists downgraded the Type 44's relative sedateness, you can bet there are those among us who feel that any pukka Ferrari must be red, raucous and 12-cylindrical.

When the Mondial was introduced at the 1980 Geneva show, it was more than a little overshadowed by Audi's Quattro. Nevertheless, observant sorts identified the Mondial as a Pininfarina-



	Ferrari Mondial 8	Ferrari 308GTSi	Porsche 928
List price.....	est \$67,500	\$55,040	\$38,850
Curb weight, lb.....	3640	3250	3370
Engine.....	V-8	V-8	V-8
Transmission.....	5-sp M	5-sp M	3-sp A
0-60 mph, sec.....	9.4	7.9	8.1
Standing ¼ mi, sec.....	17.1	16.1	16.2
Speed at end of ¼ mi, mph.....	83.0	88.0	89.5
Stopping distance from 60 mph, ft.....	150	154	138
Interior noise at 50 mph, dBA.....	75	76	72
Lateral acceleration, g.....	0.812	0.810	0.811
Slalom speed, mph.....	na	60.6	59.7
Fuel economy, mpg.....	13.0	11.5	16.5

In our view, its exterior styling is midway between the all-out swoopiness of a 308 and the more angular GT4. But it's also our view that the car is less handsome overall than either of these earlier designs. There's a lack of integration, for example, in the

heavy bumper wraparounds that fail to blend with the matching black rocker panels. The black trim along the rear window buttresses adds an imbalance to the rear and ends up looking more Lancia than Ferrari. And, although we'll grant the regulatory necessity of covering the engine's air ducts with some sort of grillework, we're also convinced these hip-mounted openings are overstyled and we're not prepared to accept the view that they echo the side window shapes very well. In fairness, we should also recall that the GT4 certainly had its detractors in its 1973 debut:

▶

nevertheless, we're willing to wager that the Mondial's styling— and clichés—won't wear as well during the next decade.

The Mondial's 104.3-in. wheelbase is 3.9 in. longer than the GT4's, which makes it 12.2 in. longer than the 308's. This added length was intended to improve the car's 2+2 utility (of which more anon). Overall length is also greater, at 180.3 in., versus 176.7 and 174.2 in. for the GT4 and 308, respectively. To put all these in perspective, note, for example, that a Chevrolet Citation's wheelbase is just a bit longer than the Mondial's (104.9 in.) and its overall length coincides with that of the GT4. In any event, you can see that the Mondial is hardly a small car. Nor is it particularly light with a curb weight of 3640 lb, up 390 lb from that of the 308GTSi we tested in March 1981.

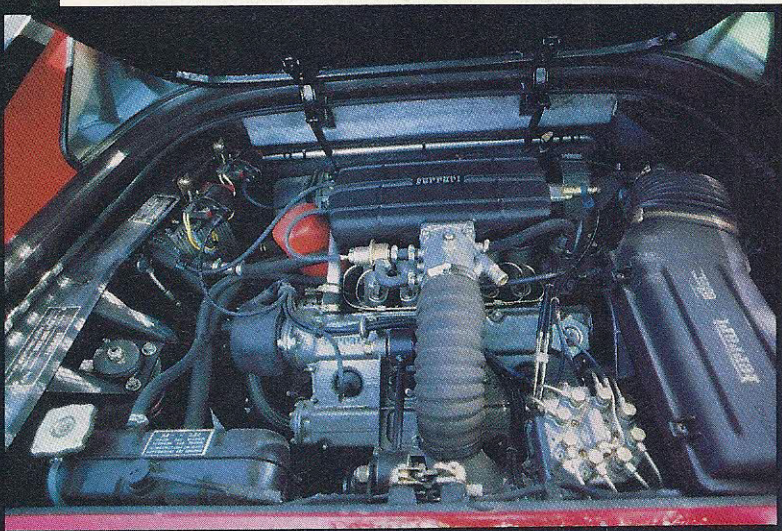
Our test of the Mondial involved a trip to the east coast at a time when only two examples were in the country (and, believe it or not, one of the two was mysteriously lost in transit!). We had the opportunity to drive our Mondial fairly extensively through northern New Jersey and New York, during which, by the way, we averaged a typical Ferrari enthusiast's 13.0 mpg; embarrassing these days, but not surprising when you consider the Mondial's EPA numbers of 10/18, city/highway, respectively. Our track testing took place at Stewart Airport, one of our usual east coast test sites.

