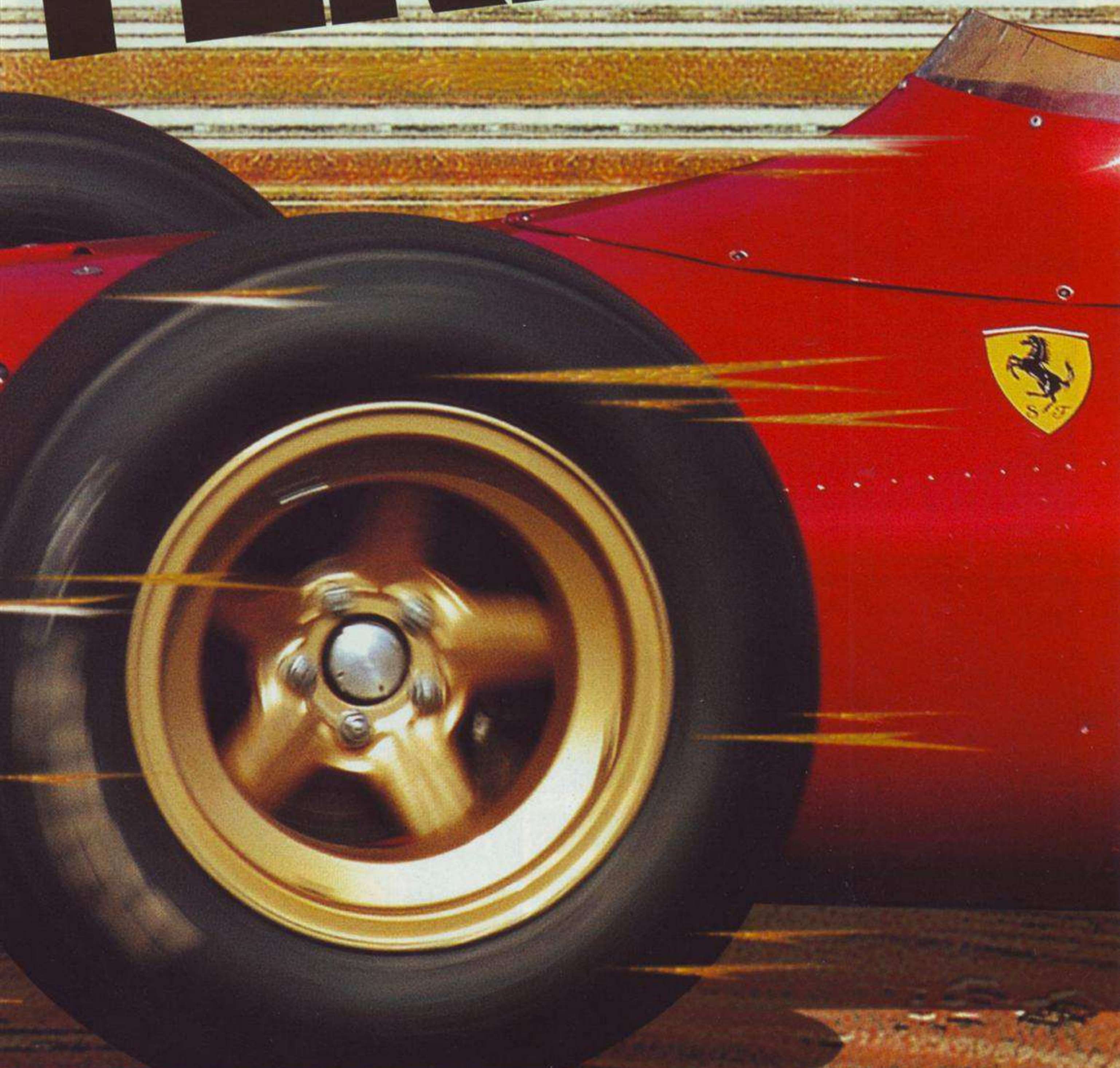


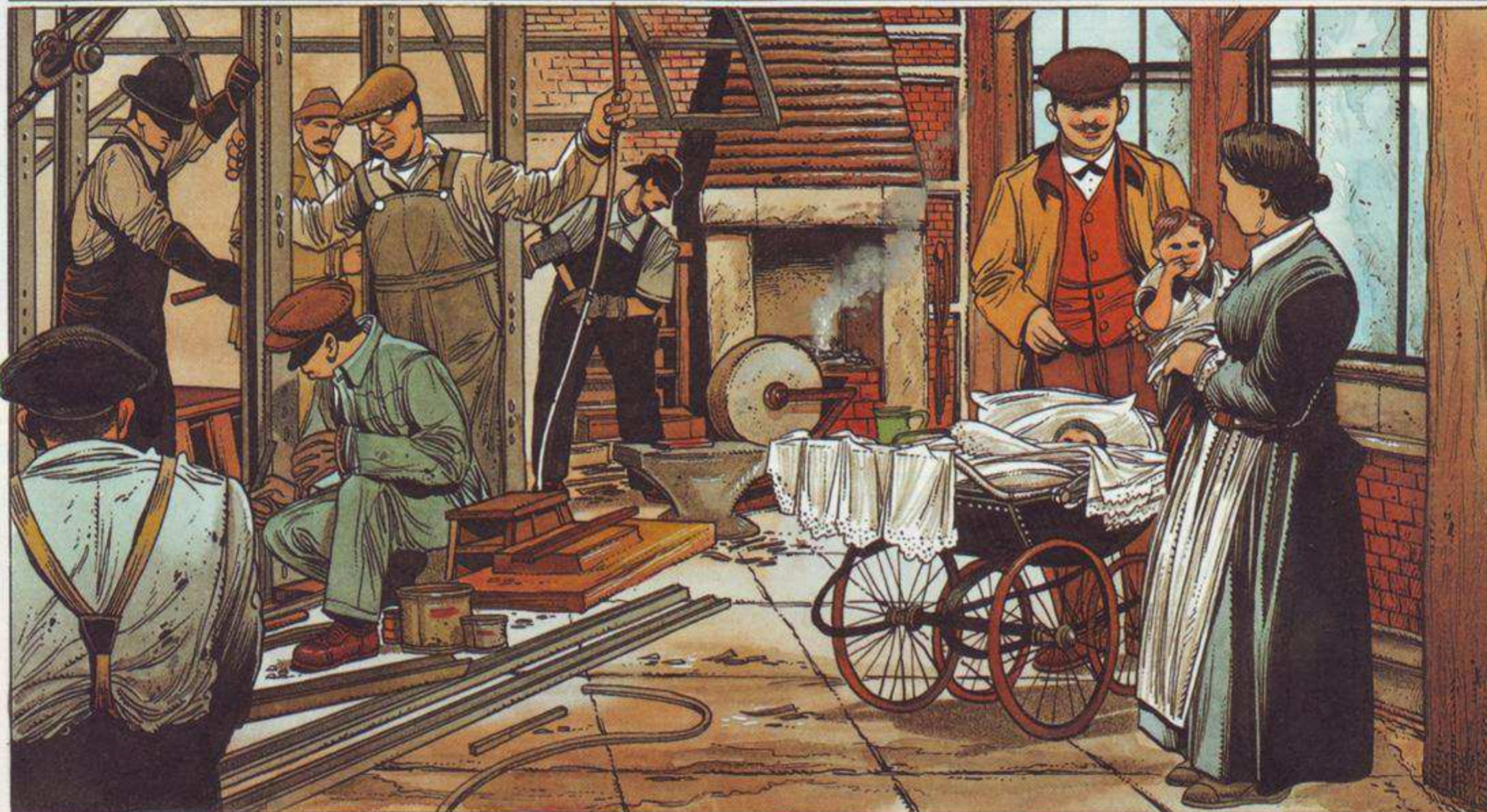
ON THE 50TH ANNIVERSARY OF FERRARI'S FIRST RACE,
WE CELEBRATE THE LIFE OF...

ENZO

FERRARI



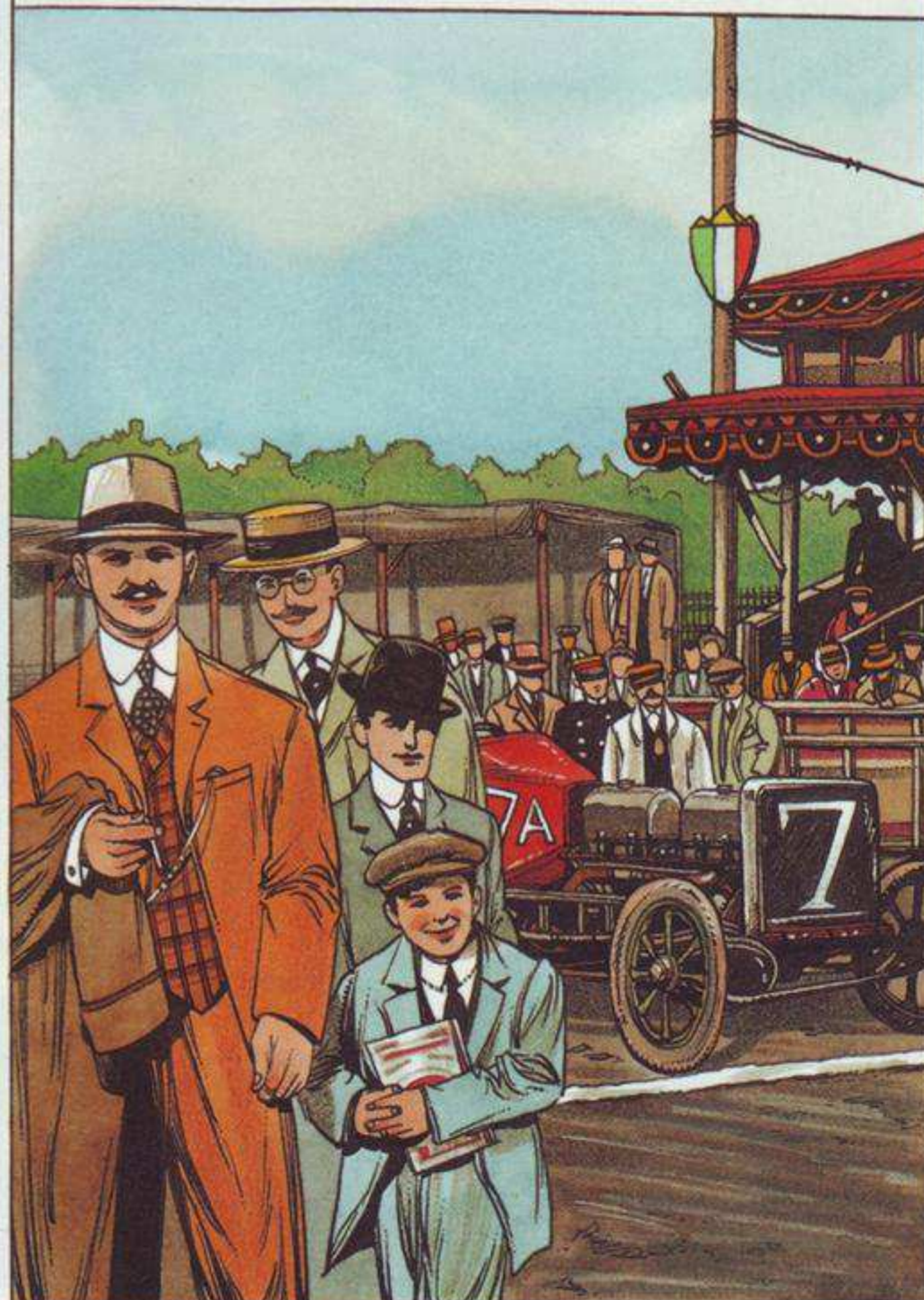
ENZO FERRARI WAS BORN IN THE SUBURBS OF MODENA ON 18 FEBRUARY 1898. HIS FATHER OWNED A METAL-WORKING COMPANY WHICH EMPLOYED BETWEEN 15 AND 30 WORKERS, DEPENDING ON HOW BUSY THEY WERE. SO ENZO WOULD WAKE UP TO THE SOUND OF HAMMER ON ENGINE BLOCK. ENZO HAD AN ELDER BROTHER, ALFREDO, TWO YEARS HIS SENIOR.



BABY ENZO'S BIRTH WAS NOT REGISTERED UNTIL TWO DAYS AFTER HE WAS BORN, BECAUSE HEAVY SNOWFALL PREVENTED HIS FATHER FROM MAKING HIS WAY TO THE TOWN HALL.



IN 1908, FERRARI SENIOR TOOK HIS TWO SONS TO THE COPPA FLORIO, RUN ON A 30-MILE CIRCUIT NORTH OF BOLOGNA. THE WAY FELICE NAZZARO WON THAT DAY WAS INSTANTLY ENGRAVED ON ENZO'S MEMORY.



ENZO WASN'T AT ALL KEEN ON SCHOOL, AND DREAMED OF MORE ACTIVE PURSUITS...



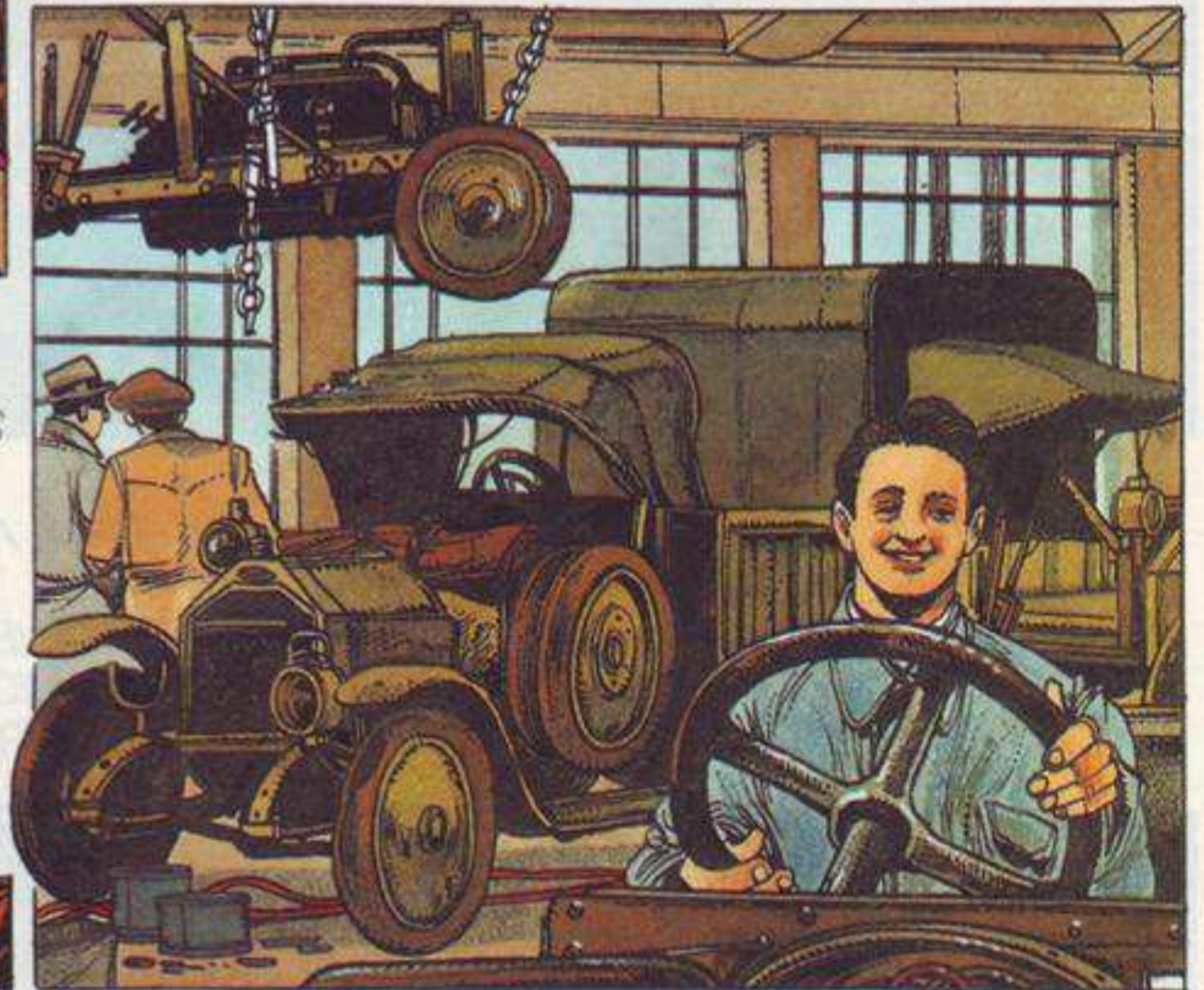
ON 16 NOVEMBER 1914, AGED JUST 16, ENZO WROTE A FOOTBALL REPORT FOR LA GAZZETTA DELLO SPORT. LATER, HE GOT A TEACHING JOB AT A TECHNICAL COLLEGE IN MODENA. BUT THE WORLD WAS AT WAR, AND HIS FATHER DIED OF PNEUMONIA - THEN ALFREDO DIED TOO, AS A RESULT OF DISEASE CONTRACTED WHILE IN THE ARMY.



IT WAS TIME FOR ENZO TO GO TO WAR TOO. THANKS TO HIS METAL-WORKING EXPERIENCE, HE GOT A JOB MAKING 'HORSE'-SHOES FOR MULES. HE SOON FELL ILL. AFTER AN OPERATION, HE WAS CONSIDERED TO THE BARRACANO, A MAKESHIFT CAMP IN BOLOGNA FOR INCURABLES. BUT HE SOLDIERED ON AND GOT OVER HIS ILLNESS ...



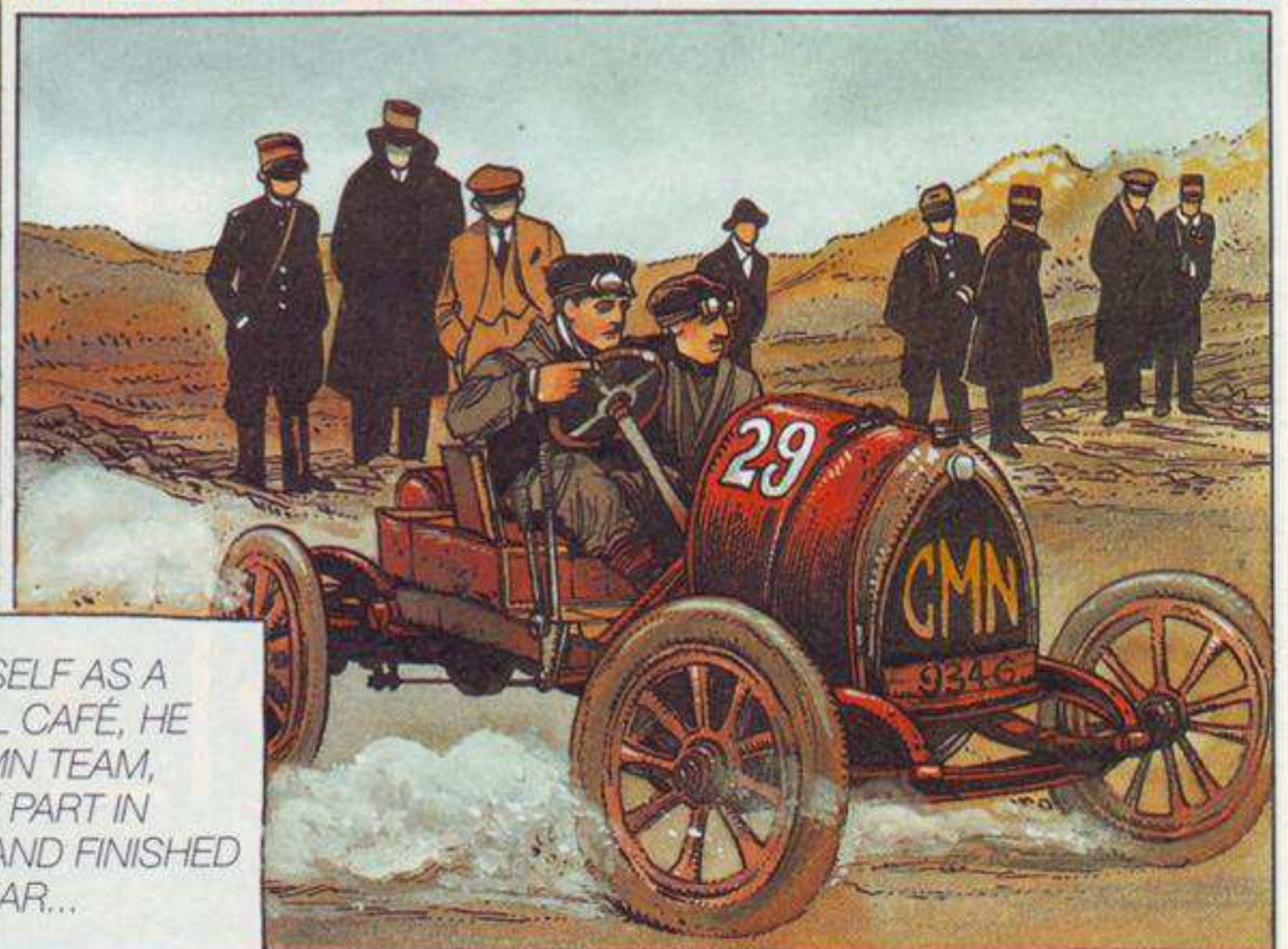
THE NEXT YEAR, HE FOUND WORK WITH VIA'ORMEA, WHOSE BUSINESS WAS CONVERTING EX-ARMY TRUCKS INTO TOURIST COACHES. SOON ENZO WAS RUNNING THE COMPANY ALMOST SINGLE-HANDEDLY. HE DID A LOT OF DRIVING AT THIS TIME TOO, AND DISCOVERED THAT HE WAS BOTH FAST AND SKILFUL.



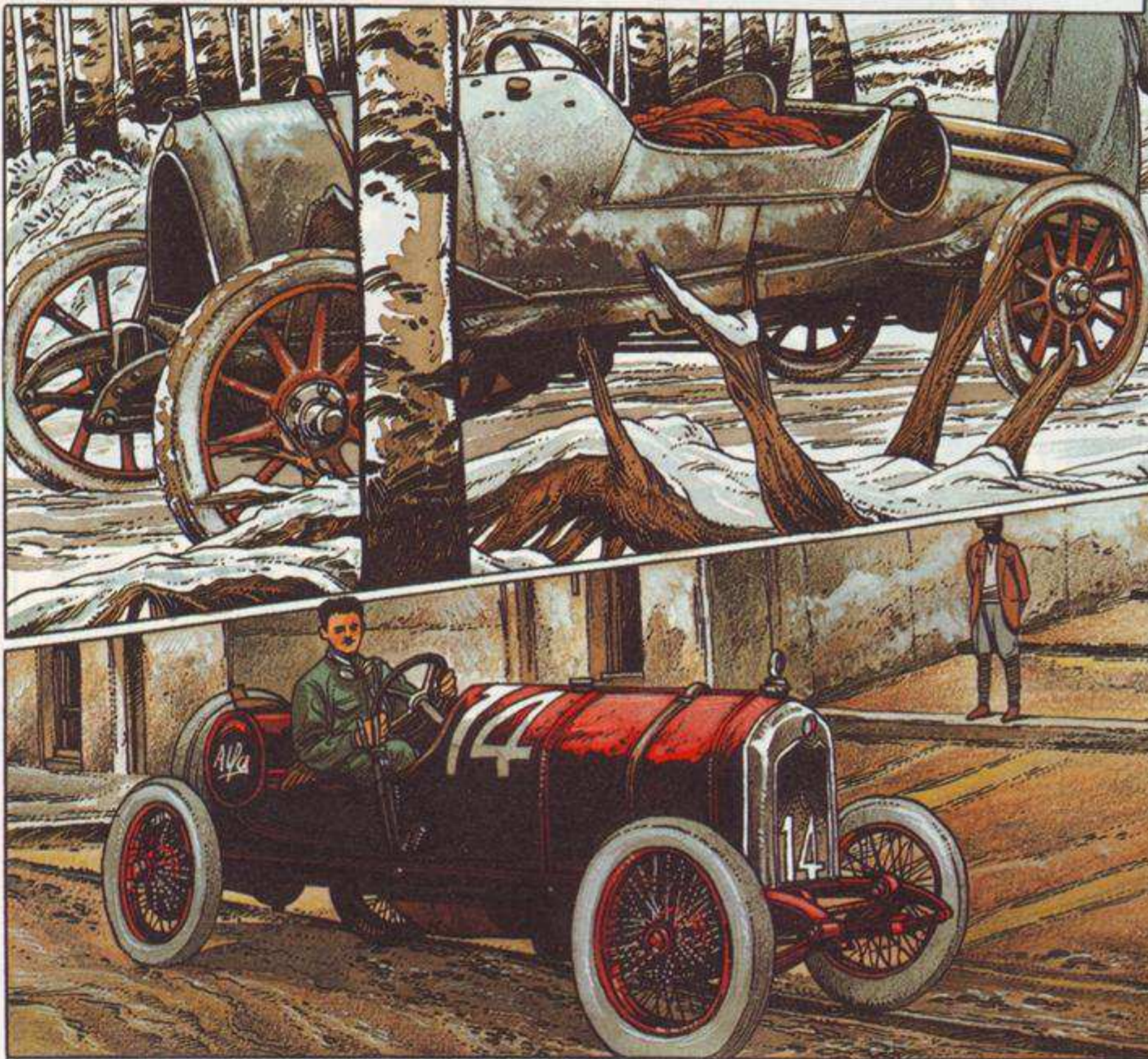
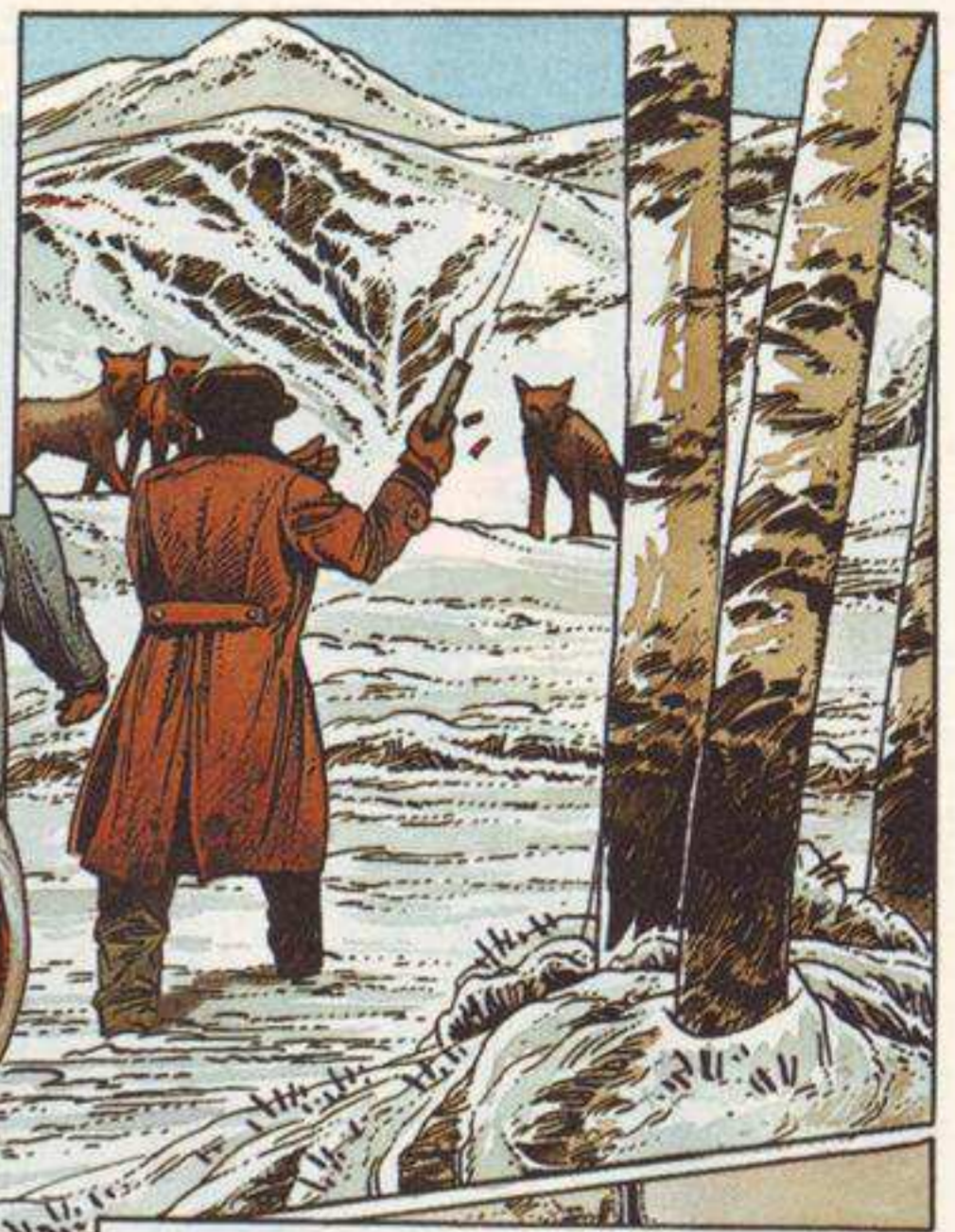
... BACK TO CIVILIAN LIFE. CARRYING A LETTER OF INTRODUCTION FROM HIS COLONEL, ENZO TRIED TO FIND WORK WITH FIAT. BUT HE WAS NOT TAKEN ON. IT WAS A COLD WINTER AND HE WAS VERY LONELY. HE WOULD OFTEN CRY ALONE IN VALENTINO PARK.



ENZO BEGAN TO MAKE A NAME FOR HIMSELF AS A LIKEABLE AND HELPFUL CHAP. IN A LOCAL CAFÉ, HE MET UGO SIVOCCHI, A DRIVER FOR THE CMN TEAM, AND BECAME HIS ASSISTANT. THEY TOOK PART IN THE PARMA-POGGIO DI BERCELO RACE, AND FINISHED FOURTH OVERALL. HIS DESTINY WAS CLEAR...

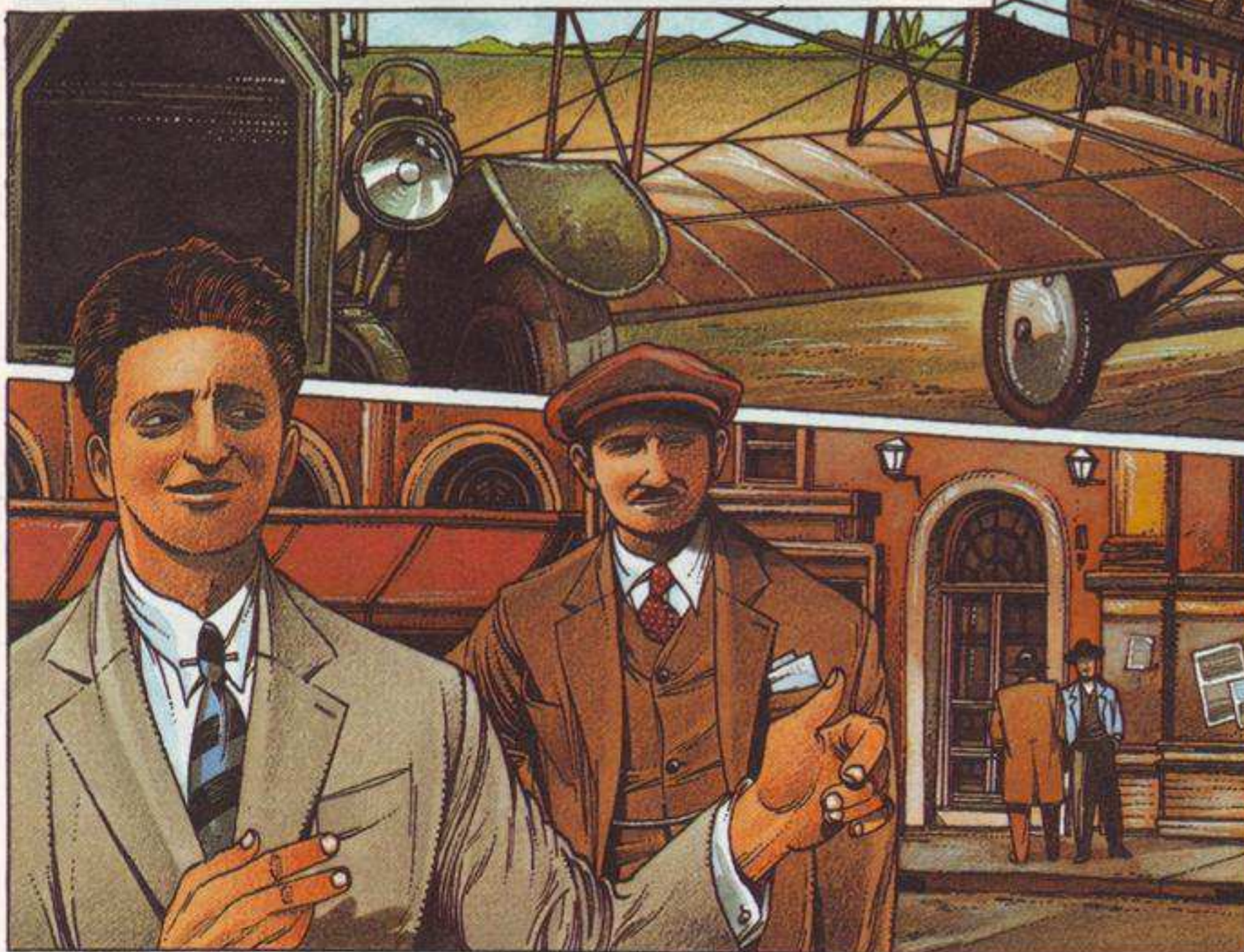
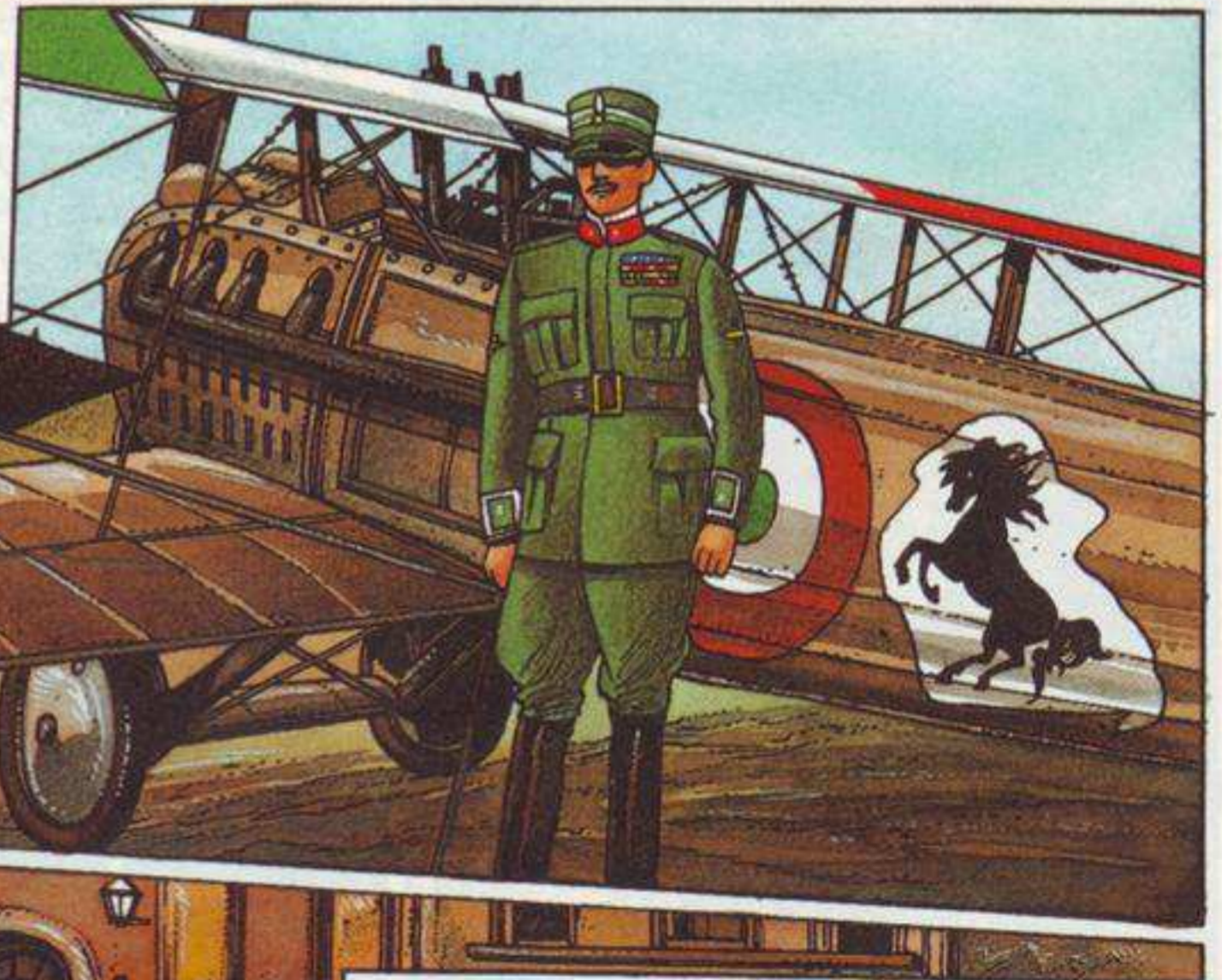


STILL DRIVING FOR OMN IN 1919, THEY SET OFF FOR SICILY TO TACKLE THE FAMOUS TARGA FLORIO. USING THEIR RACE CAR FOR TRANSPORT, THEY TRAVELLED THE LENGTH OF ITALY. IT WAS A VERY EVENTFUL JOURNEY: THEY GOT STUCK IN A SNOWSTORM AND WERE EVEN ATTACKED BY WOLVES IN THE ABRUZZI MOUNTAINS. BUT AT THAT TIME ENZO STILL ALWAYS CARRIED THE HANDGUN HE HAD BEEN ISSUED IN THE WAR, AND FIRED INTO THE AIR TO DRIVE THEM AWAY.



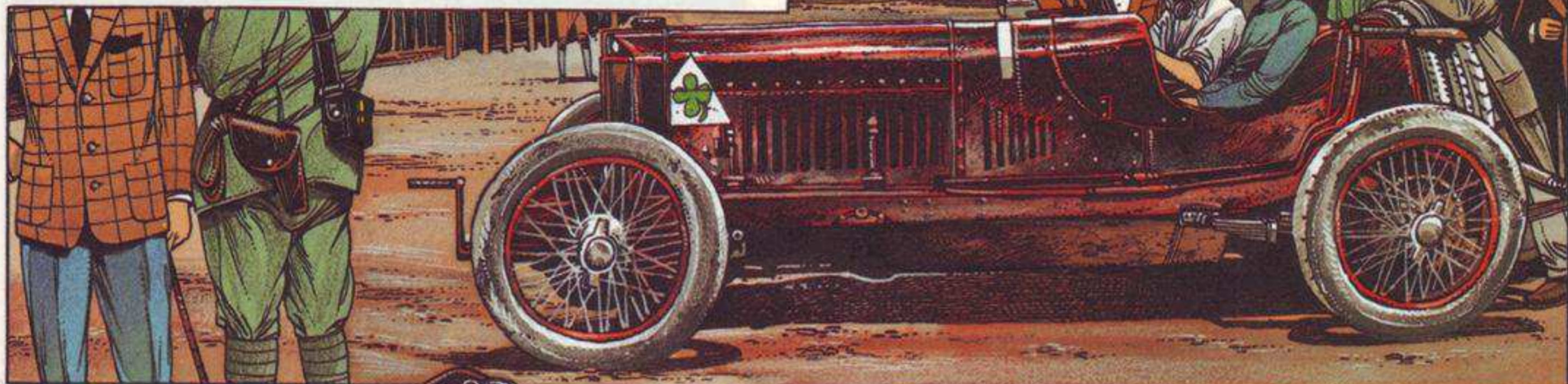
IN THE EVENT, ENZO CAME NINTH AFTER A TRICKY RUN. BUT THE RACE BROUGHT GOOD LUCK: IN 1920, HE JOINED THE ALFA ROMEO TEAM AND FINISHED SECOND IN THE TARGA FLORIO IN THE 4.5-LITRE 4-CYLINDER ALFA.

