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FEATURES

DEPARTMENTS

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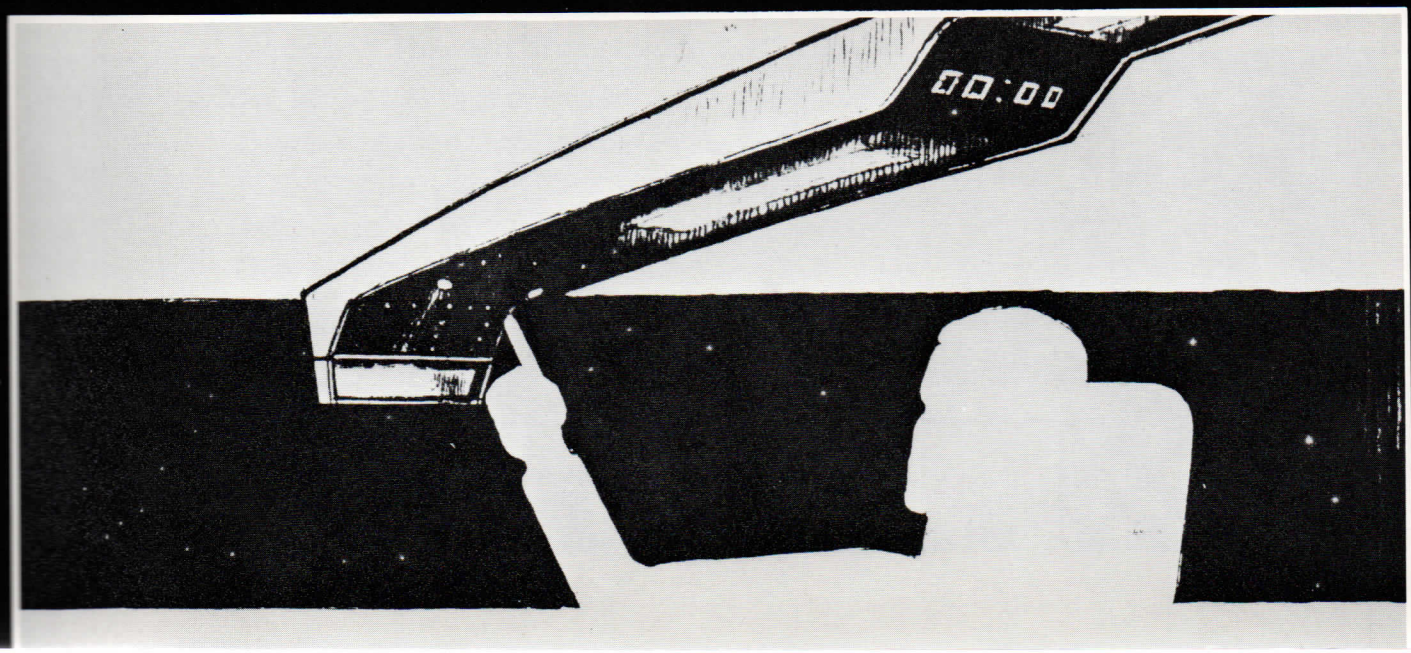


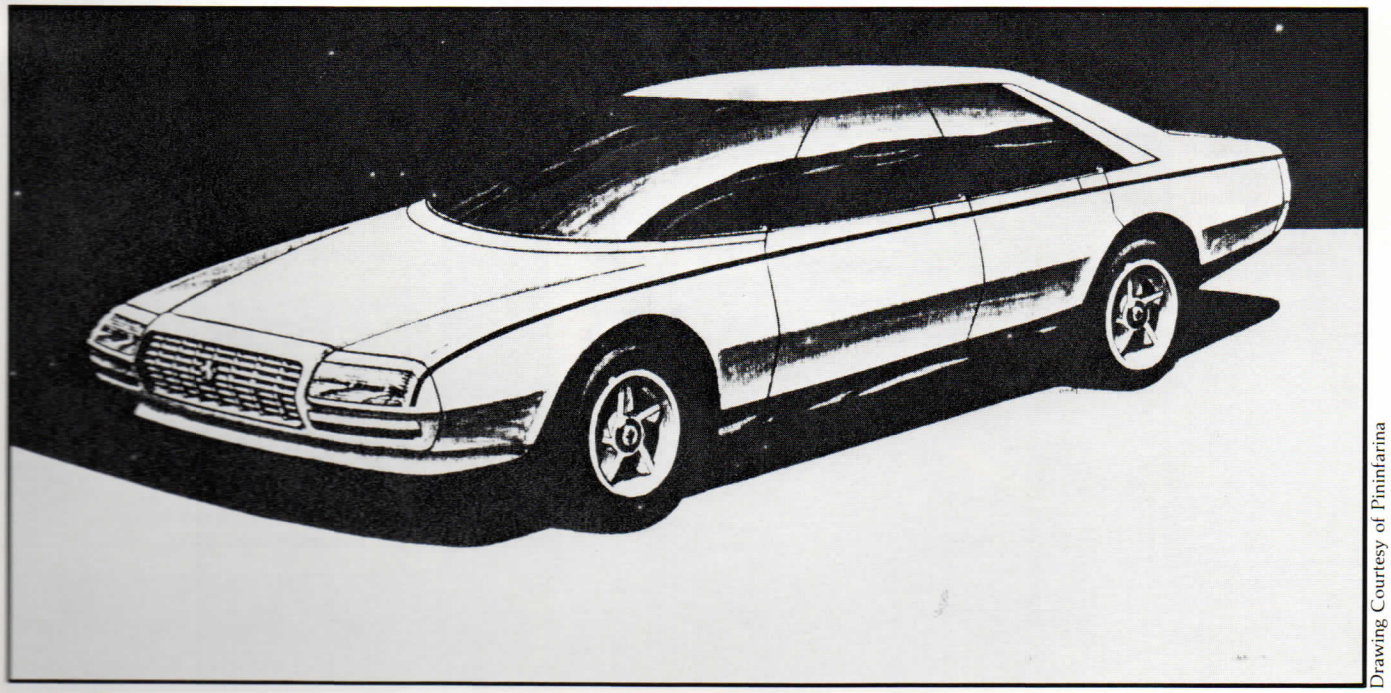
The "PININ"

It now appears certain that the "Pinin" show car will become the new Ferrari 4-passenger top-of-the-line saloon, replacing the 400 series.

On the following pages we present a firsthand look at the "Pinin," from the people who conceived and built it: Carrozzeria Pininfarina.

