



# JERRARI

*If you combine a 4.4 liter, 12-cyl  
Ferrari engine and a  
Jeep Wagoneer, this is what you get*

BY RON WAKEFIELD



BILL HARRAH is at it again. It's only natural that a man who made his fortune with two gambling casinos in Nevada and has

collected 1500 cars for a hobby should get a kick out of doing something really zany every now and then. Two years ago we featured his Ferrari Targa, a 330 GTS transformed into a Porsche-style convertible. Now Mr. Harrah and we bring you a new flight into automotive fancy, the Jerrari.

It all started last year when Harrah's ex-safety director crashed one of Modern Classic Motors' Ferrari 2+2s. The Safety Director became Ex (though he wasn't badly hurt) and the bent Ferrari came back to sit in a corner of the Ferrari distributorship. Its engine—4.4 liters, 12 cylinders, 320 DIN bhp—was undamaged, Bill had always wanted something jazzy in a 4-wheel-drive car, and his own Jeep Wagoneer was sitting there in the same garage. Came the idea: combine Wagoneer with Ferrari engine. Make a 4-wheel-drive Ferrari wagon.

So the people over at Harrah's Automobile Collection, the place where he displays and restores his incredible array of antique, classic and special-interest cars, acquired a fresh new Wagoneer, the front-end sheet metal of a similar Ferrari 2+2, and the salvaged engine—and went to work to combine the lot.

The result is, to say the very minimum, bizarre and entertaining. The front-end metal, from the now discontinued 365GT 2+2, had to be widened and stretched downward to fit into the much greater height of the Wagoneer. Then the body workers at the Collection worked downward from the wagon's side windows with new door and body-side contours that blended with the front end. The final result is only remotely related to either the Jeep or the

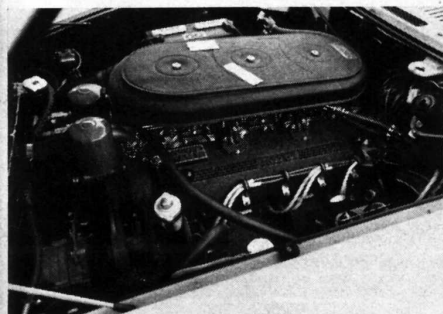
Ferrari: a lot of metal was added between the front wheel opening and the fender's top line and there's more "flesh" below the front bumpers than on the Ferrari; the body sides are both more bulbous and cleaner than those of the original Wagoneer. Hmm. It certainly is a combination of the two automotive characters, but a certain amount of Citroen flavor also crept in!

The workmanship is excellent throughout, in mechanical as well as body details. Fitting the engine into the chassis wasn't difficult, except that the sump had to be cut into on its right side to fit the unit over the front differential. This cut oil capacity from 10.5 to 8.0 quarts, and to make up for the loss of capacity and cooling fins a Hayden Trans-Cooler was fitted in front of the engine. The radiator is from the 2+2 Ferrari and uses the usual twin electric fans. The Ferrari air-conditioning condenser is also used, and the compressor is in its original position on the engine though it is tied into the Jeep's air conditioning system.

There was not enough room for a Ferrari 5-speed gearbox, so a Borg-Warner T-10 4-speed was fitted. This is the close-ratio unit, with ratios of 2.23/1.77/1.35/1.00:1, and to keep the Ferrari engine up in its relatively high working speed range, new differential gears of 4.09:1 front, 4.10:1 rear were fitted in place of the original 3.73:1 gears. The clutch is a fabricated affair, made from the Ferrari pressure plate and a 9-in. Chevrolet driven plate.

The entire 4-wheel drive system is regular Wagoneer, but the general rearrangement of things meant shortening the front driveshaft 6¼ in. and lengthening the rear one 6⅜ in. Some vibration problems resulted after the whole thing was put back together, and careful balancing of the two driveshafts has not entirely solved it yet. Warn hubs are used to free the front wheels for highway driving.

Oddly enough, no changes have been made to the brakes.



WM. A. MOTTA PHOTOS

Monroe shocks have been installed, but no other suspension work was done to the all-leaf, live-axle front and rear systems. The tires are Michelin XVR, 215/70-15—same as on the Ferrari—on Cragar alloy wheels 6 in. wide. Saginaw power steering remains, but the Ferrari pump provides its hydraulic pressure.

A nice set of VDO instruments occupies a simple panel right in front of the driver, replacing the Wagoneer's vague instrumentation, and a Ferrari steering wheel brings along its air horns. At the right end of the dash is a Ferrari prancing horse and at the left Harrah's usual chrome plaque denotes correct fuel, oil and tire pressures; otherwise the interior is Jeep's best. Oh yes—the pedals are Ferrari, complete with the familiar shiny metal accelerator.

Bill calls it his Jerrari, and there's a proper name plate, Ferrari-style, on the tailgate to prove it. Sorry, Dave James (last month we featured Dave's Fiat performance equipment, which he calls Jerrari).

Well, how does the Jerrari go? It's really weird, just to sit high up in that Wagoneer cabin and hear the Ferrari engine, sounding all natural through the same mufflers and four big tailpipes of the 2+2. There's a gearing problem, and it's too bad Harrah didn't use either the Ferrari gearbox or a wide-ratio T-10, either of which has more reduction in 1st gear. The car has difficulty getting off from rest, and the only way to get wheelspin is to use Low range of the 4wd transfer case. And the clutch is just plain heavy!

We ran acceleration tests in High range, 2-wheel drive. The Jerrari, not being able to spin its wheels this way, bogs down badly getting off the line. But correcting our 4200 ft altitude Reno test figures to sea level, we came up with 0-60 mph in 9.4 sec, 0-100 in 21.2 and the quarter-mile in 15 sec flat, so the Jerrari still must be the fastest Wagoneer around. It weighs 440 lb more than the Ferrari and 265

more than the Wagoneer at 4460 lb, but the big Michelin tires help it maintain about the same maximum deceleration rate as the Wagoneer in a panic stop. That isn't good, though, and the fade resistance of the Jeep drum brakes is nowhere near adequate for the newfound performance.

High-speed stability is, well, not impressive. Better than the Wagoneer's original, yes, but when we were trying for top speed we got into a little side wind at 125 mph, became thoroughly frightened by that and the Jeep's slippery power steering and backed off. We think it would do 130 at the engine power peak (and redline) of 6600 rpm, and Harrah's man Fred Nash assures us that it will.

We also drove the Jerrari off into the boonies for the hell of it. Not wanting to shred those \$110-a-piece XVRs we took it easy, but in Low range on 4wd the Jerrari had plenty of hill-and-gully power. The bumpy terrain, however, caused the Ferrari throttle linkage to bounce underfoot; it needs more friction to stabilize it.

The most fun we had all day, though, was blasting past a regular Wagoneer at 100 mph. Too bad we were going too fast to see the other driver's expression! 