IN 1923, ENZO WON AT THE SAVIO TRACK IN RAVENNA. AFTER THE RACE, HE MET THE PARENTS OF THE ITALIAN ACE FRANCESCO BARRACA, WHO PRESENTED HIM WITH THE EMBLEM WHICH THEIR SON USED AS A PILOT, AND WHICH WAS ON HIS PLANE THE DAY HE DIED: A PRANCING HORSE.



ENZO BECAME MORE AND MORE INVOLVED IN REORGANISING THE ALFA TEAM. IN SEPTEMBER 1923, HE TRACKED DOWN THE BRILLIANT FIAT ENGINEER VITTORIO JANO ON TURIN'S VIA SAN MASSIMO, AND LURED HIM TO ALFA. IT WAS HE WHO CREATED THE 8-CYLINDER ALFA ROMEO P2.

ENZO'S RACING CONTINUED TO IMPROVE. IN 1924, HE WON THE COPPA ACERBO AT PESCARA, AT THE WHEEL OF AN ALFA ROMEO TIPO RL - AVERAGING MORE THAN 65MPH. FROM THIS VICTORY ONWARDS, HIS RACING TALENT BECAME EVER MORE WIDELY RECOGNISED.

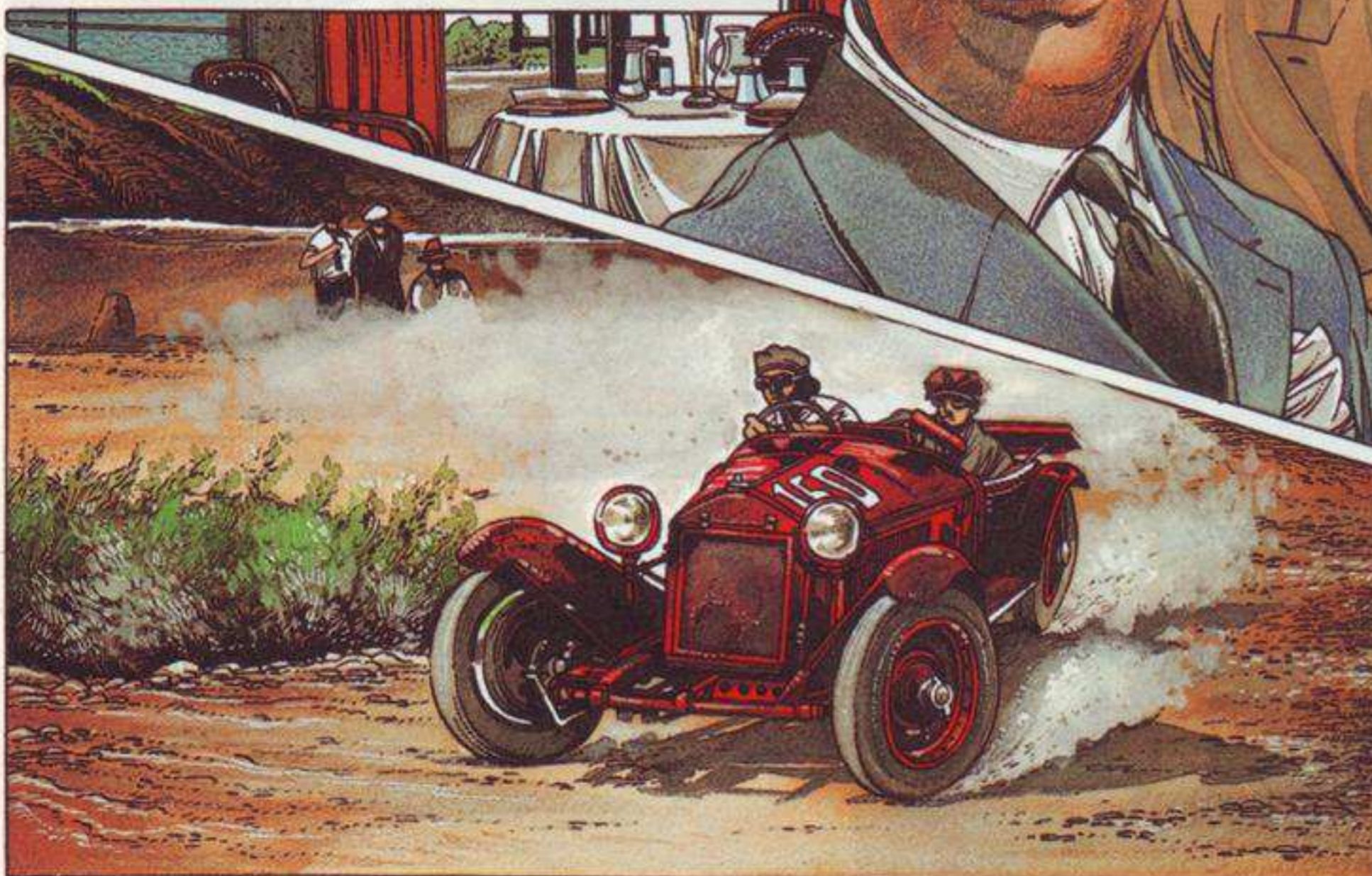


ENZO WASN'T IN THE TEAM FOR THE FRENCH GRAND PRIX HELD AT MONTLHÉRY ON 26 JULY 1925.



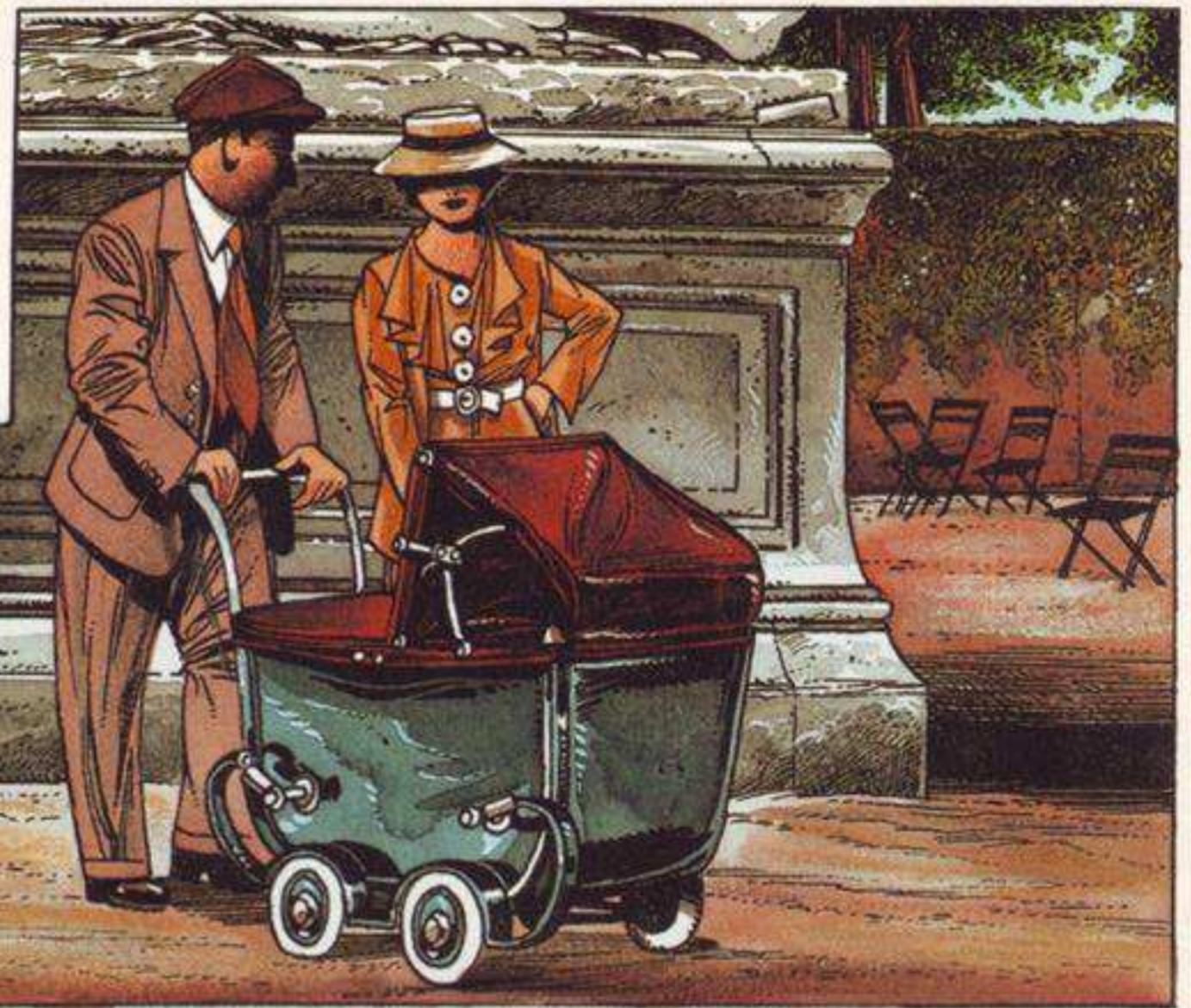
ALFA SENT GASTONE BRILLI PERI, GIUSEPPE CAMPARI AND ANTONIO ASCARI, WHO WAS TO DIE ON THE TRACK. ENZO WAS SHOCKED BY THE DEATH OF HIS TEAM-MATE, WHOSE SON, ALBERTO, WOULD BECOME ONE OF THE GREATS, DRIVING FOR ENZO'S OWN TEAM.

IN 1929 ENZO FOUNDED SCUDERIA FERRARI. THIS ALLOWED HIM TO EXPRESS HIS INDEPENDENCE OF SPIRIT, WHILE ALLOWING ALFA TO CONTINUE USING HIS NAME. HIS BACKERS WERE WHAT WE WOULD NOWADAYS CALL RENTADRIVERS - AND THEY BOUGHT ALL ENZO'S FIRST CARS. HOWEVER, AS SOON AS HE COULD, ENZO TOOK ON REAL PROFESSIONALS.



SCUDERIA FERRARI EMBARKED ON THEIR FIRST TESTING PROGRAMME IN EARLY 1930. ENZO HIMSELF WOULD STILL RACE FOR SOME TIME YET; HIS LAST VICTORY AS A DRIVER CAME AT THE CÔTE DU COL DU PENICE RACE IN 1931 IN AN 8-CYLINDER 2.3-LITRE ALFA.

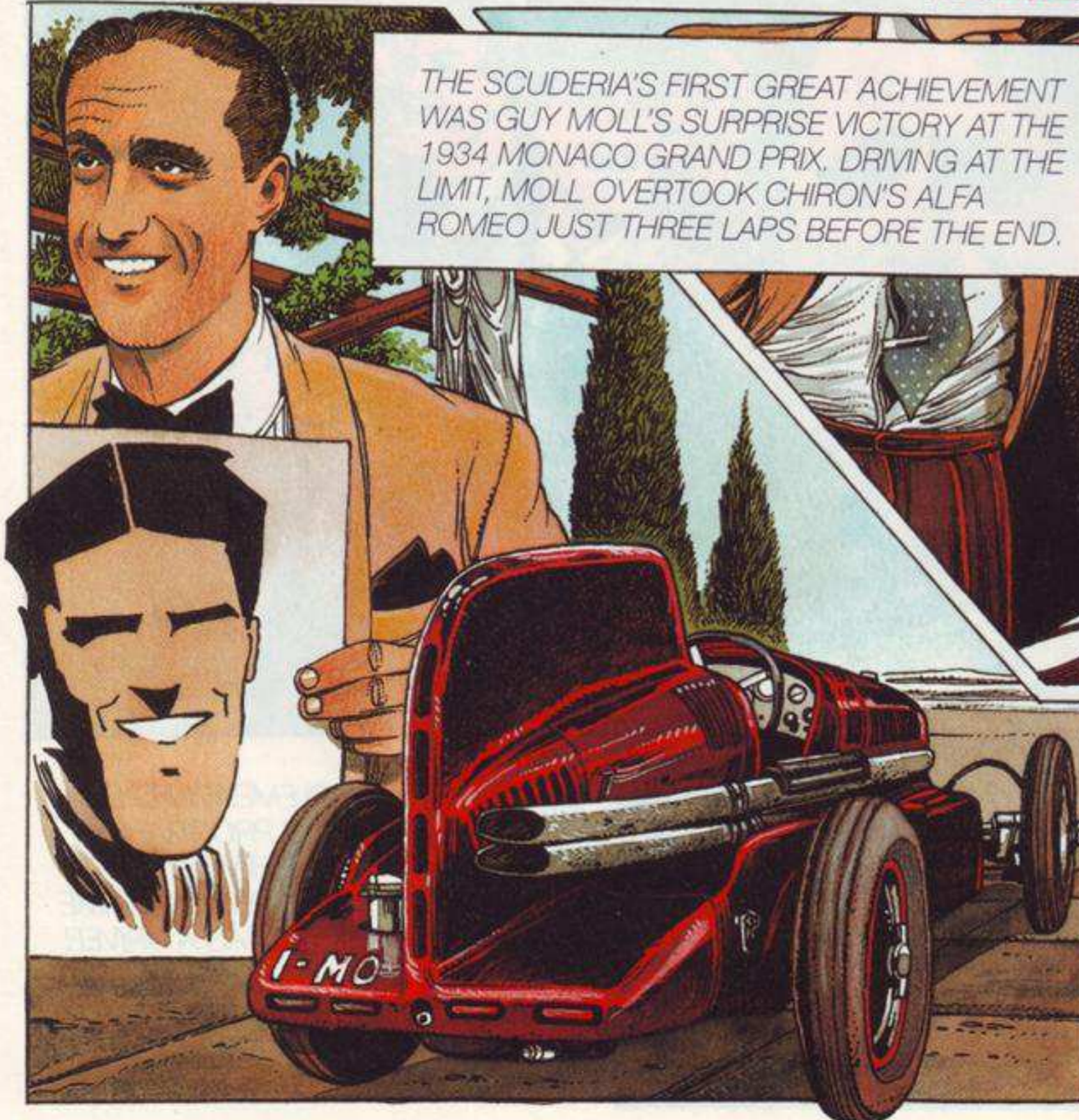
IN 1932 ENZO'S WIFE LAURA GAVE BIRTH TO A SON. THEY CALLED THE BOY ALFREDO, AFTER ENZO'S GRANDFATHER. FATHERHOOD FILLED ENZO WITH PRIDE. IT SPURRED HIM ON AND GAVE HIM ANOTHER REASON TO PUT ALL HIS ENERGY INTO HIS TEAM'S SUCCESS.



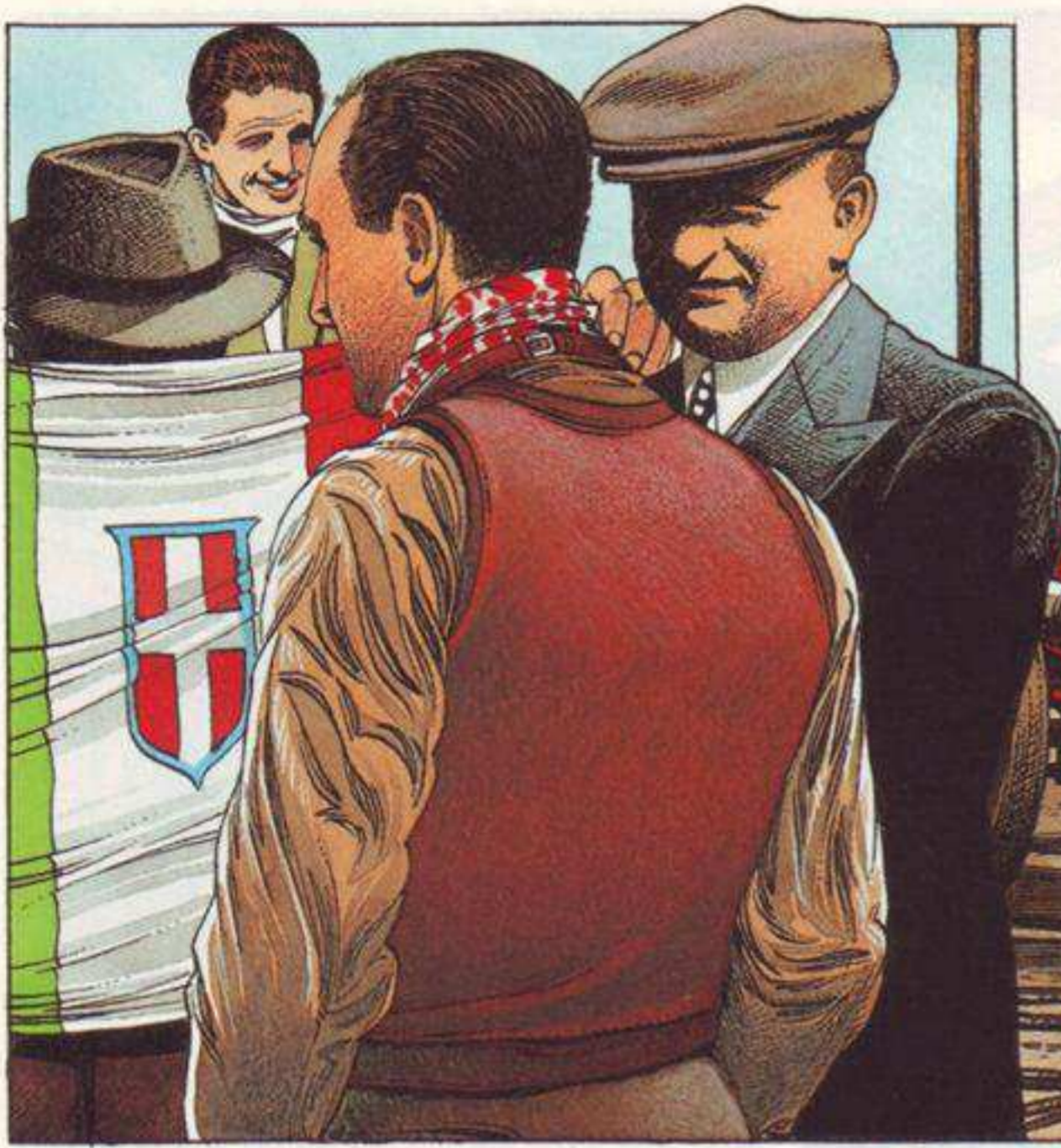
SCUDERIA FERRARI SIGNED THE VERY BEST DRIVERS - MEN LIKE ACHILLE VARZI, LUIGI FAGIOLI AND LOUIS CHIRON. THE TEAM CONTINUED TO RUN ALFAS UNTIL NOVEMBER 1933, AT WHICH POINT ALFA OFFICIALLY GAVE UP THE SPORT AND PUT ALL THEIR HOPES INTO THE SCUDERIA. IT WAS A GODSEND FOR ENZO!



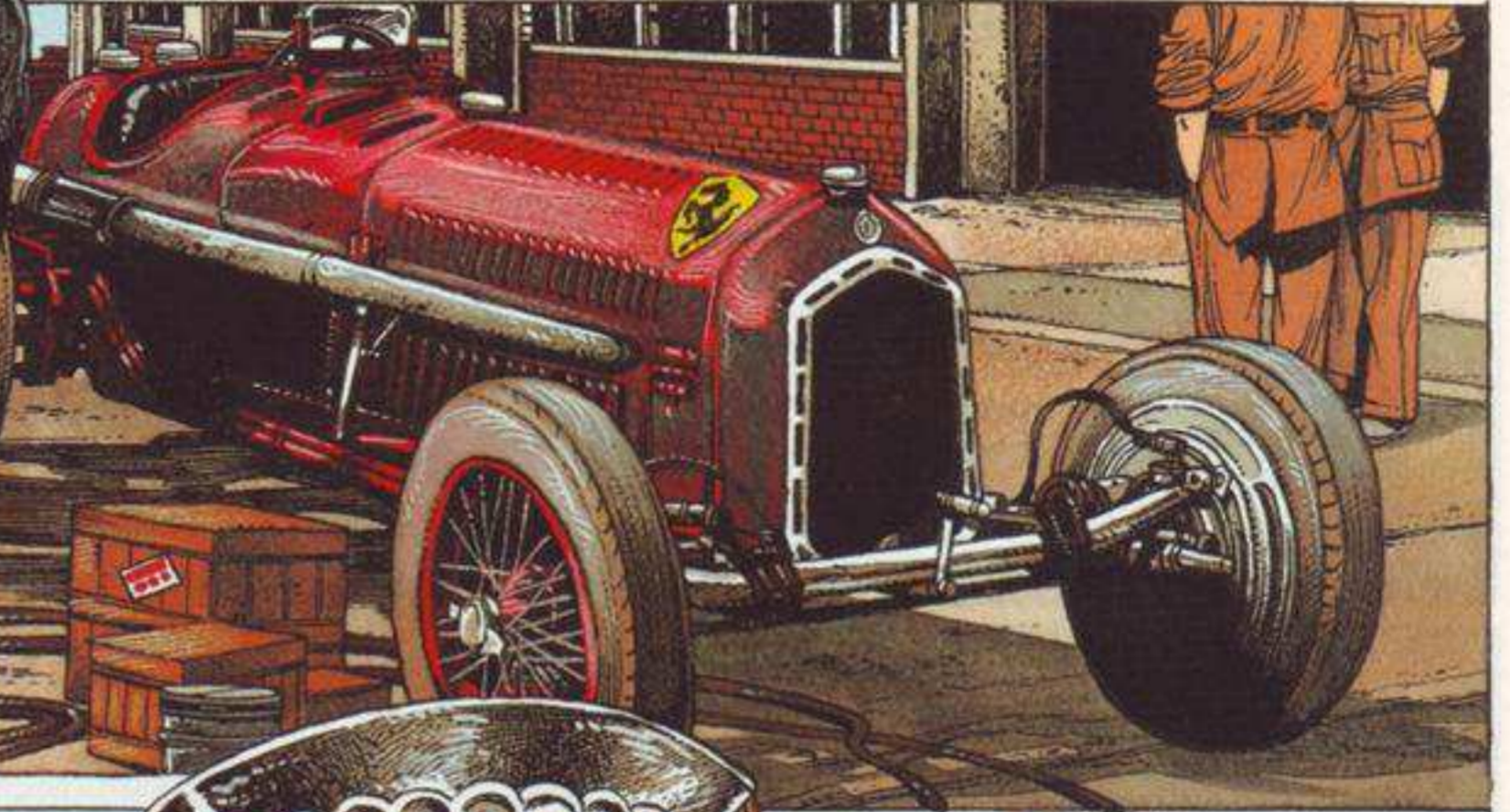
THE SCUDERIA'S FIRST GREAT ACHIEVEMENT WAS GUY MOLL'S SURPRISE VICTORY AT THE 1934 MONACO GRAND PRIX. DRIVING AT THE LIMIT, MOLL OVERTOOK CHIRON'S ALFA ROMEO JUST THREE LAPS BEFORE THE END.



IN 1935 THE GREAT TAZIO NUVOLARI JOINED THE TEAM; HE BROKE THE FLYING KILOMETRE RECORD ON THE AUTOSTRADA BETWEEN FLORENCE AND THE SEA, EXCEEDING 200MPH. THIS WAS SET IN THE ALFA 'BIMOTORE', WHICH HAD TWO ENGINES: ONE AT THE FRONT AND ONE AT THE BACK.



NUVOLARI WON THE GERMAN GRAND PRIX THAT YEAR. BEFORE THE START, HE ASKED ENZO TO GET HIM A NEW ITALIAN FLAG. AS SOON AS HE'D CROSSED THE LINE, HE ASKED FOR IT - TO CELEBRATE BEATING MERCEDES AND AUTO UNION IN THEIR OWN BACKYARD.

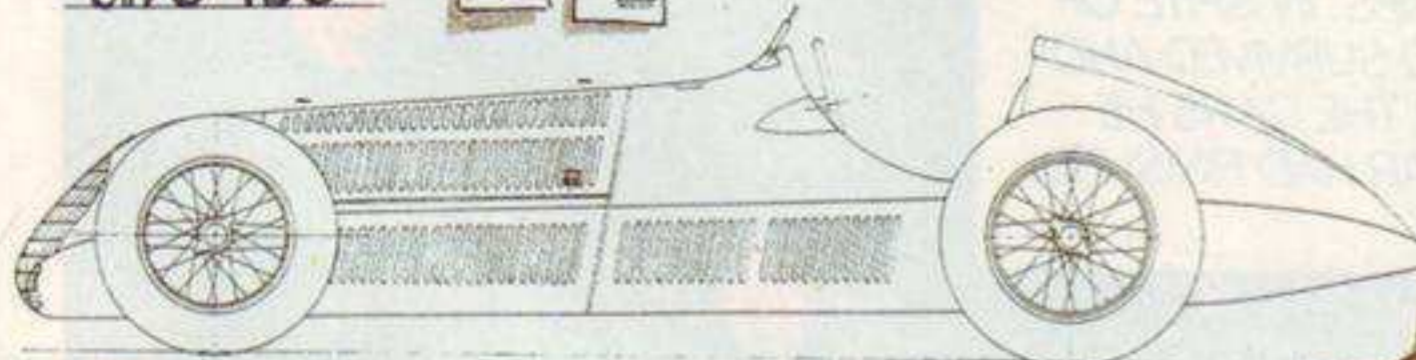


IN 1936 SCUDERIA FERRARI ENTERED THE VANDERBILT CUP. NUVOLARI TOOK AWAY A HUGE TROPHY AS WELL AS A CHEQUE FOR \$32,000, PRESENTED TO HIM BY THE MILLIONAIRE GEORGE VANDERBILT.

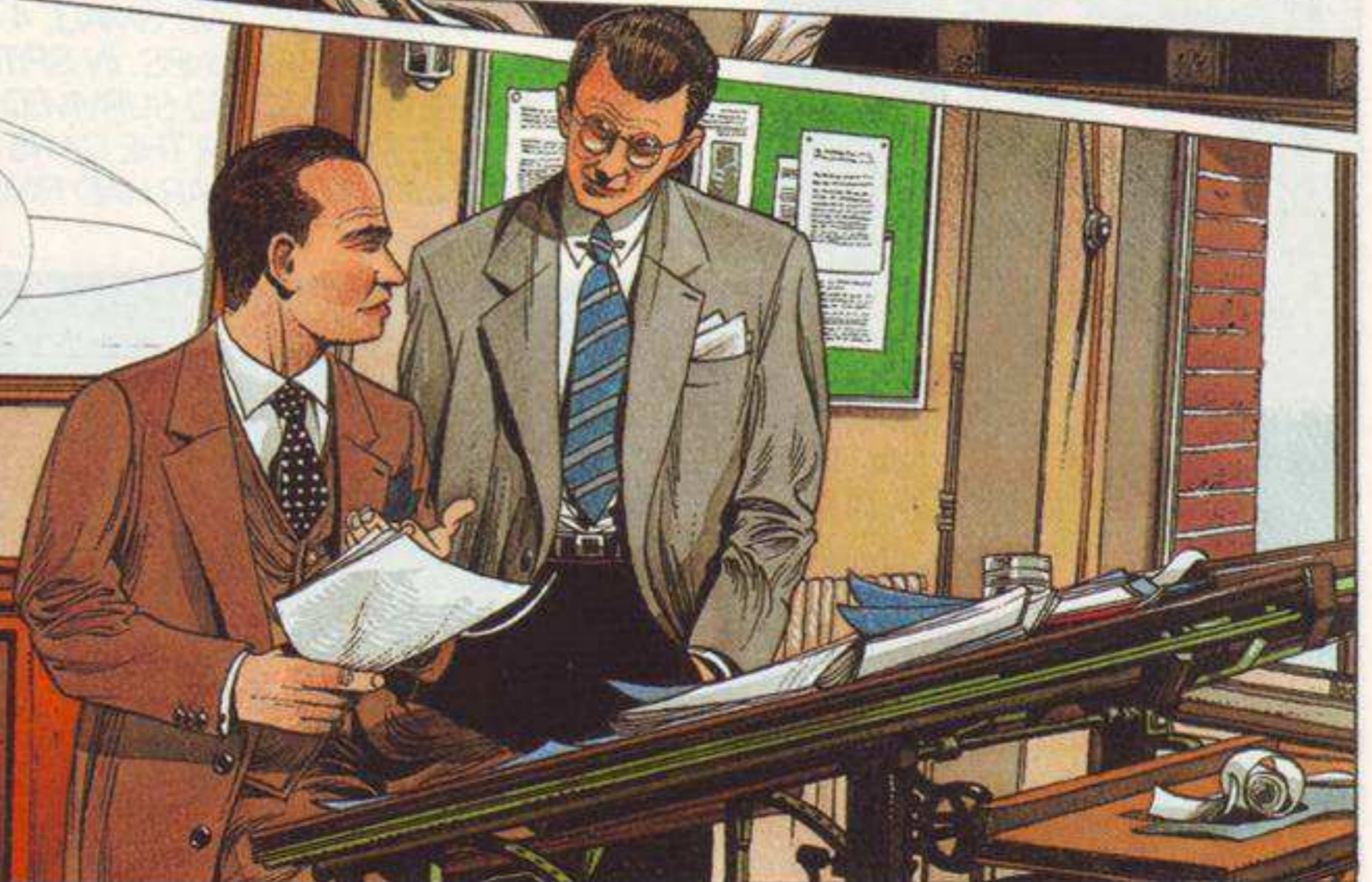


ENZO HAD ANOTHER PASSION: THE PRESS. TO CELEBRATE THE SUCCESS OF THE SCUDERIA, HE CREATED A MAGAZINE OF THE SAME NAME WHOSE BRIEF WAS TO RECORD HIS TEAM'S SUCCESSES, SUCH AS RAYMOND SOMMER'S AND GIULIO SEVERI'S WIN AT THE SPA 24-HOURS.

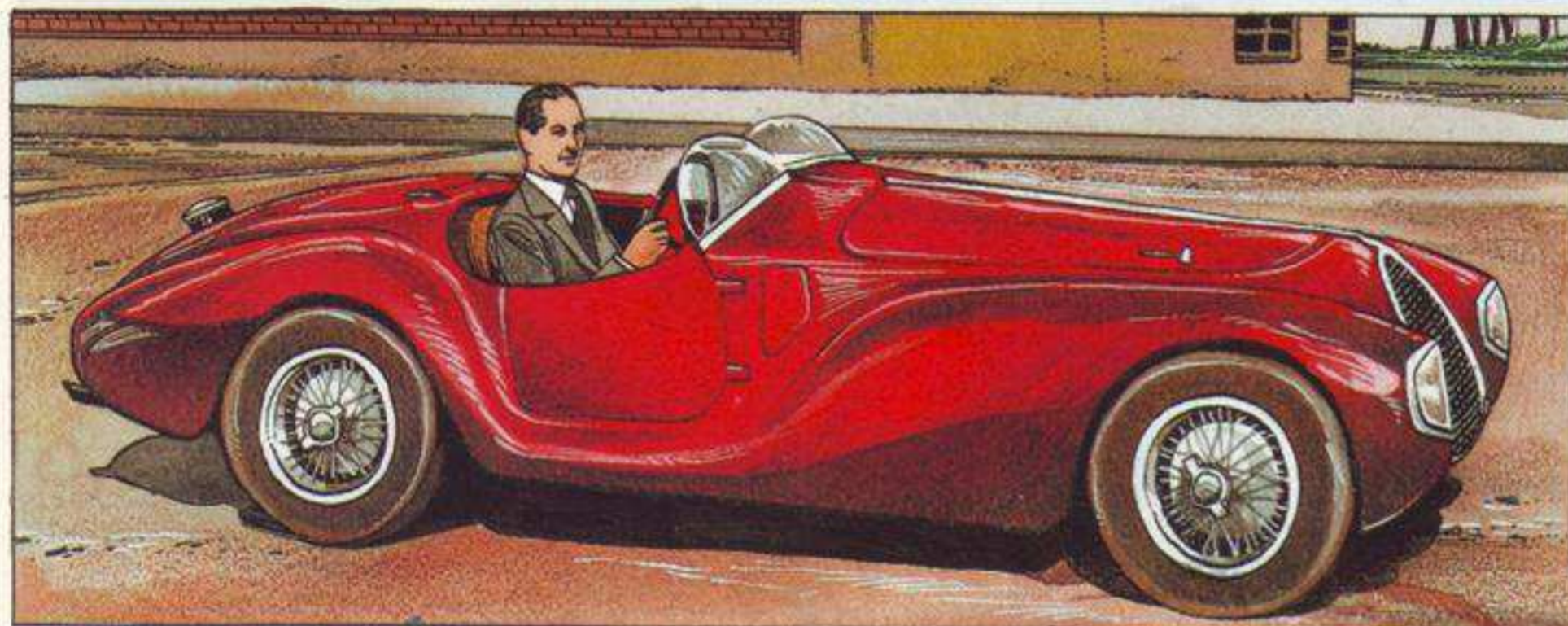
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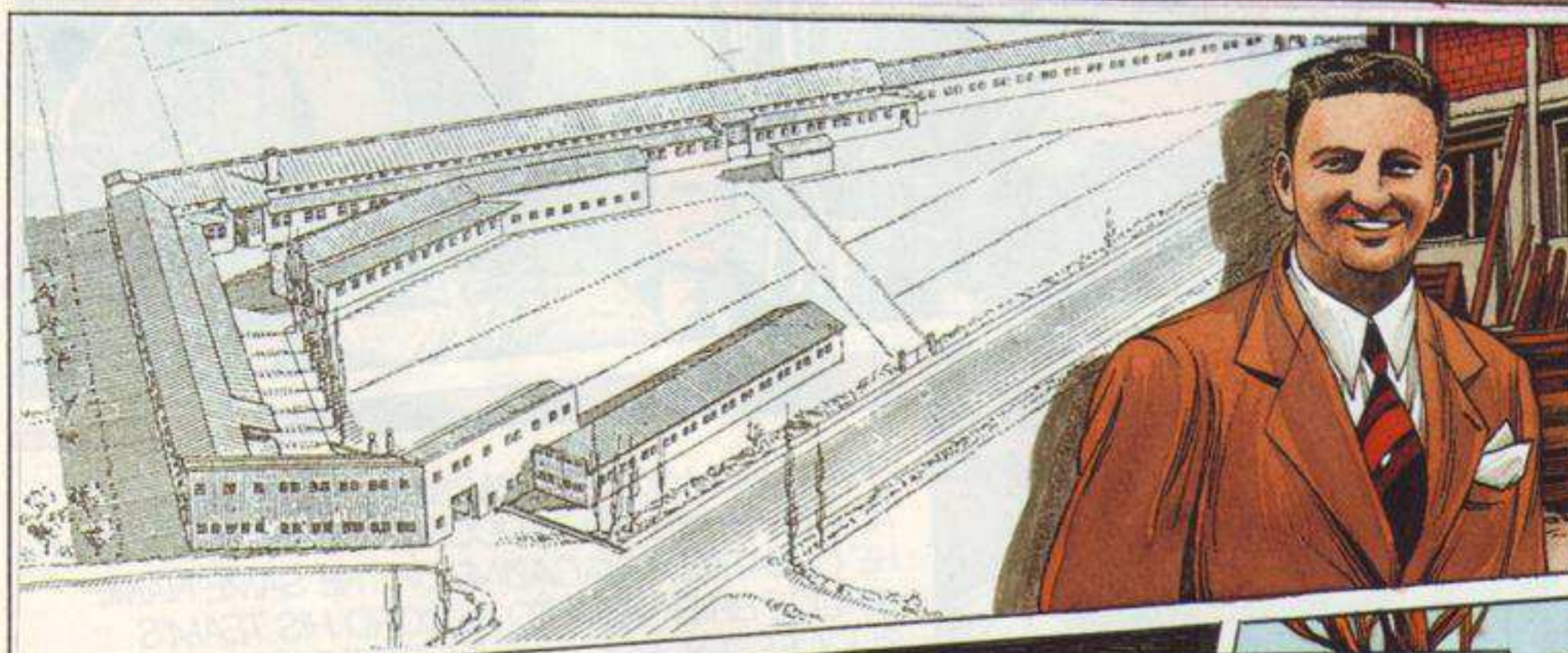
HAVING THOUGHT IT OVER FOR A LONG TIME, ENZO AND HIS CLOSE FRIEND, GIOACCHINO COLOMBO, LOOKED INTO THE POSSIBILITY OF A 1500CC RACING CAR. IT WAS NAMED THE ALFA ROMEO 158, BUT WAS REALLY A FERRARI. THE DESCENDANTS OF THIS ALFETTA WERE TO PROVE SERIOUS COMPETITION FOR THE SINGLE-SEATER FERRARIS AFTER THE WAR.



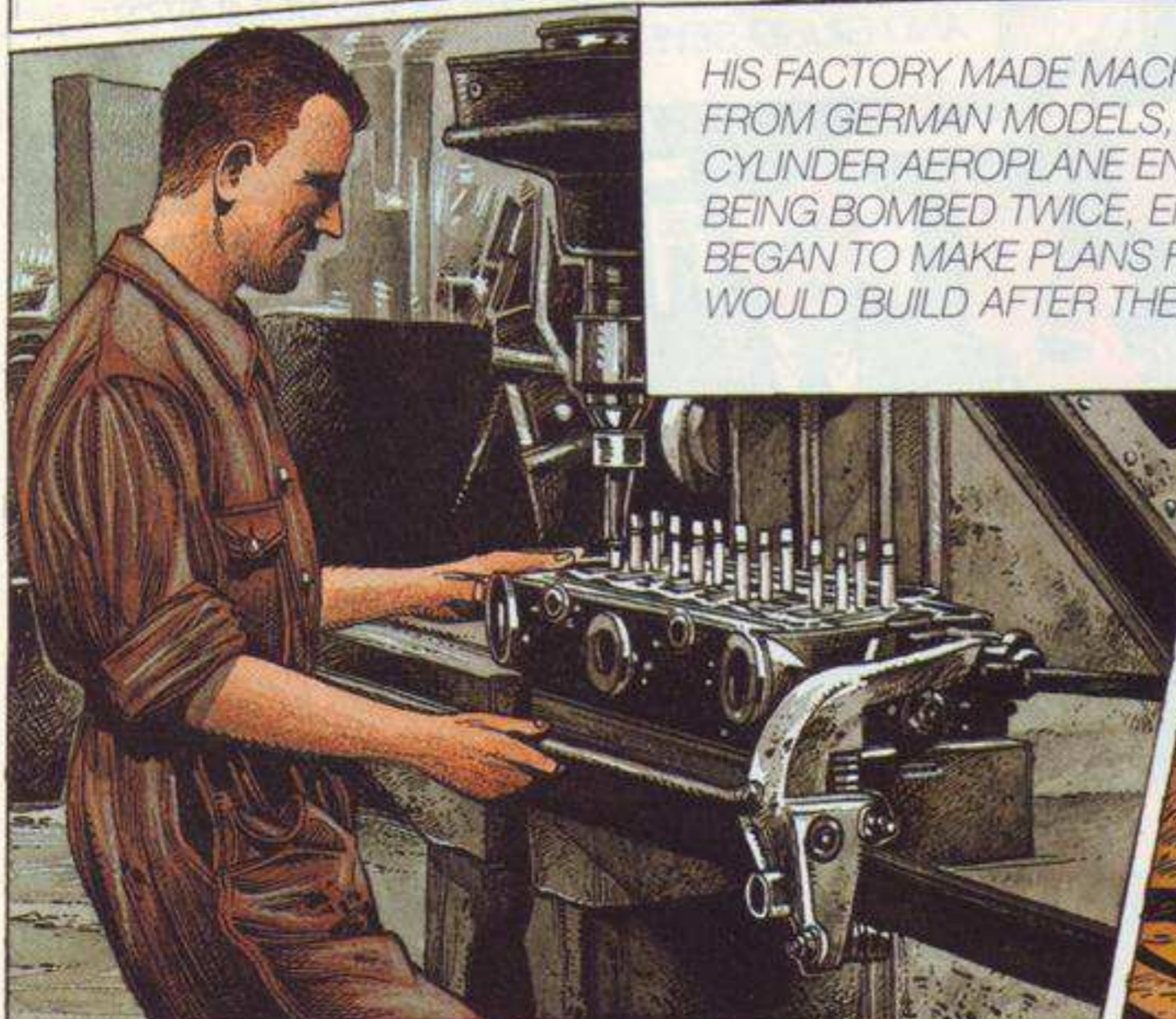
AT THE REQUEST OF ALFA, THE SCUDERIA CEASED ALL ACTIVITIES IN 1938. ENZO ONCE MORE BECAME AN ALFA ROMEO EMPLOYEE AND HAD A COMFORTABLE SALARY, COMMITTING HIMSELF TO A LIFE OUTSIDE RACING FOR A PERIOD OF FOUR YEARS. BUT HE LEFT THIS JOB A YEAR LATER FOLLOWING A DISAGREEMENT WITH THE SPANISH ENGINEER WILFREDO RICART, WHO WENT ON TO FOUND THE PEGASO MARQUE, A RIVAL FOR FERRARI, IN SPAIN.