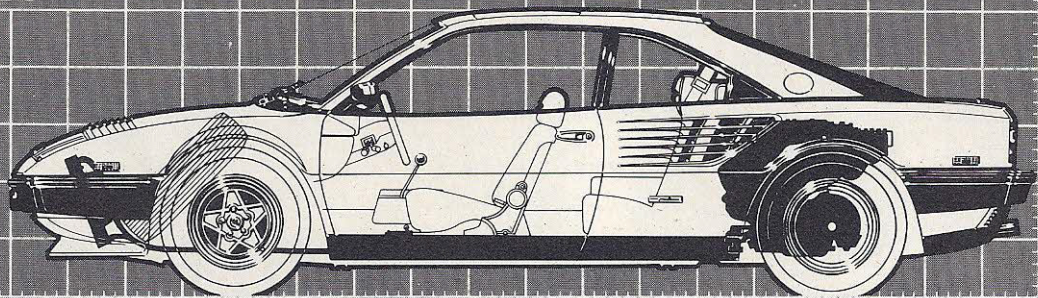
As you can imagine, savoring any Ferrari is a joy for an enthusiast. Damn the purists' claim that the Mondial has only eight cylinders. Nonetheless, it's aggressively low and wide, and

when you slip into the form-fitting leather seat and grip the handsome, thick-rimmed, leather-wrapped steering wheel, you know all your senses are in for a treat. There's more head room than in any Ferrari of recent vintage (one of Pininfarina's design goals with the Mondial) and, wonder of wonders, the steering wheel even has fore/aft and rake adjustability. On the other hand, no one thought to check sightlines to the hooded instrument cluster and, sitting relatively erect for once in a Ferrari, you're likely to find the top quarter of these instruments blanked by fine Italian leatherwork; vinylwork, actually, because this material exhibits better resistance to the dash's sunload. With the exception of the dash and armrests, the rest of the interior is leather, well done indeed with a magnificent aroma and feel. A feature new to Ferrari appears on the center console: a check panel monitoring such things as engine coolant, engine and transaxle oil, front or rear hatch ajar, low washer fluid, low brake fluid and various electrical functions. Attractive though it is, what with nice little multi-colored strips and all, the check panel is located well out of normal sightlines, its LEDs are barely visible in daylight and these tend to minimize its usefulness. Also new is a bank of pushbuttons to the driver's left on the dash; these control electrical releases for the front hatch, fuel filler door, engine hatch and rear hatch. In a positive overkill of electrical actuation, even the glovebox door depends on such a gizmo and, unlike the others, it depends on the ignition being on as well. Last, while on the subject of storage, expect to travel relatively light in your Mondial because the spare and other mechanical necessities pretty much fill the front hatch, and its rear counterpart, although nicely carpeted, measures only 6.5 cu ft. Then again, if you're traveling as no more than a twosome, you've got the rear seat area to work with. Based on our measurements of head room (a scant 32.5 in.), we'd not recommend trying to convince anyone but small children that it's comfortable back

APRIL 1982

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SCALE: 10" DIVISIONS

PRICE

List price, all POE est \$67,500 (see text)
Price as tested est \$67,500
Price as tested includes std equip (a/c, elect.
window lifts, power door locks, leather interior,
elect. actuated sunroof, metallic paint (\$780)

IMPORTER

Ferrari North America, PO Box 413, Montvale, N.J.
07645

GENERAL

Curb weight, lb/kg 3640 1652
Test weight 3785 1718
Weight dist (with driver), f/r, % 42/58
Wheelbase, in./mm 104.3 2650
Track, front/rear 58.8/59.7 1495/1517
Length 180.3 4580
Width 70.5 1790
Height 49.2 1250
Ground clearance 4.9 125
Overhang, f/r 40.0/36.0 1016/914
Trunk space, cu ft/liters 6.5 184
Fuel capacity, U.S. gal./liters 22.2 84

INSTRUMENTATION

Instruments: 85-mph speedometer, 10,000-rpm tach,
999,999 odo, 999.9 trip odo, oil press., coolant
temp, oil temp, fuel level, clock
Warning lights: oil press., alternator, brake system,
handbrake, converter overheat, rear-window heat,
choke, seatbelts, hazard, parking lights, low beam,
high beam, cornering lights, directionals, check
panel (see text)

ENGINE

Type dohc V-8
Bore x stroke, in./mm 3.19 x 2.79 81.0 x 71.0
Displacement, cu in./cc 179 2926
Compression ratio 8.8:1
Bhp @ rpm, SAE net/kW 205/153 @ 6600
Equivalent mph / km/h 133/214
Torque @ rpm, lb-ft/Nm 181/245 @ 4600
Equivalent mph / km/h 93/150
Fuel injection Bosch K-Jetronic
Fuel requirement unleaded, 91-oct
Exhaust-emission control equipment: dual 3-way cata-
lytic converters, air injection, exhaust-gas
recirculation

