

TIMES UNION

AUTOMOTIVE

IN ASSOCIATION WITH

CAR AND DRIVER

A LOOK INSIDE

It's been a long winter. But spring is here, and it's worth taking a look at your vehicle to make sure it's ready to make the most of spring and summer.

One of Ferrari's last V-12s, the convertible 812 GTS, costs as much as a house, but it's really two cars in one.

2021 FERRARI CONVERTIBLE 812 GTS

A Truly Special Thing



PHOTOS: MARC URBANO | CAR AND DRIVER

BY TONY QUIROGA
CAR AND DRIVER

Think of the Ferrari 812 GTS as two distinct cars and its \$404,494 base price might make a little more sense. On one side of the spectrum, the 812 GTS is a luxurious roadster, but should you want it, the 812 will transform into a raging bastard of a car.

The 812 is the convertible version of the 812 Superfast coupe, which is based on the F12 that launched back in 2012. A 789-hp 6.5-liter V-12 sits just ahead of the driver, yet it's positioned fully behind the front-axle line to shift 53 percent of the weight rearward. There isn't a turbo in sight. This V-12 makes power the old-fashioned way, with seriously high revs. The big tachometer right in front of the driver is marked with an 8900-rpm redline. Revving it to its upper reaches results in a long melodic bark from the intake—every fake-sound system fitted to cars these days wishes it sounded this good. Fold the GTS's hardtop back (it disappears with the touch of a button in 14 seconds) and drive it like someone might drive a Lexus LC500 convertible, and this Ferrari is subdued, quiet, and comfortable. The engine hums in the background, the exhaust is mellow. With the side windows and wind deflector raised, it's possible to have a shout-free conversation at 80 mph.

Ferrari fits magnetorheological dampers to the 812. Set them to Bumpy Road and leave them alone since they tighten and loosen as necessary. Aggressive Pirelli P Zero summer tires are barely stretched over the wheels, but careful tuning of the springs and dampers mean the 812 rides with surprising plushness. The seats are much less forgiving, though. While we can't fault the leather work, the carbon-fiber-framed thrones are a bit too firm, and if you stand six feet or taller the driving position is a bit cramped. A few more inches of seat travel would help, but the convertible-top hardware eats into interior space, preventing the chairs from sliding back any further. Provided you can find a comfy seating position, an 812 with its top peeled back is as luxurious and comfortable as any Mercedes-Benz SL.

The other side of the 812 reveals itself when you start prodding the mighty V-12. Make sure the tires are warm before flooring it. As with a race car, the power overwhelms cold rubber. Fortunately, the stability control will step in quickly before the driver turns this beautiful car ugly. The V-12 delivers its power progressively and without the explosiveness of a turbocharged engine, but with 789 ponies at 8500 rpm and 80 percent of the 530 pound-feet of torque available at 3500 rpm, speed builds ridiculously fast.

Specifications

2021 Ferrari 812 GTS

VEHICLE TYPE

front-engine, rear-wheel-drive, 2-passenger, 2-door convertible

BASE PRICE

\$404,494

ENGINE TYPE

DOHC 48-valve V-12, aluminum block and heads, direct fuel injection

Displacement

396 in³, 6496 cm³

Power

789 hp @ 8500 rpm

Torque

530 lb-ft @ 7000 rpm

TRANSMISSION

7-speed dual-clutch automatic

DIMENSIONS

Wheelbase: 107.1 in
Length: 184.8 in
Width: 77.6 in
Height: 50.2 in
Trunk volume: 7 ft³
Curb weight (C/D est): 4000 lb

PERFORMANCE (C/D EST)

60 mph: 2.8 sec
100 mph: 5.8 sec
1/4 mile: 10.5 sec
Top speed: 211 mph

EPA FUEL ECONOMY

Combined/city/highway:
13/12/15 mpg

Continued on next page

Celebrating 56 years of Automotive Excellence

ANOTHER...
GOLDSTEIN
AUTO GROUP

GoldsteinAuto.com