HAVING LEFT ALFA ONCE AGAIN, ENZO FOUNDED AUTO AVIA COSTRUZIONI IN MODENA (NOT YET BEING ALLOWED TO USE HIS OWN NAME). HE PLANNED TO BUILD A CAR FOR THE 1940 MILLE MIGLIA, A PAIR OF 815S, USING FIAT PARTS AND 8-CYLINDER 1500CC ENGINES, STARTED THE RACE, BUT NEITHER WAS TO FINISH.



WITH THE ONSET OF WAR, ENZO HAD TO REORGANISE. HE MOVED HIS FACTORY TO A VILLAGE NOT 15 MILES FROM MODENA. THE VILLAGE, MARANELLO, WOULD SOON BECOME FAMOUS...

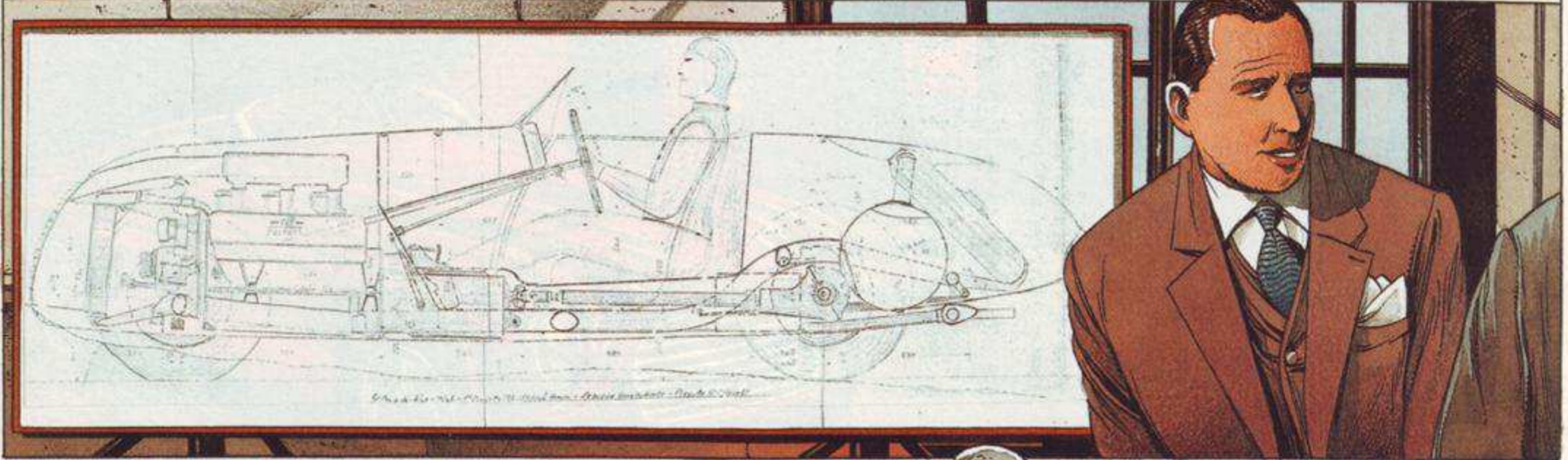


HIS FACTORY MADE MACHINE TOOLS, COPIED FROM GERMAN MODELS, AND SMALL 4-CYLINDER AEROPLANE ENGINES. IN SPITE OF BEING BOMBED TWICE, ENZO SURVIVED AND BEGAN TO MAKE PLANS FOR THE CARS HE WOULD BUILD AFTER THE WAR HAD FINISHED.

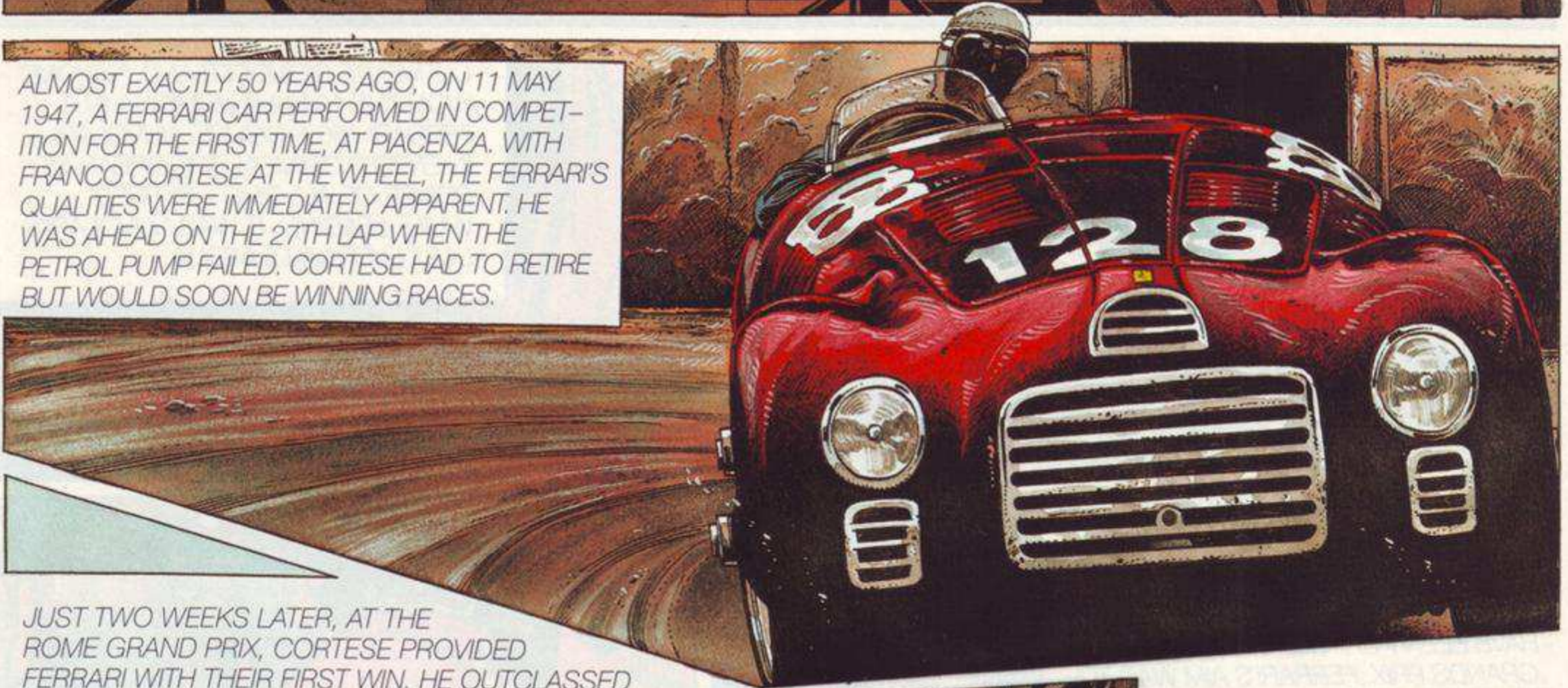


ENZO STILL TOOK THE TIME TO ENJOY OCCASIONAL BIKE RIDES WITH HIS SON ALFREDO, OR DINO. IN 1945, HIS SECOND SON, PIERO, WHOSE MOTHER WAS A MISS LARDI, WAS BORN IN SECRET.

BY THE END OF THE WAR, ENZO HAD BECOME EVEN STRONGER IN CHARACTER AND HAD GREATER EXPERIENCE TOO. EVER SINCE HE FIRST STARTED RACING, HE'D BEEN THINKING ABOUT BUILDING A CAR EQUIPPED WITH A 12-CYLINDER ENGINE. HE AND COLOMBO ESTABLISHED THE FOUNDATIONS OF THE FIRST TRUE FERRARI, THE 1500CC 125 V12S. THE 12 CYLINDERS WOULD BECOME FERRARI'S TRADEMARK FOR THE NEXT 30 YEARS.



ALMOST EXACTLY 50 YEARS AGO, ON 11 MAY 1947, A FERRARI CAR PERFORMED IN COMPETITION FOR THE FIRST TIME, AT PIACENZA. WITH FRANCO CORTESE AT THE WHEEL, THE FERRARI'S QUALITIES WERE IMMEDIATELY APPARENT. HE WAS AHEAD ON THE 27TH LAP WHEN THE PETROL PUMP FAILED. CORTESE HAD TO RETIRE BUT WOULD SOON BE WINNING RACES.



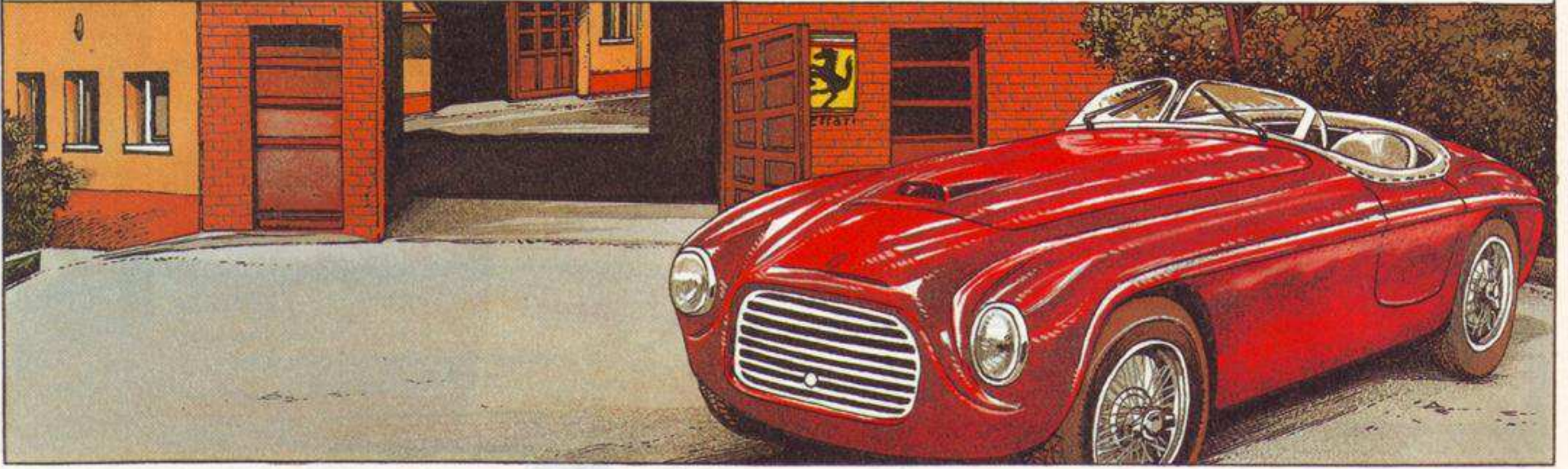
JUST TWO WEEKS LATER, AT THE ROME GRAND PRIX, CORTESE PROVIDED FERRARI WITH THEIR FIRST WIN. HE OUTCLASSED A MASERATI AND A FIAT AND WON AT THE RECORD SPEED OF 85MPH. ONCE HE WAS OVER THE EMOTION OF THE VICTORY, ENZO WAS ALREADY THINKING OF THE NEXT CAR. HE WAS ALWAYS THINKING AHEAD...

OCTOBER SAW THE GRAND PRIX OF TURIN, FIAT COUNTRY. SOMMER VANQUISHED AN INTERNATIONAL FIELD. EUGENE CHABOUD WAS SECOND, CHARLES POZZI THIRD.



AS HE HAD DONE YEARS BEFORE, ENZO WENT TO VALENTINO PARK SHORTLY AFTER THE END OF THE RACE. BUT THIS TIME HE CRIED TEARS OF JOY.

ENZO GAINED CONFIDENCE FROM THE VICTORIES OF THE SCUDERIA IN 1947. HE LET IT BE KNOWN THAT HE WAS TO BECOME A RACING CAR CONSTRUCTOR, REISSUED THE SCUDERIA MAGAZINE, AND BROUGHT OUT THREE 166 MODELS, BASED ON THE 125 BUT WITH THE ENGINE CAPACITY ENLARGED TO 2.0 LITRES. THE YEAR 1948 BEGAN PROMISINGLY. ENZO WAS IN THE PRIME OF HIS LIFE AND HAD AN EFFICIENT AND UNITED TEAM AROUND HIM.



CLEMENTE BIONDETTI AND 'NAVONE' WON THE 1948 MILLE MIGLIA IN A FERRARI 166 S COUPÉ. NUVOLARI – IN ENZO'S OPINION, THE GREATEST DRIVER OF ALL TIME – RETIRED WHILE LEADING. IT WAS NUVOLARI'S LAST EVER MILLE MIGLIA.

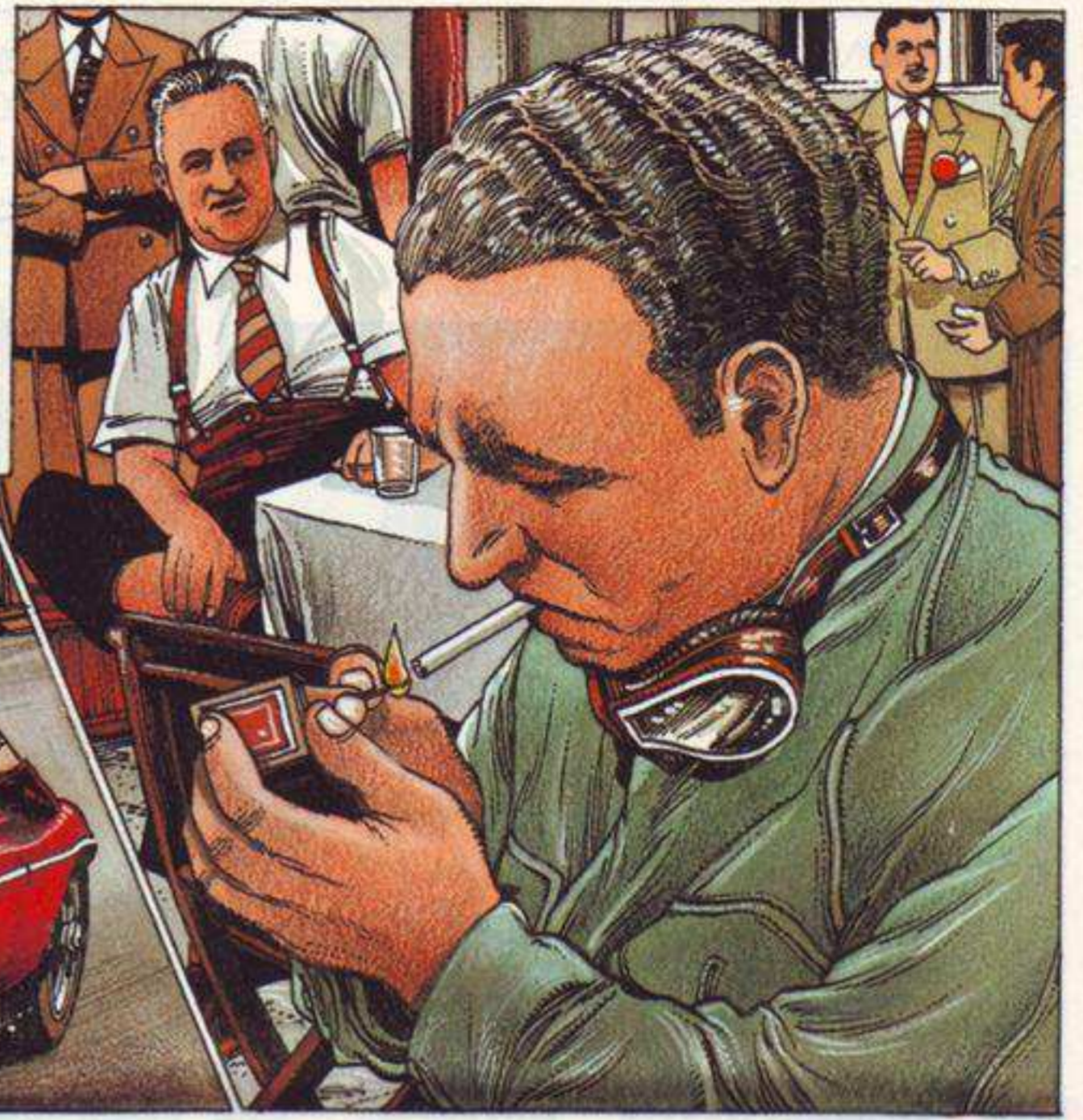
MONZA SAW THE UNVEILING OF THE FIRST SINGLE-SEATER FERRARI TO HAVE BEEN PURPOSE-BUILT FOR GRANDS PRIX. FERRARI'S AIM WAS TO BEAT THE ALFA 158 ON ITS OWN SOIL. TO ACHIEVE THIS, THE 1500CC FERRARI WAS FITTED WITH A SUPERCHARGER.



THIS RIVALRY WITH ALFA ROMEO SPURRED ENZO AND HIS TEAM ON. IN 1948, FERRARI SCORED A WHOLE HOST OF VICTORIES ...

... NO FEWER THAN 10, IN FACT, AND ALL OVER EUROPE. BIONDETTI, WHO HAD ALREADY WON THE MILLE MIGLIA, WON THE STOCKHOLM GRAND PRIX, AND LUIGI CHINETTI WON THE PARIS 12-HOURS.

ENZO'S FIRST GREAT YEAR WAS 1949: ONE WIN FOLLOWED ANOTHER - 30 IN ALL. BIONDETTI DROVE PARTICULARLY WELL, WINNING THE TARGA FLORIO AND THE MILLE MIGLIA IN THE 2.0-LITRE MACHINE. IT WAS THE FOURTH TIME HE'D WON THE MILLE MIGLIA, AN EVENT THAT FERRARI TOOK EIGHT TIMES IN ALL. IT WAS ALSO THE YEAR IN WHICH CHINETTI AND JEAN LUCAS WON THE SPA 24-HOURS.

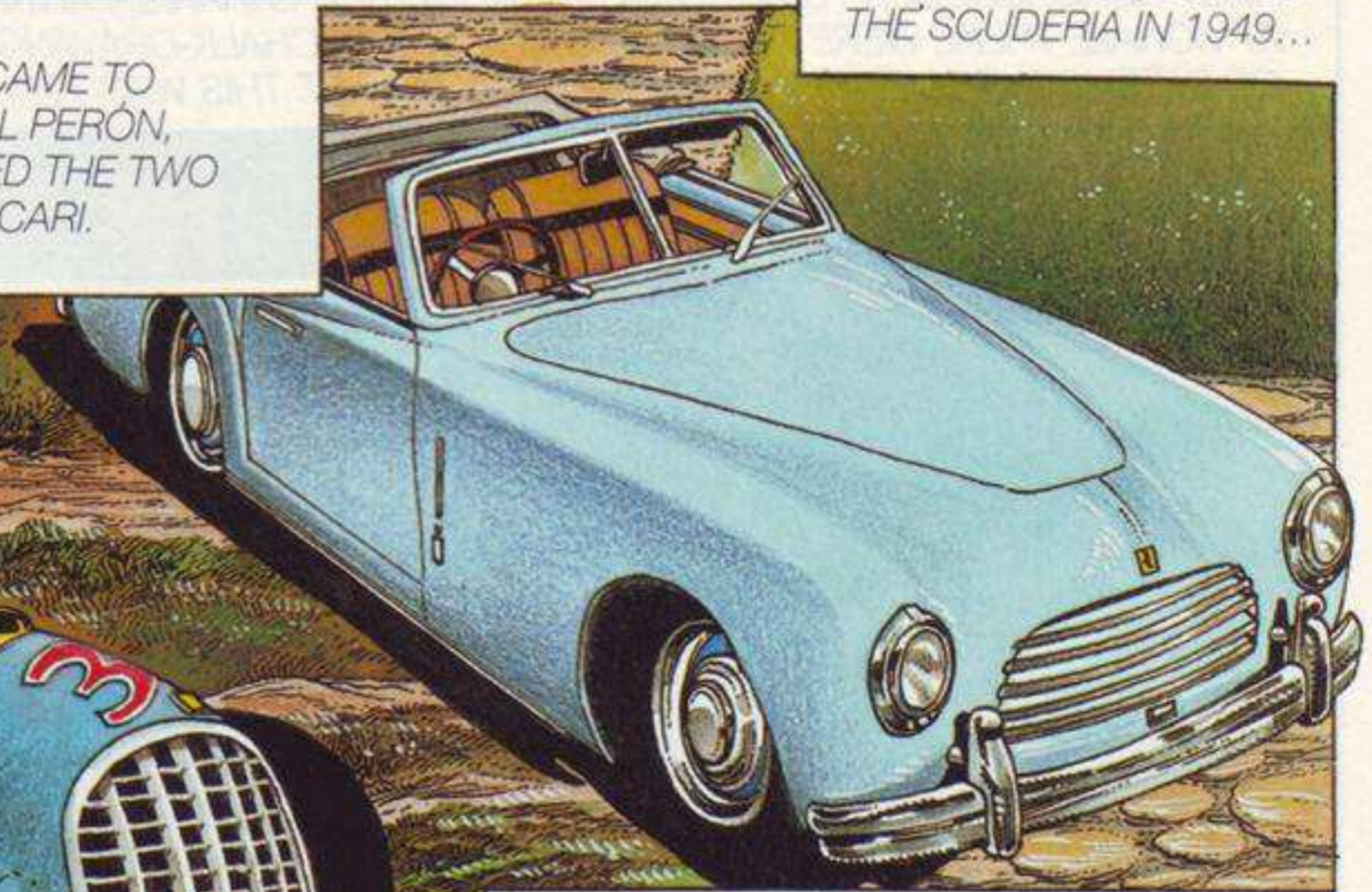
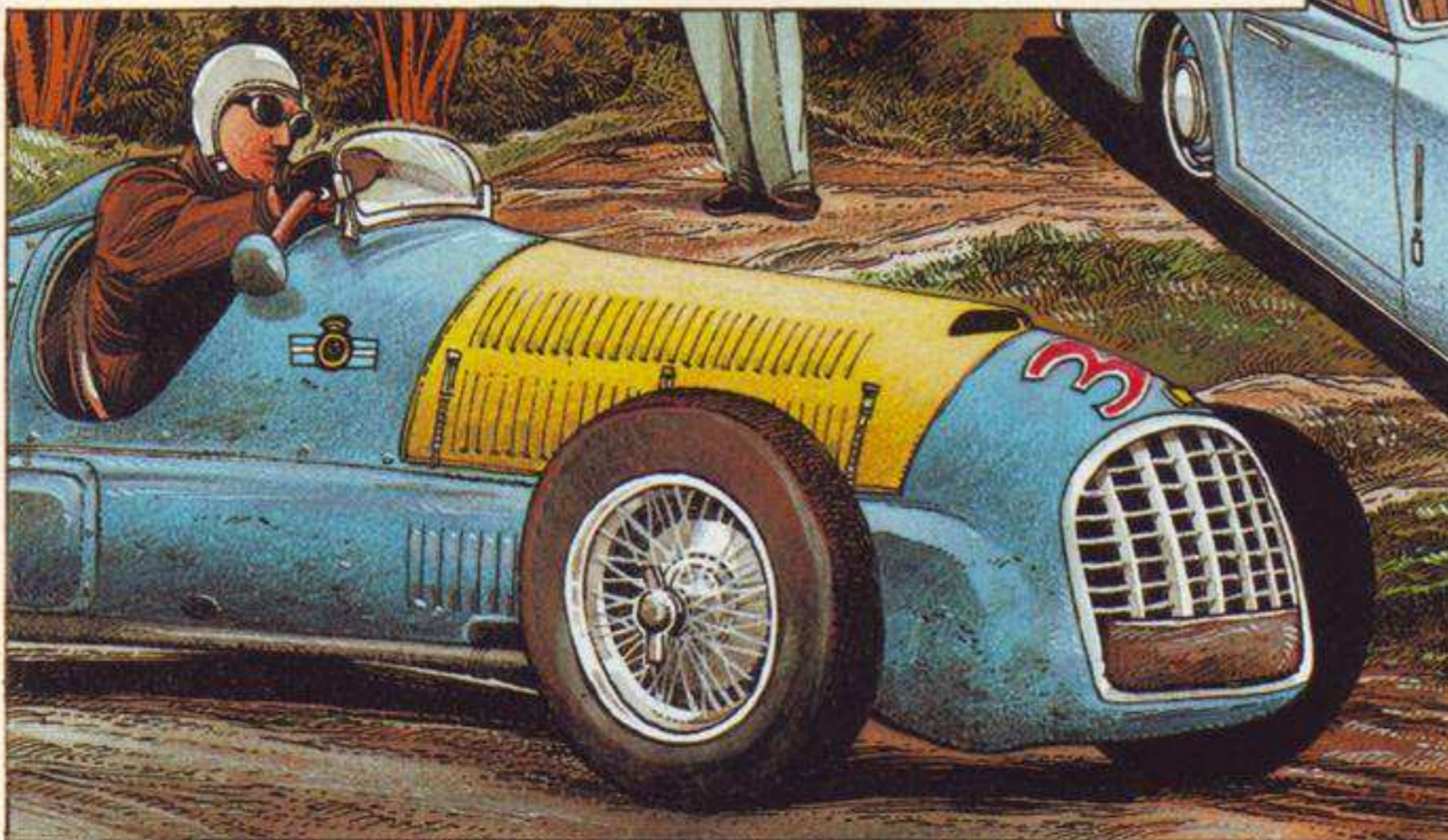


FERRARI'S FIRST GREAT INTERNATIONAL VICTORY CAME AT LE MANS. LUIGI CHINETTI, PARTNERED BY LORD SELSDON, WON AT AN AVERAGE SPEED OF 82MPH. THAT DAY MARKED A REVIVAL FOR THE GREAT FRENCH ENDURANCE EVENT, WHICH HAD BEEN STOPPED 10 YEARS EARLIER BY THE WAR.



TWO GREAT DRIVERS, ALBERTO ASCARI AND LUIGI VILLORESI, JOINED THE SCUDERIA IN 1949...

LATER IN 1949 THE GREAT JUAN MANUEL FANGIO CAME TO PROMINENCE. IN A FERRARI PROVIDED BY GENERAL PERÓN, RUNNING IN ARGENTINE COLOURS, HE OUTGUNNED THE TWO RED CARS - WORKS CARS - OF BONETTO AND ASCARI.



AFTER SO MUCH SUCCESS, THE RICH FLOCKED TO MARANELLO. PININFARINA SHOWED OFF THE FIRST FERRARI CABRIOLET AT THE GENEVA SHOW.

AN AERONAUTICAL ENGINEER, AURELIO LAMPREDI, DESIGNED A NEW 12-CYLINDER ENGINE FOR FERRARI IN 1950. IT WAS ADAPTED TO BE PRODUCED IN FOUR DIFFERENT CAPACITIES: 2.5, 3.3, 4.1 AND 4.5 LITRES.

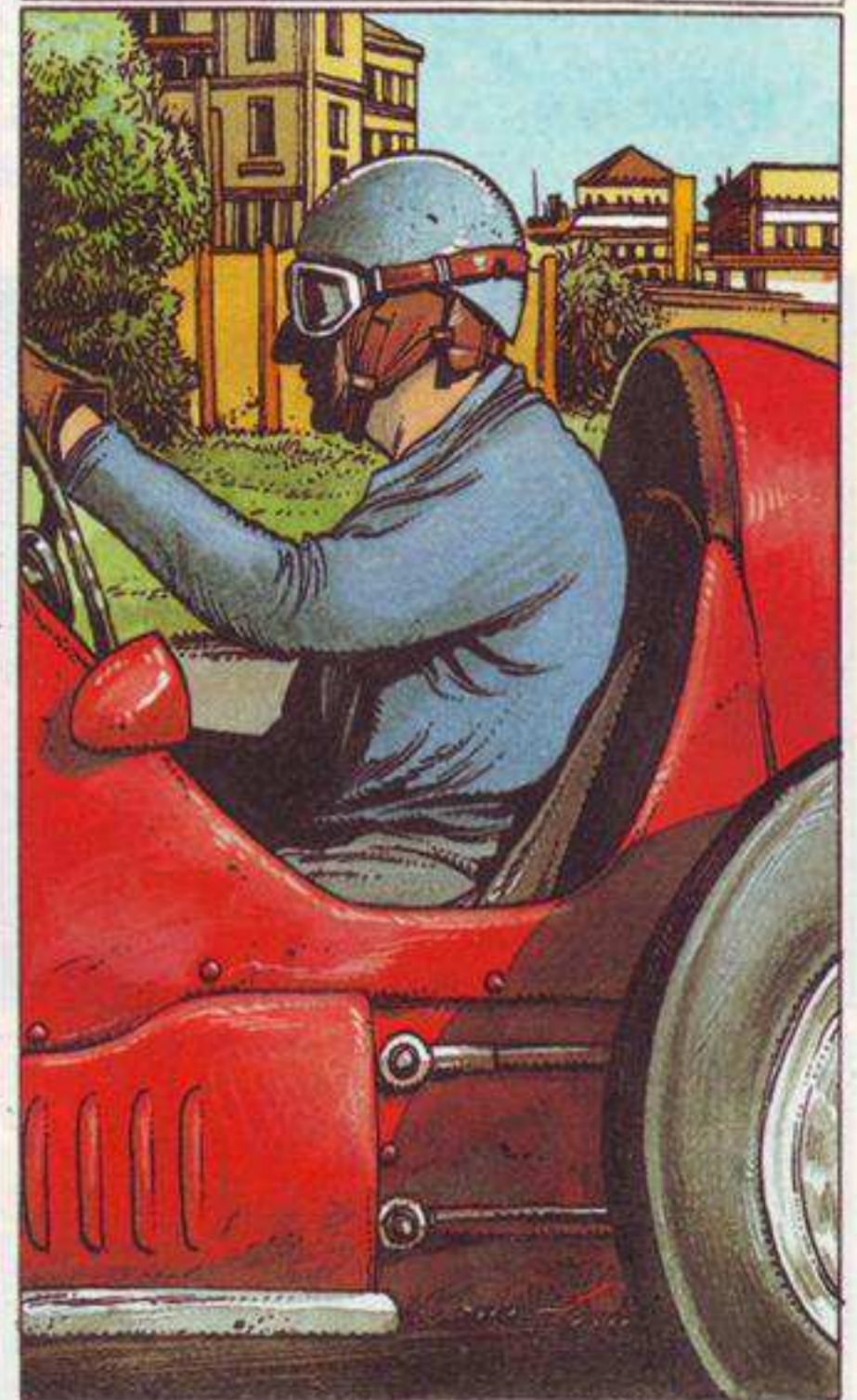


IN THE MILLE MIGLIA ON 23 APRIL, GIANNINO MARZOTTO WON AND DORINO SERAFINI WAS SECOND ...

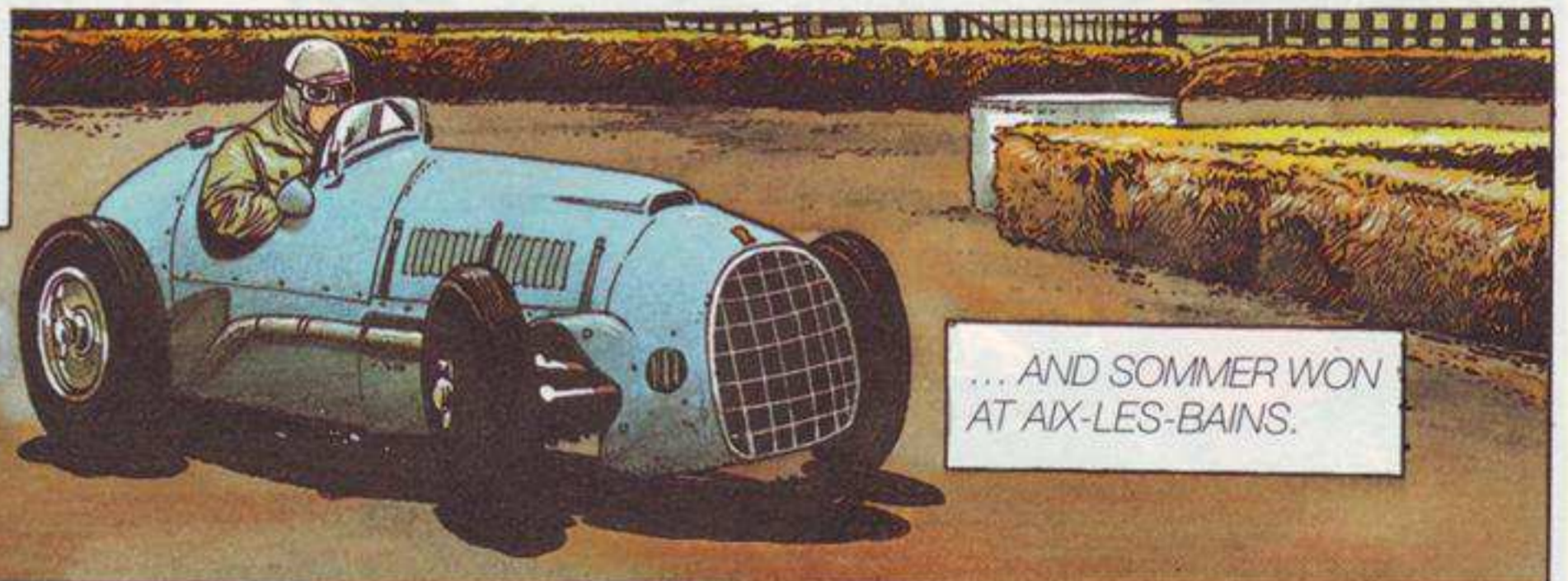


... FOR A FERRARI ONE-TWO. SOME TIME LATER, THE SCUDERIA WERE ALSO IN THE HONOURS IN THE PARIS 12-HOURS: CHINETTI AND LUCAS COMING HOME FIRST.

7 MAY SAW THE DEBUT OF THE FORMULA 2 FERRARIS ON MODENA'S AEROAUTODROMO. FIRST WAS ASCARI, SECOND WAS MARIO TADINI.

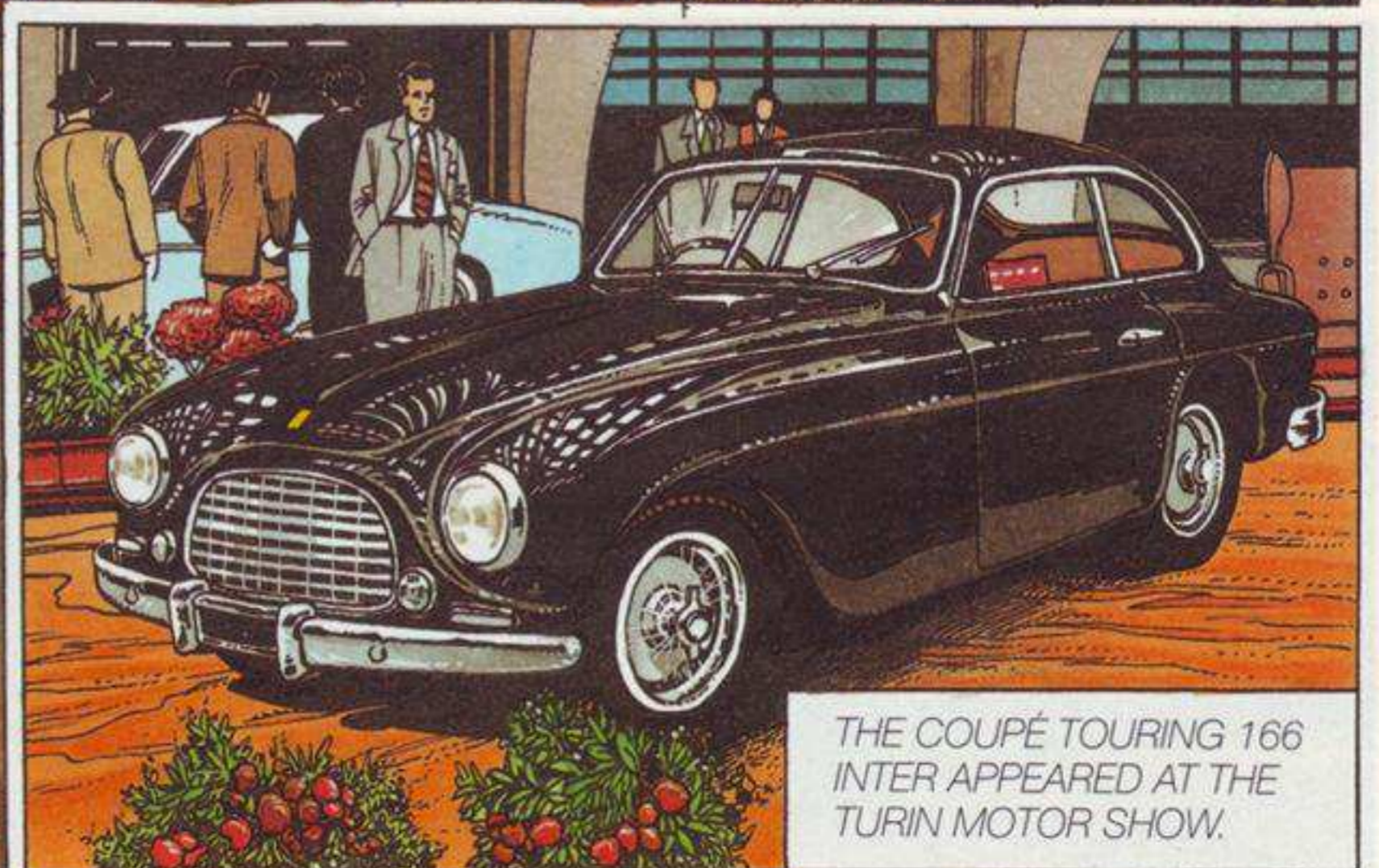
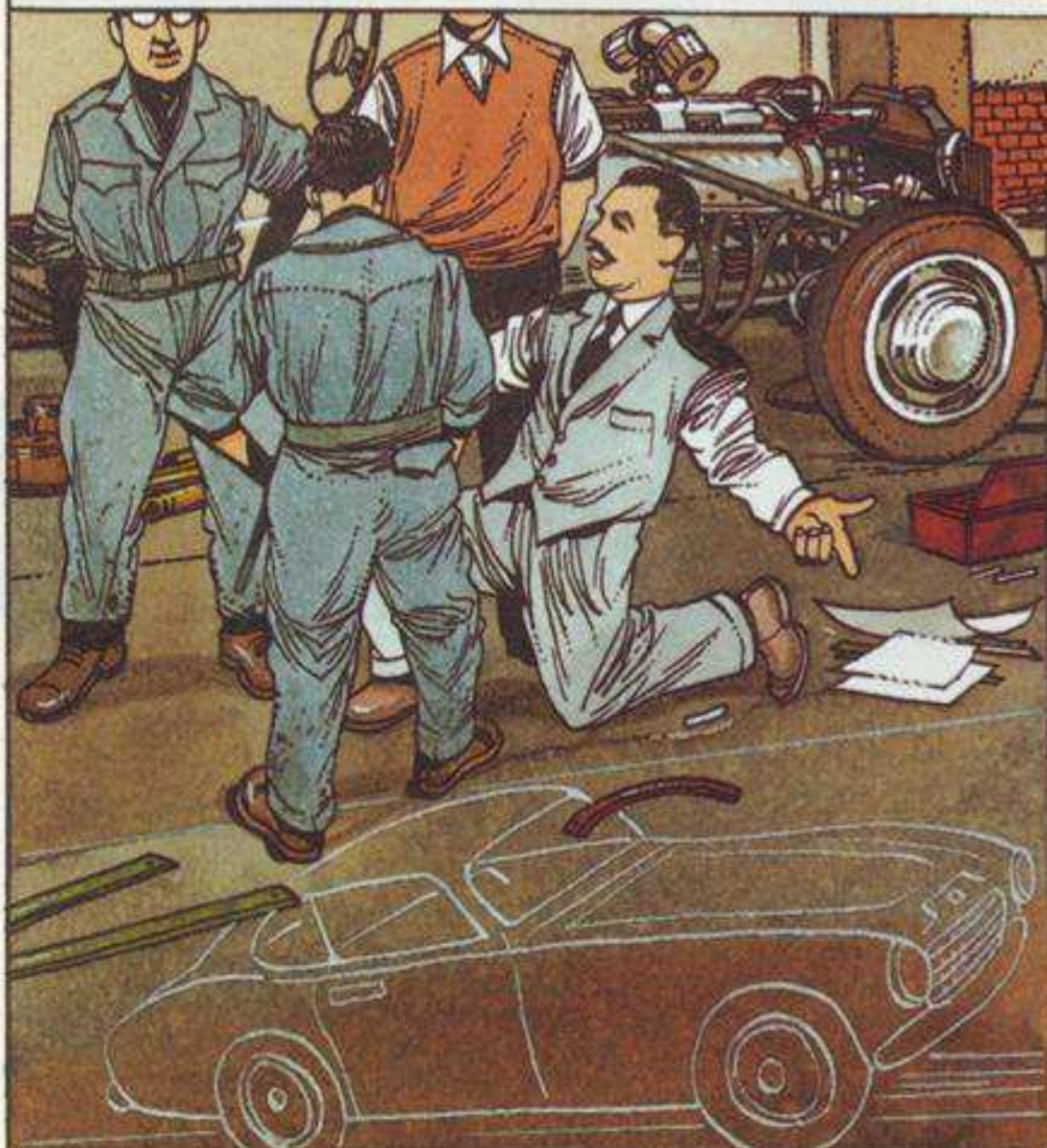


1950 WAS THE FIRST YEAR OF THE MODERN DAY FORMULA 1 WORLD CHAMPIONSHIP. FARINA WAS THE FIRST WORLD CHAMPION, FOR ALFA ...