DRIVETRAIN

Transmission 5-sp manual
Gear ratios: 5th (0.95) 3.52:1
4th (1.24) 4.60:1
3rd (1.69) 6.27:1
2nd (2.35) 8.72:1
1st (3.58) 13.28:1
Final drive ratio 3.71:1

ACCOMMODATION

Seating capacity, persons 2+2
Head room, f/r, in./mm 38.5/32.5 978/826
Seat width, f/r 2 x 18.0/2 x 20.0 2 x 457/2 x 508
Seatback adjustment, deg 45

CHASSIS & BODY

Layout mid engine/rear drive
Body/frame steel/tubular steel frame
Brake system 11.4-in. (290-mm) vented discs
front and rear; vacuum assisted
Swept area, sq in./sq cm 424 2736
Wheels cast alloy, 390 x 180
Tires Michelin TRX, 240/55VR-390
Steering type rack & pinion
Overall ratio na
Turns, lock-to-lock 3.3
Turning circle, ft/m 39.4 12.0
Front suspension: unequal-length A-arms, coil springs,
tube shocks, anti-roll bar
Rear suspension: unequal-length A-arms, coil springs,
tube shocks, anti-roll bar

MAINTENANCE

Service intervals, mi:
Oil/filter change 7500/7500
Chassis lube none
Tuneup 30,000
Warranty, mo/mi 12/10,000

CALCULATED DATA

Lb/bhp (test weight) 18.5
Mph/1000 rpm (5th gear) 20.7
Engine revs/mi (60 mph) 2900
Piston travel, ft/mi 1350
R&T steering index 1.30
Brake swept area, sq in./ton 244

ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:
0-100 ft 3.5
0-500 ft 9.3
0-1320 ft (¼ mi) 17.1
Speed at end of ¼ mi, mph 83.0
Time to speed, sec:
0-30 mph 3.1
0-50 mph 7.1
0-60 mph 9.4
0-80 mph 16.0
0-100 mph 28.1

SPEEDS IN GEARS

5th gear (6800 rpm) 135
4th (7700) 125
3rd (7700) 91
2nd (7700) 66
1st (7700) 41

FUEL ECONOMY

Normal driving, mpg 13.0
Cruising range, mi (1-gal. res) 276

HANDLING

Lateral accel, 100-ft radius, g 0.812
Speed thru 700-ft slalom, mph na

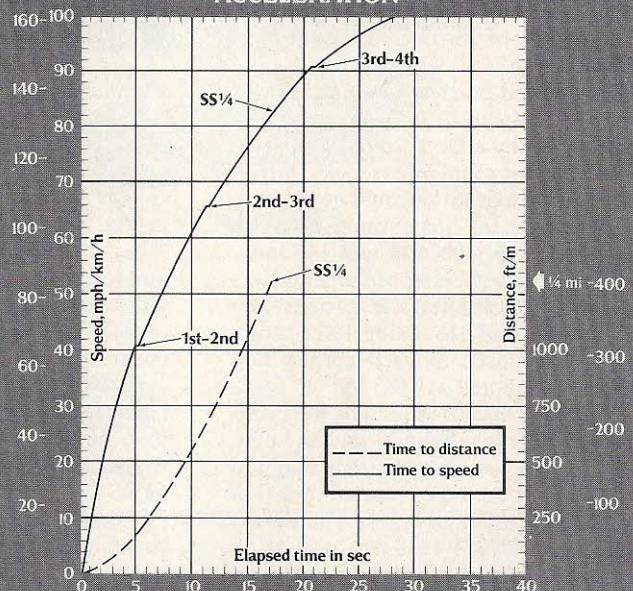
BRAKES

Minimum stopping distances, ft:
From 60 mph 150
From 80 mph 256
Control in panic stop excellent
Pedal effort for 0.5g stop, lb 22
Fade: percent increase in pedal effort
to maintain 0.5g deceleration in 6
stops from 60 mph nil
Parking: hold 30% grade? na
Overall brake rating excellent

INTERIOR NOISE

Idle in neutral, dBA 67
Maximum, 1st gear 95
Constant 30 mph 72
50 mph 75
70 mph 77
90 mph 82

ACCELERATION



there. Indeed, there's a bit more leg room than in the GT4 and though you might find it acceptable to splay your knees around the front seatback, you can only slouch so much.

