

RIGHT Over the years many different owners have 'personalised' their 512s to suit their needs or driving style. (Author)



ABOVE There are two fire extinguisher system buttons, one on the dashboard for the driver to operate and a second on the outside for track officials to access in the event of driver injury. The switch marked 'LPR' is to turn on the four Facet Red Top lift pumps that draw fuel up into the collector tank. To the right is a toggle switch marked 'HP', which is for the high-pressure fuel pump that feeds fuel from the collector tank to the injector pump at 11kg/cm² pressure. This is switched on when starting the engine. Once the engine is running the HP switch is turned off, because a belt-driven mechanical fuel pump that runs off the crankshaft then takes over, feeding the injectors at the same pressure level. The black push-button on the top right is the all-important 'Start' button. (Author)

RIGHT By racing car standards the space in the foot well is quite generous, but it's still cramped in that it causes one's legs to get jammed up underneath the steering wheel. David Hobbs complained that his right foot would lose feeling after 20 minutes. (Author)



RIGHT A naked bulb taped to the outside of the rev counter is all that illuminates the main instrument for this driver. (Author)

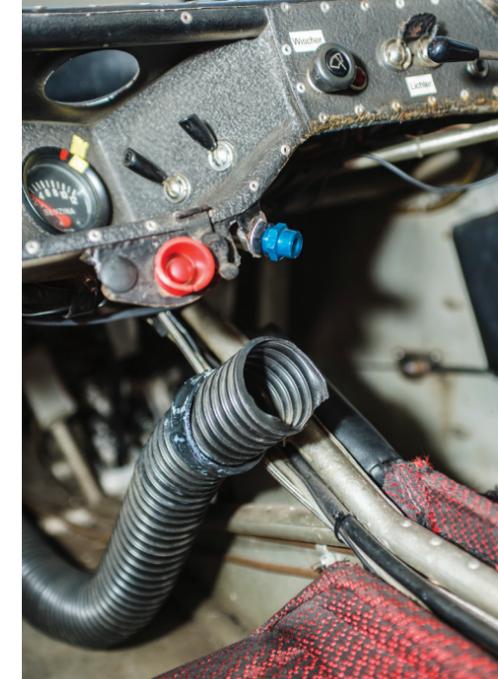
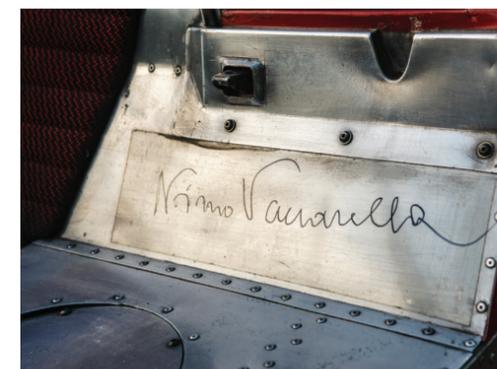
mounted on the top of each fender, as well as the roof-mounted mirror. Contrary to expectations, this roof mirror provides a very good view over the top of the airbox and rear wings.

Controls were kept to an absolute minimum, and the dashboard is both plain and basic, as would be expected. Over the years, and in the hands of different owners, the dials and switches may have had their positions swapped on the dashboard, but basically all the same switchgear was retained on the cars viewed during the research for this book. This included: ammeter, fuel/pressure gauge, oil pressure gauge, direction indicator light, ammeter warning light, electric pumps warning light, electric fuel pump switch, night illumination numbers switch, horn button, instrument light resistor, spot-light switch, water/oil temperature combination gauge, wiper switch/screen squirter, dip switch lever, direction indicator switch and ignition switch. Taking centre stage is a large Veglia rev counter marked rather ambitiously to 12,000rpm and framed rather appropriately by a Momo steering wheel.

Stretching across the cockpit from left to right and passing under the driver's knees is a sizeable tunnel that houses the fuel pipe connecting the left and right tanks. In accordance with the regulations governing Group 5 cars, the 512 had to be fitted with a passenger seat, although such a passenger would have had to be of very slight stature!

Fuel tanks

The FIA regulations stipulated in Article 253 (j) that the fuel tank capacity of the class in which the Ferrari 512 raced should have a total capacity not exceeding 140 litres. In 1969 the



LEFT Fresh air is directed on to the driver by means of a simple air hose in this 512 M. (Author)



LEFT In the 512 M the battery was relocated from the front compartment to this position on the passenger-side aluminium panel inside the door, again improving the car's weight distribution. (Author)



LEFT The windscreen washer bottle is located on the forward aluminium panel inside the driver's door aperture. (Author)



FAR LEFT AND LEFT Two famous drivers who piloted chassis 1026 were Nino Vaccarella and Arturo Merzario. Their signatures have been sealed with clear adhesive film inside the two door apertures. (Author)