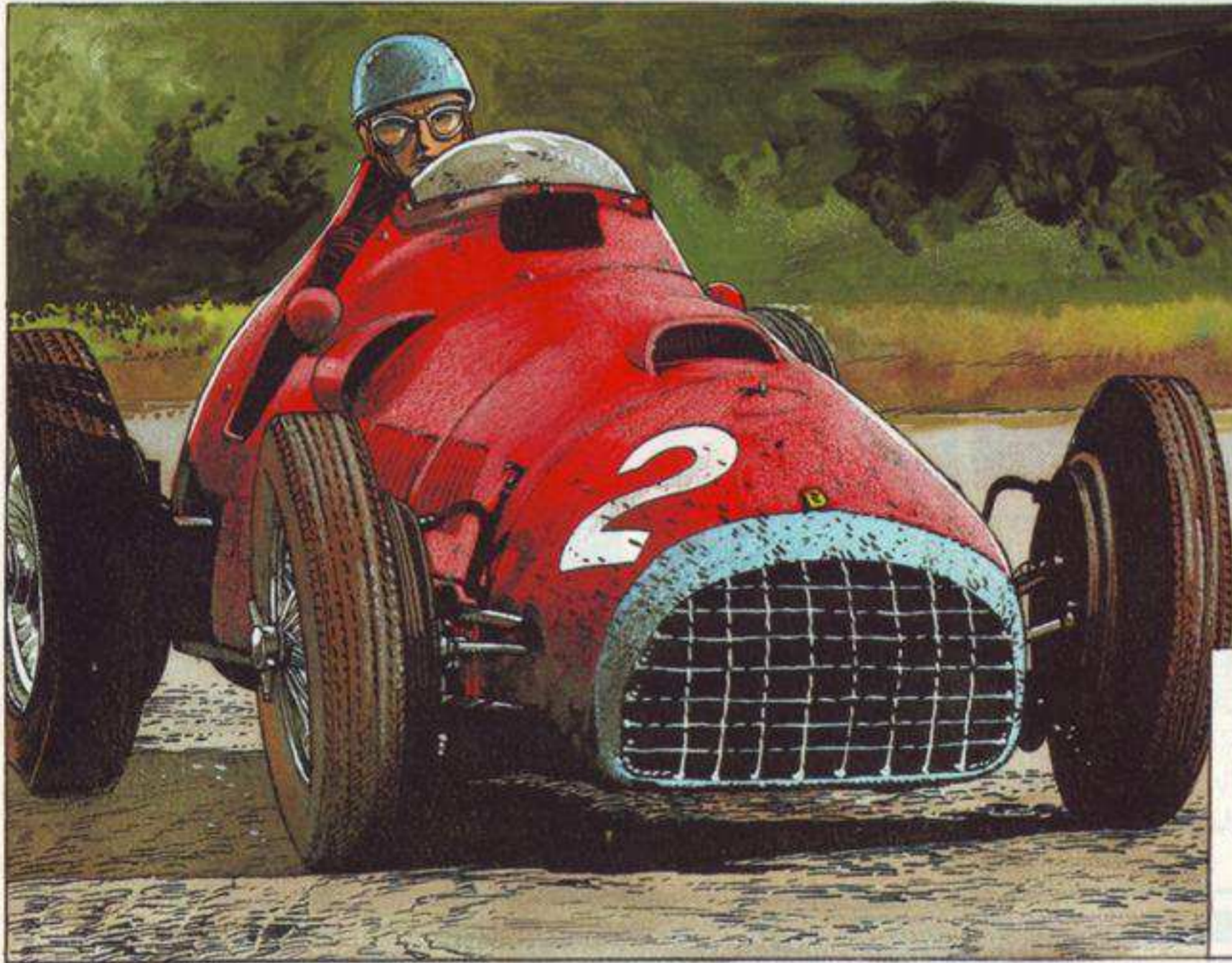
... AND SOMMER WON AT AIX-LES-BAINS.

ON THE PRODUCTION SIDE, FERRARI DECIDED NOT TO ATTEMPT MAKING BODYWORK. TOURING WAS THE FIRST COACHBUILDER TO ASSEMBLE ROADGOING FERRARIS. FARINA WAS THE SECOND, VIGNALE THE THIRD. AT VIGNALE THERE WERE NO MODELS BUT SIMPLY CHALK-DRAWINGS ON THE FLOOR - AND THE ALUMINIUM OR STEEL COMPONENTS WERE SHAPED BY MALLETS. THIS WAS TRULY GREAT ARTISTRY, AND ENZO LOVED IT.



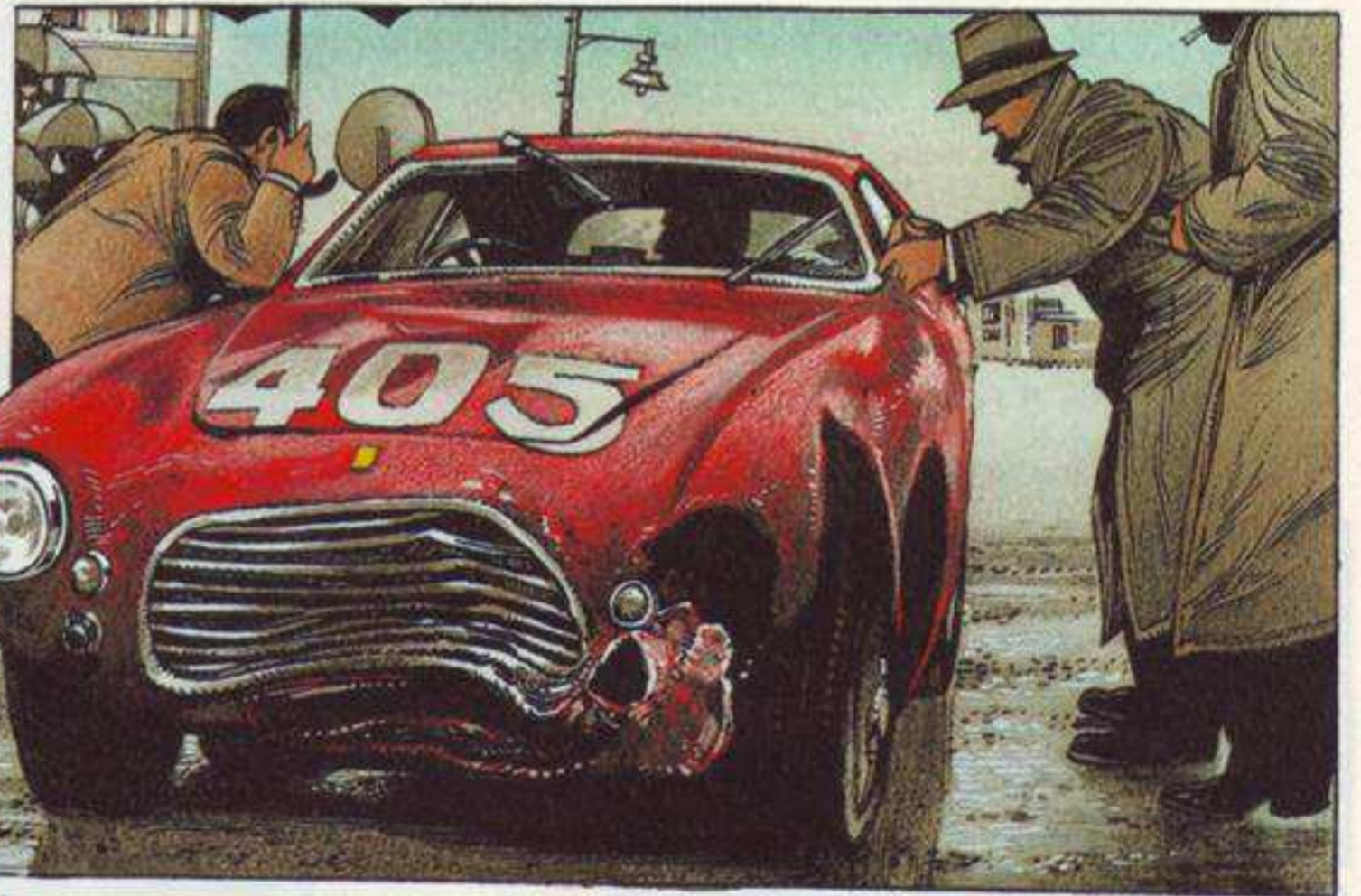
THE COUPÉ TOURING 166 INTER APPEARED AT THE TURIN MOTOR SHOW.

1951 WAS A TURNING POINT FOR FERRARI WITH A VICTORY EXPLOSION IN SINGLE-SEATERS. FERRARI DIDN'T ONLY DOMINATE THE FORMULA 2 GRANDS PRIX; FROILAN GONZALES GAVE THEM THEIR FIRST WIN IN A WORLD CHAMPIONSHIP GRAND PRIX TOO. THAT HISTORIC EVENT FOR FERRARI TOOK PLACE ON 14 JULY AT SILVERSTONE.



TWO FURTHER WINS PROVED THAT THE GUTSY ARGENTINIAN'S ACHIEVEMENTS WERE NOT A FLUKE. ASCARI WAS VICTORIOUS IN GERMANY AND AT MONZA, TAKING THE ITALIAN GRAND PRIX IN FRONT OF THOUSANDS OF JUBILANT TIFOSI. FERRARI WERE GETTING READY TO DOMINATE.

IN SPORTSCARS, THERE WERE SPECTACULAR RESULTS TOO. PERHAPS THE MOST EXCITING WAS THAT RECORDED BY THE FERRARI OF VILLORESI AND PIERO CASSANI - WHICH, AFTER A MOMENTOUS STRUGGLE, EMERGED VICTORIOUS IN THE MILLE MIGLIA. HEAVY RAIN CAUSED MANY SPINS; EVEN THE WINNERS' FERRARI 340 AMERICA WENT OFF AT RAVENNA...

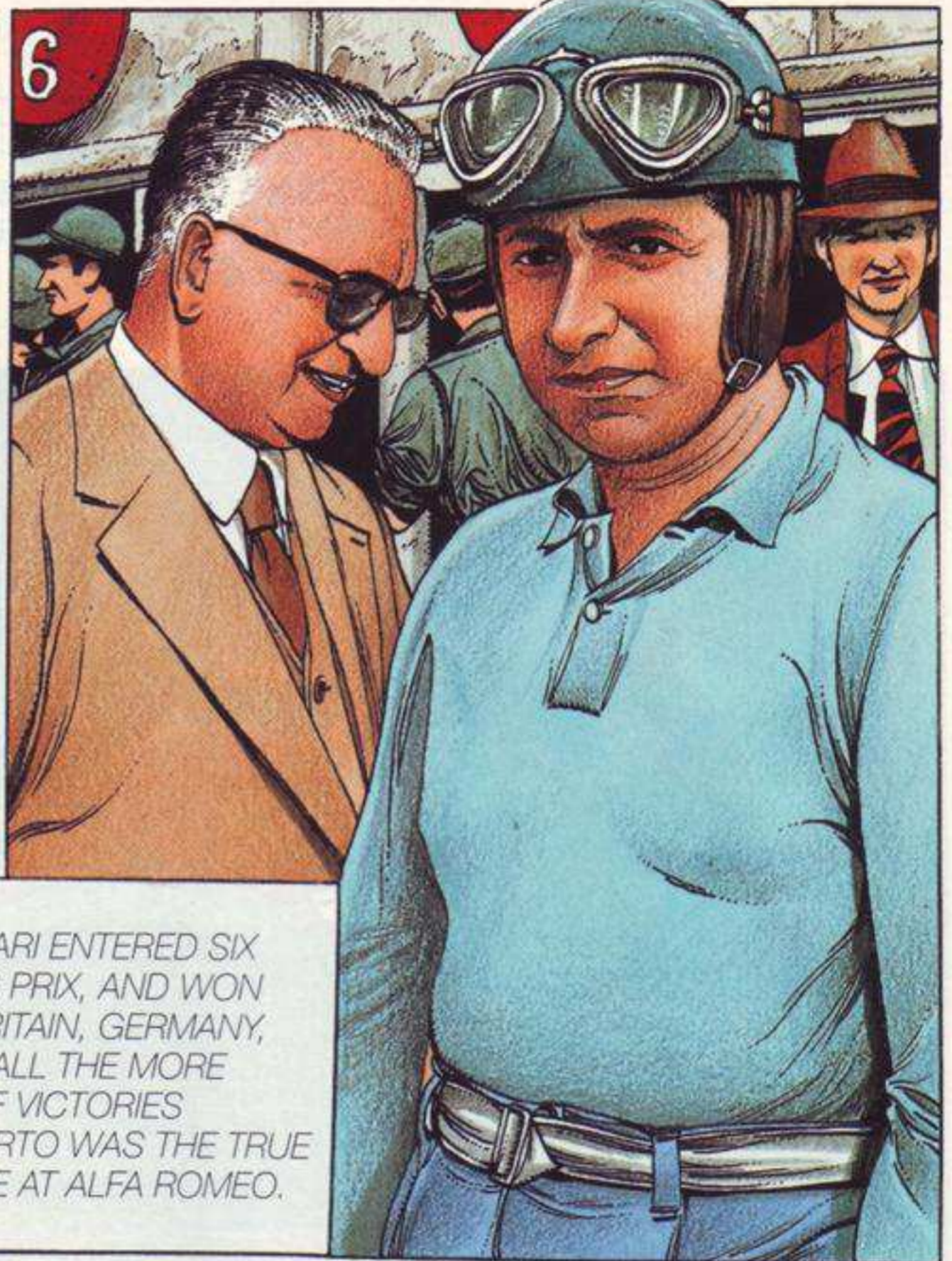


ENZO UNVEILED HIS 2.5-LITRE V12 212 EXPORT MODEL BUILT BY VIGNALE. IN ITS DAY, IT WAS THE CAR WITH THE VERY BEST ACCELERATION, AND A TOP SPEED APPROACHING 125MPH. BUT ENZO MADE IT CLEAR THAT IT WAS NOT A RACING CAR.

MEANWHILE PIERO TARUFFI AND CHINETTI HAD WON THE CARRERA PANAMERICANA, COVERING THE 1942 MILES IN 21 HOURS 57 MINUTES, AT MORE THAN 88MPH...



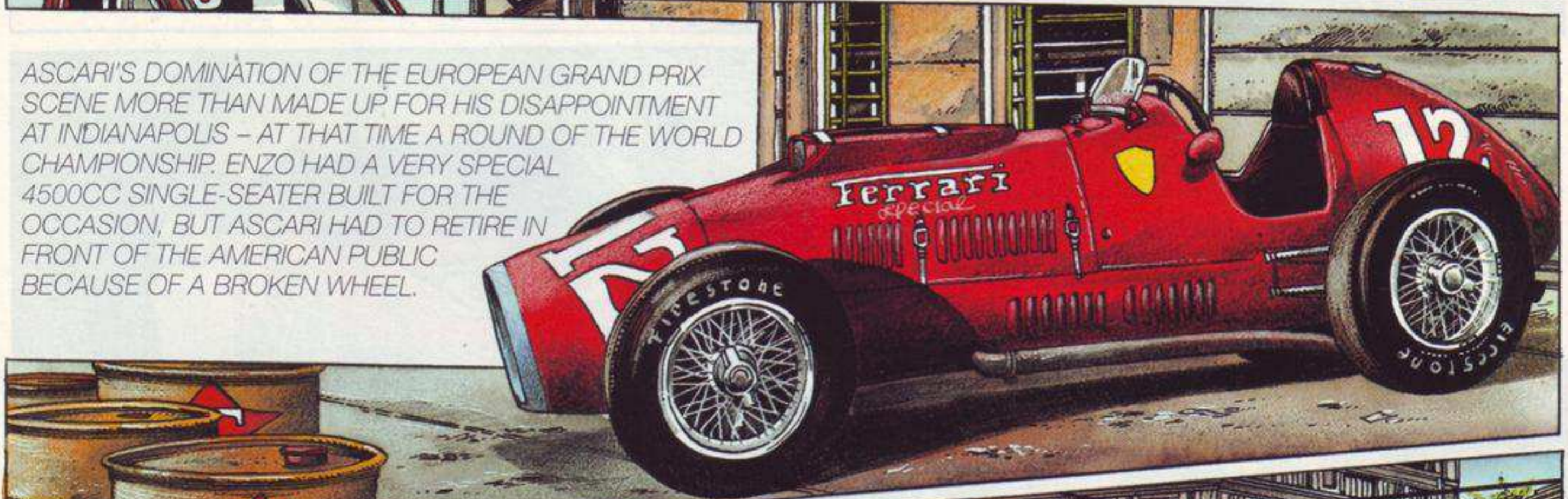
IF 1951 WAS AN IMPORTANT DATE IN FERRARI'S HISTORY, THEN 1952 WAS EVEN MORE SIGNIFICANT. ASCARI TOOK THE DRIVERS' WORLD CHAMPIONSHIP, AND WAS SUPERBLY SUPPORTED BY VILLORESI. IT WAS THE FIRST TIME THE CHAMPIONSHIP HAD BEEN WON AT THE WHEEL OF A CAR FROM THE SCUDERIA.



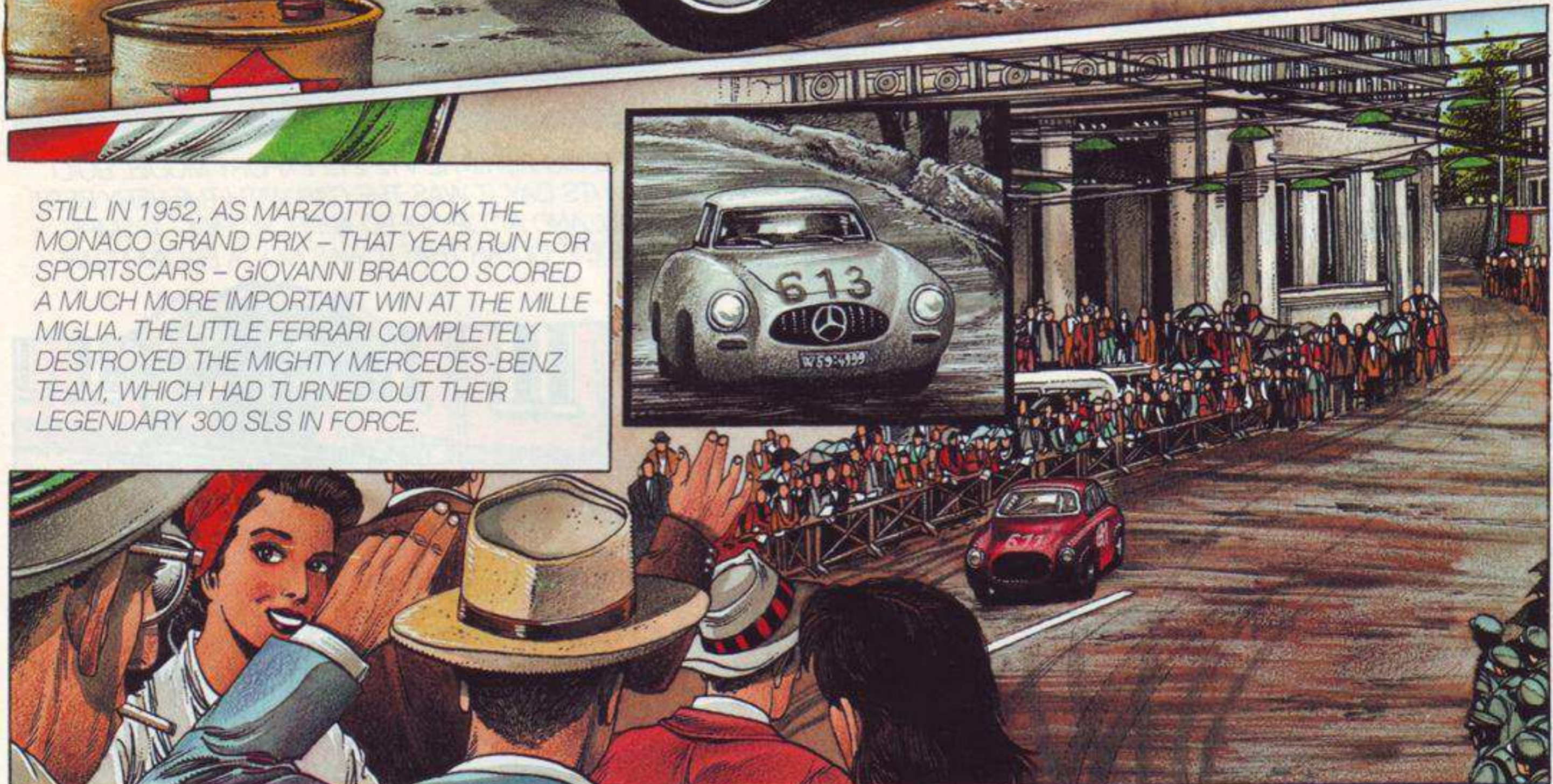
IN HIS FORMULA 2 FERRARI, ASCARI ENTERED SIX WORLD CHAMPIONSHIP GRANDS PRIX, AND WON THEM ALL: BELGIUM, FRANCE, BRITAIN, GERMANY, HOLLAND AND ITALY. ENZO WAS ALL THE MORE PLEASED BY THIS HUGE CROP OF VICTORIES BECAUSE IT SHOWED THAT ALBERTO WAS THE TRUE SON OF HIS FORMER COLLEAGUE AT ALFA ROMEO.



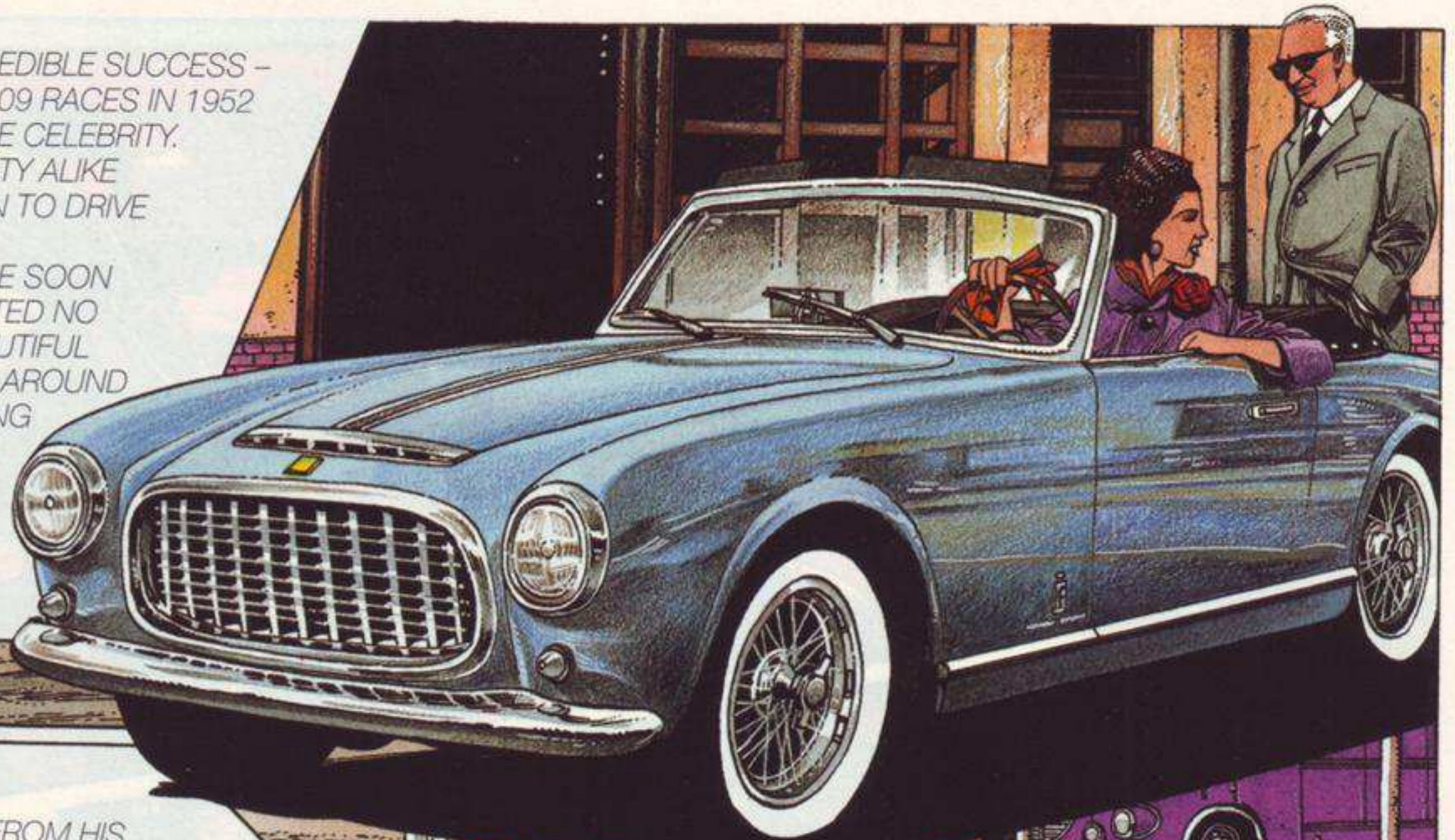
ASCARI'S DOMINATION OF THE EUROPEAN GRAND PRIX SCENE MORE THAN MADE UP FOR HIS DISAPPOINTMENT AT INDIANAPOLIS - AT THAT TIME A ROUND OF THE WORLD CHAMPIONSHIP. ENZO HAD A VERY SPECIAL 4500CC SINGLE-SEATER BUILT FOR THE OCCASION, BUT ASCARI HAD TO RETIRE IN FRONT OF THE AMERICAN PUBLIC BECAUSE OF A BROKEN WHEEL.



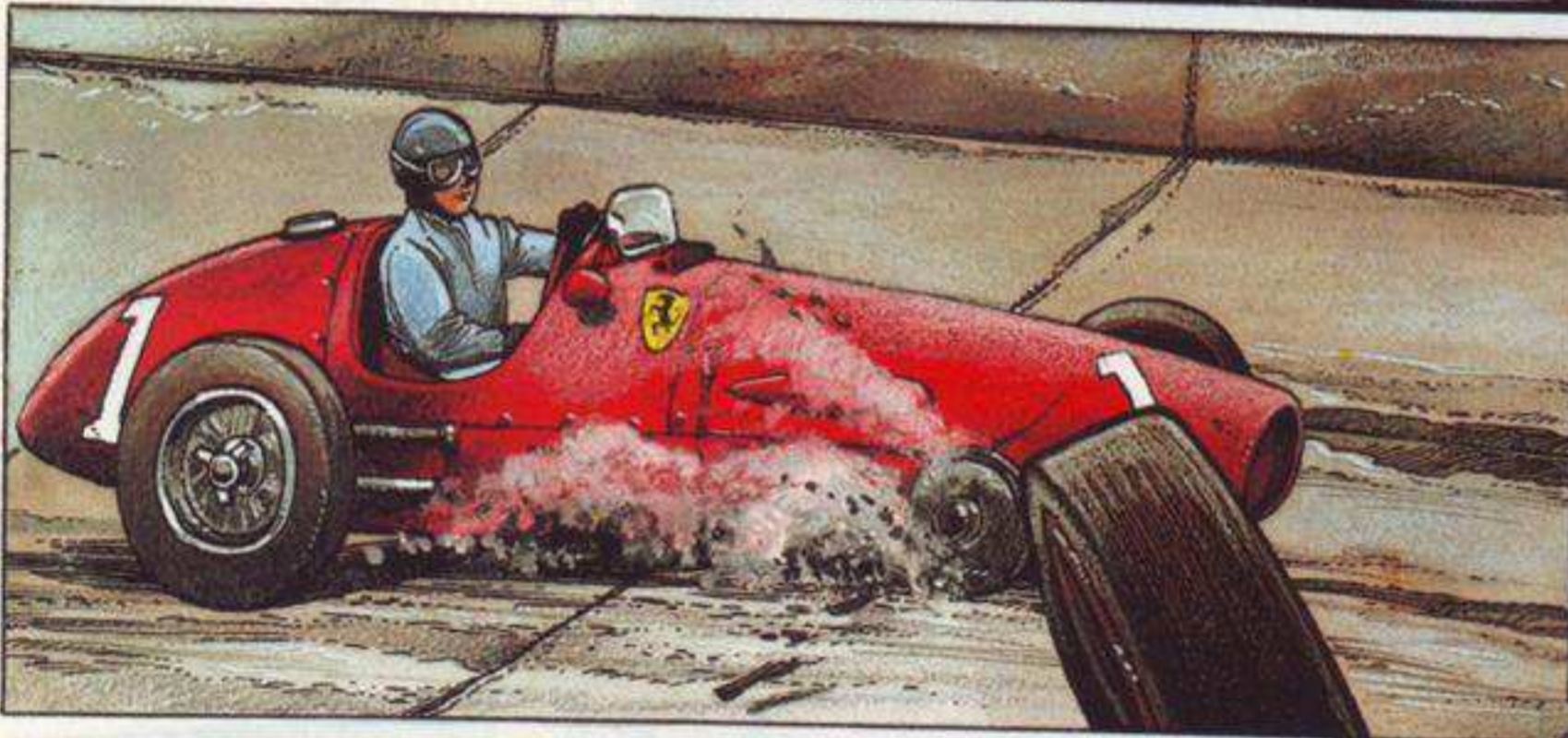
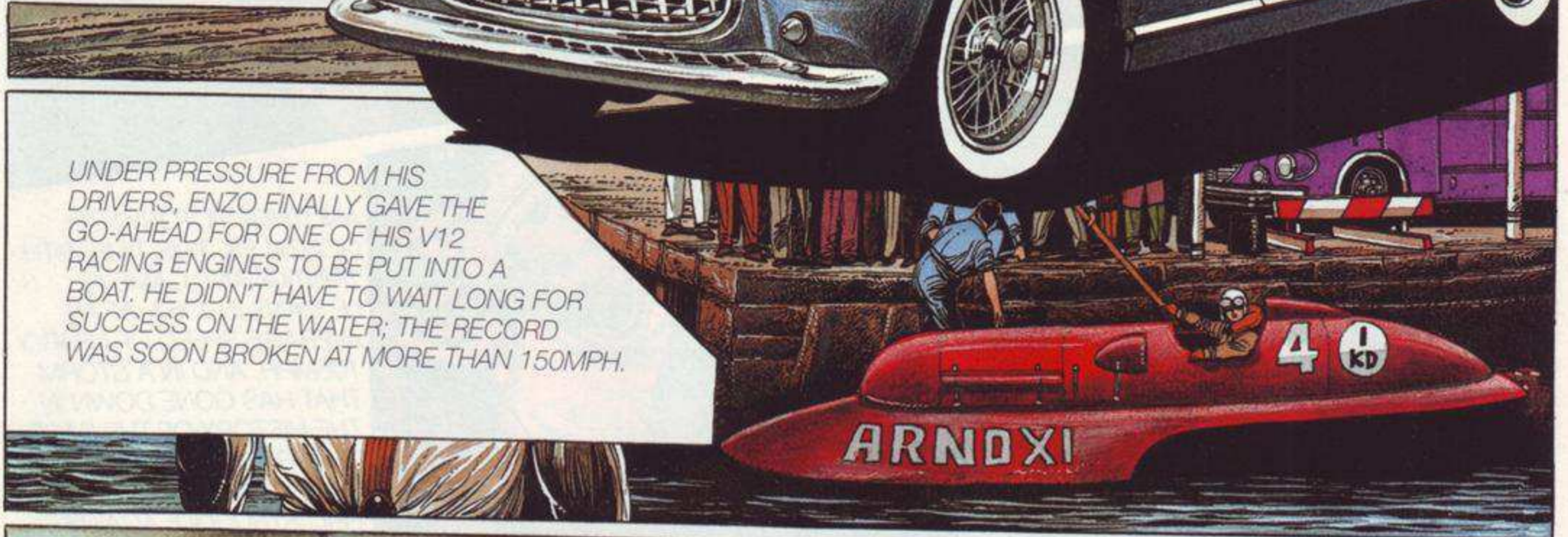
STILL IN 1952, AS MARZOTTO TOOK THE MONACO GRAND PRIX - THAT YEAR RUN FOR SPORTSCARS - GIOVANNI BRACCO SCORED A MUCH MORE IMPORTANT WIN AT THE MILLE MIGLIA. THE LITTLE FERRARI COMPLETELY DESTROYED THE MIGHTY MERCEDES-BENZ TEAM, WHICH HAD TURNED OUT THEIR LEGENDARY 300 SLS IN FORCE.



THANKS TO SUCH INCREDIBLE SUCCESS – 95 VICTORIES OUT OF 109 RACES IN 1952 – ENZO BECAME A HUGE CELEBRITY. FILM STARS AND ROYALTY ALIKE VISITED HIM AND BEGAN TO DRIVE FERRARIS. AND THE COMMENDATORE, AS HE SOON BECAME KNOWN, WASTED NO TIME IN CHARMING BEAUTIFUL WOMEN INTO LOOKING AROUND HIS FACTORY AND TRYING OUT HIS CARS.

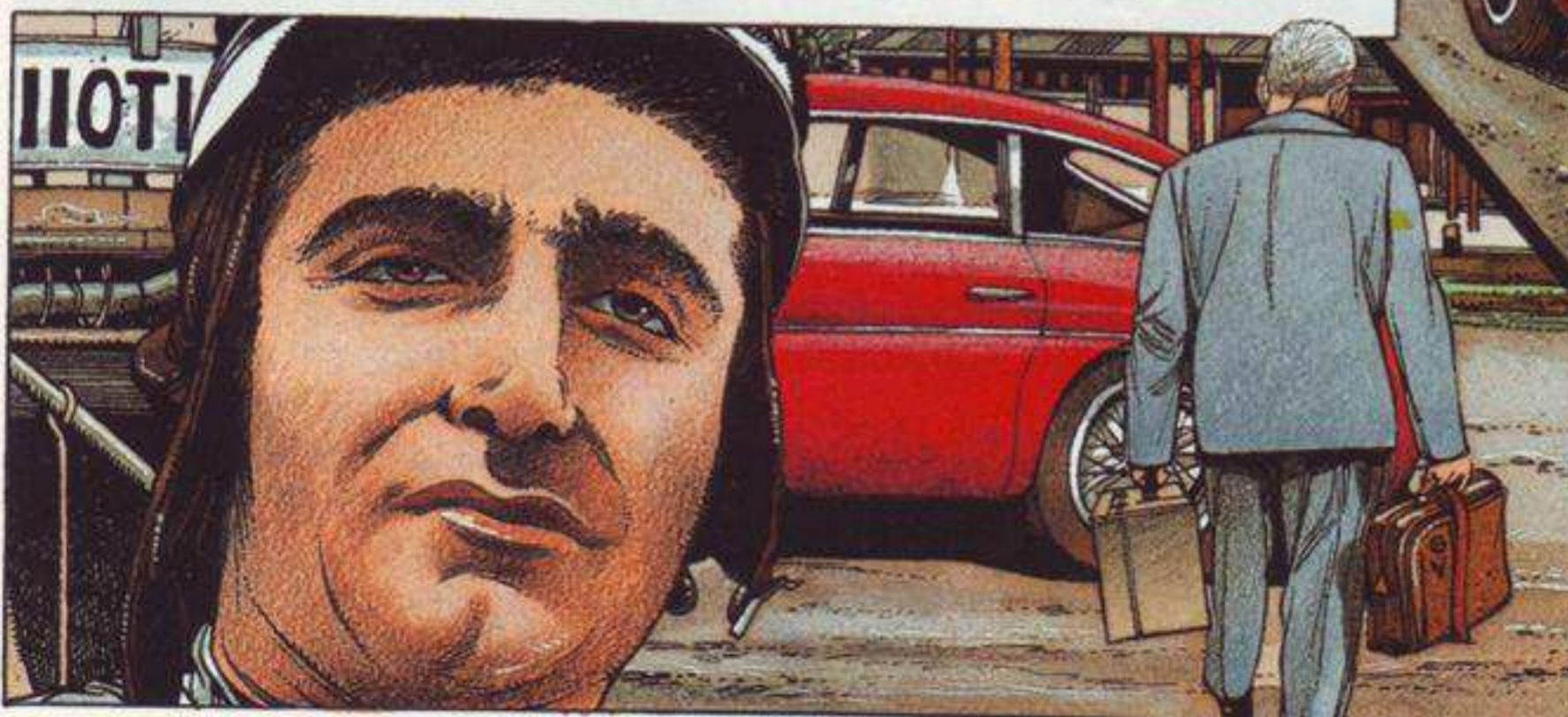


UNDER PRESSURE FROM HIS DRIVERS, ENZO FINALLY GAVE THE GO-AHEAD FOR ONE OF HIS V12 RACING ENGINES TO BE PUT INTO A BOAT. HE DIDN'T HAVE TO WAIT LONG FOR SUCCESS ON THE WATER; THE RECORD WAS SOON BROKEN AT MORE THAN 150MPH.