Yet, after all, many of these ergonomic shortcomings are not overwhelmingly critical in a car of the Mondial's character. A more pertinent question is how does it perform? To preface this, we can observe that, mechanically, the Mondial shares a great deal with the 308. There's the same 2926-cc dohc V-8 mounted mid-transversely, fueled by Bosch K-Jetronic injection and

sparked by Marelli Digiplex electronic ignition. According to Ferrari, this engine produces 205 bhp at 6600 rpm and 181 lb-ft of torque at 4600 in its latest U.S. trim; this, with dual catalytic converters, air injection and exhaust-gas recirculation in the emission control department. The power travels through a 5-speed transaxle that's been redesigned to have its own oil pump, though ratios are unchanged from those of the most recent 308 we tested. And, like that 308, the Mondial's clutch linkage is of an updated design offering reduced pedal pressure. New for the ➤

ALTHOUGH IT WON several class victories for 2-liter cars, the Mondial 8's namesake can hardly be considered a racing success. However, its heritage partially atones for its lack of victories. The 500 Mondial engine was designed in 1954 by Aurelio Lampredi as a direct descendent of one of the greatest Grand Prix cars of all time: the World Championship-winning Ferrari of 1952 and 1953 when Formula 2 was the premier series.

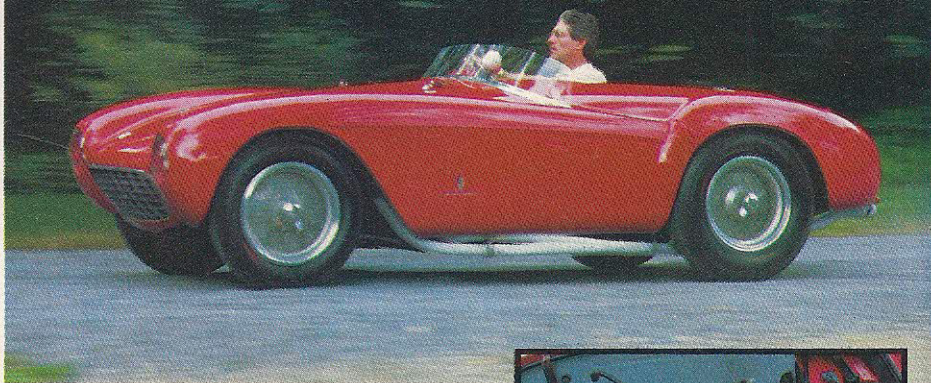
As it appeared in sports car trim, the inline 4-cylinder borrowed a great deal from its 500 F2 cousin: The cast alloy block, the 5-main bearing crankshaft and dry-sump lubrication via two gear-driven pumps are among the most notable design similarities.

While the 500 F2 engine developed 185 bhp at 7500 rpm with a compression ratio of 13.0:1, the 500 Mondial version produced 170 bhp at 7000 rpm on 9.2:1 compression. To keep all that pressure under control, the cylinder liners were screwed into the cylinder head, this unit then installed in the block with O-rings at the bottom of the liners. Carburetion was by two large twin-choke Webers, type 45DCOA3s mounted horizontally on the right side of the engine. Twin 12-volt Marelli magnetos provided the spark to two plugs per cylinder but distributor/coil ignition could be ordered. The engine resided behind the centerline of the front wheels, and in a real sense the 500 Mondial can be considered a front mid-engine design.

The 5-speed gearbox was integral with a ZF limited-slip differential; rear suspension was by a De Dion tube, a transverse leaf spring and lever shocks. Any of five different axle ratios could be ordered, the tallest giving maximum speeds in gears of 56, 75, 100, 133 and 146 mph. The independent front suspension was by double wishbones and a transverse leaf spring, and Houdaille lever-action shocks were used at each corner. Dry weight was quoted at 1585 lb.

Bodies for the 500 Mondials were constructed by Scaglietti and Vignale, but to my mind the prettiest was done by Pinin Farina and is the type featured here. I'm sure I feel this way because I've always liked the V-12 375 Plus that won at Le Mans in 1954, and the Mondial is simply

HIGH-SPIRITED HERITAGE



a scaled-down version.

More than 30 examples of the 500 Mondial were built and nearly all are accounted for. The car shown here is chassis number 0434MD and was beautifully restored in Los Angeles by Ed Niles, though it's now owned by Peter and Kathy Sachs of Connecticut. The car was originally sold to Herman Roosdorp of Holland, who raced it in national events there. In July 1954 he set a 1-hour average speed record of 114.88 km/h (71.35 mph) for 2-liter cars on the 2.2-mile circuit at Zandvoort. The factory engine assembly sheets, dated May 8, 1954, list the installation of 750 Monza camshafts giving the engine more radical valve timing. They also state that "used" hairpin valve springs were fitted, which

gives a good laugh today, but I'm sure Roosdorp wouldn't have approved. Although the Mondial model was not a great success, it certainly served the factory well in the shadow of the V-12, the 2-liter's most impressive finish coming in the 1954 Mille Miglia when Vittorio Marzotto finished 2nd overall and 1st in class.

