

Note 59



Development of the Ferrari F2 into F1, 1957

On this subject, after consulting 6 authors (Jenkinson (502, 1958); Tanner (8, 1959); Casucci (22, 1980); Laban (390, 1990); Ludvigsen (711, 2001); and Acerbi (1077, 2004)) who sometimes agree, sometimes contradict each other, sometimes quote Bore and Stroke which do not correspond to the quoted capacity and none of whom tell the whole story (pity the historian!), the following appears to be the best narrative of this development.

<u>Date</u>	<u>Type</u>	<u>65V6, DOHC</u>		
		<u>Bore</u> Bmm	<u>Stroke</u> Smm	<u>Swept volume</u> Vcc
April 1957	156F2	70	64.5	1,489

Raced at Naples (see Fig. N59A) and Rheims, then the 2 engines made were enlarged.

22September 1957 @ Modena: 2 engines.

	?	≈78.2	64.5	1,859
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Jenkinson, very much the “man on the spot”, wrote: 1st engine “nearly 1,860”, 2nd “slightly smaller”, crank the same as 156F2. Presumably enlarging the bore for “nearly 1,860” was a trifle risky hence the “slightly smaller” bore for the 2nd engine and the need for a Larger Cylinder Block for a further increase in capacity:-

27 October 1957 @ Casablanca					
1 st engine	?	85	64.5	2,196	Original crank.
2 nd engine	246F1	85	71	2,417	New crank.

Why Ferrari in 1957 did not go immediately to 86mm Bore for 2,475cc, as was done for 1959 (type 256) is a mystery.

Three prototype Sports-Racing engines were produced in 1958 from these 65V6 bases (8):-
respectively types 206S: 77 x 71 = 1,984cc; 226S: 81 x 71 = 2,195cc; 296S: 85 x 87 = 2,962cc.

Fig. N59A
April 1957 Ferrari 156F2
DASO Motor May 1957