Ferrari Pinin

The "Pinin" as seen in one of the design studies. Front end concept is fairly set, with only a few detail changes yet to come. Belt line crease is very pronounced here, as is the glass area and thin roof line.



Drawing Courtesy of Pininfarina

We have always been believers in man's natural aspiration to make use of things that, from every point of view, represent the best that can be made. This applies particularly to the car, to which human existence is increasingly linked.

Our aim in this special prototype, the first time we have made a 4-door saloon with Ferrari engineering, is to give a material impression of this aspiration.

It has been given the name "Pinin" in honour of the founder of our Company, which this year (1981) celebrates its fiftieth anniversary.

The "Pinin" Ferrari also hopes to represent the embodiment of those features that have made the styling and production of our Company so successful all over the world.

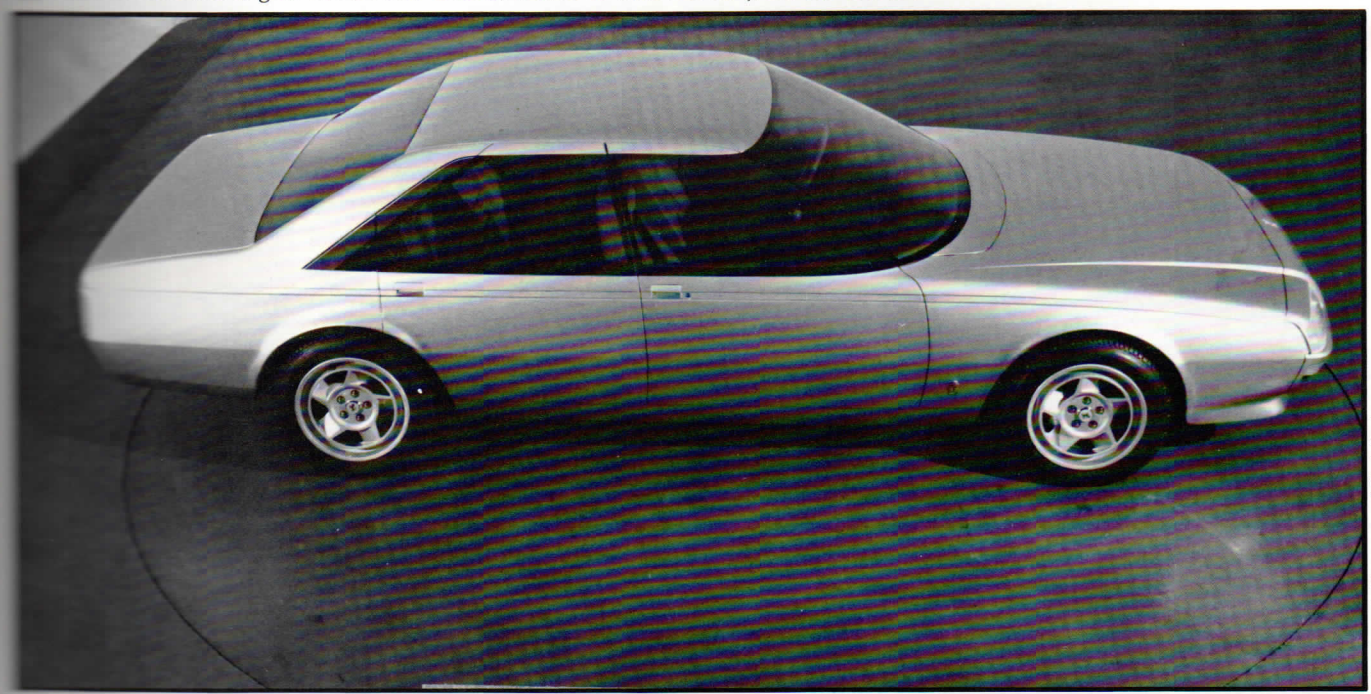
The idea behind the general layout was that of a car with the typical impressive effect of a big capacity saloon of the very highest class which did not, however, betray those sporting qualities associated with Ferrari. It therefore had to be particularly compact.

Given the car's special nature, the general layout of the main frame and the mechanical parts are a Pininfarina proposal. The 12-cylinder Boxer engine, mounted at the front as was proposed in another special prototype, the Cr 25, presented at the Turin Show of 1974, has been fitted with other Ferrari-produced mechanical parts—gearbox, clutch, suspensions, etc.

This really light, compact engine with its exceptional architectural and performance features, was all-important for our chosen theme and provided technical inspiration. Stylistically, the "Pinin" Ferrari highlights the traditional rectangular mesh Ferrari grill and uses a number of sophisticated technical and stylistic themes for the window surfaces. The use of smoked glass, fitted so as to mask framework and struts, gives the impression of a single window surface, the result being a really slim, light side panel. The car's line is gentle and rounded, in the interests of its aerodynamics, which have been controlled in the wind tunnel.

As witness to the serious intentions underlying the design, the "Pinin" Ferrari presents two new concepts in the external lighting system prepared in cooperation with Lucas and Carello: multi-parabolic headlights and high contrast lights, as well as a number of interior innovations reflecting the results of studies carried out in cooperation with Veglia-Borletti in the field of electronics. ►

The "Pinin" as finally built and photographed on the traditional Pininfarina revolving stand. The smoked glass actually covers the window frames and struts, which are painted black, giving a very light uncluttered appearance. Note the angled Ferrari star wheels, meant to vent hot air from the brakes.