The Mondial is a delight to drive once you get used to the multi-disc clutch. Road holding is fair but predictable considering the rock-hard Pirelli Stelvio tires, as the car bounces and bucks, bellows and rips down the tree-lined roads of New England. A friend once said, "A new Toyota is better than an old Ferrari," but somehow I think he missed the point.—Chuck Queener

Mondial, though, is a subframe assembly that houses the powertrain and rear suspension. The entire package can be dropped down from the car onto a special dolly, giving much better access than is typical with mid-engine designs. So, in a very real sense, think of the Mondial's powertrain as a 308's in new packaging; evidently not a bad strategy for Ferrari when one considers the time and expense to certify a new engine/transaxle.

Unfortunately, though, the Mondial has that extra 390 lb of curb weight to propel. In addition to this, our car was further plagued by a balky linkage that slowed the 1st-2nd shifts and even got us back into 2nd several times with the lever fully home in its 4th-gear slot. We're confident it was an adjustment problem unique to our test car, because otherwise the linkage was typical Ferrari: a sturdy lever shifting what felt like especially robust gears through an impressively massive gateplate defining its racing-H pattern. For awhile there we thought the engine's ignition timing was off as well, but a subsequent check showed it to be spot-on. Indeed, what prompted all these mechanical apologies was straightline performance best described as lackluster, particularly for a car of this character: Not only did the engine feel somewhat strained at wide open throttle, but even more disappointing, it was missing the low- and mid-range responsiveness we've come to enjoy from other fuel-injected Ferrari V-8s. Succinctly, the Mondial made all the right sounds, but it just didn't go.

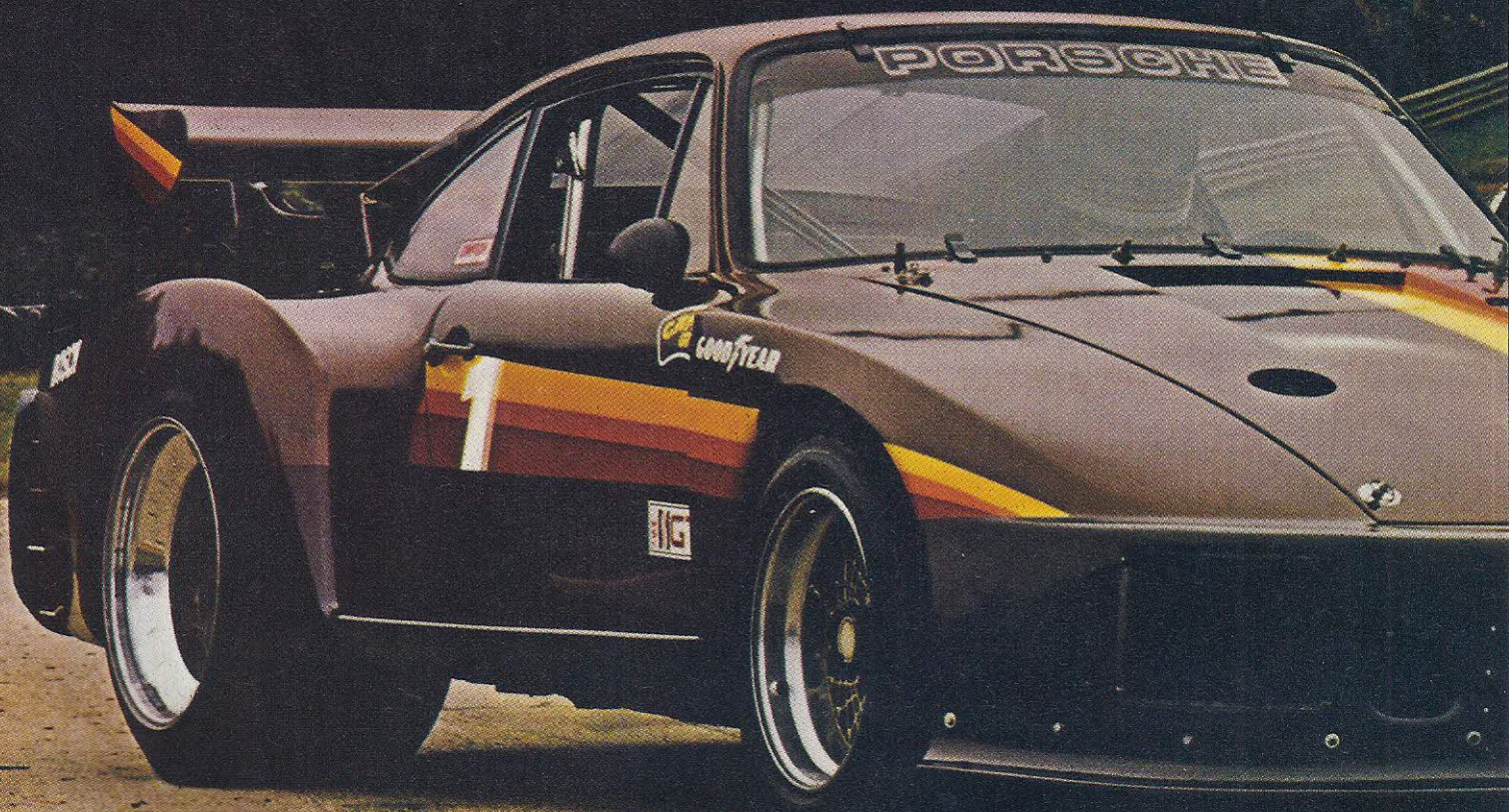
Our 0-60 mph time, for example, was a less than scintillating 9.4 seconds and quarter-mile values averaged out to 17.1 sec at 83.0 mph. These are 1.5 sec, 1.0 sec and 5.0 mph slower than corresponding figures for our most recent 308GTSi. Evidently the added weight plays a significant role in this, but based on lb/bhp figures we would have expected somewhat better acceleration from the Mondial. Its computed 18.5 lb/bhp for example,