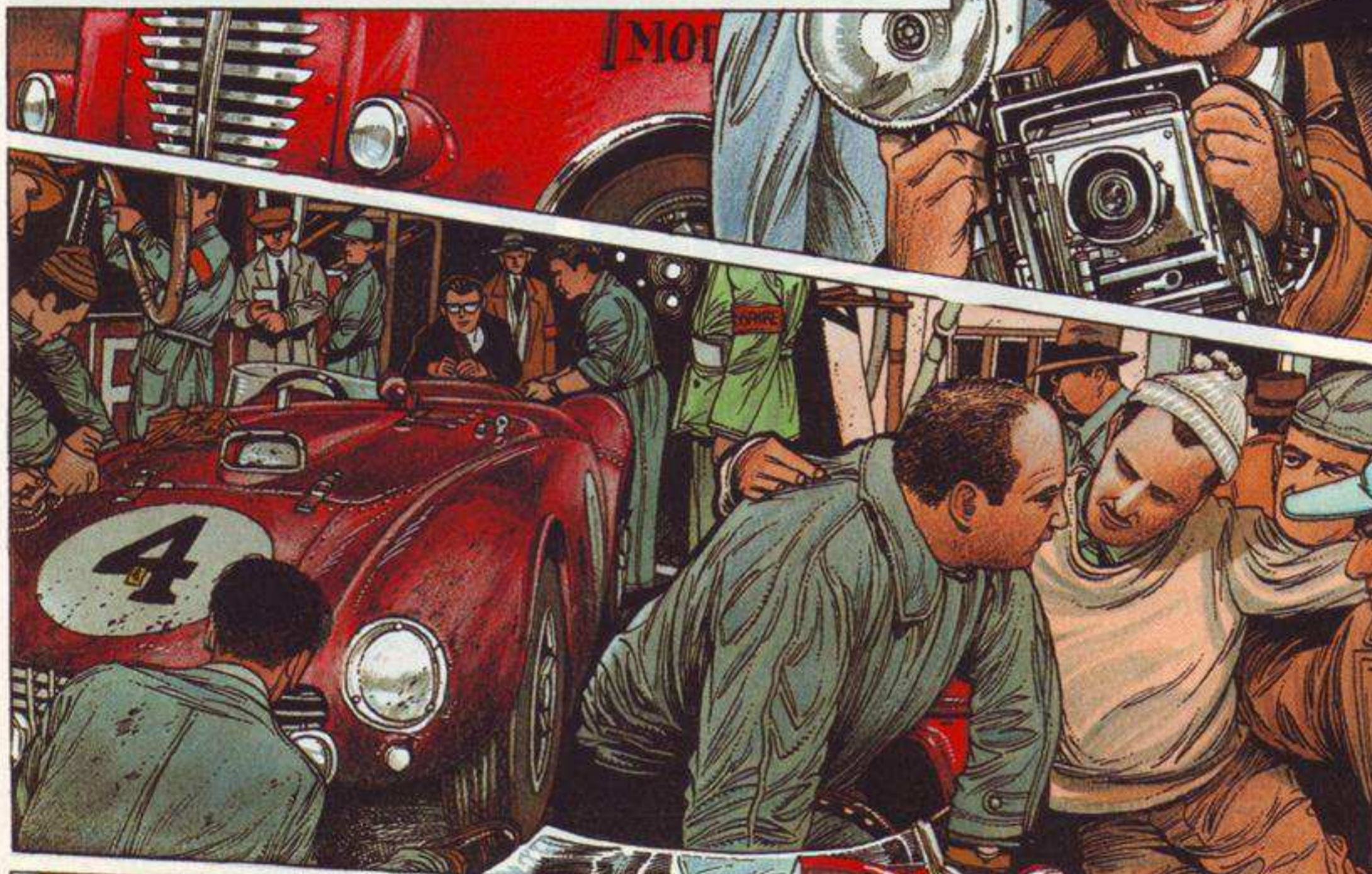
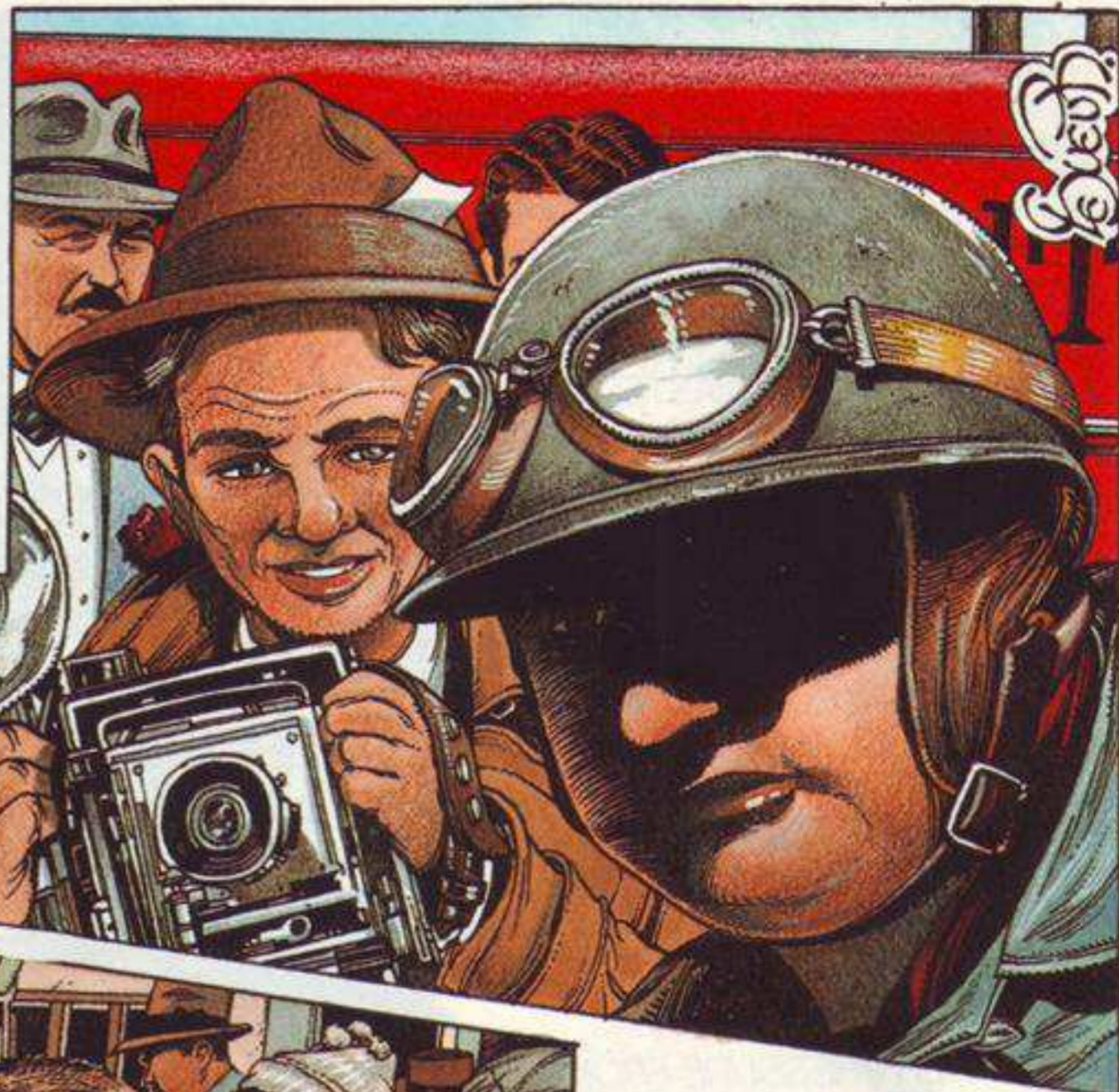
1953 BROUGHT A SECOND CONSECUTIVE DRIVERS' WORLD CHAMPIONSHIP TITLE FOR ALBERTO ASCARI, AFTER A STRING OF AMAZING VICTORIES. HE WON IN HIS F2 FERRARI IN ARGENTINA, HOLLAND, BELGIUM AND, FOR THE LAST TIME IN HIS CAREER, SWITZERLAND. AT THE GERMAN GRAND PRIX, CATASTROPHE ALMOST STRUCK WHEN HE LOST A WHEEL. A COUPLE OF DAYS LATER, NUVOLARI DIED AFTER A LONG ILLNESS, AGED 61.

THAT SAME YEAR, FERRARI ALSO TRIUMPHED IN THE SPORTSCAR CONSTRUCTORS' WORLD CHAMPIONSHIP, BEATING JAGUAR INTO SECOND PLACE BY JUST TWO POINTS. THE ENGLISH TEAM WON THE LE MANS 24-HOURS, AND LANCIA TOOK THE PANAMERICANA. BUT FERRARI WON THE NÜRBURGRING 1000KM, THE SPA 24-HOURS AND, YET AGAIN, THE MILLE MIGLIA, IN WHICH MARZOTTO AND MARIO CROSARA OUTPACED JUAN MANUEL FANGIO'S ALFA.



TO EVERYONE'S AMAZEMENT, AND AT THE HEIGHT OF HIS GLORY, THE REIGNING WORLD CHAMPION QUIT THE SCUDERIA, ALONG WITH VILLORESI, AND WENT OVER TO THE OPPOSITION. A BITTERLY DISAPPOINTED ENZO WATCHED AS HIS BEST DRIVERS JOINED LANCIA, WHO WANTED TO MAKE A COMEBACK IN GRAND PRIX RACING.

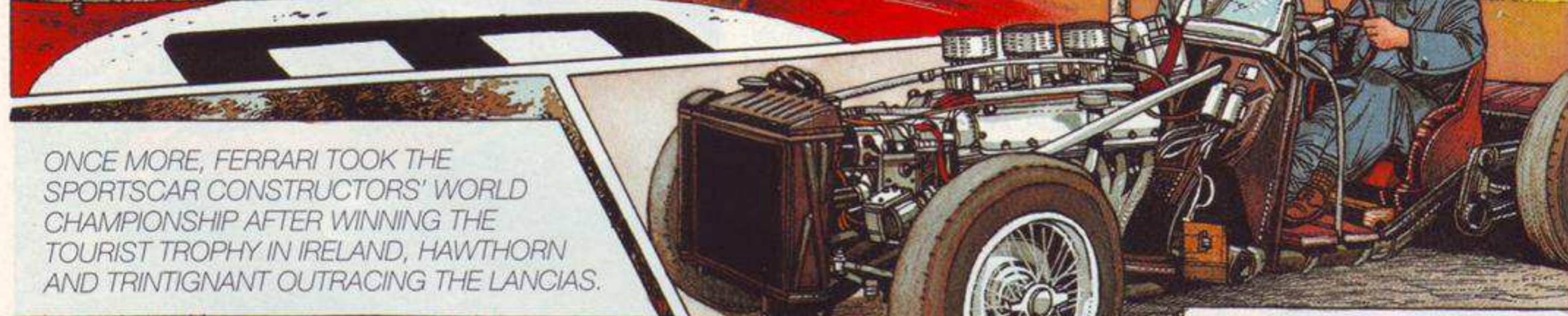
THE SCUDERIA'S FUTURE NOW LAY IN THE HANDS OF AN ALL-NEW TEAM OF DRIVERS – SOME YOUNG AND SOME NOT SO YOUNG. THE OLDEST WAS NINO FARINA, BORN IN 1906; THEN CAME MAURICE TRINTIGNANT, BORN IN 1917, FROILAN GONZALES, BORN IN 1922, AND FINALLY MIKE HAWTHORN, THE BABY OF THE GROUP, BORN IN 1929. BUT ANOTHER FORTY-SOMETHING WAS TO WIN THAT YEAR'S WORLD CHAMPIONSHIP: JUAN MANUEL FANGIO. UNFORTUNATELY FOR ENZO, HE WAS RACING FOR MERCEDES. GONZALES WAS TO WIN JUST ONCE THAT SEASON – AT THE BRITISH GRAND PRIX.



ANOTHER VICTORY FOR GONZALES, THIS TIME WITH TRINTIGNANT, CAME AT LE MANS IN 1954. AT AN AVERAGE SPEED OF NEARLY 105MPH, AND IN A STORM THAT HAS GONE DOWN IN THE HISTORY OF THE RACE, THE FRANCO-ARGENTINIAN PAIRING WON AFTER AN EPIC STRUGGLE AGAINST THE JAGUARS.



ON THE OTHER SIDE OF THE ATLANTIC, IN MEXICO, UMBERTO MAGLIOLI WAS ALSO MAKING MOTOR RACING HISTORY IN THE CARRERA PANAMERICANA. AT THE WHEEL OF HIS FERRARI 375 PLUS, HE WON THE EVENT, AVERAGING ALMOST 109MPH ON THE OPEN ROAD, OFTEN TAKING NON-METALLED TRACKS WHICH WENT THROUGH TINY VILLAGES. IT WAS A SUPERB PERFORMANCE.

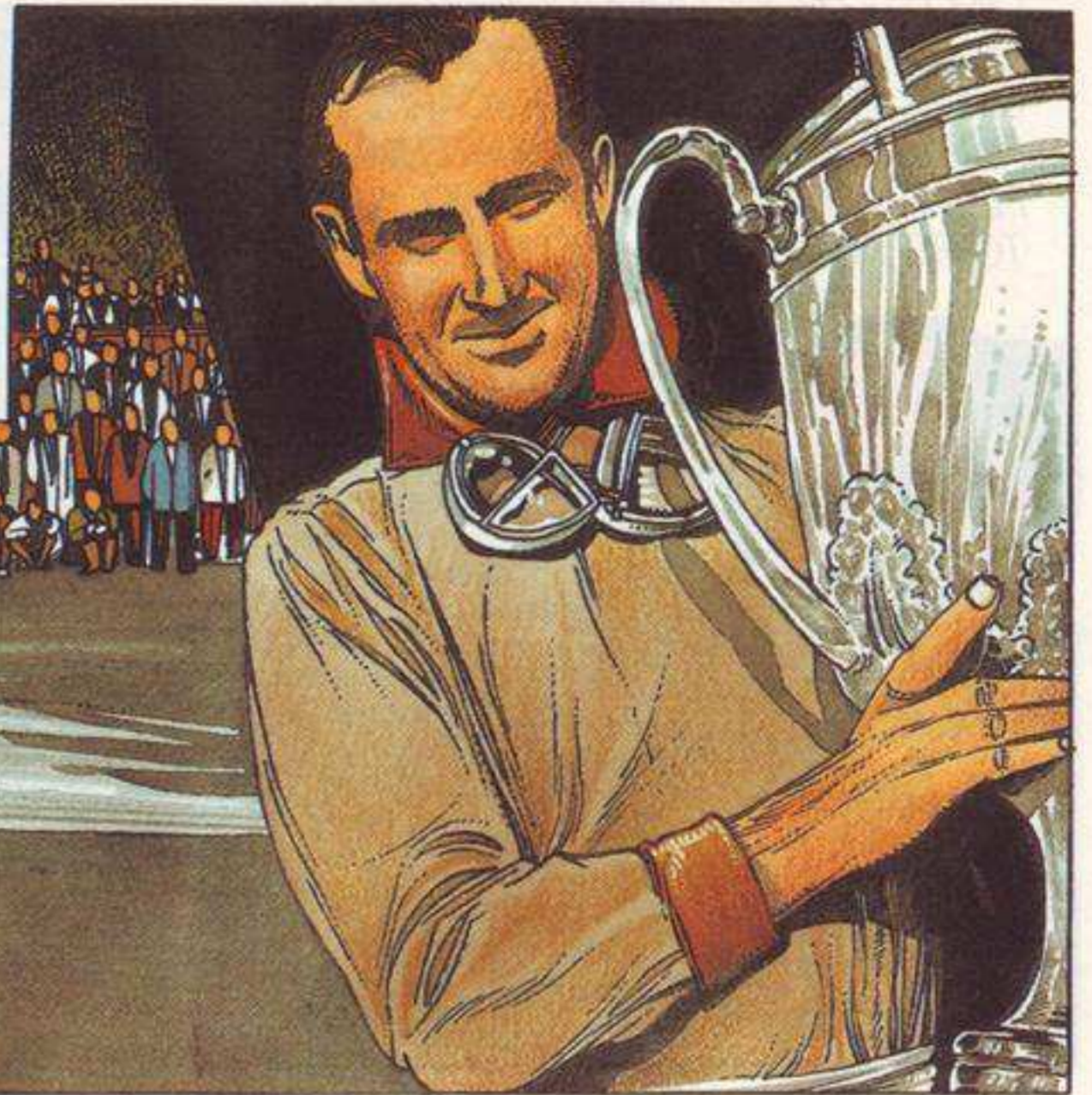


ONCE MORE, FERRARI TOOK THE SPORTSCAR CONSTRUCTORS' WORLD CHAMPIONSHIP AFTER WINNING THE TOURIST TROPHY IN IRELAND, HAWTHORN AND TRINTIGNANT OUTRACING THE LANCIAS.



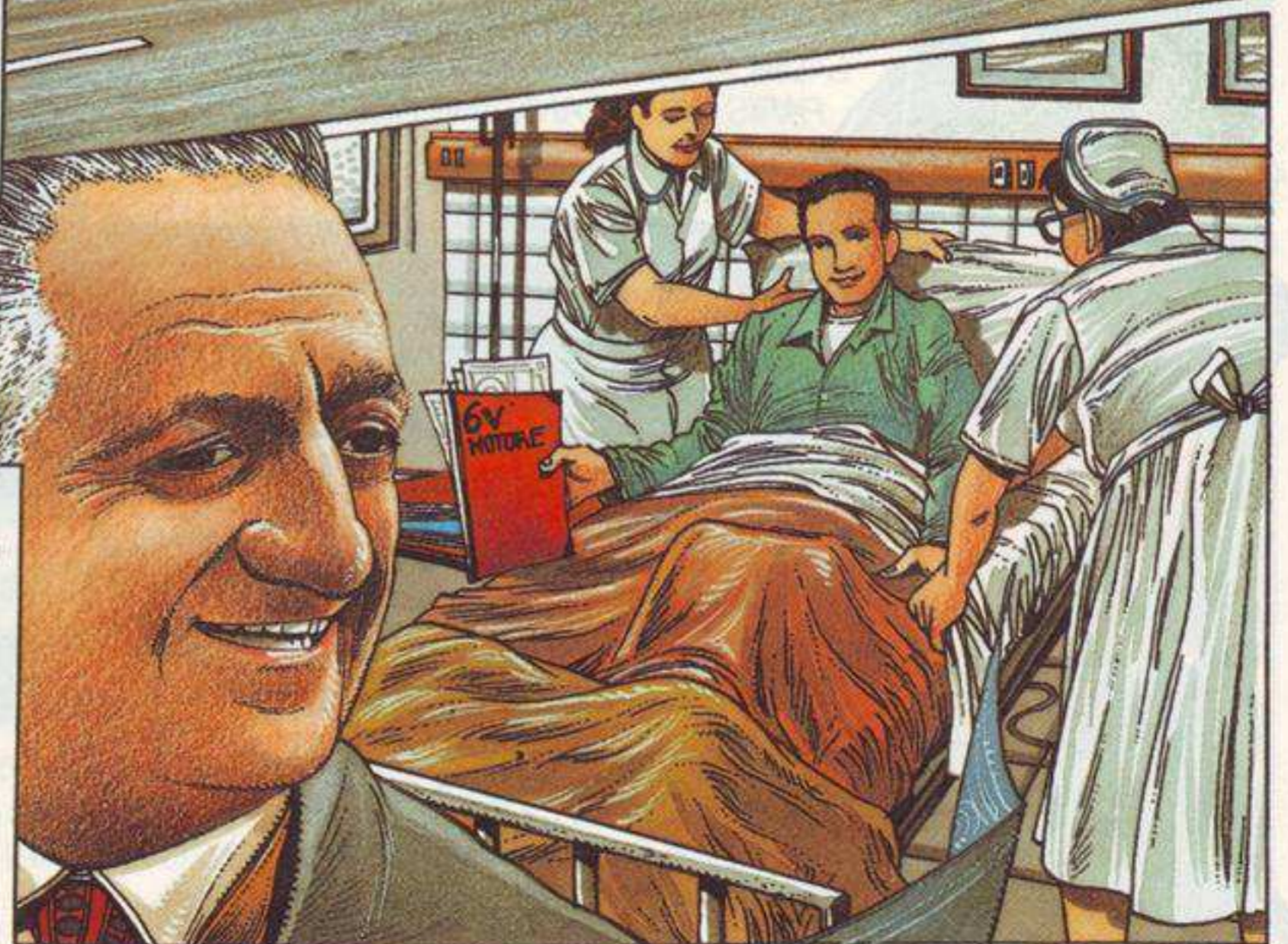
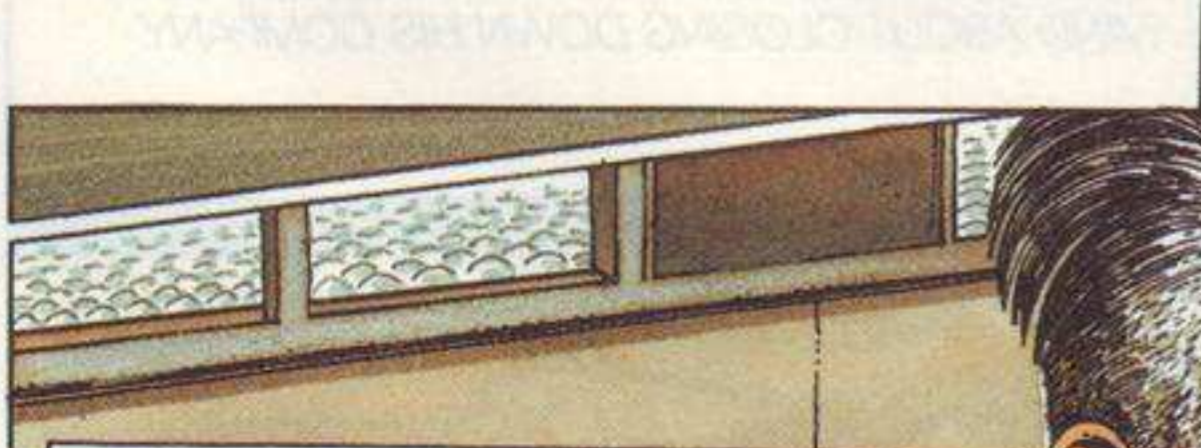
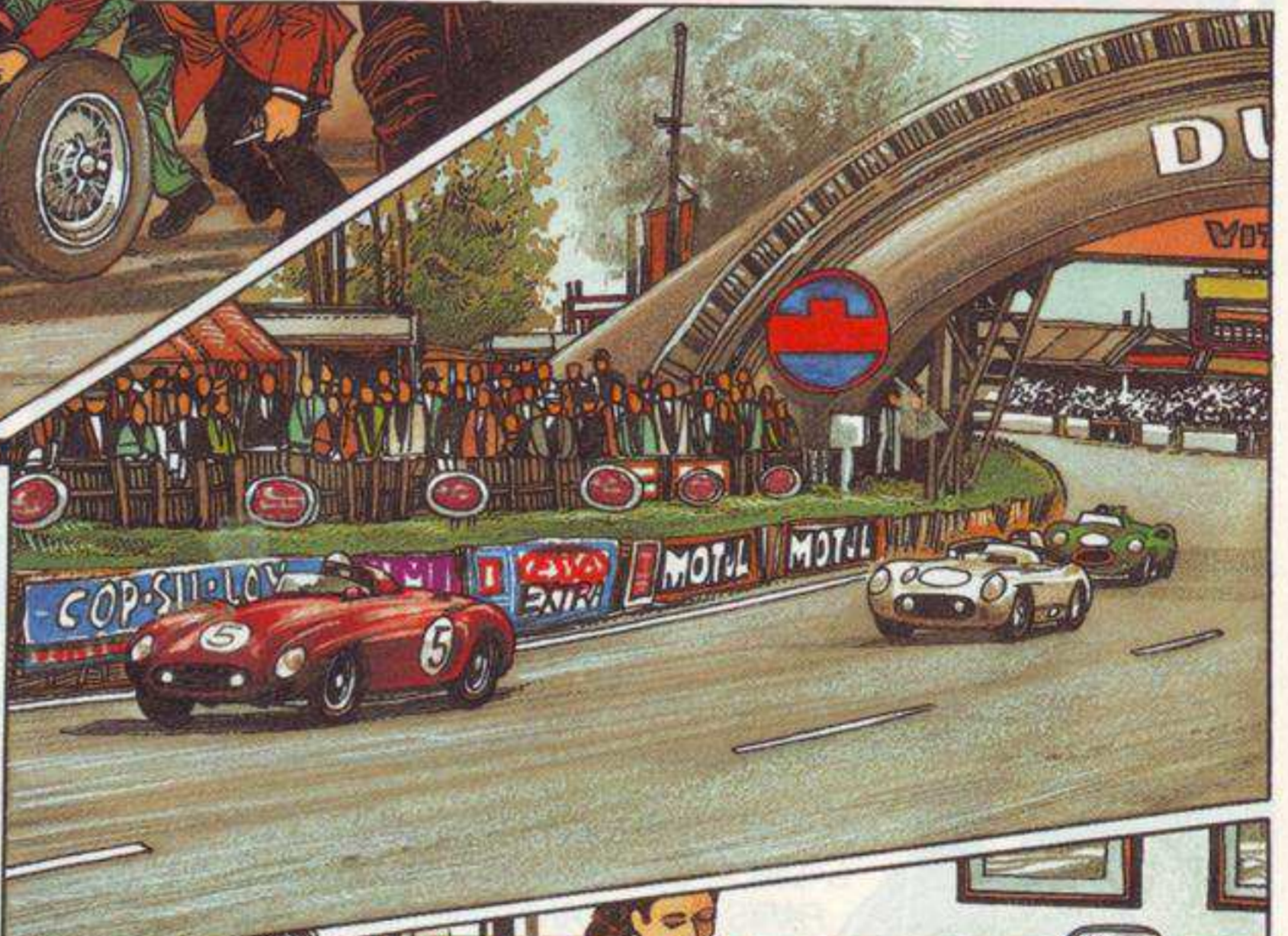
AT MARANELLO, ENZO'S SON DINO WAS BEGINNING TO SHOW SIGNS OF ILL HEALTH. IN SPITE OF EVERYTHING, ENZO REMAINED HOPEFUL AND OCCASIONALLY EVEN PERSUADED DINO TO TRY OUT A 375 CHASSIS IN THE FACTORY YARD.

ON 22 MAY 1955, TRINTIGNANT TOOK THE MONACO GRAND PRIX FOR FERRARI IN A PERIOD OF MERCEDES DOMINATION. IT WAS TRINTIGNANT'S FIRST, AND FERRARI'S ONLY, WIN OF THE SEASON IN GRANDS PRIX; MERCEDES MADE A CLEAN SWEEP OF THE REST.



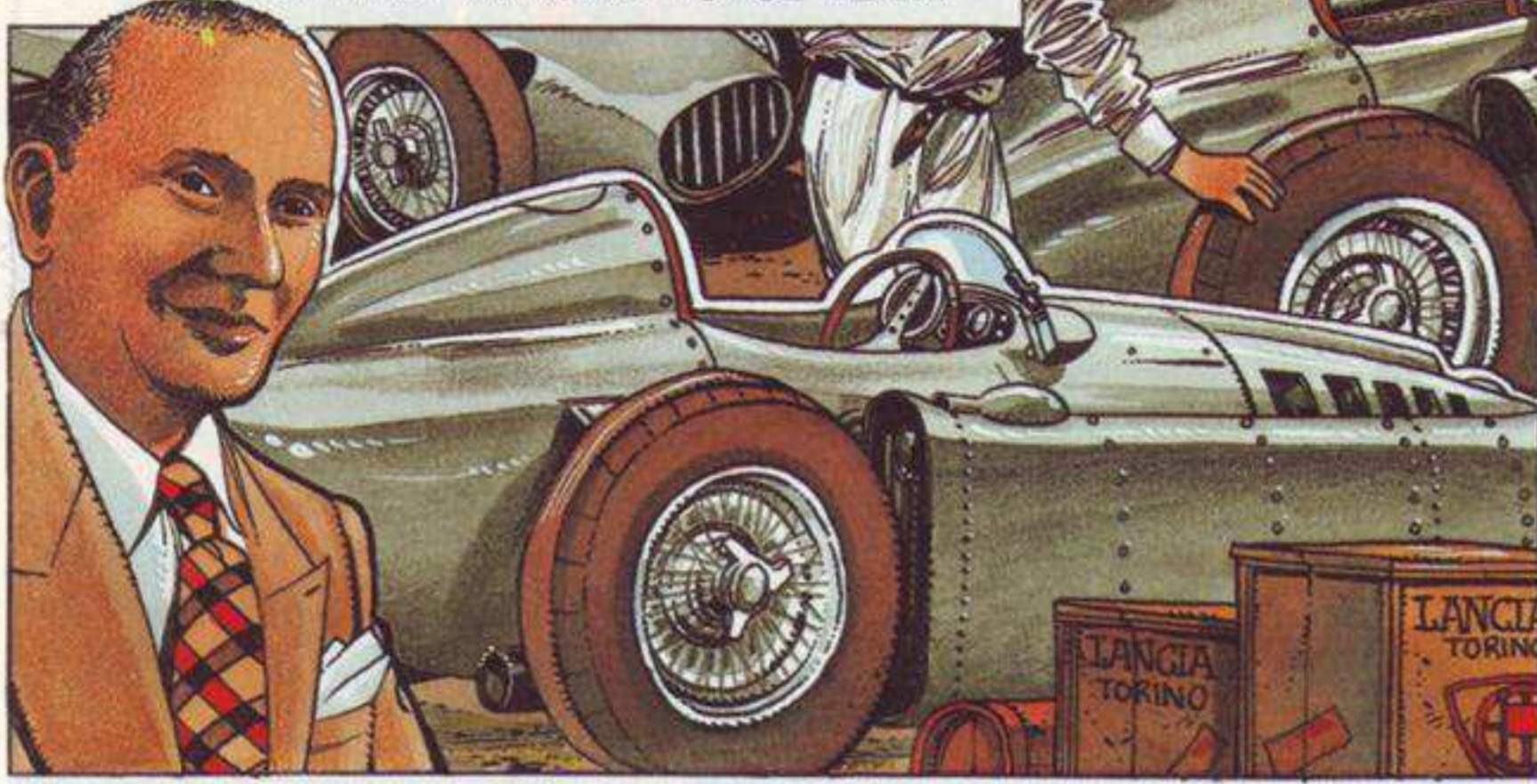
DURING THIS RACE, ASCARI – NOW RACING FOR LANCIA – SPUN OFF THE TRACK AND PLUNGED INTO THE SEA. HE CAME OFF UNSCATHED BUT DIED AT MONZA ONE WEEK LATER. THE ACCIDENT OCCURRED IN A FERRARI SPORTSCAR, AND HIS LOSS TOOK ITS TOLL ON ENZO, WHO HAD ENORMOUS RESPECT FOR THE GREAT ITALIAN DRIVER.

1955 WAS A TERRIBLE YEAR; IT SAW THE WORST MOTOR RACING ACCIDENT IN HISTORY, AT LE MANS. MORE THAN 80 SPECTATORS WERE KILLED WHEN PIERRE LEVEGH'S MERCEDES PLOUGHED INTO THE CROWD OPPOSITE THE PITS. NONE OF THE FIVE FERRARIS WHICH STARTED THE RACE FINISHED. THE MERCEDES TEAM WITHDREW FROM THE EVENT, ALLOWING JAGUAR TO WIN.



TO ADD TO ENZO'S WORRIES, HIS SON DINO HAD DEVELOPED MUSCULAR DYSTROPHY AND HAD TO GO INTO HOSPITAL. ENZO SPENT MANY HOURS AT HIS SON'S BEDSIDE, DISCUSSING CARS AND ENGINES. HAVING HESITATED BETWEEN A STRAIGHT-FOUR AND A V8, DINO FINALLY PLUMPTED FOR A V6, WHICH WOULD BE FITTED INTO THE 156S THE FOLLOWING YEAR.

DINO'S ILLNESS GREATLY AFFECTED THE COMMENDATORE. THE LANCIA TEAM, WHICH GAVE UP RACING AFTER ASCARI'S DEATH, HANDED ALL ITS RACING MATERIAL OVER TO FERRARI. THE ENGINEER, JANO, ALSO MOVED TO FERRARI. IT WAS PROVIDENTIAL, A LIFELINE FOR THE 'PRANCING HORSE' TEAM.



IN THE SUMMER, DINO FERRARI DIED. FOR THE SECOND TIME IN HIS LIFE, ENZO WAS A BROKEN MAN. HE TOLD THOSE CLOSE TO HIM THAT HE WOULD FINISH THE SEASON AND THEN GIVE UP CARS AND RACING FOR GOOD.

BUT LIFE WENT ON AND - THANKS TO THOSE FORMULA 1 LANCIA - SCUDERIA FERRARI MADE A CLEAN SWEEP IN 1956. PETER COLLINS, EUGENIO CASTELLOTTI, LUIGI MUSSO AND FANGIO SHARED WINS IN ARGENTINA, BELGIUM, FRANCE, ENGLAND AND GERMANY. FANGIO TOOK HIS FOURTH WORLD TITLE, IN SPITE OF THE BOSS'S PERSONAL PROBLEMS AND THE UNEASE GNAWING AWAY AT THE TEAM.

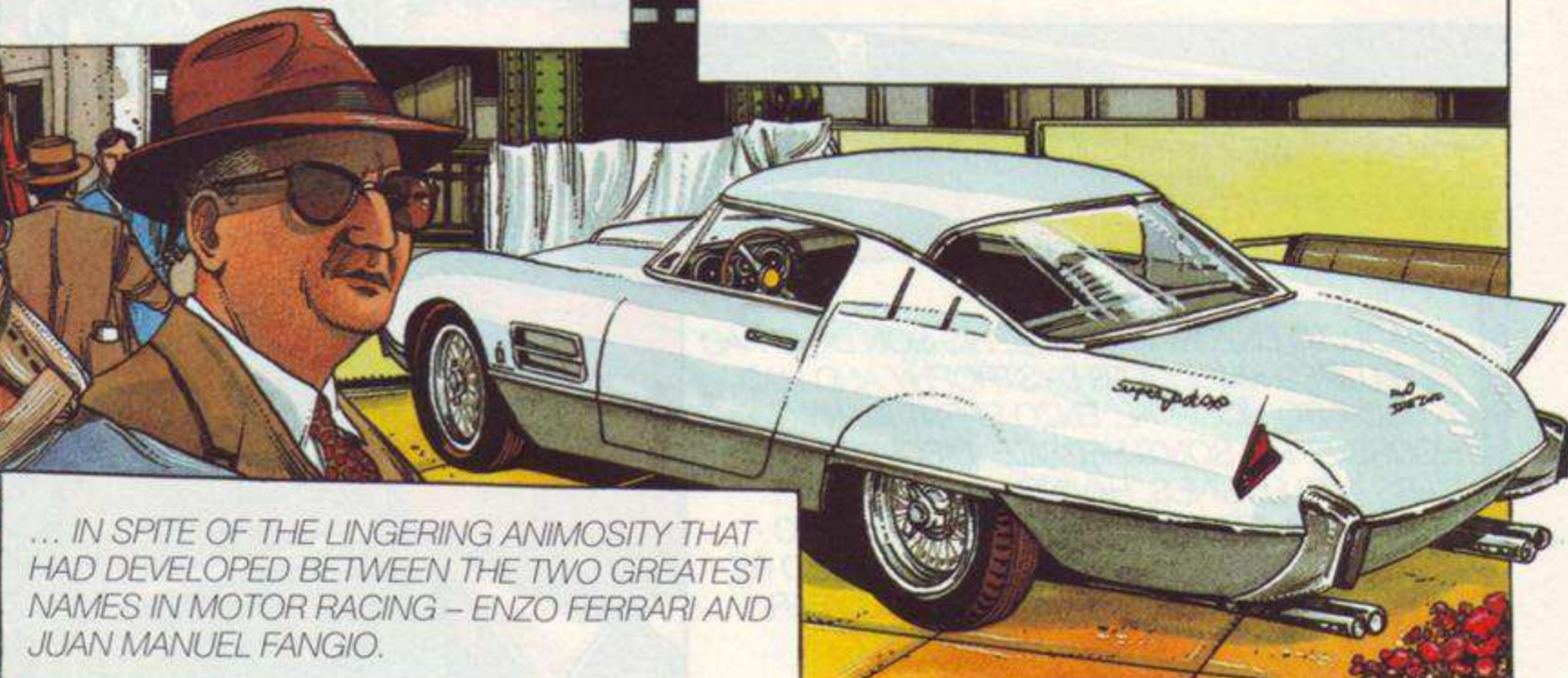


THE FIRST TRIALS OF THE PROMISING V6 ENGINE IN NOVEMBER 1956, PARTLY DESIGNED BY DINO, WERE PERHAPS JUST WHAT WAS NEEDED TO ENCOURAGE ENZO AND MAKE HIM CHANGE HIS MIND ABOUT CLOSING DOWN HIS COMPANY.

ENZO'S SPIRIT WAS SUSTAINED BY THE LAUNCH OF THE 410 SUPERFAST AT THE '56 PARIS SALON AND THE CONSTRUCTORS' AND TEAM CHAMPIONSHIP TITLES ...

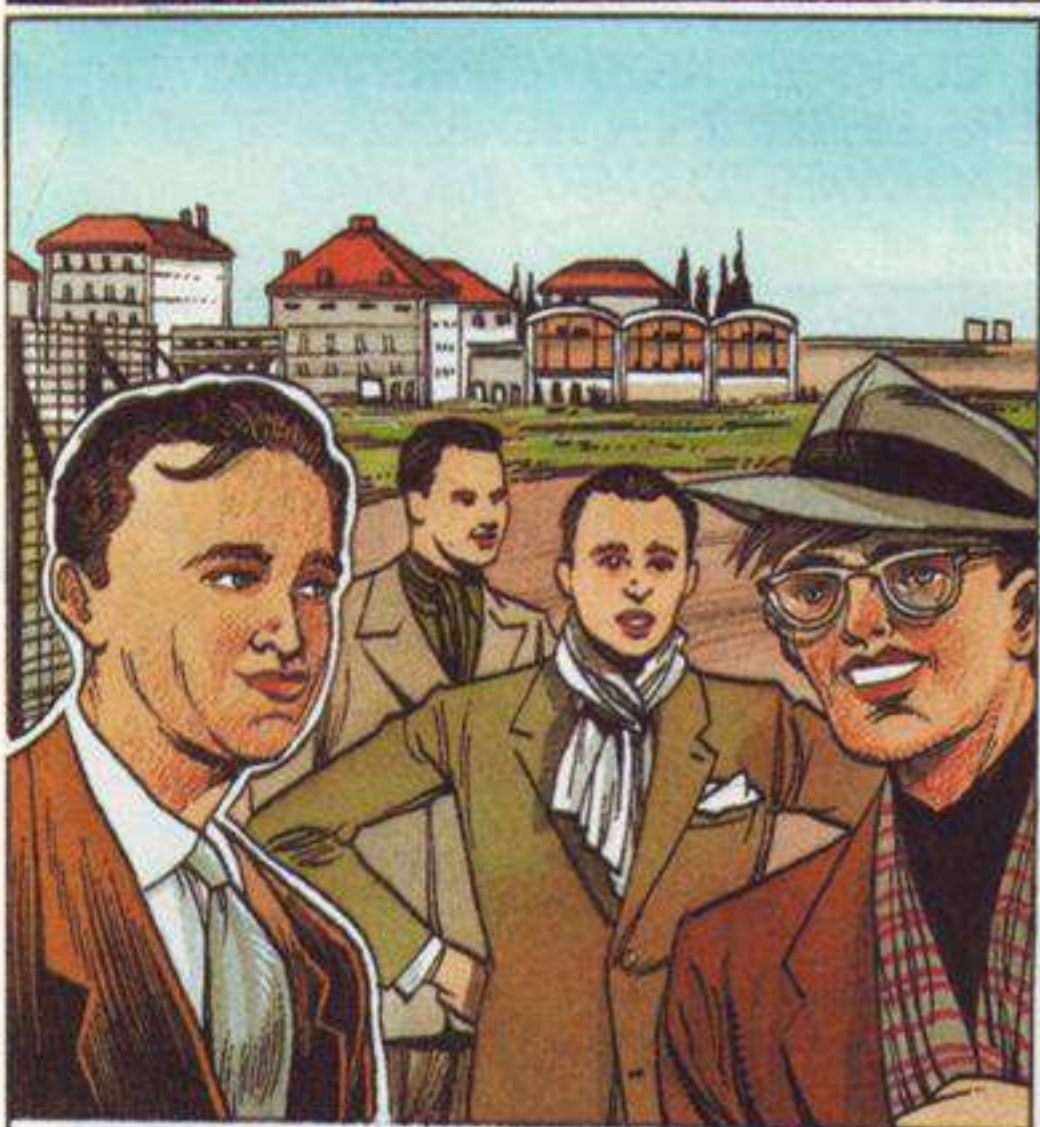
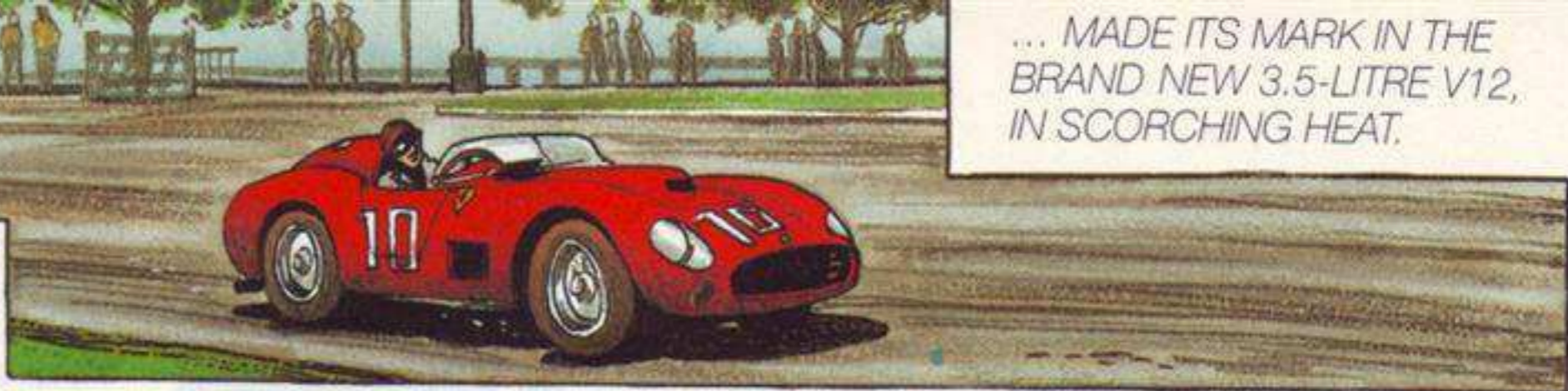


... IN SPITE OF THE LINGERING ANIMOSITY THAT HAD DEVELOPED BETWEEN THE TWO GREATEST NAMES IN MOTOR RACING - ENZO FERRARI AND JUAN MANUEL FANGIO.