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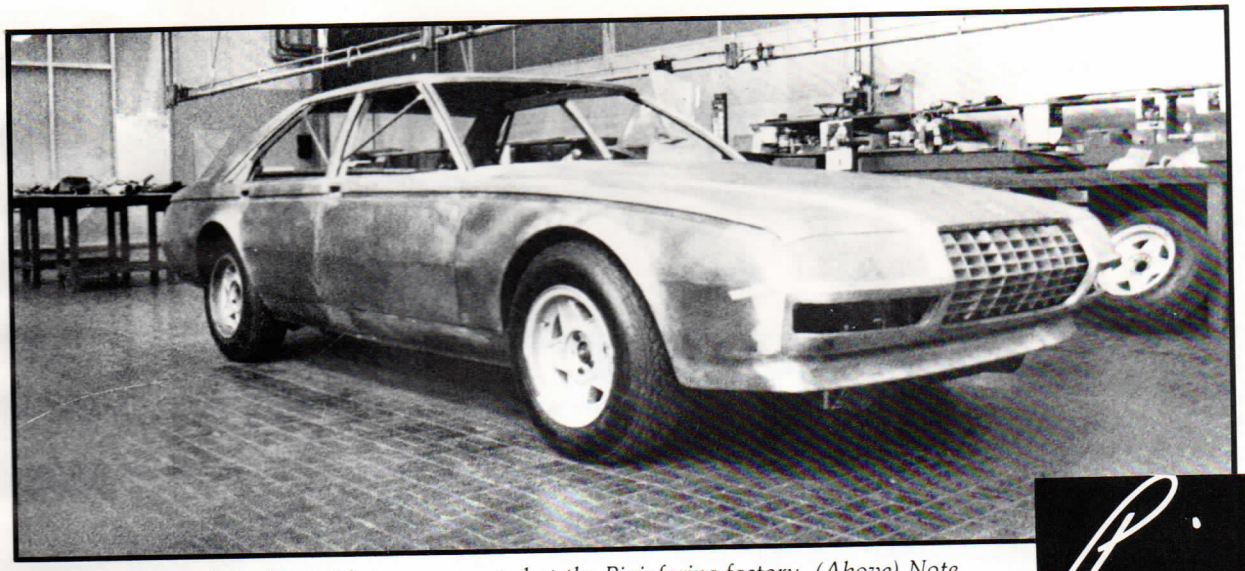
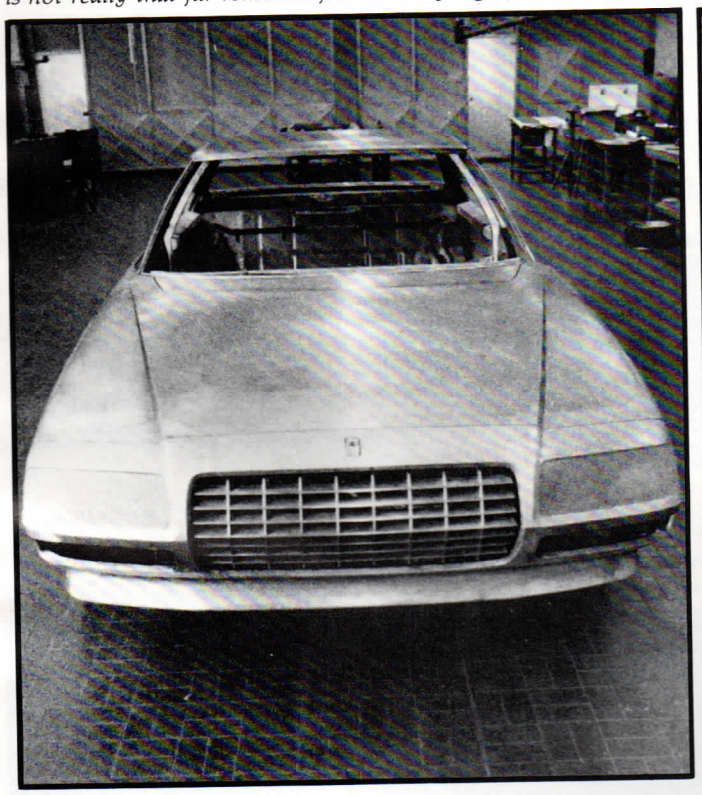
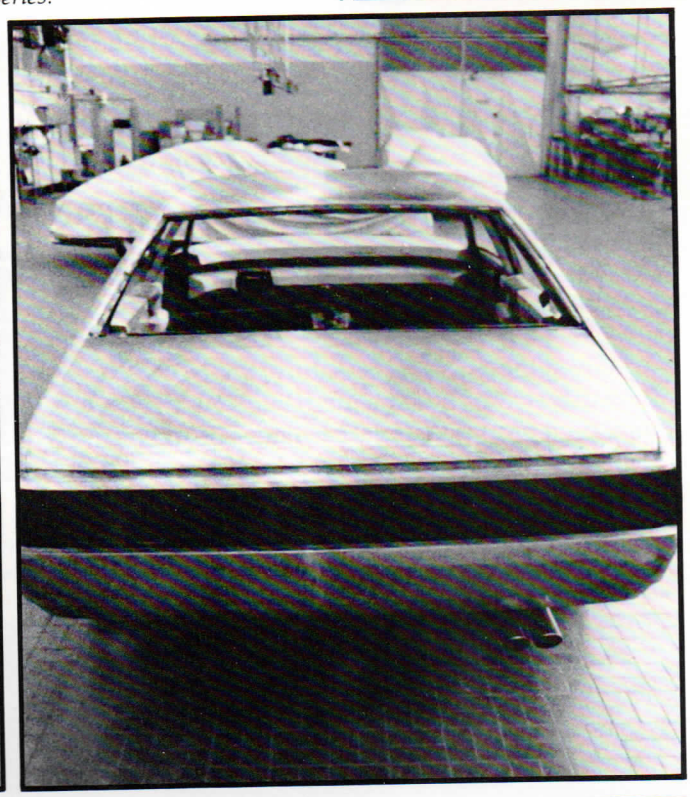


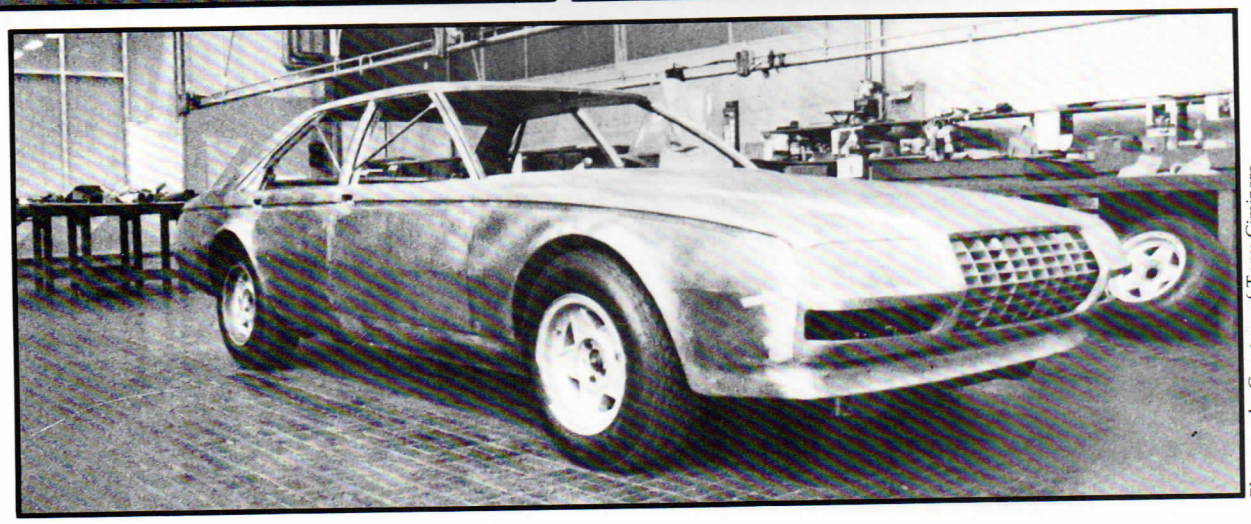
Ferrari

Pinin

Exclusive photos of the "Pinin" being constructed at the Pininfarina factory. (Above) Note the internal tube structure over which the body panels and roof were constructed. The car is not really that far removed from the styling of the Ferrari 400 series.







