

Ferrari 350 P4

#23 driven by Chris Amon and #27 by Jonathan Williams
Riverside, October 1967

There has been much rejoicing in these here parts since the photographs of the next release in Thunderslot's Can-Am series came through. The Ferrari 350 has been mooted and teased for a good few years now, so the fact that it should be with us in the not-too-distant future is welcome news indeed for Thunderslot, Ferrari and Can-Am fans alike.



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The prototypes in the pictures here are nearly-but-not-quite the finished article, with lacquer yet to be applied to the paintwork and some refinement due of the driver decoration. They depict the two factory cars from the 1967 Riverside Can-Am round, no.23 driven by Chris Amon and no.27 by Jonathan Williams, where Amon qualified on the 8th row and finished 8th, Williams achieving a less sparkling 11th row qualifying and a crash out of the race.

The two cars were derived from two of the only three genuine P4s built, chassis 0858 (Williams) and 0860 (Amon), these cars having finished their World Sportscar seasons and were now outlawed by a regulation change for 1968. The roofs were cut off and new noses added, reshaped and minus the headlights of the original. According to the Ferrari website, the



engines were enlarged to 4176.22cc, power output was 480hp and the top speed was 315km/h, or just over 195mph. Unfortunately, the racing career of the 350 was not a success, the cars being out-gunned by the ever-expanding Chevrolet and Ford engines used by the competition, so a

fifth place by Amon was the best result. Both chassis survive to this day, but they have been converted back to original P4s.

I hope we can expect the usual excellent chassis and running gear. I have made a space on the shelf already.