brackets the Mondial between the Datsun 280ZX Turbo (at 17.2 lb/bhp) on one side and the Alfa Romeo GTV 6/2.5 (19.7 lb/bhp) and Porsche 924 Turbo (19.8 lb/bhp) on the other. (See "Three Gran Turismos," R&T, July 1981.)

Yet, not only would the 280ZX Turbo beat the Mondial handsomely, but so would the other two, albeit by somewhat smaller margins. The Porsche 924 Turbo, for instance, recorded a 0-60 mph time of 9.2 sec and quarter-mile results of 16.7 sec at 82.0 mph; the Alfa, 9.1 sec and 16.8 sec at 83.0 mph, respectively. One conjecture is that 205 bhp (SAE net/Italian ponies) somehow works out to an estimated 190 bhp (SAE net/R&T), giving the Ferrari 19.9 lb/bhp and reflecting performance similar to that of the other two closely matched cars. Another point to consider is that the Mondial's Michelin TRX 240/55VR-390 tires (wider and slightly taller than those fitted to the 308) lengthen the Mondial's stride, evidently to the detriment of its kick. In 5th gear at 60 mph, for example, the Mondial's tach shows 2900 rpm, compared to the 308's 3200. Certainly the Mondial's top speed wasn't compromised to any extent, our 6800 rpm in 5th working out to 135 mph. Also, we're fairly confident it wasn't simply the balky shift linkage that slowed its acceleration, because even in 1st gear the Mondial wasn't as quick as the other cars already cited. And, as a final comment on acceleration testing, one of the benefits of instrumented measurement is that the equipment doesn't know (or care) what claims are made for a car's performance; it merely records what happens.

Ride and handling of this new Ferrari more closely matched our expectations. Like other Ferraris, the Mondial has unequal-length A-arms, coil springs wound about Koni shocks and anti-roll bars front and rear. And, like other Ferraris, its road manners are impressive whether said road is mirror smooth or frost-heaved and ragged. There's no denying a tautness of ride, but it's

Warning: The Surgeon General Has Determined
That Cigarette Smoking Is Dangerous to Your Health.



completely in character with the maneuverability offered by the Mondial. In our skidpad evaluation, the car worked its way up to a delicate oversteering stance, one in which either power or liftoff would swing the rear end out gently. Maximum lateral acceleration was 0.812g, essentially identical to that of our last 308's. By the way, the Mondial exhibited a quirk on its clockwise skidpad runs that we've seen occasionally with other Ferraris: a complete drop in oil pressure. There's a straightforward fix for it, though, involving removal of the oil pan and slight realignment of the oil pump's pickup; apparently, production tolerances are enough to cause this problem on some cars, but not others.