Photographs Courtesy of Tony Ciminera

Multi-parabolic Headlights

Using a special, advanced construction technique for the parabola, these completely new lights are lower in profile and their lenses may be steeply sloped for the sake of compatibility with today's aerodynamic bodywork shapes. Their multireflecting surfaces have been designed with the aid of a computer and pressed in a single piece using a material specially designed by Lucas: DMC (Dought Moulding Compound). DMC is a plastic compound which keeps its shape even in extreme temperature conditions and makes it possible to create intricate, but very precise parabolic reflectors which absolutely cannot be made using traditional metal pressing technology. This new compound is also resistant to corrosion. The possible width by height ratio, of the order of 3.5 to 1 compared with the 2 to 1 of conventional headlights, gives slimmer lines without the need to resort to the complexity of retractable headlights. The lens slope on the "Pinin" Ferrari is 30°.

This new headlight has been made by splitting the parabola into various parabolic segments of different focal length, bringing them together inside the horizontal headlight. The sophisticated construction of the multiparabolic reflecting body significantly increases usable light reflection area, particularly if compared with traditional headlights.

New molding techniques allow the front headlights to be wider and lower, still giving off, however, even more light than standard lamps and all in the right direction.

High Contrast Rear Lighting

This new type of light, inspired by modern demands for bigger, multi-purpose light fittings, has the advantage of improving visibility. When not on, it is camouflaged by virtue of the fact that it is the same colour as the body, and it stands out (red for stop lights, white for reversing, and orange for direction indicators) only when in operation. This removes the visibility problems encountered with traditional lights, especially when they are hit by an intense light.

This light consists of:

—a red, orange or white coloured inner lens, depending on function, which collects and channels the light through fine slits;

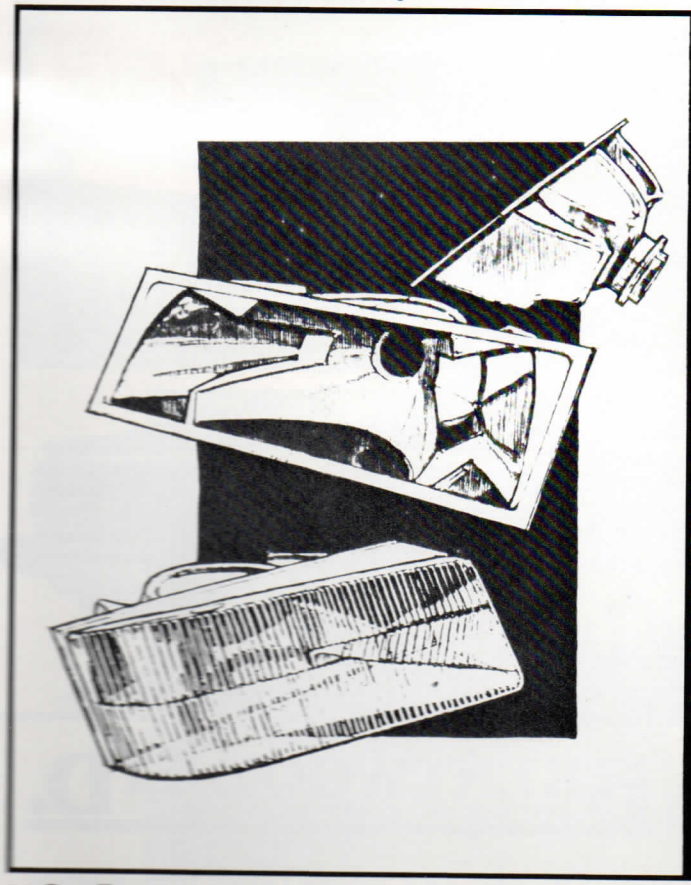
—a median lens with an optic gate function, the opaque position of which may be coloured in the shade of the car;

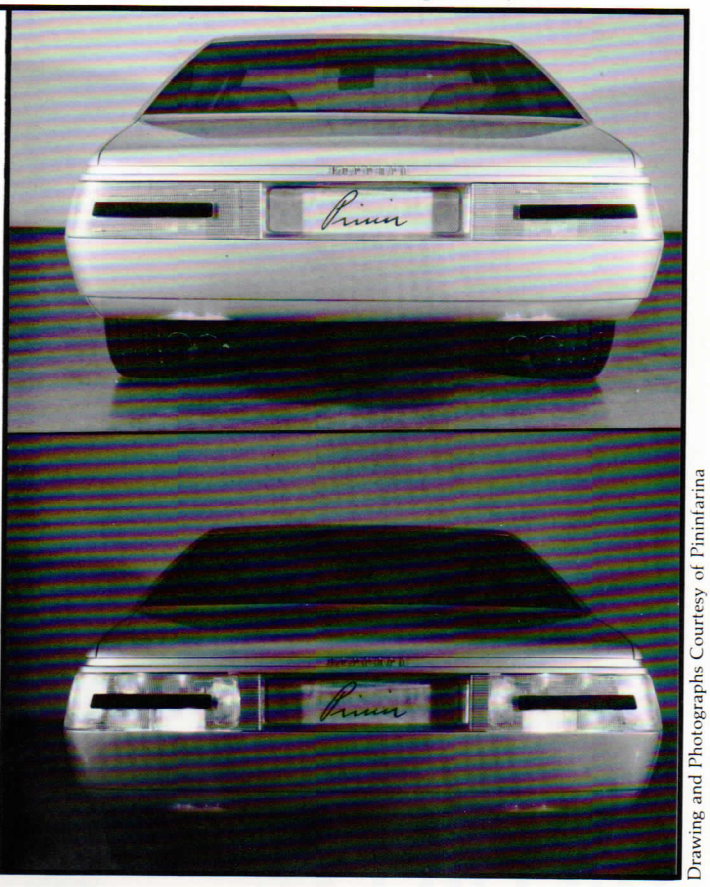
—an external lens that modifies and distributes light according to ruling legislation.