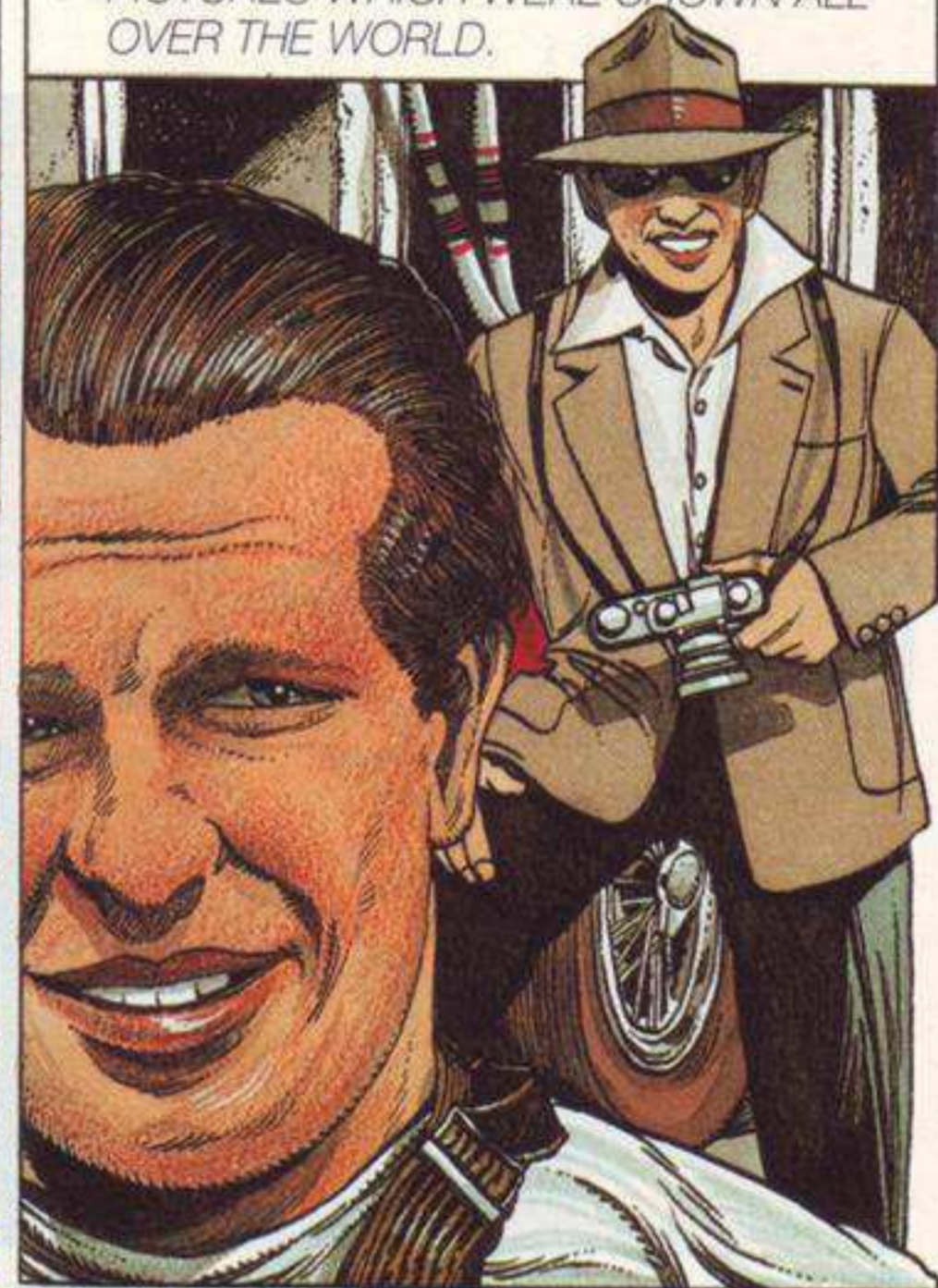
1957 BEGAN WITH A WIN AT THE BUENOS AIRES 1000KM IN JANUARY. THE MASTEN GREGORY-CESARE PERDISA PAIRING ...

... MADE ITS MARK IN THE BRAND NEW 3.5-LITRE V12, IN SCORCHING HEAT.



TARUFFI, NOW 50, BADLY WANTED TO WIN THE MILLE MIGLIA, AND PROMISED HIS WIFE IT WOULD BE HIS LAST RACE.

PETER COLLINS' TEAM-MATE, LOUIS KLÉMANTASKI, TOOK A ROLL OF PICTURES WHICH WERE SHOWN ALL OVER THE WORLD.

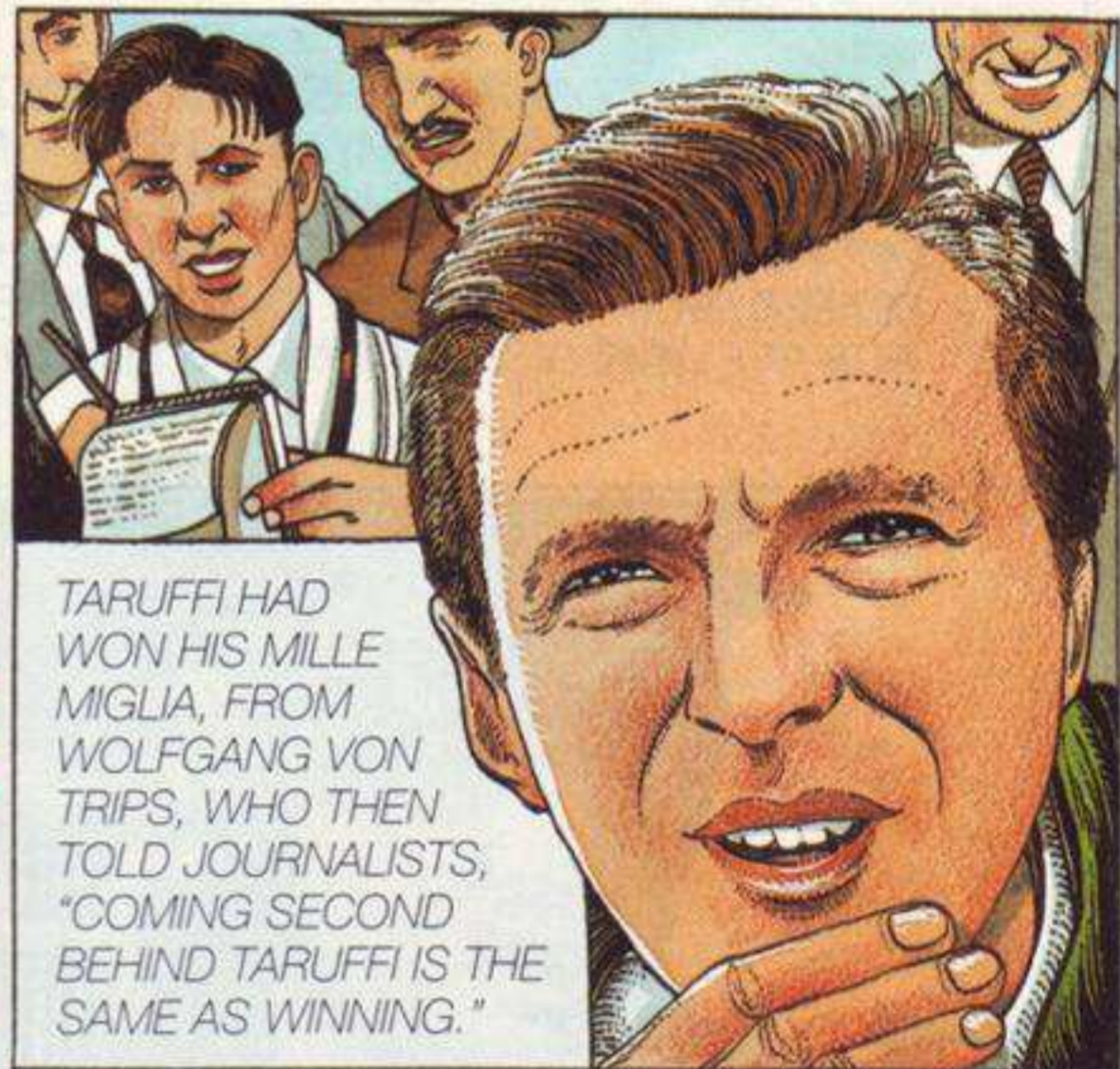


CASTELLOTTI BEGAN F1 TESTING. ON AN EMPTY TRACK, HE CRASHED AND WAS KILLED - THE FIRST BLOW OF THE YEAR...

UNSURE OF HIS CARS' STRENGTH, ENZO TOLD HIS DRIVERS TO TAKE CARE IN THE MILLE MIGLIA. YET ALFONSO DE PORTAGO AND CO-DRIVER, EDDIE NELSON, WERE KILLED AT 125MPH JUST MILES FROM THE FINISHING LINE.



THEIR CAR HIT SEVEN SPECTATORS, BRINGING THE DEATH TOLL OF THIS TRAGEDY TO NINE.

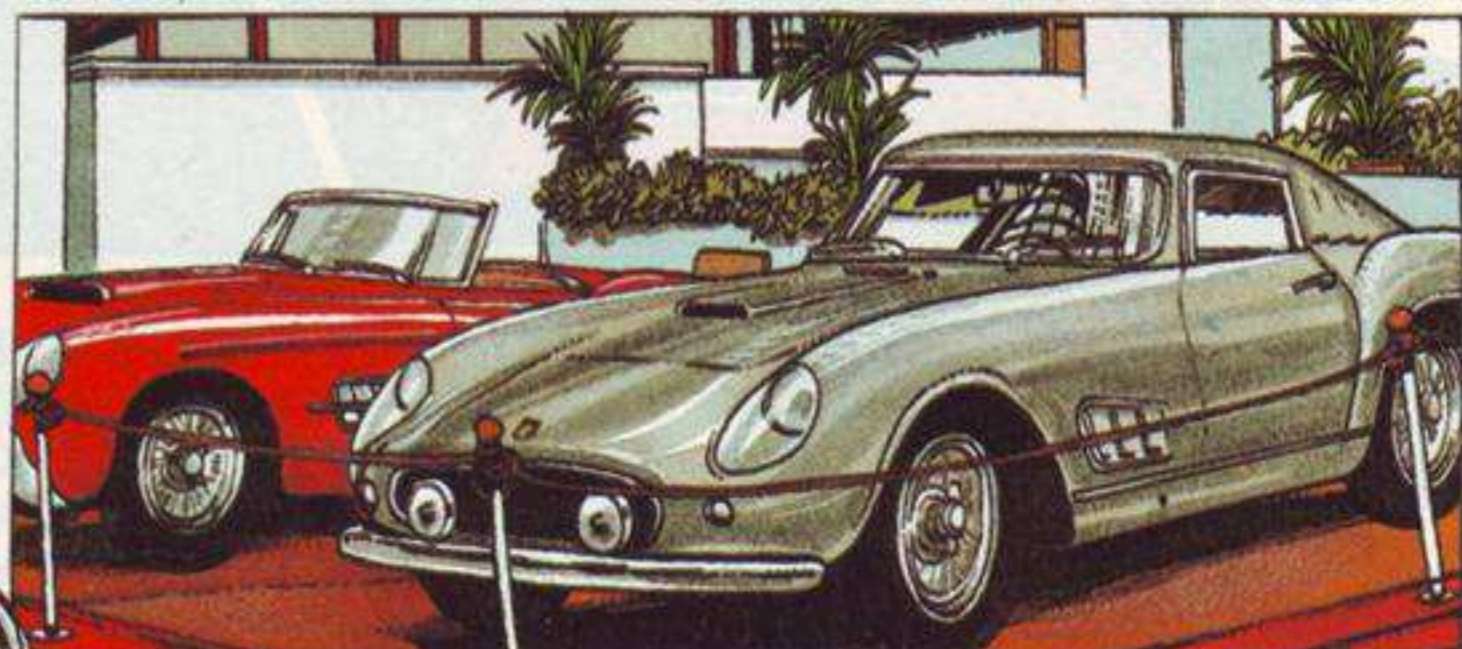


TARUFFI HAD WON HIS MILLE MIGLIA, FROM WOLFGANG VON TRIPS, WHO THEN TOLD JOURNALISTS, "COMING SECOND BEHIND TARUFFI IS THE SAME AS WINNING."

THE SCUDERIA'S MORALE HIT ITS LOWEST EBB AFTER A DRUBBING AT THE HANDS OF JAGUAR AT LE MANS. THANKFULLY, ON 14 JULY, MUSSO WON AT REIMS - A GRAND PRIX, BUT NOT PART OF THE WORLD CHAMPIONSHIP.

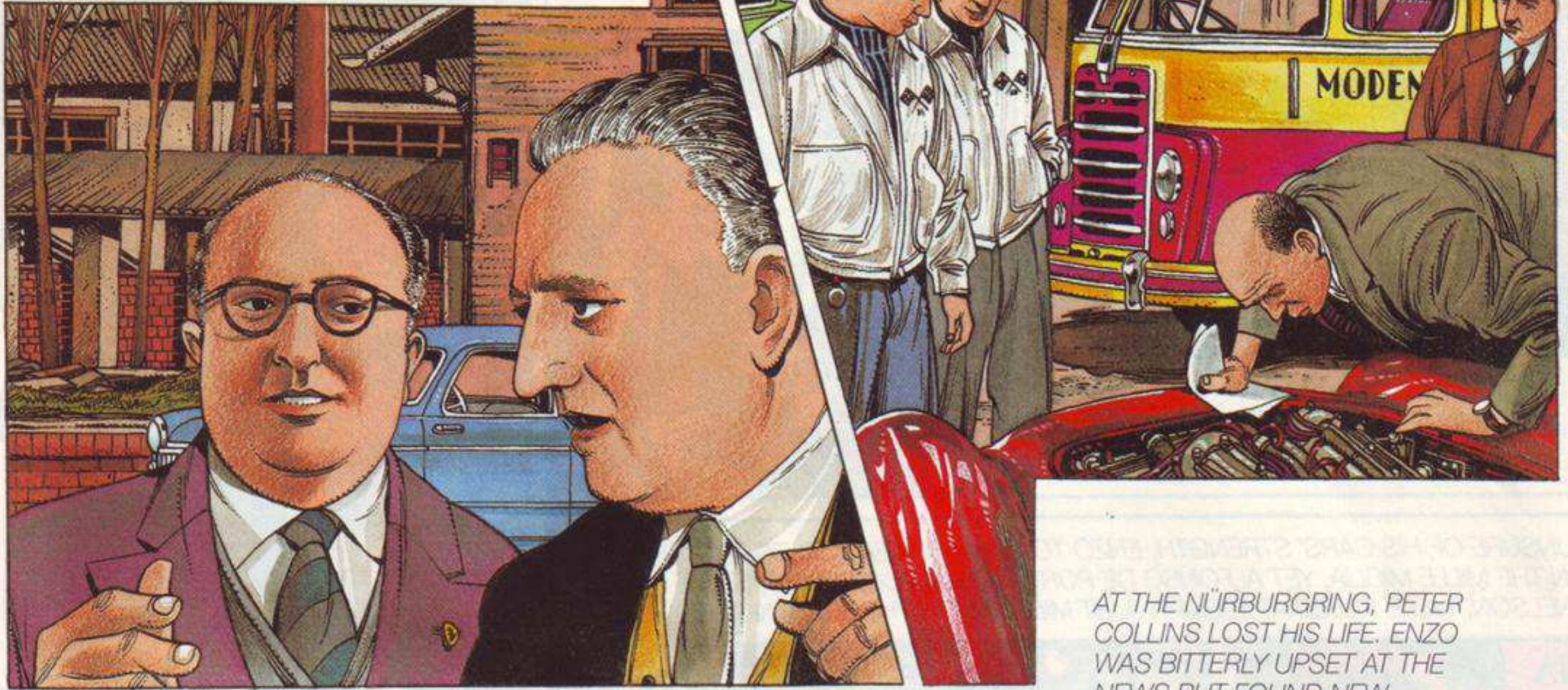


THE ONLY CONSOLATION IN THE SEASON, WHICH ALSO SAW THE DEATH OF ENGINEER ANDREA FRASCHETTI, WAS THE CONSTRUCTORS' WORLD CHAMPIONSHIP. THE 4.9-LITRE 'SUPERFAST' ENGINE WAS UNVEILED AT THE TURIN MOTOR SHOW, THE DAZZLING CABRIOLET 250 GT AT THE PARIS SALON.



THE FIRST GRAND PRIX OF 1958 WAS WON BY MOSS'S REAR-ENGINE COOPER. THIS COMPLETELY BLEW AWAY THE ENGINEERS CARLO CHITI AND MINO AMAROTTI, WHO THEN TRIED TO BRING ENZO AROUND TO THE IDEA. HE FAMOUSLY REFUSED: "THE HORSE HAS TO PULL THE CART, NOT PUSH IT." THEY WOULD TALK ABOUT IT AGAIN...

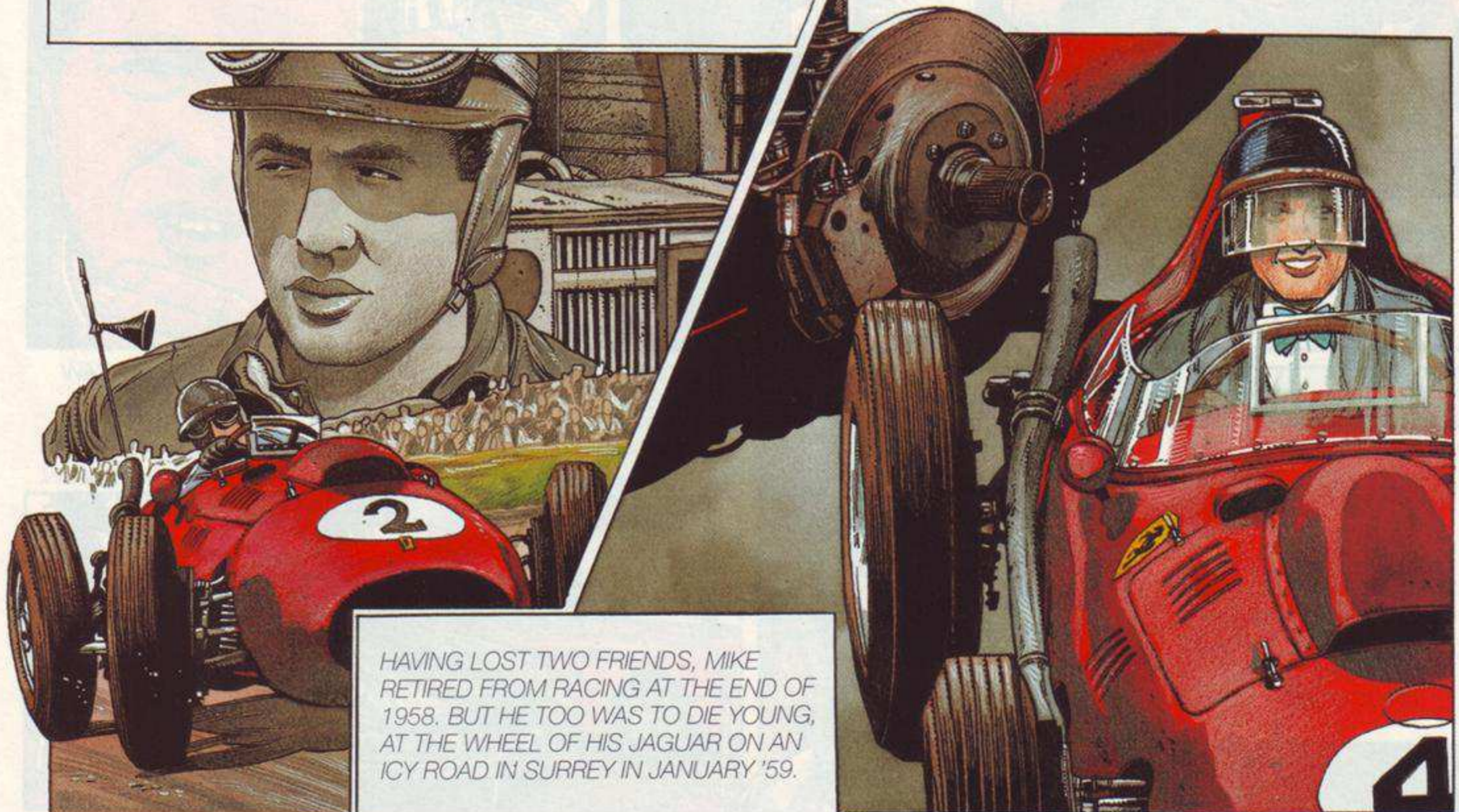
THE WORLD CHAMPIONSHIP OF MAKES WAS WON BY FERRARI. AT LE MANS, MEXICAN PEDRO RODRIGUEZ, AGED 18, WAS WORKING WONDERS. HIS BROTHER, RICARDO, JUST 16, WASN'T ALLOWED TO START THE RACE.



AT THE NÜRBURGRING, PETER COLLINS LOST HIS LIFE. ENZO WAS BITTERLY UPSET AT THE NEWS BUT FOUND NEW RESOLVE. HAWTHORN, FIGHTING FOR THE TITLE WITH STIRLING MOSS,

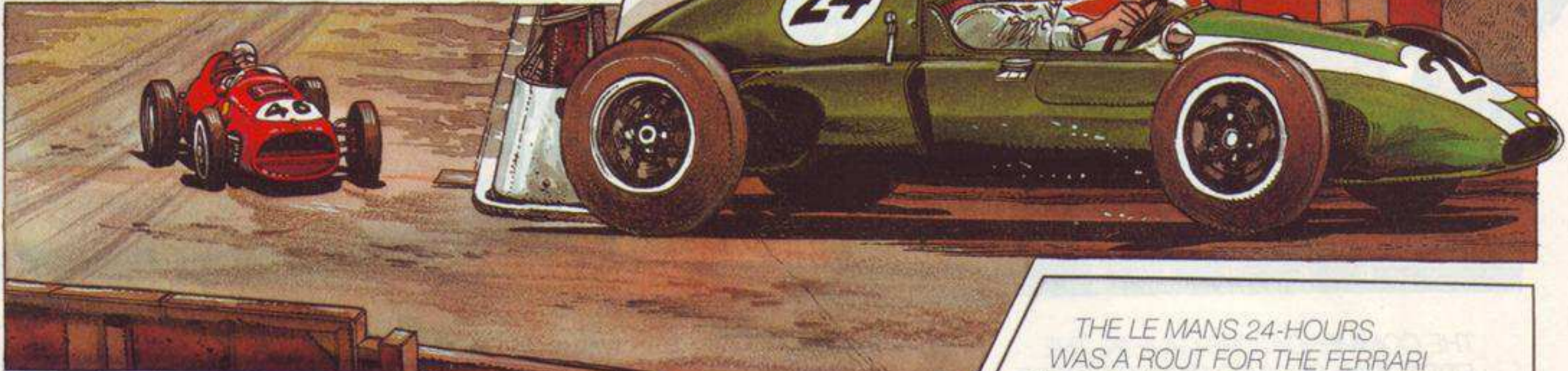
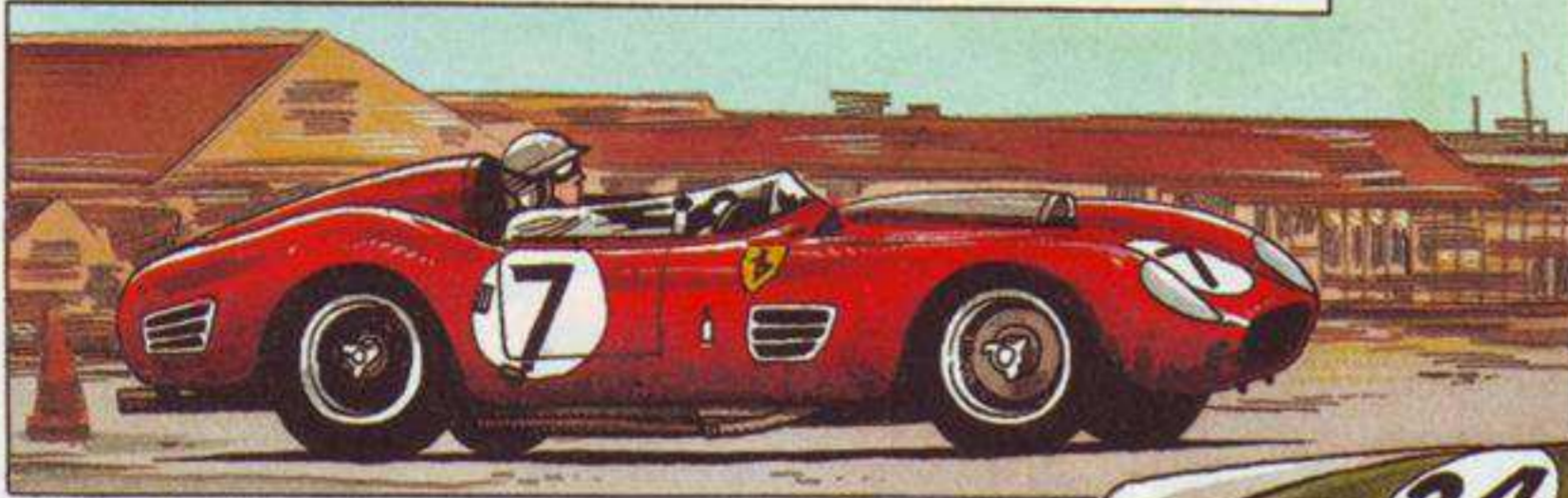
ASKED FOR DISC BRAKES AT MONZA. ENZO RELUCTANTLY GAVE THE GO-AHEAD. MIKE FINISHED SECOND AND WAS CROWNED CHAMPION AHEAD OF MOSS.

IT WAS A BLOODBATH AT THE REIMS GRAND PRIX: MUSSO DIED WHILE TRYING TO STAY WITH HIS TEAM-MATE HAWTHORN. AT THE FAST MUIZON BEND, MUSSO WENT OFF. A DISILLUSIONED FANGIO, FOURTH IN HIS MASERATI, RETIRED FROM COMPETITIVE RACING THERE AND THEN, WITH FIVE WORLD CHAMPIONSHIPS BEHIND HIM.



HAVING LOST TWO FRIENDS, MIKE RETIRED FROM RACING AT THE END OF 1958. BUT HE TOO WAS TO DIE YOUNG, AT THE WHEEL OF HIS JAGUAR ON AN ICY ROAD IN SURREY IN JANUARY '59.

1959 BEGAN WITH A FERRARI DOUBLE AT THE SEBRING 12-HOURS. AT 10PM ON 21 MARCH, IN POURING RAIN, THE FLAG FELL FOR THE 3-LITRE FERRARI OF PHIL HILL, OLIVIER GENDEBIEN, DAN GURNEY AND CHUCK DAIGH. JEAN BEHRA AND CLIFF ALLISON CAME SECOND, AHEAD OF THREE REAR-ENGINED PORSCHEs.

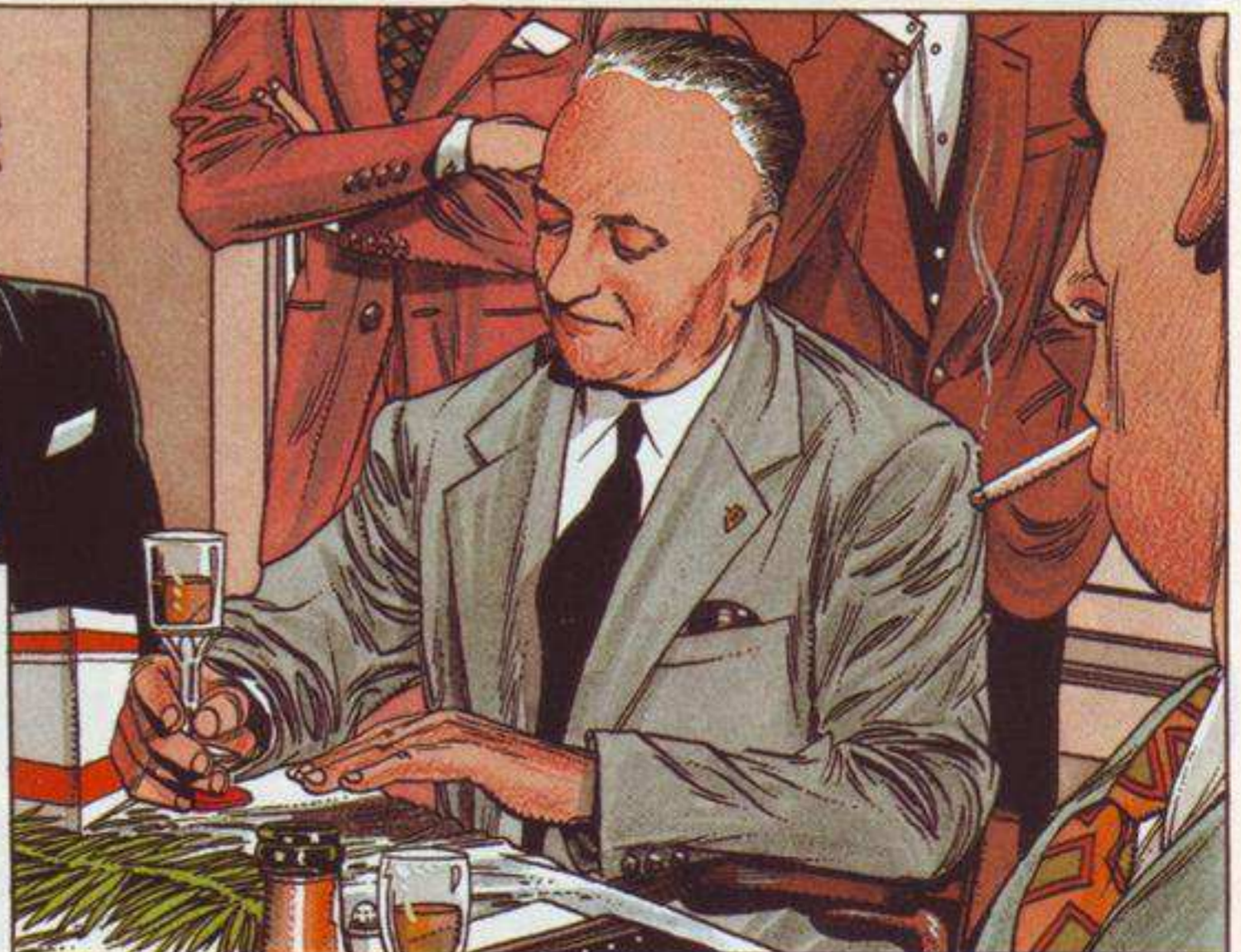


AT MONACO, JACK BRABHAM'S COOPER OUTGUNNED TONY BROOKS' FERRARI. THE DAYS OF THE FRONT-ENGINE F1 FERRARI WERE NUMBERED. BUT DINO'S V6 WAS NOT UNDER THREAT; WITH 300BHP, IT WAS MORE POWERFUL THAN THE MORE AGILE 240BHP COOPER-CLIMAX.

THE LE MANS 24-HOURS WAS A ROUT FOR THE FERRARI SPORTSCARS - AND THE COMPANY'S

GT CLASS CARS WERE EXCEPTIONAL TOO. THE BELGIANS 'HELDÉ' AND 'BEURLYS' CAME THIRD OVERALL, FINISHING BEHIND TWO ASTON MARTINS.

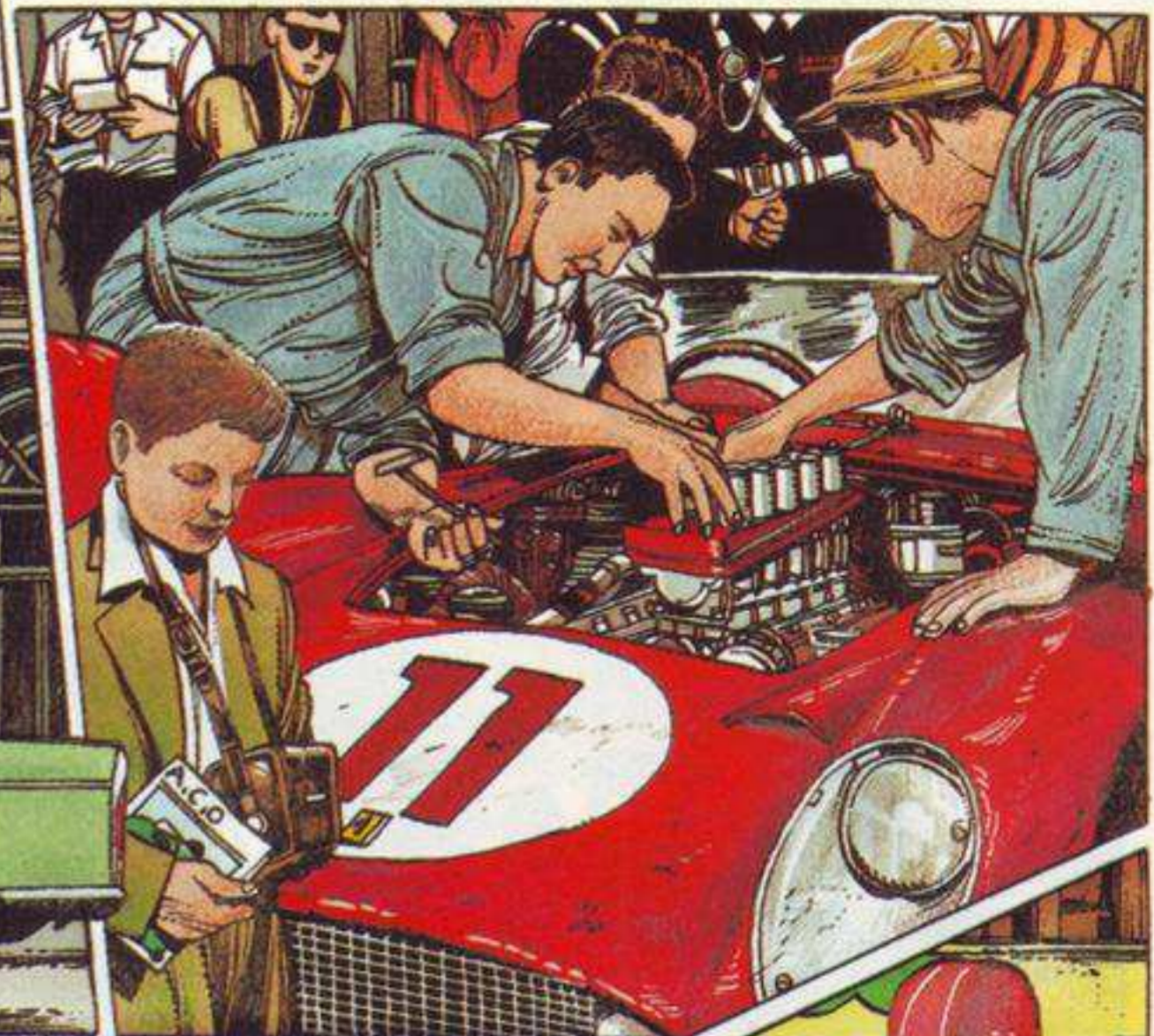
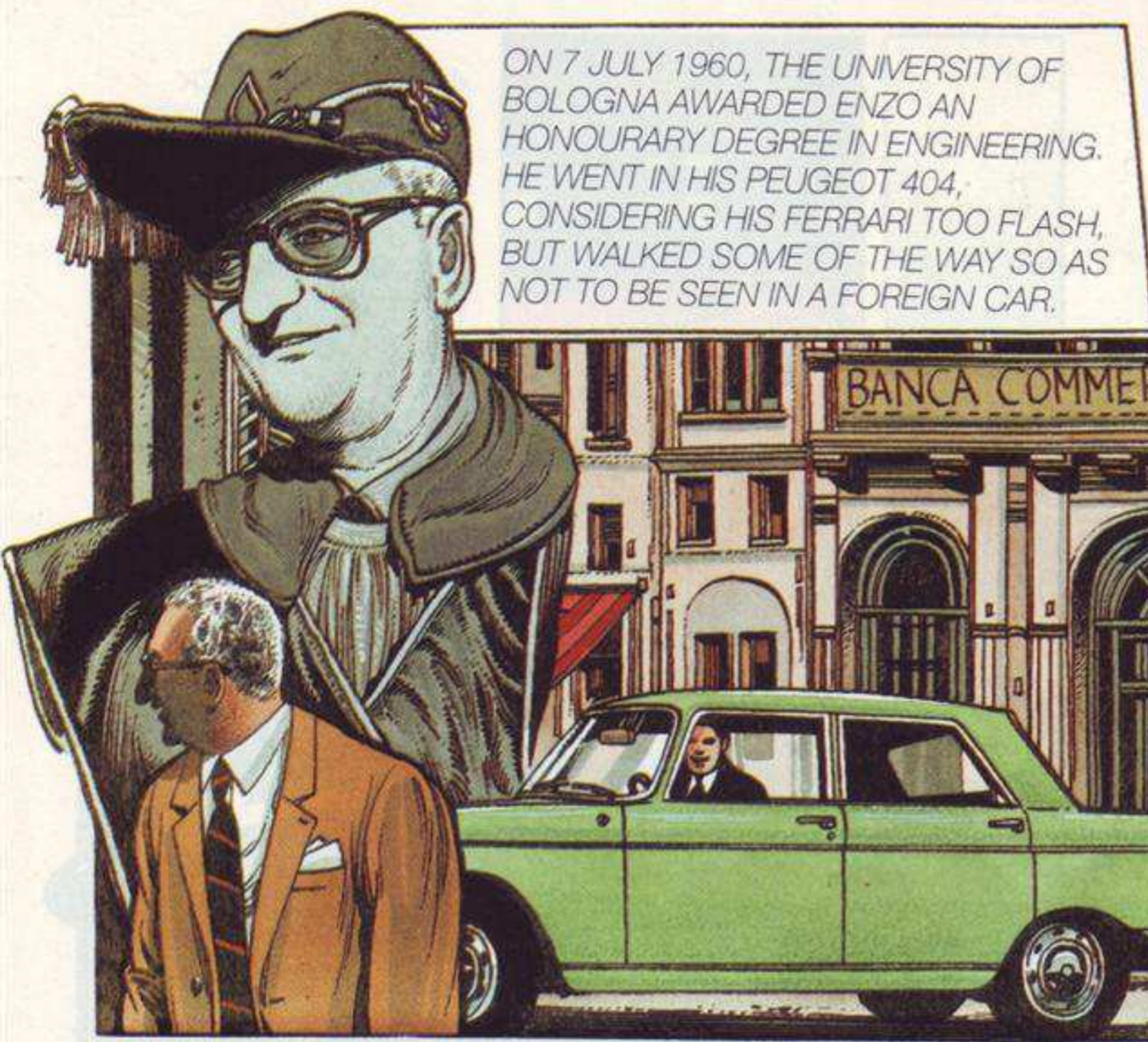
THE FRENCH GP TOOK PLACE IN A JULY HEATWAVE. NERVES WERE ON EDGE AND, IN A MOMENT OF FURY, THE HOT-HEADED BEHRA PUNCHED FERRARI'S SPORTING DIRECTOR, ROMOLO TAVONI. HE STALLED AT THE START, BUT RECOVERED BRILLIANTLY BEFORE HIS ENGINE DIED. IT WAS TO BE HIS LAST RACE FOR FERRARI, WON BY BROOKS.