We had no opportunity to slalom the Mondial, but we'd estimate its performance to be in the same range as the 308's 60.6 mph. Also, we did have a chance to drive the Mondial in less than perfect weather (it poured), and we can report that the car's TRXs offer excellent adhesion in wet or dry, though delicacy is appropriate when probing their limits of grip. This grip is communicated through an improved rack-and-pinion steering, one that shows less tendency to fight back on bumps and whose effort is said to be reduced somewhat. Nevertheless, like the steering of other Ferraris, this one comes into its own as speed increases; put another way, it feels rather heavy around town.

The brakes are also typical Ferrari, which is to say superb. The Mondial is fitted with vented discs, 11.4-in. front and rear, larger than the 308's all around. In our simulated panic stops, they pulled the car down from 60 mph in a commendably short 150 ft; the 80-0 mph stops averaged an equally impressive 256 ft. Nor did the brakes exhibit any trace of fade in our six 0.5g stops from 60 mph, noteworthy when you consider the car's as-tested weight of 3785 lb.

So the Mondial has state-of-the-art suspension, beautifully communicative steering and exemplary brakes—but it'll be blown

off in a straight line by cars costing less than a quarter as much. A quarter as much?!

We've left a discussion of price until now because it's an aspect about which we know very little. At the time of this writing, Ferrari has given nothing more than an estimate (quite understandable, what with monetary fluctuations and all), but this estimate is \$65,000-\$70,000. And it borders on the absurd to note that all the usual luxury fitments are standard equipment: Of course a car like this would have air conditioning, electric window lifts, leather interior, power door locks, electrically actuated sunroof, et al. In fact, we're a bit surprised to learn that the single option available, metallic paint, adds \$780. But wait. Aren't exclusivity and mystique worth anything these days? Consider that Type 44 Bugatti again. Its value, measured in coin of the republic, circa 1928, was around \$4500. Now this is a meaningless figure until you reflect that prices of the newly introduced Ford Model A, for example, ranged from \$385 for the Roadster to \$570 for the Fordor Sedan. Put in perspective, there seems to have evolved a disconcertingly consistent 10:1 ratio between prices of exclusive cars and of those rather more mundane.

So the Mondial's value can be distilled into exclusivity and mystique. Measured by any other criterion, we'd argue that the Porsche 928 is a superior exotic sports/GT, at a (relative, of course) bargain price of around \$40,000. The Porsche is considerably quicker, its ride and handling are every bit as state-of-the-art as the Mondial's and its ergonomics are infinitely better. Indeed, these were among the reasons that the 928 was considered best in category in our "10 Best Cars for the Eighties" (August 1981).

Nonetheless, the Mondial is a Ferrari, pure and simple. For a select group of enthusiasts, this will be more than adequate reason to covet it. And, sharing an enthusiasm for things automotive, we can empathize with this point of view.

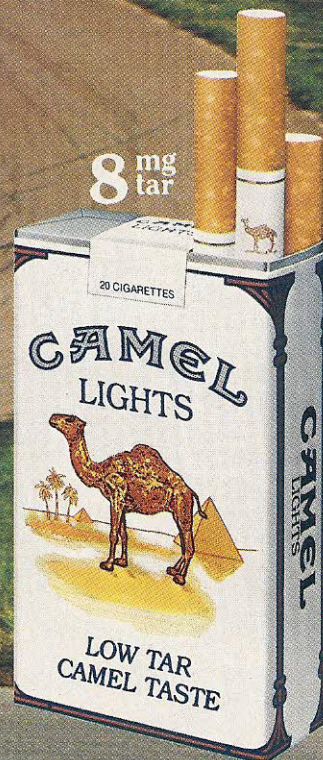


CAMEL GT

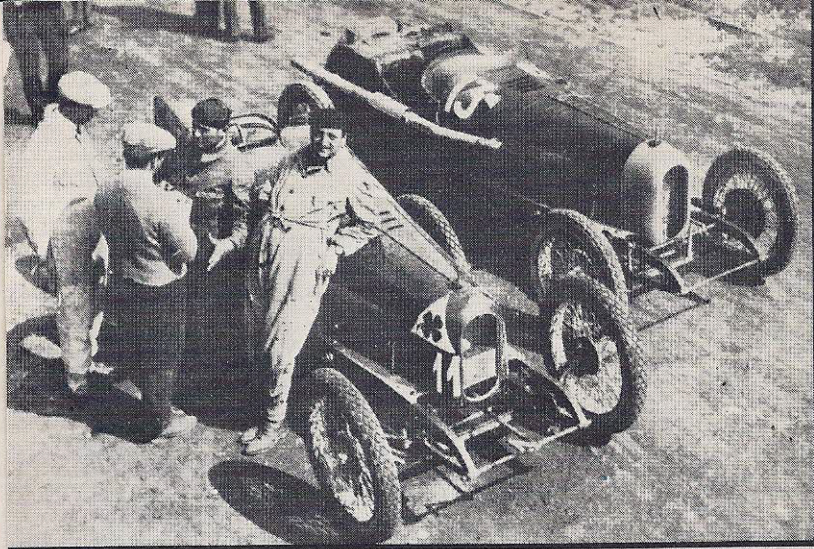
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Camel
taste.