New Interior

In designing the interior, a lot of attention was paid to the problem of the rear passengers who are "the most neglected" in traditional saloons. Physical comfort for them has been obtained by careful study of available room, the design of the seats and the possibility of varying their rake. Plus all the in-

Rear lighting is also entirely new. The outer glass is the same color as the car, but when lights are activated, the red/white/orange light shines through unimpeded.





Drawing and Photographs Courtesy of Pininfarina

struments that electronics makes available today to give them a greater interest in the journey.

The general layout of the instrumentation has been dictated by the concept of placing only those instruments which are essential for the journey before the driver, all the rest being located in the console. This makes for easier driving because the driver is not distracted by inessential instruments.

Main Instruments

The speedometer, rev counter, regulation pilots and large red alarm pilot which comes on in the event of a fault in a part or function, are clustered in a smoked screen positioned so as to be constantly in view. When the engine is started, this black screen lights up and displays figures and readings of the various instruments. During running, a luminous spot replaces the traditional hand, for easy, immediate analogic reading of the information.

The console, between the two front seats, contains the instrument panel consisting of five indicators:

—voltmeter
—oil gauge
—fuel gauge
—water temperature gauge
—oil temperature gauge.

Indications are again given against a black screen background, and readings and symbols only show up when the engine is turned on. By changing its colour and position, a luminous hand indicates level of function. Yellow means that the danger point is approaching; red means that danger point has been reached. Under normal operating conditions, the luminous hand on the instruments is in line with a common, average "target" reading, thus giving the driver instant peace of mind.

There is also a display panel consisting of:

—a *led* digital display, at bottom right, that gives the driver information on the route covered by the car;

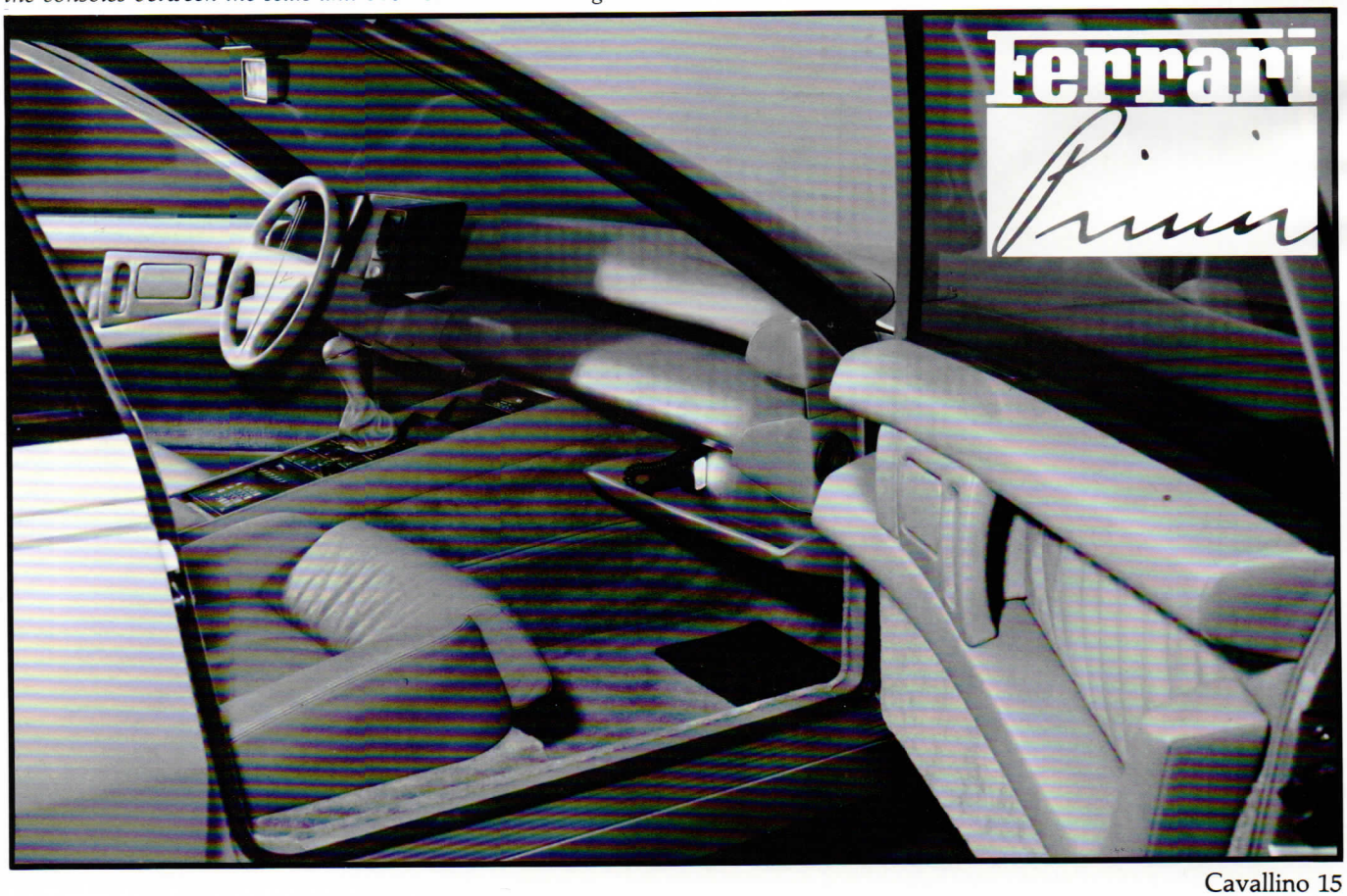
—a *led* digital display at top right providing information from the on-board computer;