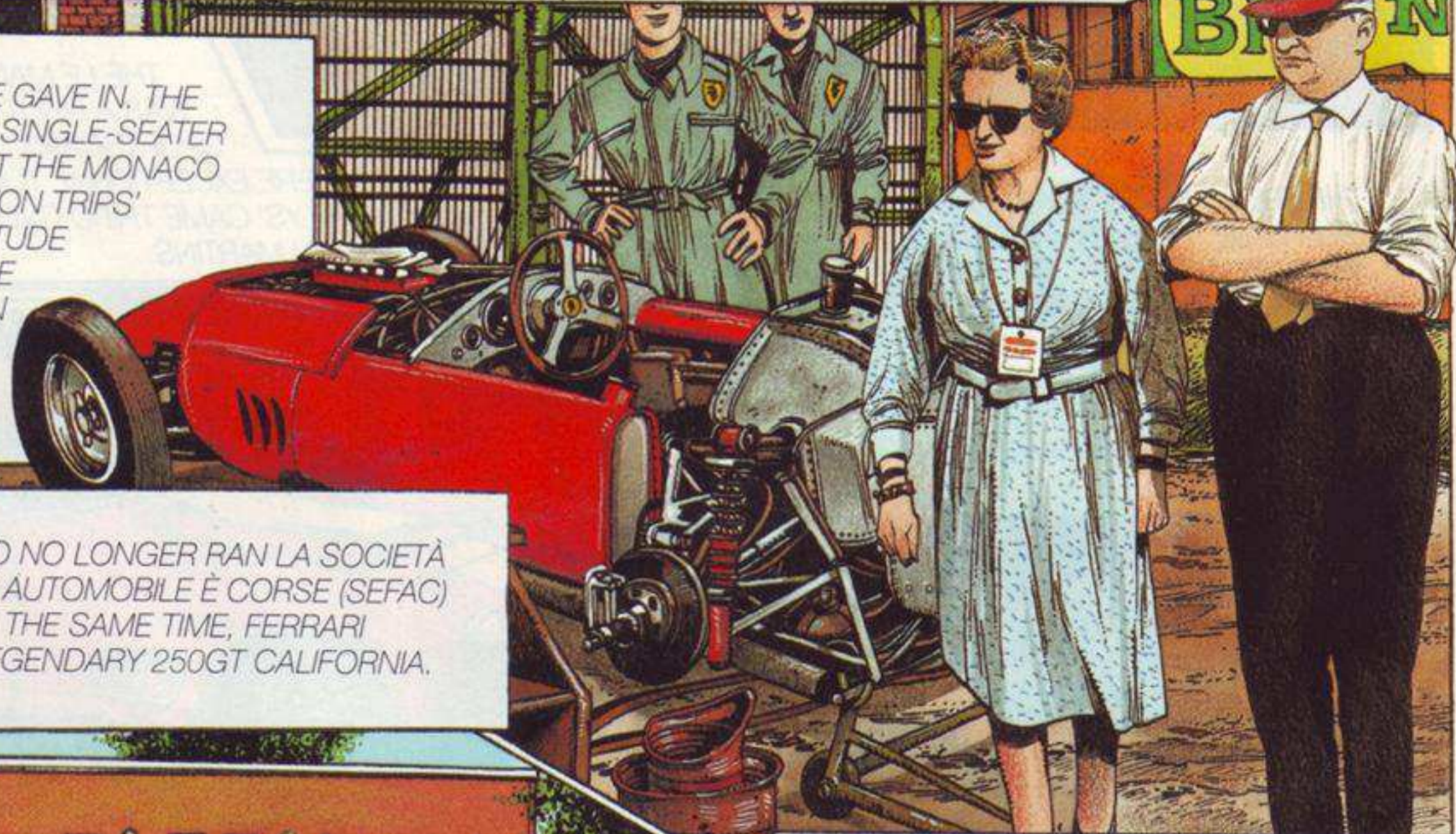
ALL OVER ITALY, PEOPLE WERE AWARE THAT FERRARI HAD HAD A BAD YEAR. BUT WHILE DINING WITH FRIENDS, ENZO REVEALED: "FIRST WE'VE GOT TO REACH ROCK BOTTOM. THEN WE CAN START FROM SCRATCH." AND HE DID JUST THAT!

ON 7 JULY 1960, THE UNIVERSITY OF BOLOGNA AWARDED ENZO AN HONOURARY DEGREE IN ENGINEERING. HE WENT IN HIS PEUGEOT 404, CONSIDERING HIS FERRARI TOO FLASH, BUT WALKED SOME OF THE WAY SO AS NOT TO BE SEEN IN A FOREIGN CAR.

F1 WENT THE WAY OF THE REAR-ENGINED CARS, BUT THERE WERE VICTORIES IN SPORTSCARS IN THE BUENOS AIRES 1000KM, FOR PHIL HILL AND CLIFF ALLISON, AND AT THE LE MANS 24-HOURS, THIS TIME HILL BEING PARTNERED BY GENDEBIEN.



THE COMMENDATORE GAVE IN. THE FIRST REAR-ENGINED SINGLE-SEATER FERRARI APPEARED AT THE MONACO GRAND PRIX. AFTER VON TRIPS' VICTORY AT THE SOLITUDE FORMULA 2 RACE, THE CAR APPEARED AGAIN AT THE ITALIAN GRAND PRIX.



FROM MAY 1960, ENZO NO LONGER RAN LA SOCIETÀ ESERCIZIO FABBRICHE AUTOMOBILE È CORSE (SEFAC) SINGLE-HANDEDLY. AT THE SAME TIME, FERRARI BROUGHT OUT THE LEGENDARY 250GT CALIFORNIA.



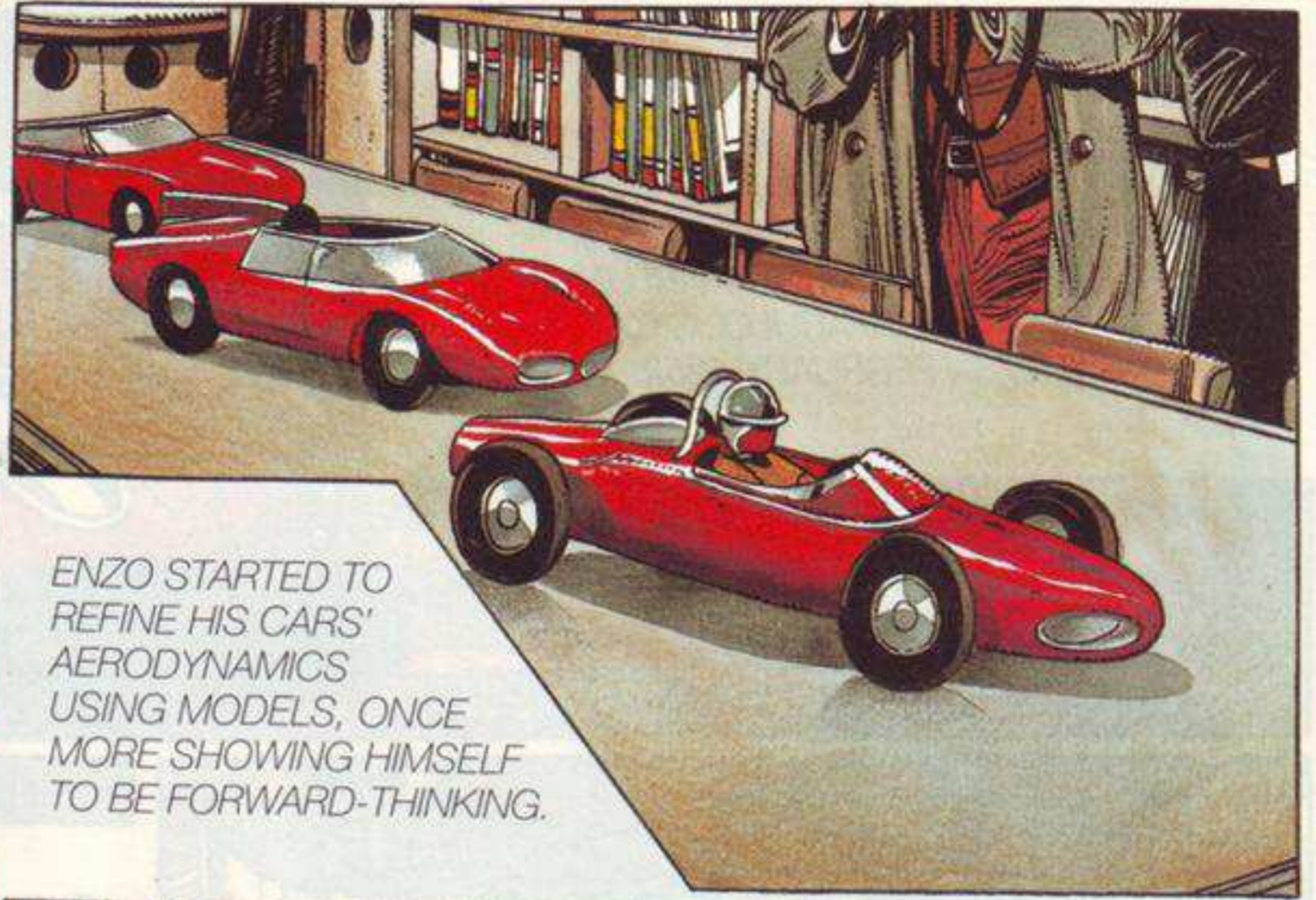
THE SHORT-WHEELBASE 250GTS UTTERLY DOMINATED THE GT CLASS, EVEN WINNING THE TOUR DE FRANCE AUTOMOBILE, WITH WILLY MAIRESSE AND GEORGES BERGER.



IN FEBRUARY 1961, ENZO CALLED A PRESS CONFERENCE TO ADMIT HE SHOULD HAVE ALREADY GONE TO REAR ENGINES. "I'VE LEARNED MY LESSON FROM THE ENGLISH; I WAS WRONG." HE THEN PRESENTED HIS NEW CHALLENGERS: THE 1.5-LITRE F1 CAR AND THE TESTA ROSSA SPORT.



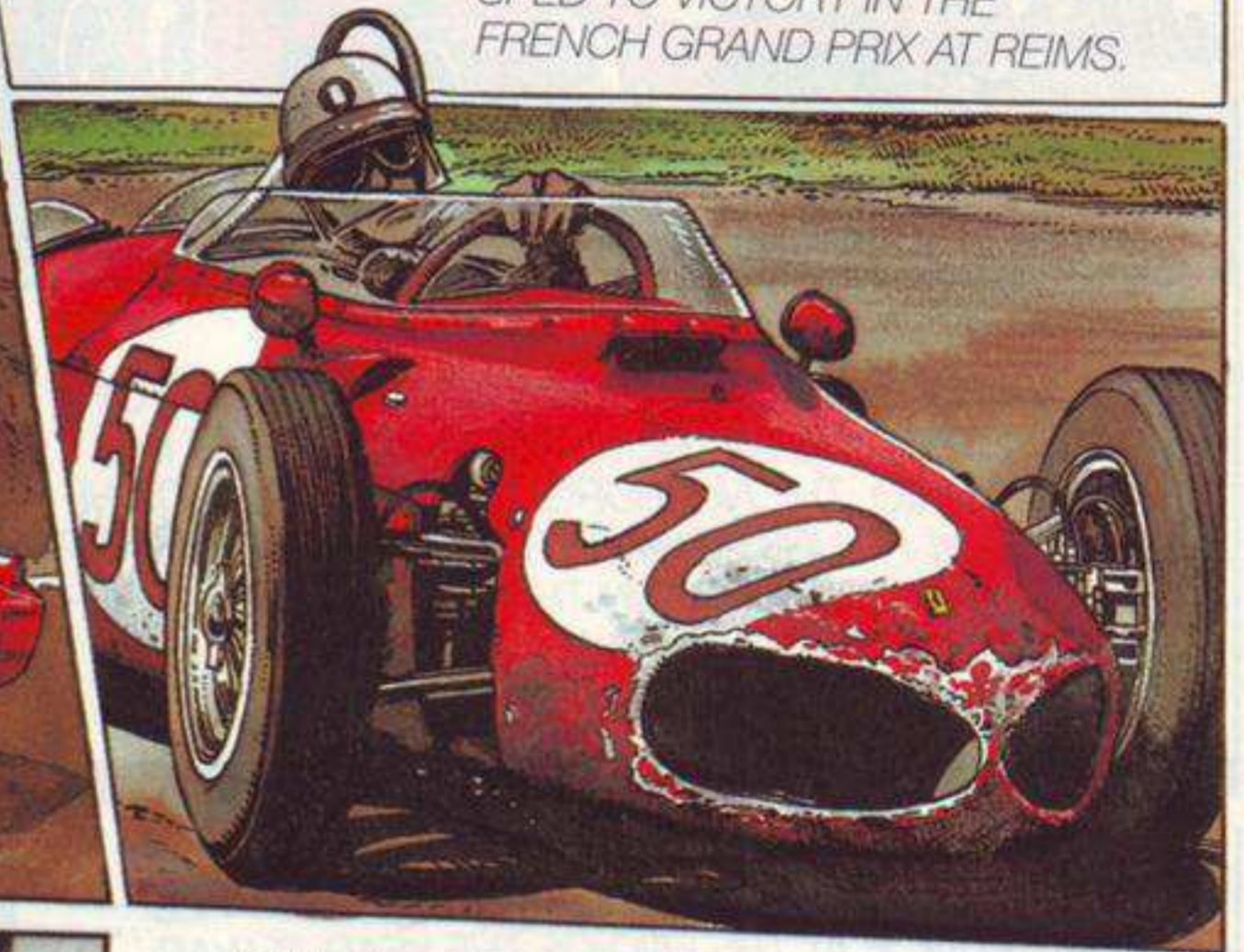
ENZO STARTED TO REFINE HIS CARS' AERODYNAMICS USING MODELS, ONCE MORE SHOWING HIMSELF TO BE FORWARD-THINKING.



RESULTS DIDN'T TAKE LONG...THE RODRIGUEZ BROTHERS WON AT SEBRING, WHILE VON TRIPS AND GENDEBIEN WON THE TARGA FLORIO IN SICILY.



A FEW WEEKS AFTER THE GENDEBIEN/HILL VICTORY AT LE MANS, ENZO DECIDED TO GIVE A YOUNG ITALIAN DRIVER, GIANCARLO BAGHETTI, HIS BIG BREAK. IN HIS FIRST CHAMPIONSHIP RACE, BAGHETTI SPED TO VICTORY IN THE FRENCH GRAND PRIX AT REIMS.

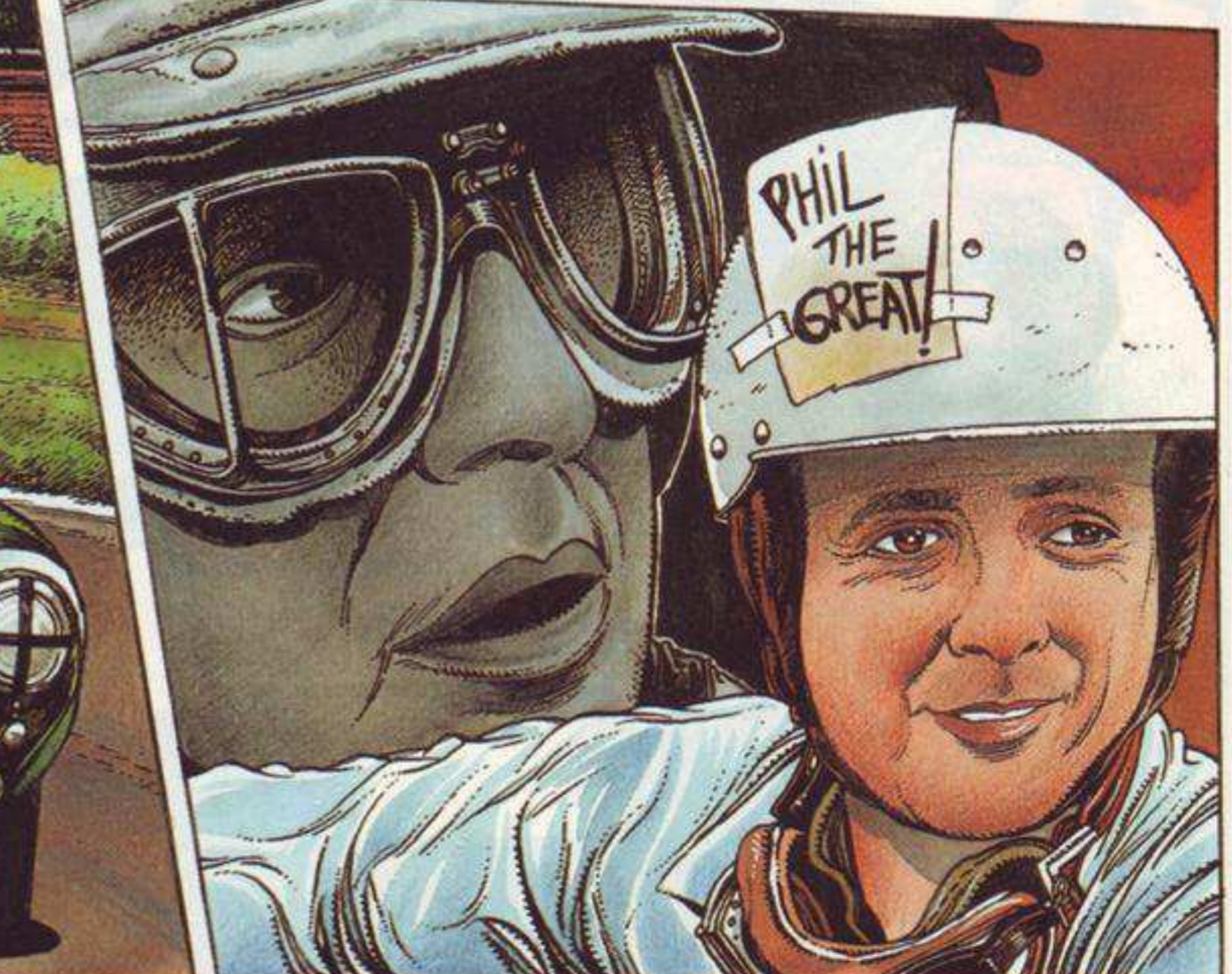


1961 WAS ALSO A GLORIOUS YEAR IN THE GT CATEGORY. MOSS, A MASTER IN HIS FERRARI, WON THE TOURIST TROPHY AT GOODWOOD IN A 250GT FROM THE ROB WALKER STABLE.



Von Trips

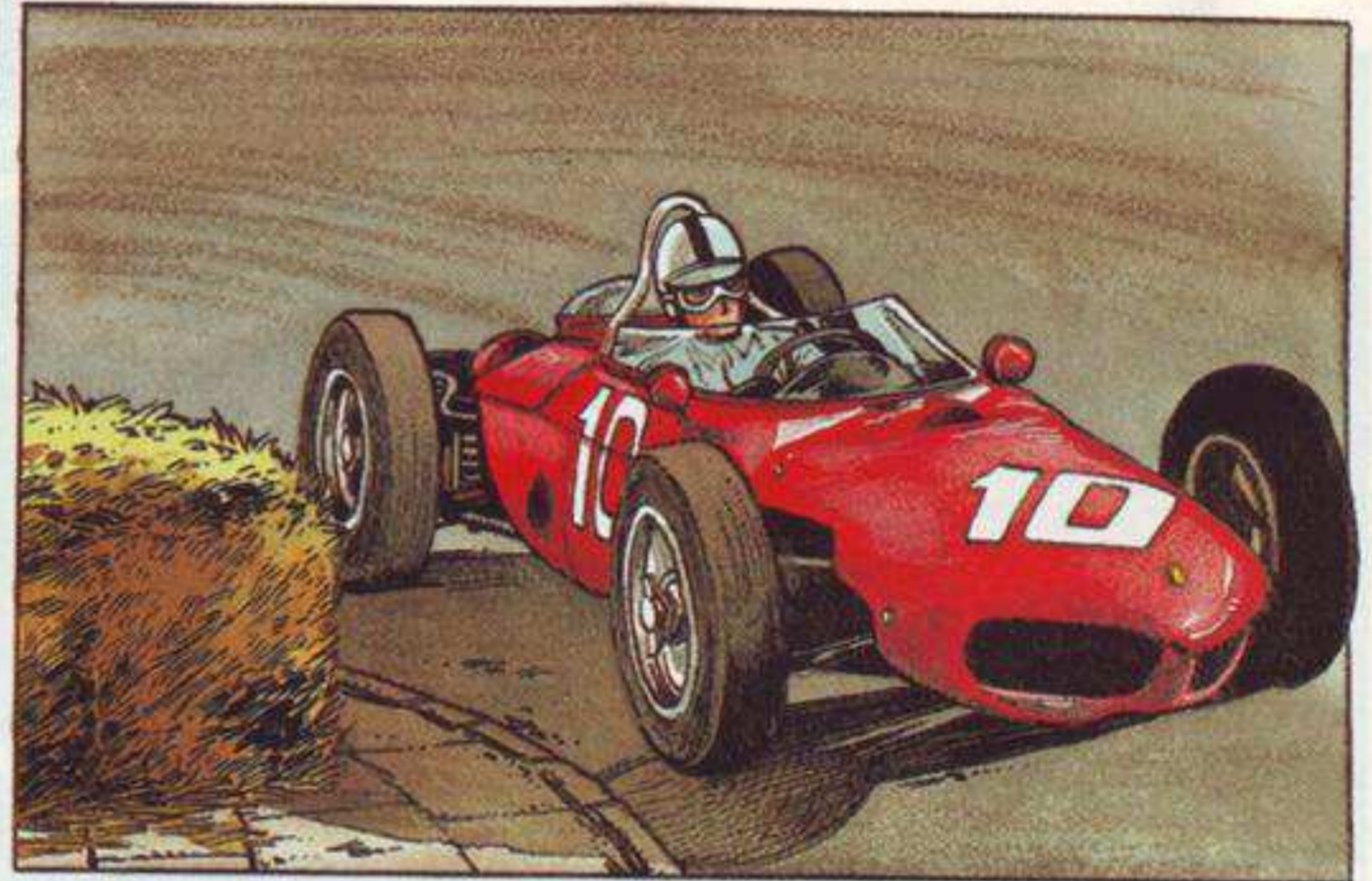
PHIL HILL WAS CHAMPION, BUT THE YEAR WAS MARRIED WHEN VON TRIPS AND 14 SPECTATORS WERE KILLED. FERRARI WON THE WORLD CHAMPIONSHIP OF MAKES.



TOWARDS THE END OF THE YEAR, EIGHT TOP MEN LEFT THE TEAM, INCLUDING: GIOTTO BIZZARINI, CHITI AND TAVONI. DESPITE THIS SETBACK, FERRARI UNVEILED PERHAPS HIS MOST FABULOUS CAR EVER, THE 250 GTO, IN FEBRUARY 1962.



BUT THERE WERE NO MAJOR SUCCESSES IN F1 FOR THE TEAM. THERE WAS CONSOLATION IN THE SHAPE OF MAIRESSE'S SUCCESS AT THE BRUSSELS GRAND PRIX, BUT IT DIDN'T COUNT TOWARDS THE CHAMPIONSHIP.



FERRARI TOOK THE 1962 WORLD CHAMPIONSHIP OF MAKES WITH WINS AT THE SEBRING 12-HOURS, THE TARGA FLORIO, THE NÜRBURGRING 1000KM AND THE LE MANS 24-HOURS. IT WAS TO BE THE LAST WIN FOR A FRONT-ENGINED FERRARI IN THIS GREAT EVENT, CARRIED OFF BY GENDEBIEN AND HILL.

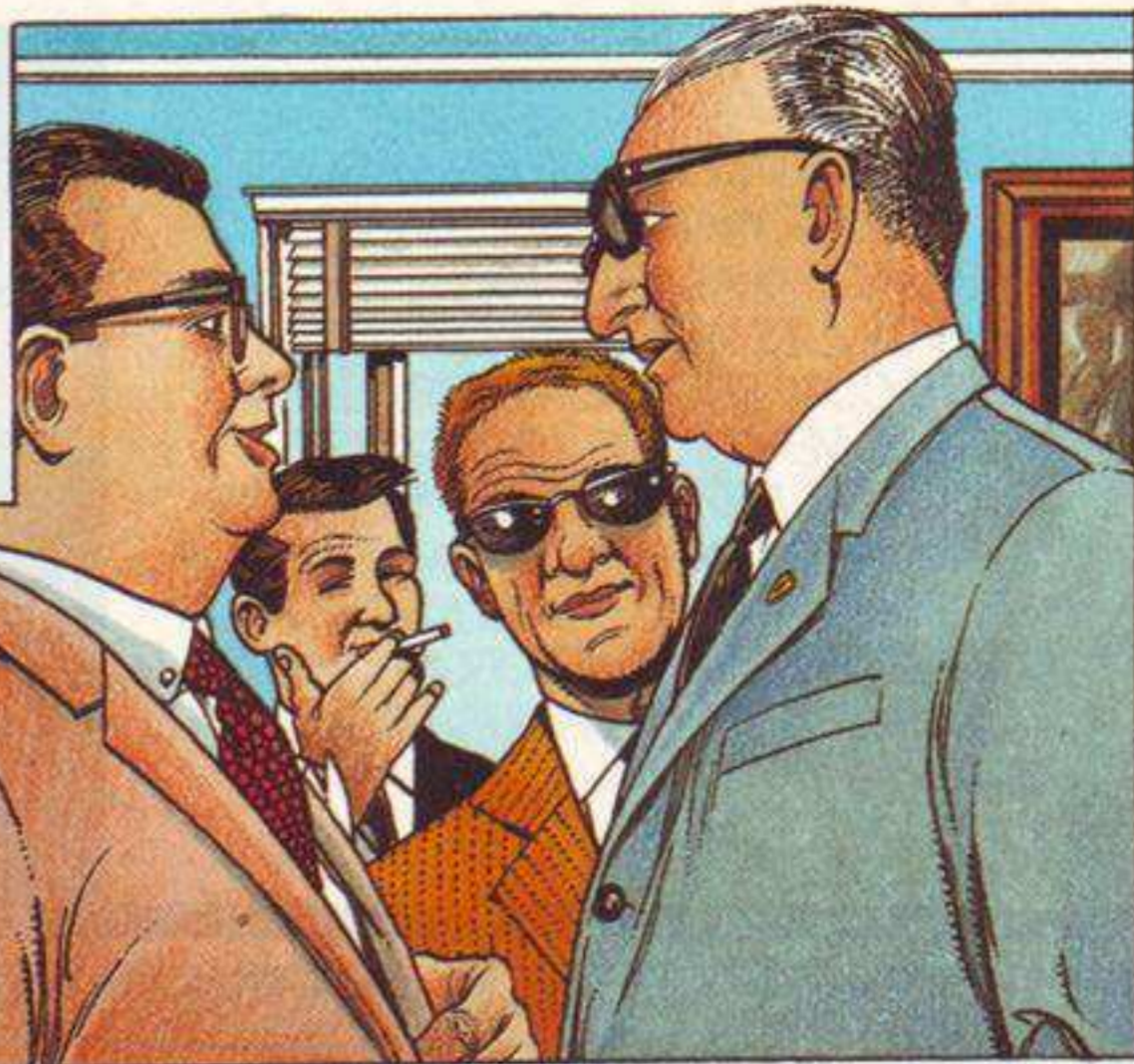
MEANWHILE, THE LUSO WAS BEING PREPARED FOR LAUNCH AT THE END OF THE YEAR. IT WAS BADGED PININFARINA, BUT THE CREDIT SHOULD HAVE GONE TO SCAGLIETTI OF MODENA.



MORE DRAMA FOR THE SCUDERIA: AFTER WINNING THE PARIS 1000KM, RICARDO RODRIGUEZ WAS KILLED IN MEXICO AT THE WHEEL OF A LOTUS.

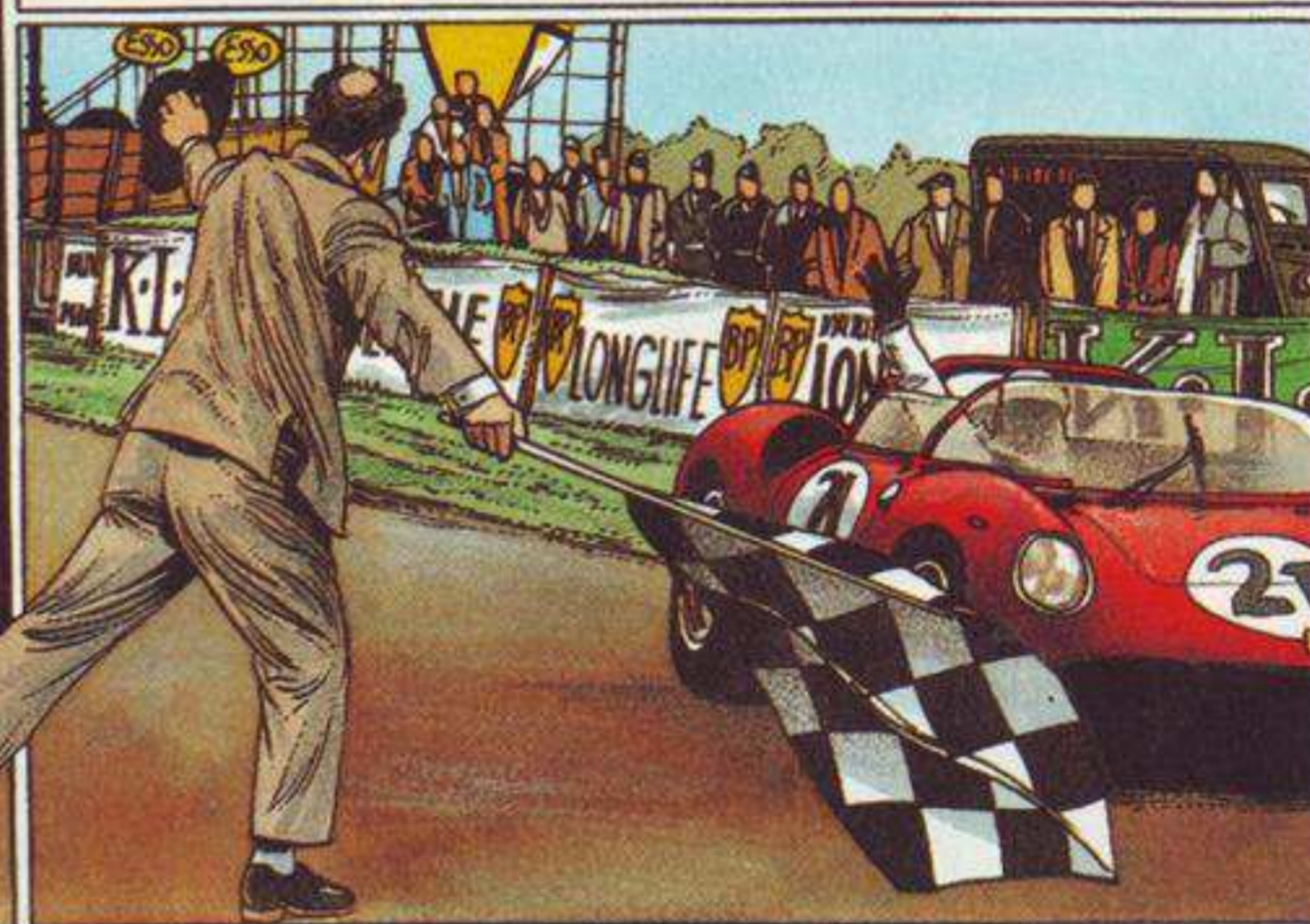


IN 1963, LINKS WERE ESTABLISHED BETWEEN ENZO AND FORD. THE AMERICAN GIANT WANTED TO BUY OUT HIS COMPANY, NEWS THAT SENT ITALY REELING. IN FACT, ENZO JUST WANTED IT TO BE KNOWN THAT IT WAS UP FOR SALE AND TO PRESSURISE GIOVANNI AGNELLI, FIAT'S BOSS, TO MAKE THE FIRST MOVE. FORD, MEANWHILE, GOT THEIR OWN BACK BY BUYING OUT LOLA AND MAKING THE GT40.



IN MAY, THE NEW F1 FERRARI V8 WAS TESTED FOR THE FIRST TIME BY JOHN SURTEES. ITS DESIGNER, THE YOUNG MAURO FORGHIERI, HAD BECOME THE SCUDERIA'S MAIN MAN SINCE THE PREVIOUS YEAR'S MASS RESIGNATION.

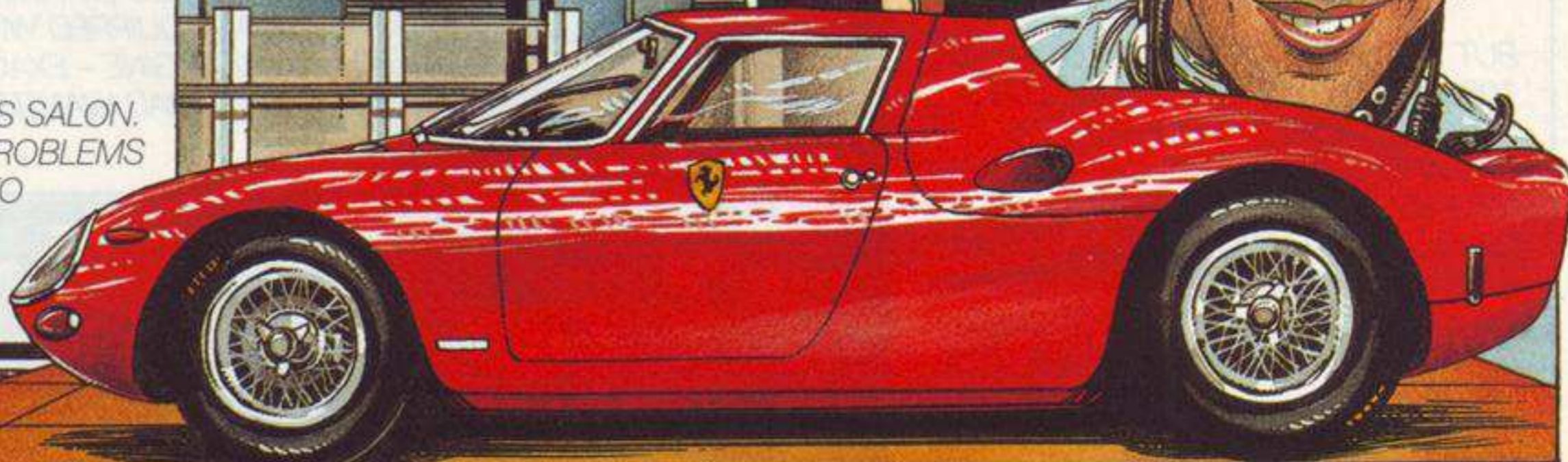
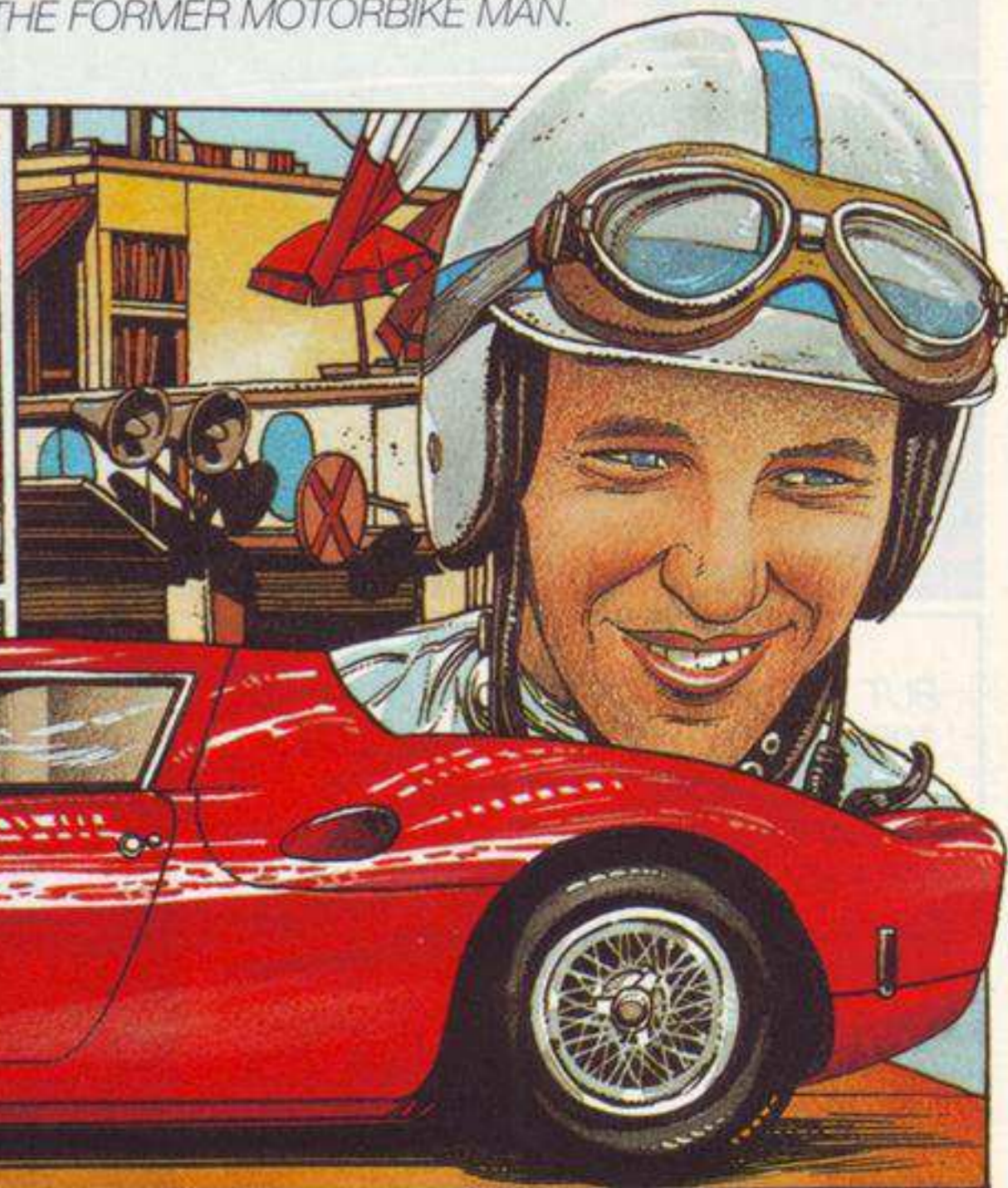
THE FERRARI SPORTSCARS WON AT SEBRING, THE NÜRBURGRING 1000KM AND LE MANS, WHERE LODOVICO SCARFIOTTI AND LORENZO BANDINI'S PROTOTYPE 3-LITRE'S AVERAGE SPEED WAS 119MPH...



THE F1 SEASON WAS DOMINATED BY CLARK IN HIS LOTUS, BUT SURTEES WON THE GERMAN GRAND PRIX. IT WAS HIS FIRST F1 WIN; ENZO HAD BEEN RIGHT IN TAKING ON THE FORMER MOTORBIKE MAN.

... MEANWHILE MAIRESSE WOULD NEVER RECOVER.

