

Note 49



The 2.5L NA Ferrari at Bari in 1951

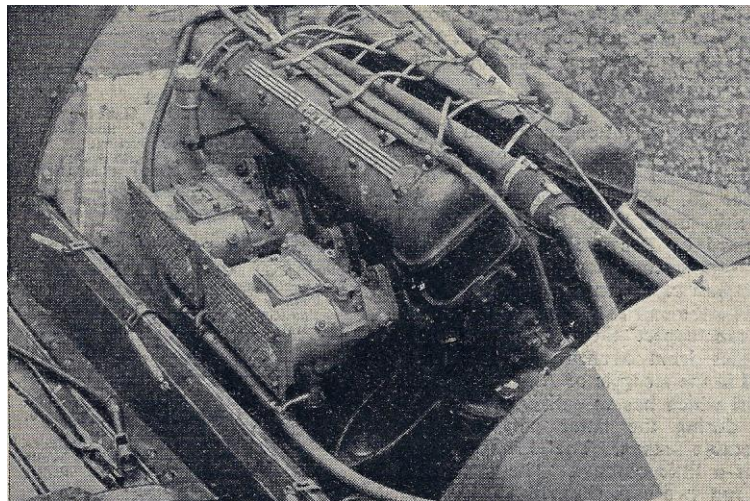
Enzo Ferrari was so anxious to make a good showing of his new type 625 2.5L NA car in the F1 race at Bari on 2 September 1951 that he broke an agreement with Stirling Moss who, as a rising young driver with 2L HWM Formula 2 and 3.4L Jaguar sports cars, had been invited to drive it on its debut. It would have been a reasonable performance step-up for Moss, well within his proven capability, which is presumably why Ferrari made the offer in the first place. Moss had actually finished 3rd in the 1950 Bari F1 race in the nominal 2-seater 2L HWM, behind 2 Alfa 159s.

Instead, Piero Taruffi, admittedly a driver with engineering training who had good experience of the 4.5L GP car, was given the drive at the last minute after Moss had travelled 1,000 miles to Bari.

Moss was so annoyed by this cavalier treatment that he resolved never to drive a works Ferrari – which unfortunately hurt his career more than it hurt Ferrari (921). This situation might have been changed by a generous personal Ferrari offer in early 1962, which followed his two outstanding 1961 victories in an out-of-date Lotus-Climax over the otherwise dominant type 156 Ferraris, but Moss' accident at Easter Goodwood intervened.

Fig.N49A

1951 Ferrari 625 Prototype
IL4 94/90 = 1.044 2,498 cc
200 HP @6,500 RPM on 80/20 Petrol/Alcohol
DASO 8



Motor

To return to home page: [Home Page](#)