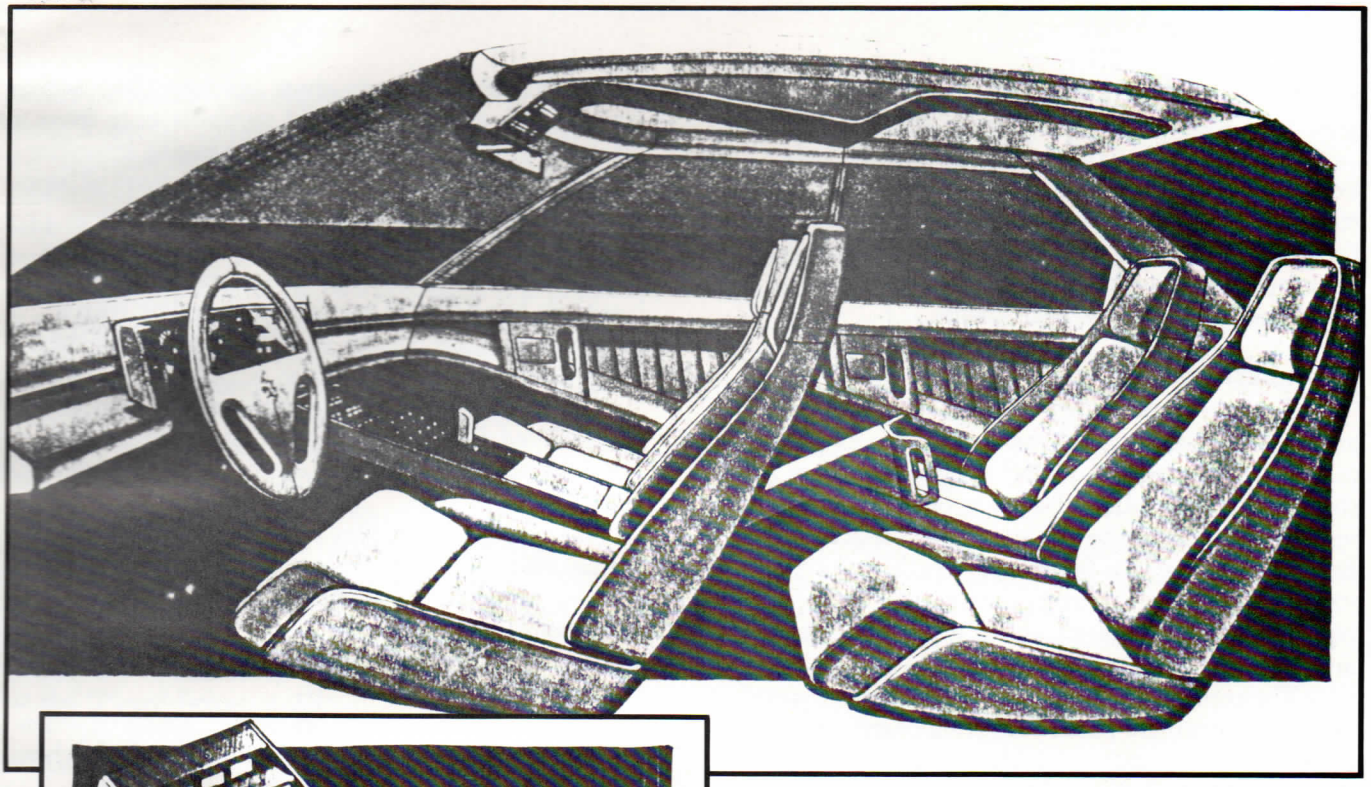
—a sliding *led* alphanumerical display, bottom left, identifying the type of maintenance to be carried out and faults that may be encountered during the life of the car;

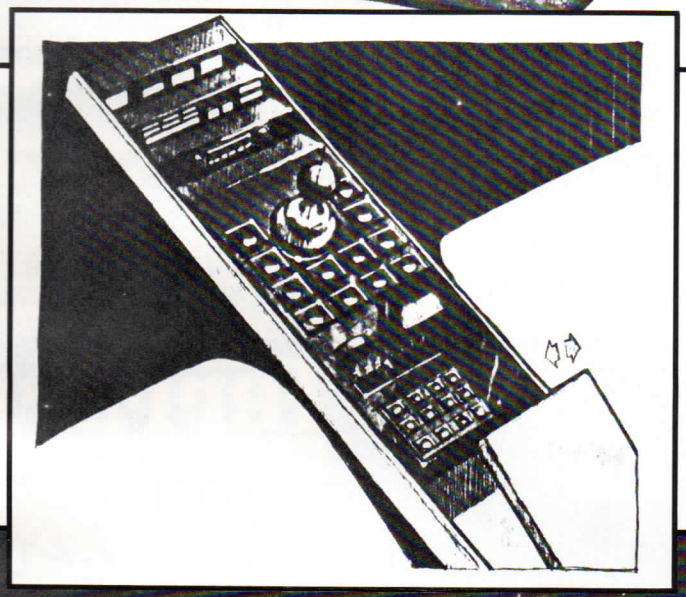
—a yellow pilot, bottom center, activated when the time has come to do some maintenance, or when a non-dangerous fault has occured. The onset of serious faults light up the red pilot on the main instrument panel;

—a key, located alongside the pilot light, operates alphanumeric display wording. ►

Lush, as befitting any high priced, high class touring car. The leather is specially treated for long wear, and it's used everywhere. Main instruments are clustered in front of the driver; all auxillary instruments are on the consoles between the seats and overhead on the ceiling.