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FERRARI'S EARLY YEARS

A brief history of the life of Enzo Ferrari before he started building his own cars

BY JAMES T. CROW

FERRARI. IT'S A name so familiar we now take it for granted, simply enjoying the vision it conjures up of brilliant red racing cars and a sound so thrilling it is said to raise goose pimples on a virgin's thigh. But what about Enzo Ferrari the man? What do you know about him, especially in the years before there was a car named Ferrari?

The man was born on February 18, 1898, in the town of Modena in northern Italy. The son of a machine shop owner, he was from his earliest years involved and intrigued with things mechanical.

During World War I he shod mules in the mountain artillery but after a serious illness was discharged as unfit for further military service. After a difficult period of unemployment he found work with a Bolognese entrepreneur whose business was modifying light truck chassis to accept passenger car bodies. This was done to help fill the demand for automobiles, which were in short supply because of the war, and it was Enzo's job to test the modified chassis, then drive it to Milan where the body was added. This brought him into contact with other *automobilisti* and led to his first job with a car manufacturer, CMN, Costruzioni Meccaniche Nazionali.

As a young man it is said he had three great ambitions—to be an opera singer, a sports journalist and a racing car driver. He lacked the musical talent for the first, never seriously applied himself to the second, but it was at CMN that he had his first taste of the third.

His first race was in 1919 when he and Ugo Sivocci entered the Targa Florio and finished well down in the standings. He continued with CMN until 1921, racing occasionally and competing in hillclimbs, then went to work as mechanic and sometimes driver in the racing department of Alfa Romeo.

Perhaps his greatest triumph as a driver came in 1923 at the Savio circuit at Ravenna where he won against the strongest of opposition. It was after this race that the father of Francesco Baracca, an Italian fighter pilot ace of World War I, presented him with his son's squadron insignia, a prancing black horse on a yellow shield. The prancing horse, the *cavallino rampante*, is now famous as the logotype of the racing and passenger cars bearing the Ferrari name.

In 1924 Ferrari was going to be a driver on the Alfa Romeo Grand Prix team but shortly before the team's first race he

suffered what he later described as a nervous breakdown. Poor health plagued him for the next several years, limiting his racing, and his last competition appearance was the Bobbio-Passo del Penice hillclimb of 1931, which he won.

It was in December 1929 that Ferrari, with the financial backing of three wealthy young Italian sportsmen, formed Scuderia Ferrari. This was a private racing team but operated as the semi-official Alfa Romeo team and employed many of the greatest drivers of the period in both sports car and Grand Prix racing. By the late 1930s, however, the state-subsidized Mercedes and Auto Union teams were dominating Grand Prix racing and Alfa Romeo, hoping to stem the German tide, resumed complete control of the competition effort. Ferrari was named director of this group, called Alfa Corse, which is still the name used for the official factory team, but he found the factory's interference intolerable and terminated the relationship after one season.

When Alfa purchased the stock and equipment of Scuderia Ferrari, he was required to sign an agreement that he would not form another racing team for a period of four years. So he started a company called Auto Avio Costruzioni, ostensibly for the production of parts for other manufacturers. However, when Alberto Ascari and a friend asked him to build them cars for the 1940 version of the Mille Miglia, he produced two 1.5-liter cars based on the Fiat Balilla 508C. Called "Vettura 815" rather than being given a name, the two cars were the fastest in the race but neither finished because of failure of minor components.

World War II put an end to racing after that and during the war Ferrari was involved in war production. His Modena shops were damaged by Allied bombs in 1944 and when the war was over he moved his equipment to Maranello, about 10 miles south of Modena, where the factory is still located.

In 1946, looking forward to the resumption of racing, he hired Gioacchino Colombo to design a 1.5-liter V-12 and several of his prewar associates joined him in the effort.

The first car to bear the Ferrari name was the 125 Sport and this first appeared in competition on May 11, 1947, at Piacenza. In that race Franco Cortese led until halted by fuel pump failure in the next to last lap, but on the car's next outing, at the Caracalla circuit in Rome on May 25, 1947, Cortese took the checkered flag in the Ferrari, starting a tradition that extends even to this day.