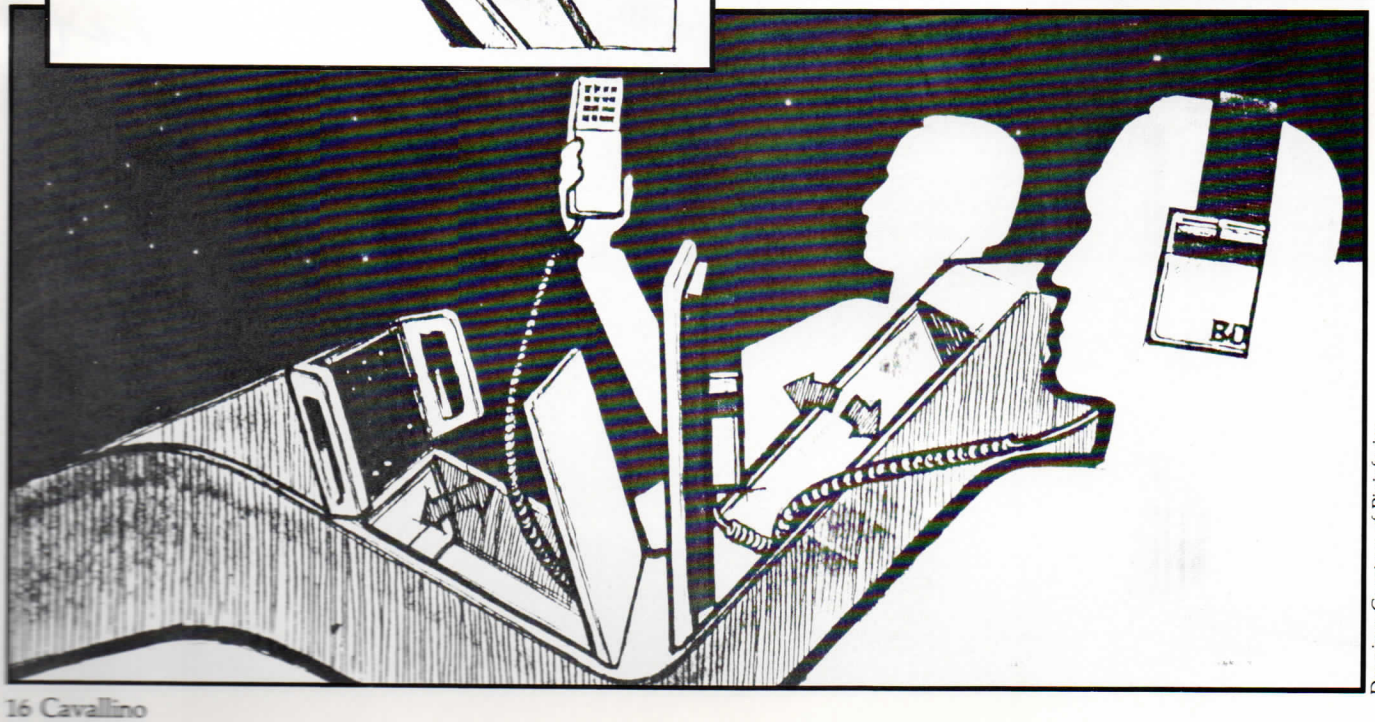


(Above) The interior as originally drawn. A great attempt was made to give the rear passengers more room and comfort, making a trip more enjoyable for them.

(Left) The front console with warning lights and switches, on-board computer, radio and cassette deck.

(Below) The rear passengers are made to feel part of the journey. Separate radio, telephone, and computer access give them something to do.

Ferrari Pininfarina



Drawings Courtesy of Pininfarina

Keyboard for Interrogating Computer

Information of the following type may be obtained during the journey:

—kilometres from start;

—time since start;

—average speed maintained;

—average fuel consumption and consumption at that moment;

—fuel autonomy;

—engine revs;

—kilometres before destination;

—time of arrival if current average speed is maintained;

—average speed required to cover route in expected time.

A second, similar keyboard is set on the console between the two rear seats and is intended to involve the passengers more directly in the journey The information requested appears on a digital display in the console on the ceiling.

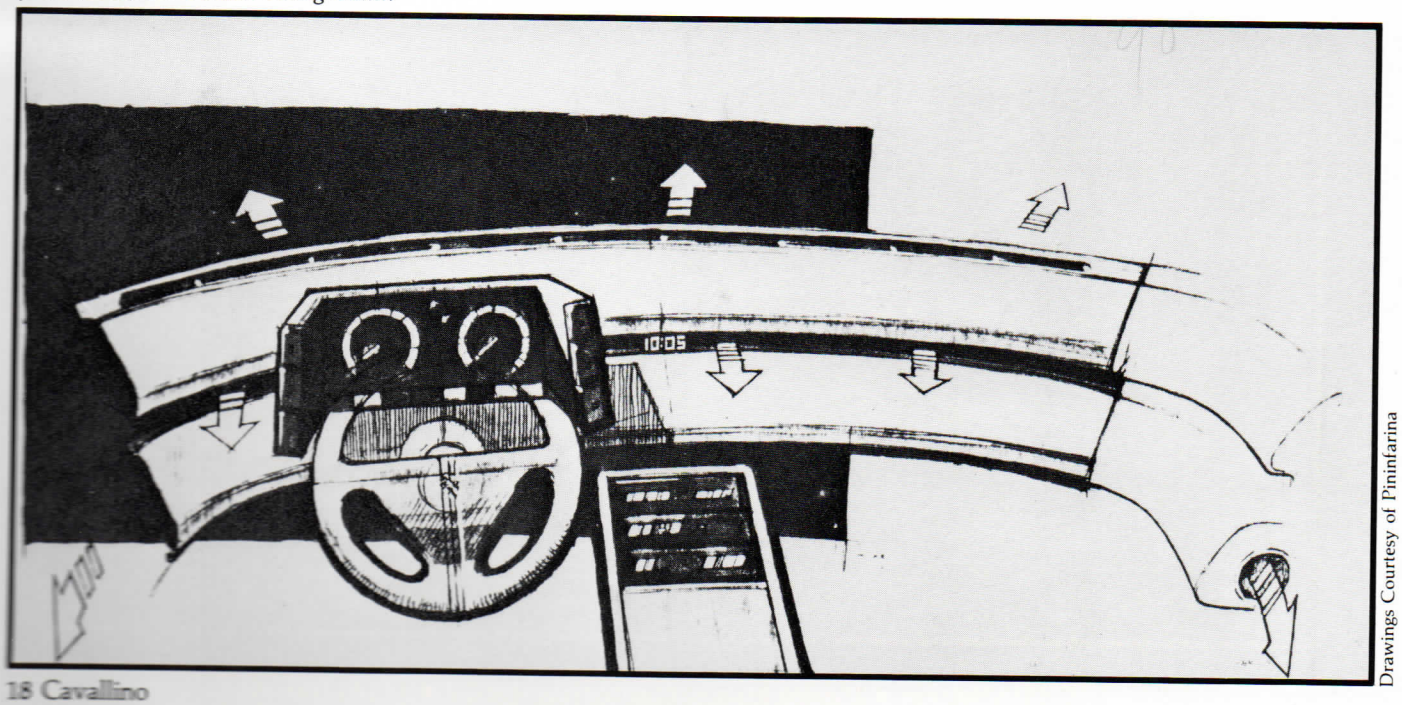
There is also a second radio set for rear-seat passengers and, using the ear-phones fitted in a special housing, they can listen to programmes different to those being broadcast on the other radio. This second set—a Veglia Skreibson—can, by means of a digital display, signal tuning frequency, and the outside and inside temperatures. The console also contains a radio telephone system.

The front seat can be adjusted longitudinally and vertically and the rake of the back is adjustable electrically. A special device makes it possible to memorize three positions so that those selected can be restored automatically in that event of their being modified. Controls for this are located at the front of the ceiling console which contains powerful diffuse lighting and an adjustable spotlight for all occupants.

Special attention has been paid to interior climatisation. With completely automatic regulation, it is enough to set the required temperature (controllable by digital display) and select the main desired flow directions.

This type of system works on a recirculation principle with injection of outside air at controlled intervals, regulated automatically as a function of outside and inside temperature conditions.

The dash is futuristic in both design and function. In fact, it's not so much a dash panel anymore; it is just the front wall of a very luxurious, padded, interior space. Instrument readings appear in light emitting diode form (LED) on a black background.



Drawings Courtesy of Pininfarina

Leather Interior

Interior finish is done in natural leather, understanding this in the most genuine sense of the word. Connolly, in cooperation with Pininfarina, have prepared a special chromium-vegetal tanning combination (with very low chromium level) with an ultra-thin coating of finish applied to the surface as protection, while leaving unchanged the appearance of the original leather and its natural permeability. There is nothing pleasanter to the eye or the touch than leather. Any slight colour variations will tend to disappear as it acquires its natural patina following usage.

Features

Overall length 4830 mm
Overall width 1820 mm
Overall height 1310 mm
Volume of luggage compartment 580 litres
Wheelbase 2750 mm
Front track 1540 mm
Rear track 1540 mm

Wheels

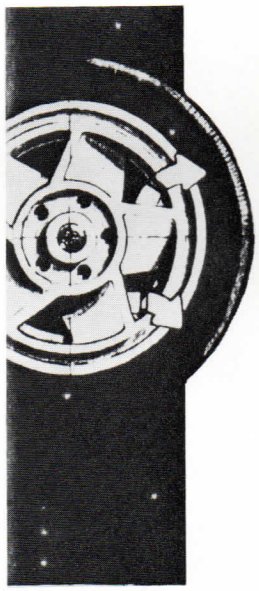
The wheel rims used on the "Pinin" Ferrari are the traditional Ferrari star types, but the arms of the star are twisted like propeller blades so as to produce a self-ventilating effect on the brakes.

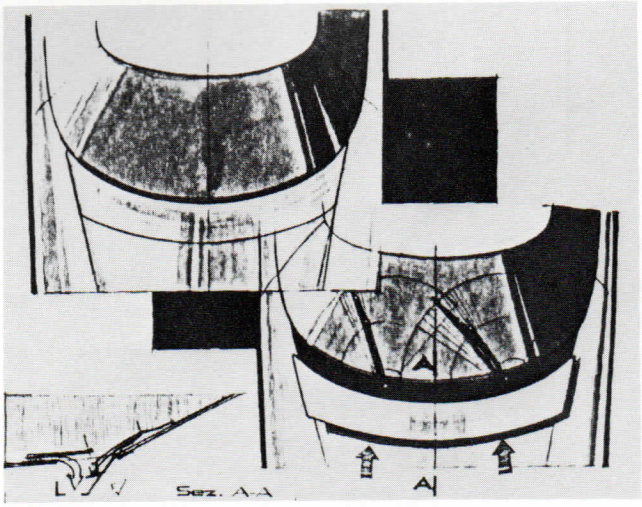
Wheels are the traditional Ferrari 5-spoke star pattern, but with angled blades to help extract air from brake area.

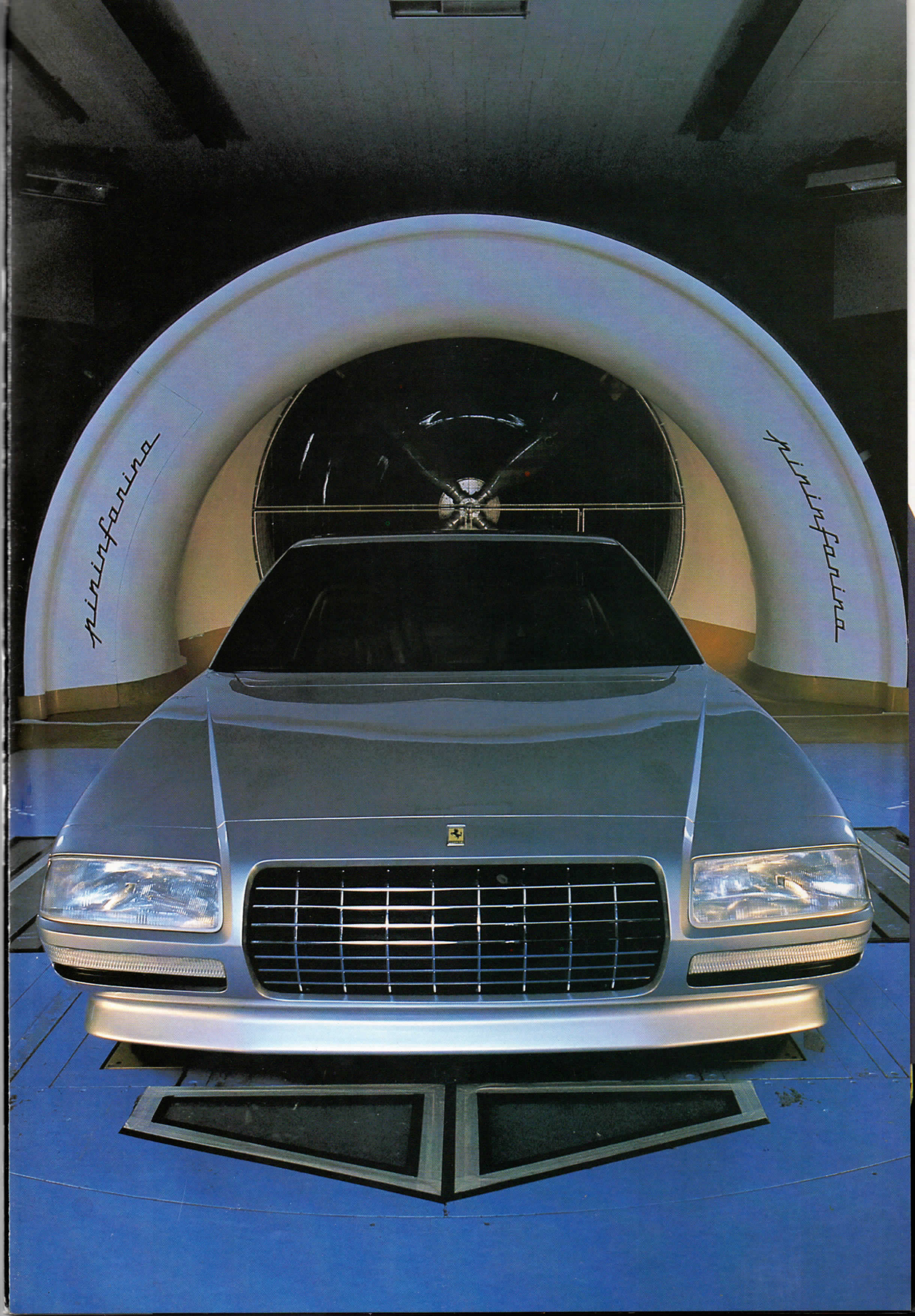
Windscreen wipers

The windscreen wipers are worth a mention. In idle position they are hidden away in a special housing provided with a flap. When raised, this flap also feeds air into the passenger compartment.

Panel ahead of windshield collects air for the passengers, and also covers the windshield wipers.



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