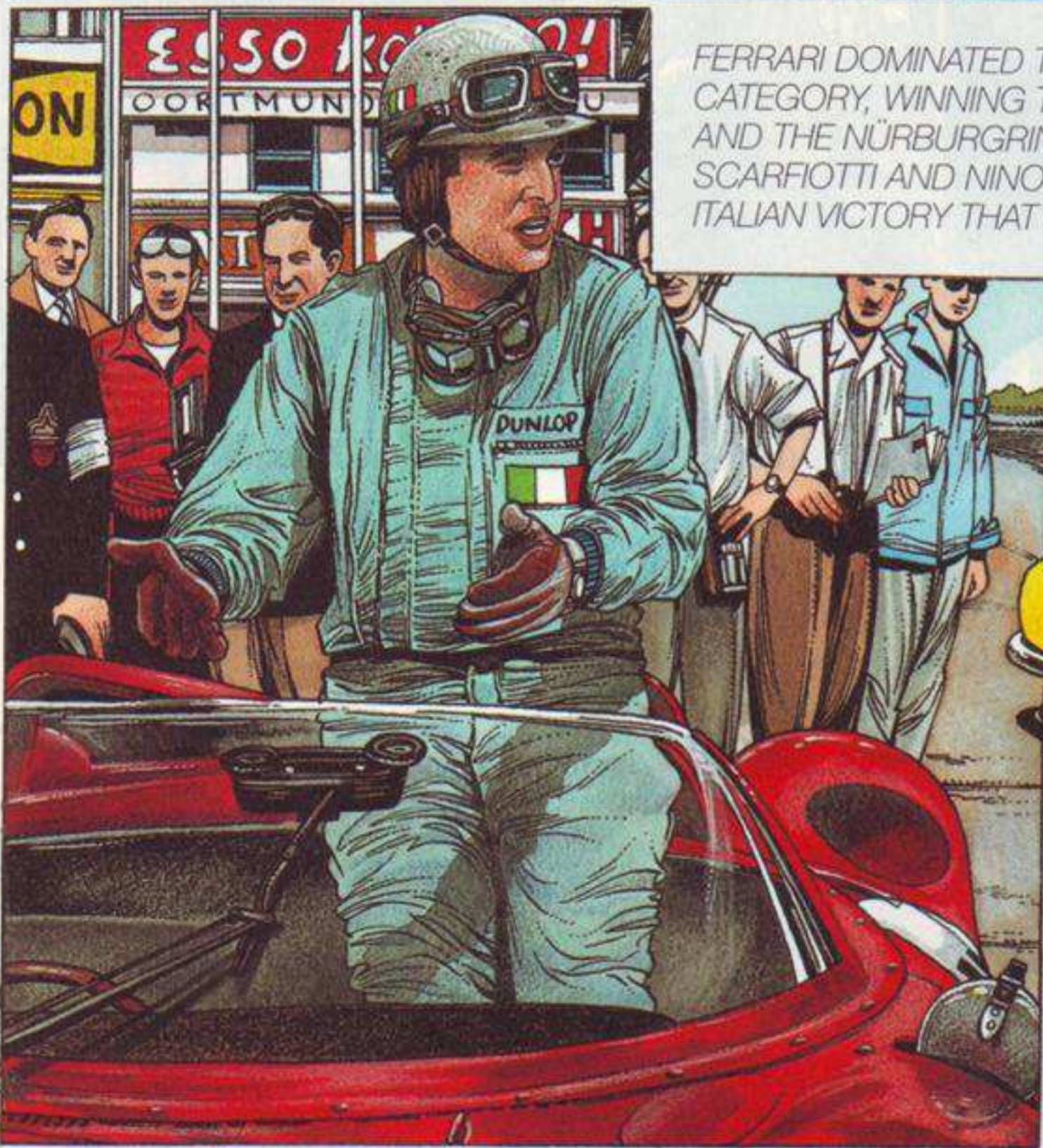
THE NEW 250LM WAS LAUNCHED AT THE PARIS SALON. BUT HOMOLOGATION PROBLEMS PREVENTED ITS ENTRY TO THE GT CATEGORY.



FROM DECEMBER 1963 ONWARDS, THE TRADITIONAL FERRARI ANNUAL WAS MADE AVAILABLE TO JOURNALISTS ATTENDING ENZO'S PRESS CONFERENCE. WHEN ASKED HOW POWERFUL HIS 1964 CARS WOULD BE, ENZO REPLIED: "MY CARS ARE MORE POWERFUL THAN THOSE OF THE COMPETITION. IF YOU KNOW THEIR FIGURES, ADD A FEW HORSEPOWER AND THAT'LL BE THE FIGURE OF OUR NEW V12."



AND THAT VERY V12 WAS FITTED INTO THE NEW GTO. MORE STREAMLINED FOR RACING, IT WON ON ITS FIRST OUTING AT THE DAYTONA 2000KM, DRIVEN BY PEDRO RODRIGUEZ AND PHIL HILL.

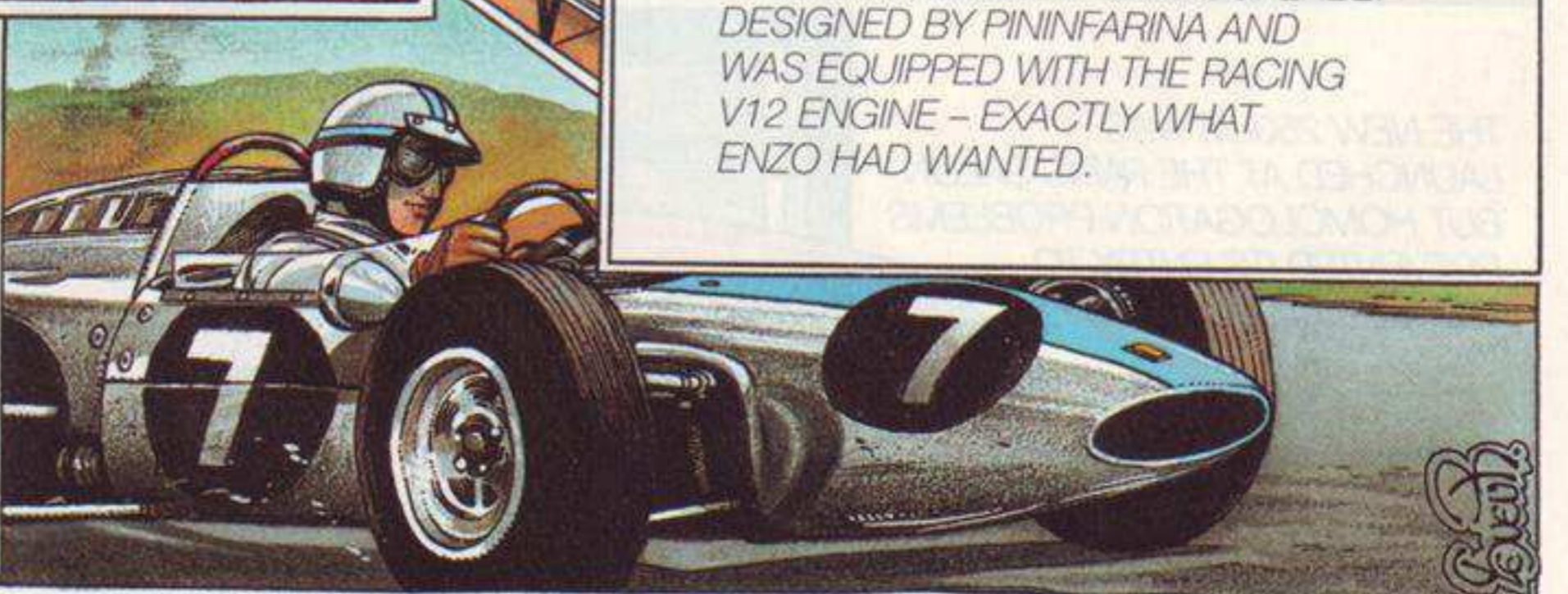


FERRARI DOMINATED THE 1964 SPORTS-PROTOTYPE CATEGORY, WINNING THE SEBRING 12-HOURS, LE MANS AND THE NÜRBURGRING 1000KM. THE LATTER, WON BY SCARFIOTTI AND NINO VACCARELLA, WAS A TOTAL ITALIAN VICTORY THAT DELIGHTED THE COMMENDATORE.



THE BOSS CHOSE LONDON TO UNVEIL THE 275GTB, IN THE LAVISH SETTING OF EARLS COURT. IT WAS SUPERBLY DESIGNED BY PININFARINA AND WAS EQUIPPED WITH THE RACING V12 ENGINE - EXACTLY WHAT ENZO HAD WANTED.

BUT THE SUPREME HONOUR OF THE 1964 SEASON WAS THE FORMULA 1 DRIVERS' WORLD CHAMPIONSHIP TAKEN BY SURTEES. HE SECURED THE TITLE AT THE LAST GRAND PRIX OF THE SEASON IN MEXICO. HIS TEAM-MATE BANDINI, WHO WAS SECOND, LET HIM THROUGH JUST A COUPLE OF LAPS FROM THE END, GIVING HIM THE VITAL EXTRA POINT.

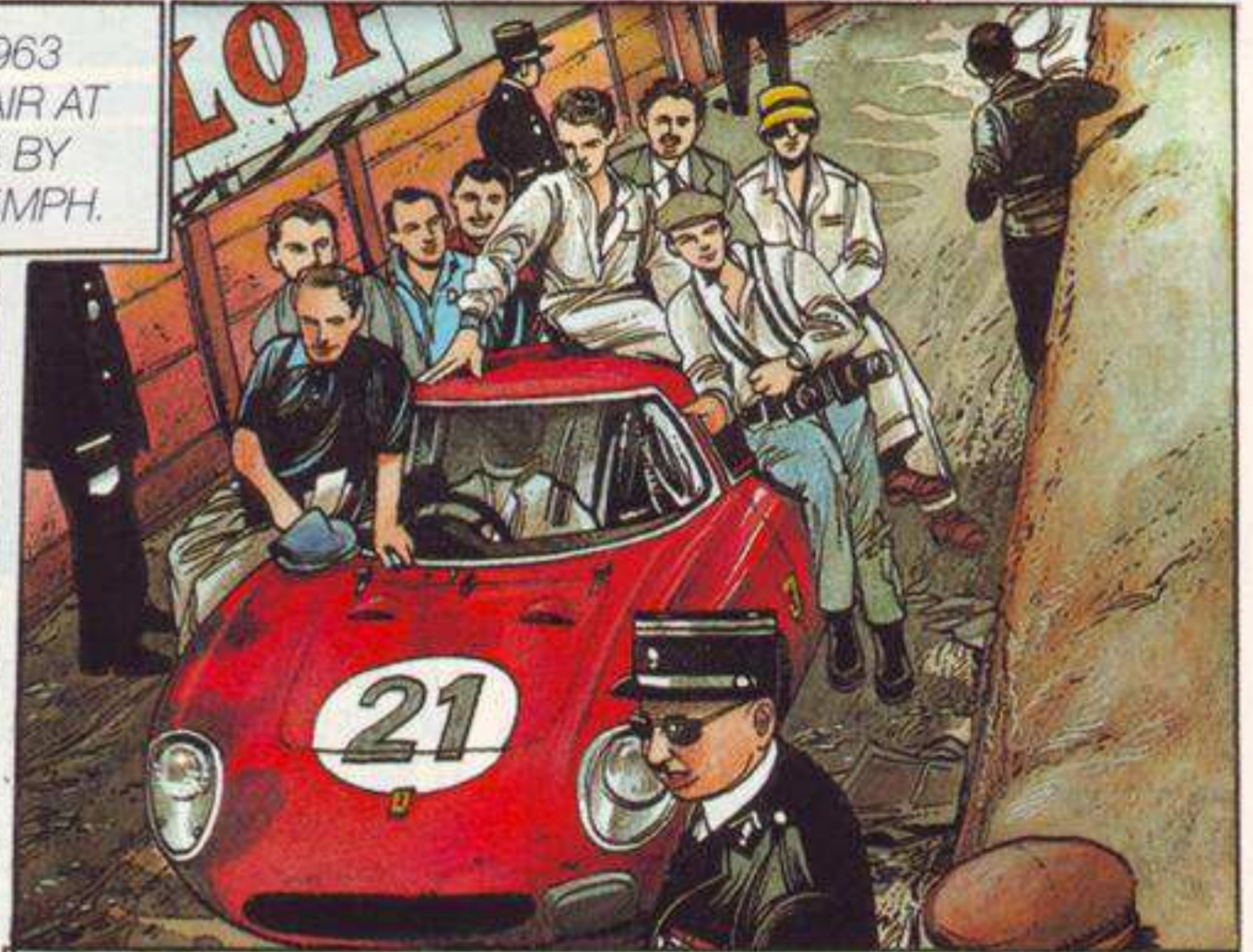


1964

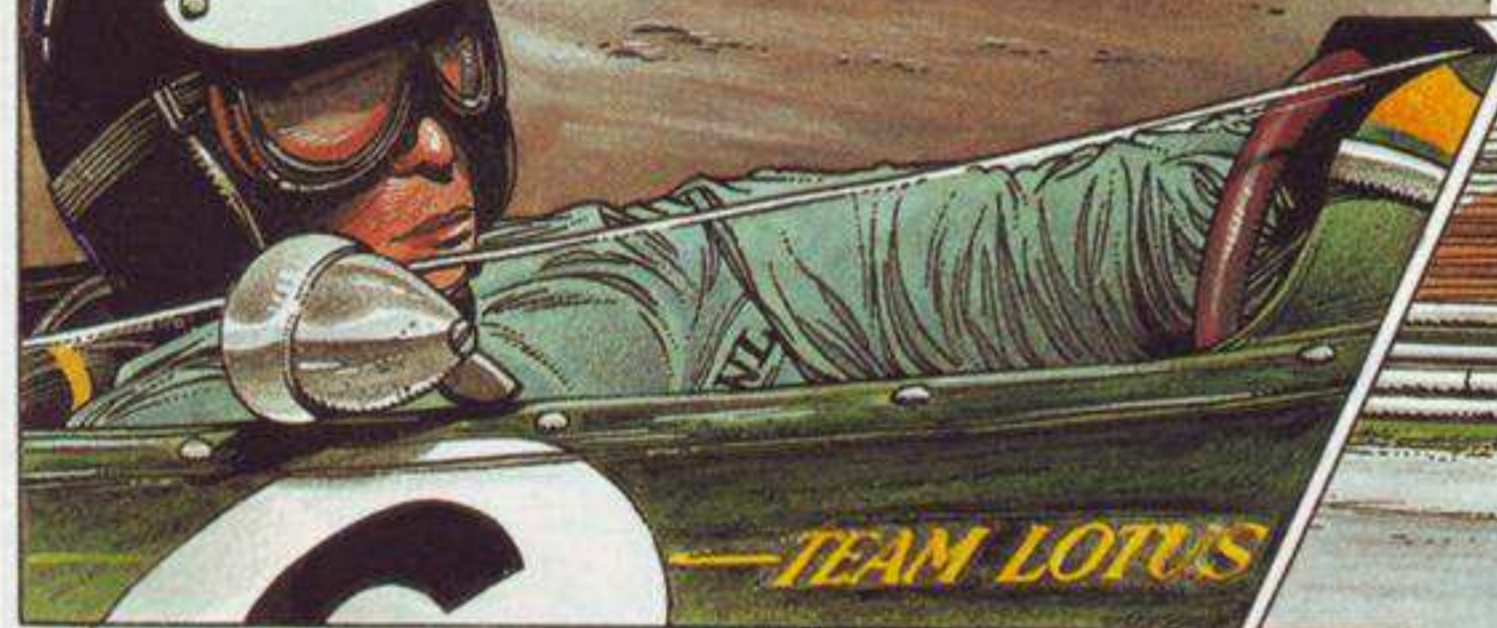
ENZO HAD VISITED THE CEMETERY IN MODENA IN WHICH HIS SON WAS BURIED EVERY DAY SINCE HIS DEATH 10 YEARS EARLIER. WALKING ALONE, HE WOULD SEARCH FOR THE STRENGTH TO GO ON. SO AS NOT TO BE AWAY FROM HIS SON, HE STOPPED ATTENDING RACES AND WAS NEVER AWAY FROM HOME FOR MORE THAN 24 HOURS.



THE FERRARIS WERE NO LONGER KINGS OF SICILY. BEATEN IN 1963 AND ABSENT IN 1964, ENZO TOOK REVENGE WITH AN ITALIAN PAIR AT THE 1965 TARGA FLORIO. VACCARELLA, A SICILIAN, SUPPORTED BY BANDINI, SET A NEW EVENT RECORD, AVERAGING MORE THAN 75MPH.



AT LE MANS, THE FERRARIS WERE PLAGUED BY MECHANICAL PROBLEMS. IN THE END, WORKS ENTRIES WERE BEATEN BY THE PRIVATELY-ENTERED FERRARI OF JOCHEN RINDT AND MASTEN GREGORY. FERRARI WERE SAVED BY THEIR CUSTOMERS!

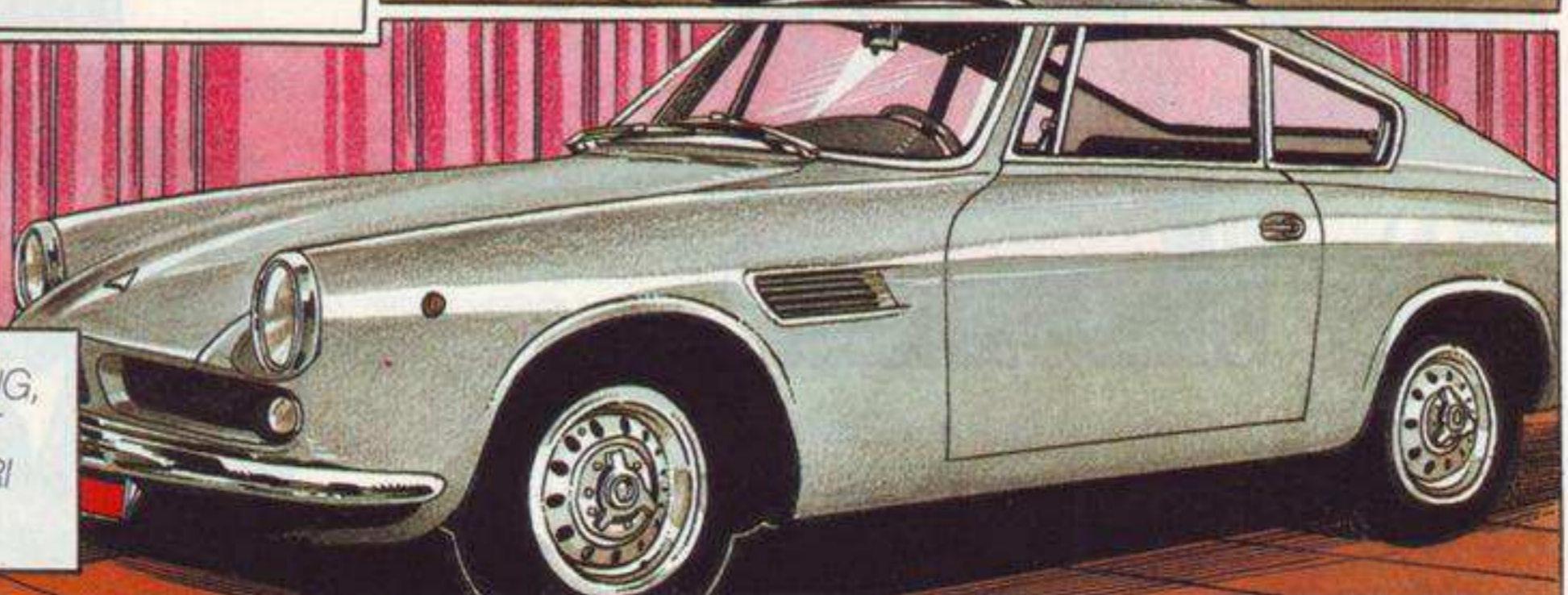


OFF THE TRACK, THE PRESS APPROVED THE NEW FERRARI 330GT - A TRUE GRAN TURISMO CAR, CAPABLE OF 138MPH WITH FOUR PASSENGERS, FOR THE MODEST PRICE OF SIX FORD CORTINAS!

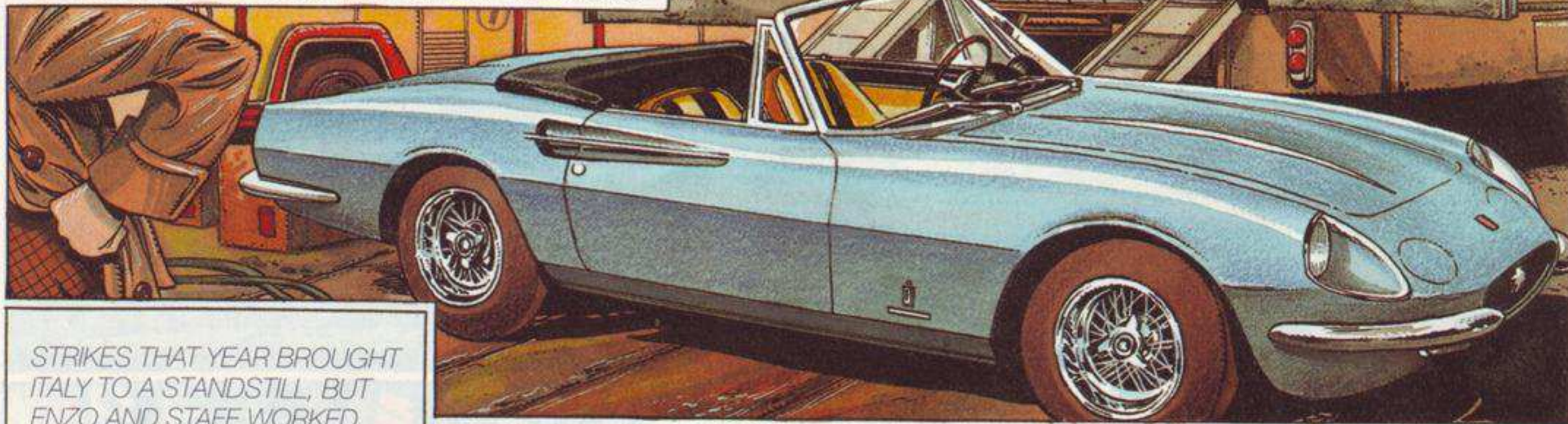
IN F1, JIM CLARK DOMINATED THE LAST 1500CC YEAR IN HIS LOTUS. NEXT SEASON, F1 CARS WOULD CARRY 3-LITRE ENGINES AND FERRARI WASTED NO TIME; THE NEW V12 WAS ALREADY ON THE DRAWING BOARD.



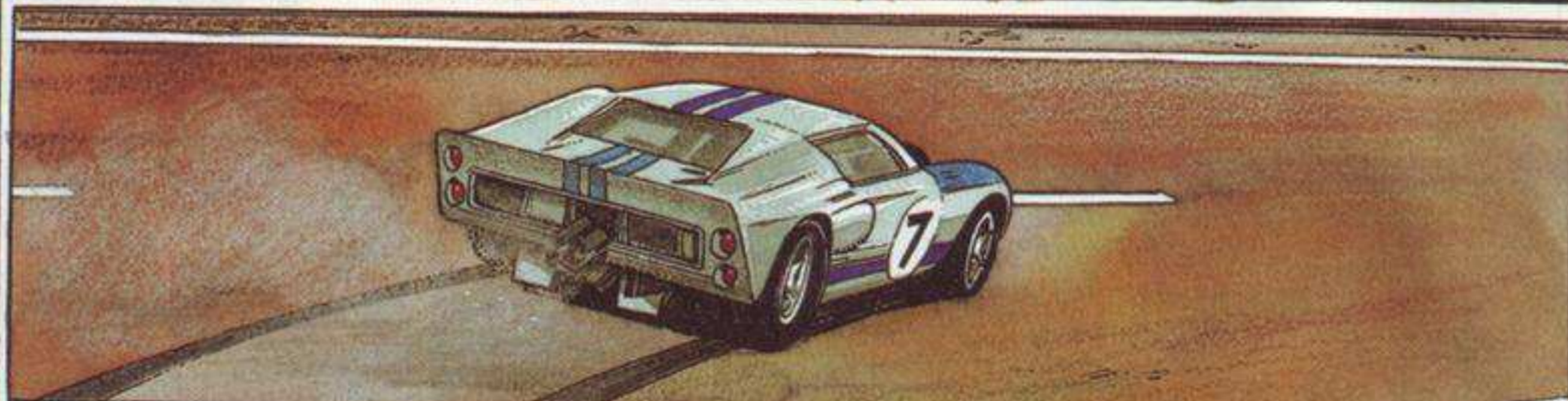
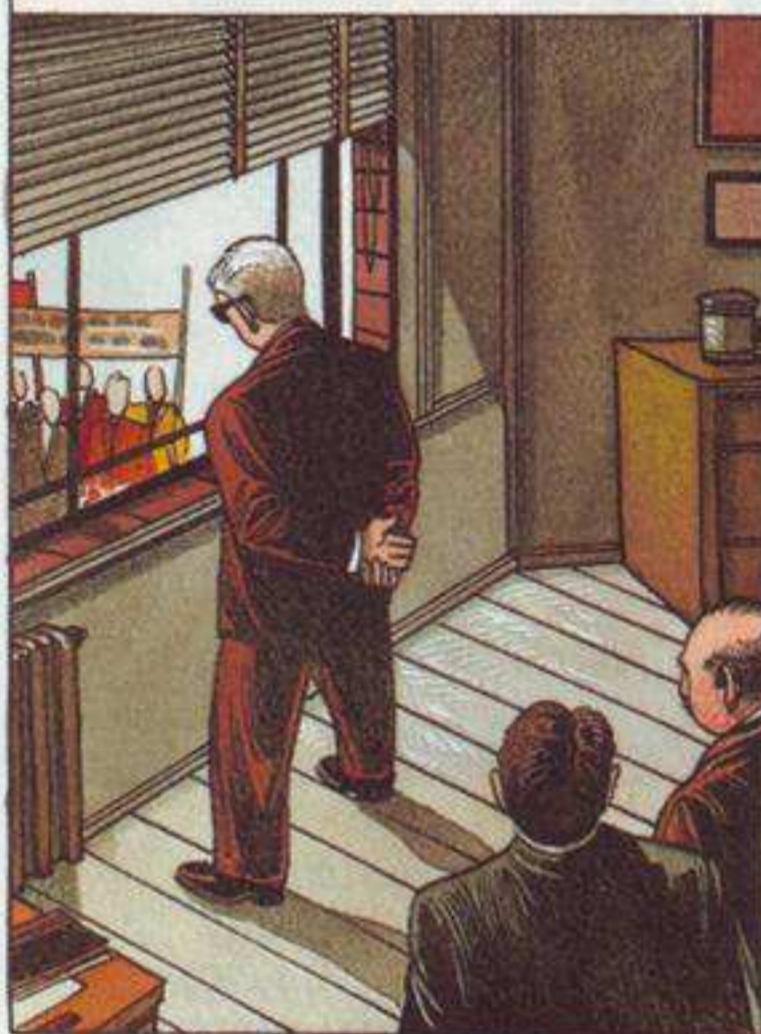
ENZO HADN'T FORGOTTEN THE YOUNG, AND BROUGHT OUT THE ASA 1000. IT WASN'T BADGED UNDER THE FERRARI NAME AND IT WAS A TOTAL FAILURE.



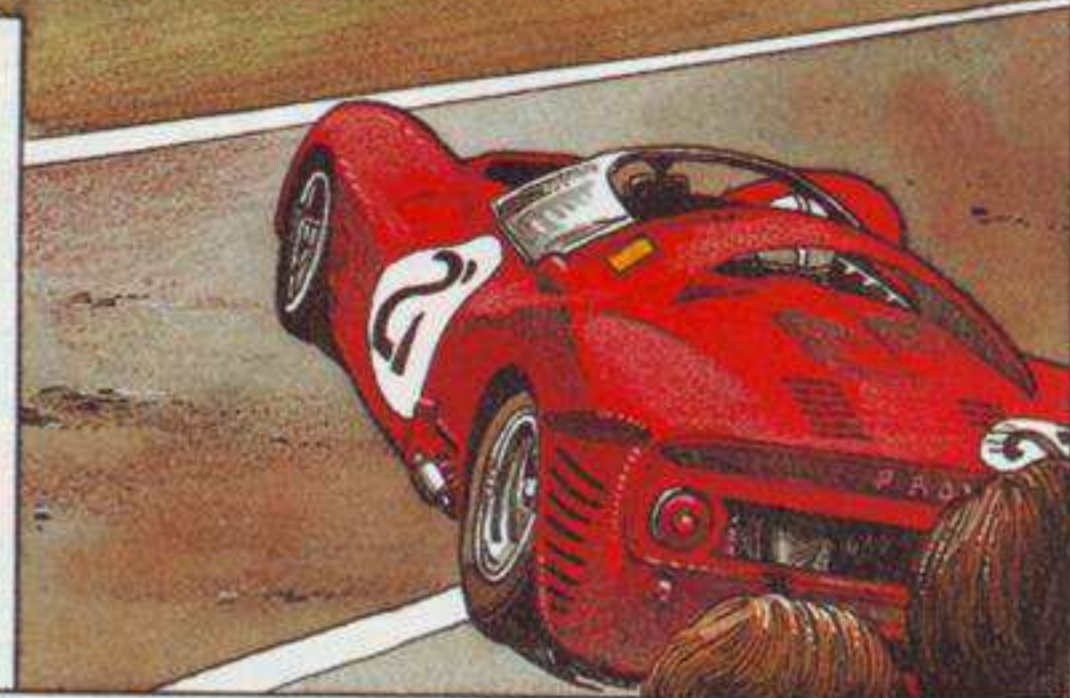
THE PININFARINA-DESIGNED 4.4-LITRE, V12 365 CALIFORNIA WAS LAUNCHED AT THE GENEVA MOTOR SHOW IN 1966 WITH HIGH EXPECTATIONS.



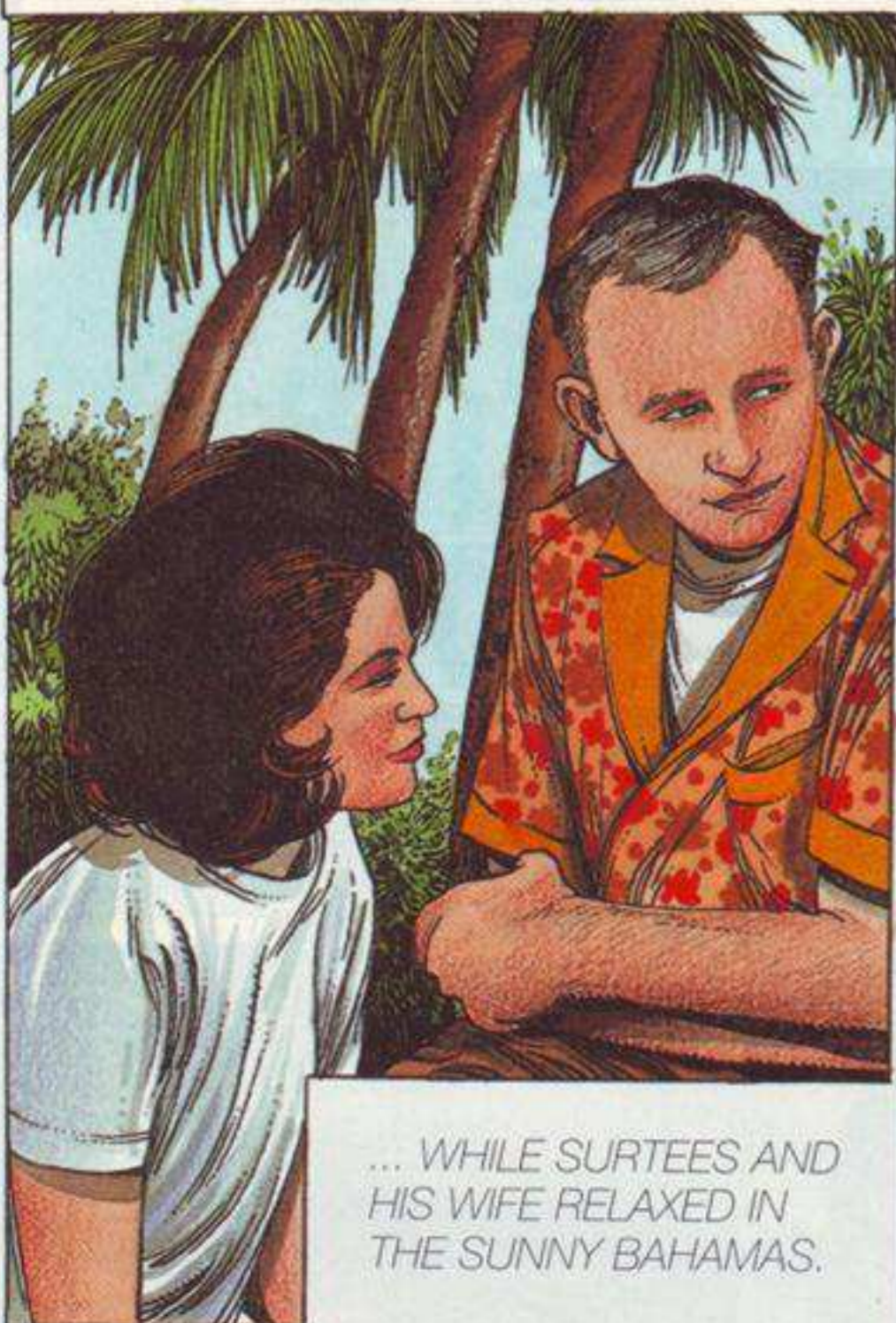
STRIKES THAT YEAR BROUGHT ITALY TO A STANDSTILL, BUT ENZO AND STAFF WORKED ON. ON TOP OF THAT, THE SEASON WAS A CATASTROPHE.



FERRARI'S LOSS IN MOST OF THE BIG SPORTSCAR CLASSICS WAS FORD'S GAIN. THEY LOST THE DAYTONA 24-HOURS, SEBRING 12-HOURS, TARGA FLORIO, NÜRBURGRING 1000KM AND EVEN LE MANS. THE GRANDS PRIX WERE A NIGHTMARE TOO: BRABHAM WON THREE TIMES AND WAS CHAMPION. FERRARI WON ONLY ONCE, IN BELGIUM.

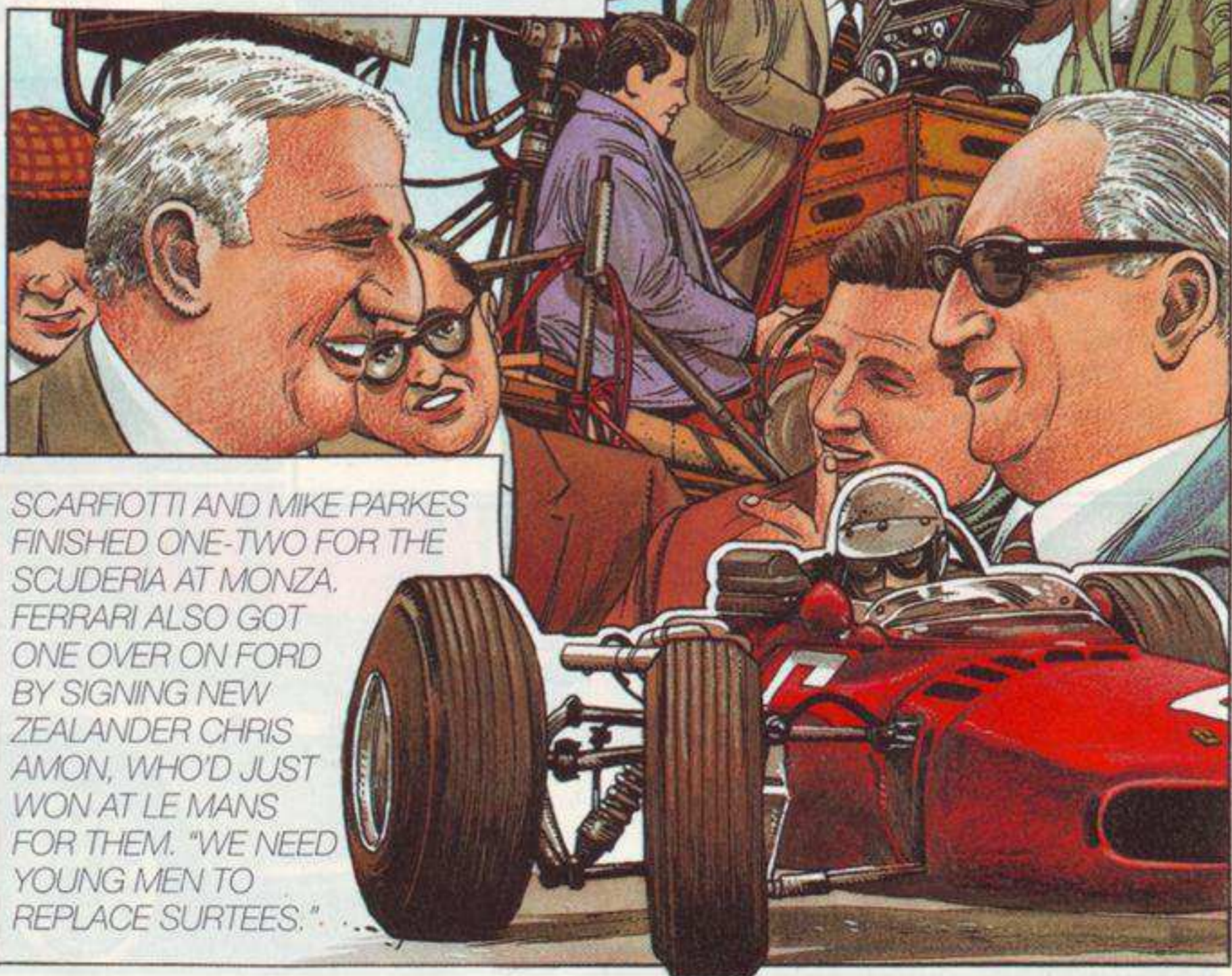


1966 BROUGHT MORE TROUBLE WHEN SURTEES QUIT AND WENT TO BUILD HIS OWN CAR. ENZO STRUGGLED TO SORT OUT HIS PLAN FOR REVENGE ...



... WHILE SURTEES AND HIS WIFE RELAXED IN THE SUNNY BAHAMAS.

SUMMER SAW THE MAKING OF THE FILM GRAND PRIX AT MONZA. YVES MONTAND AND FRANÇOISE HARDY STARRED, WITH ITALIAN ADOLFO CELI PLAYING ENZO.



SCARFIOTTI AND MIKE PARKES FINISHED ONE-TWO FOR THE SCUDERIA AT MONZA. FERRARI ALSO GOT ONE OVER ON FORD BY SIGNING NEW ZEALANDER CHRIS AMON, WHO'D JUST WON AT LE MANS FOR THEM. "WE NEED YOUNG MEN TO REPLACE SURTEES."

1967 WAS ANOTHER DRAMATIC YEAR FOR FERRARI - AND IN MORE WAYS THAN ONE. ITALIAN LORENZO BANDINI WAS FATALLY INJURED ON THE 82ND LAP OF THE MONACO GRAND PRIX.



ON TOP OF ALL THAT, PARKES HAD A VERY SERIOUS ACCIDENT IN THE BELGIAN GRAND PRIX AT SPA. HE SUFFERED MULTIPLE INJURIES, INCLUDING BREAKING BOTH HIS LEGS. THE FINAL BLOW CAME FOR FERRARI WHEN SCARFIOTTI DECIDED TO QUIT FORMULA 1.

HIGH POINT OF THE YEAR WAS THE P4S' ONE-TWO-THREE AT THE DAYTONA 24-HOURS. THE BANDINI/AMON PAIRING WON, AHEAD OF SCARFIOTTI AND PARKES, THEN RODRIGUEZ AND JEAN GUICHET. BANDINI AND AMON ALSO WON THE MONZA 1000KM, BUT FORD TOOK VICTORY AT LE MANS AGAIN.

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DAYTONA BEACH, FLORIDA, MONDAY, FEBRUARY 6, 1967

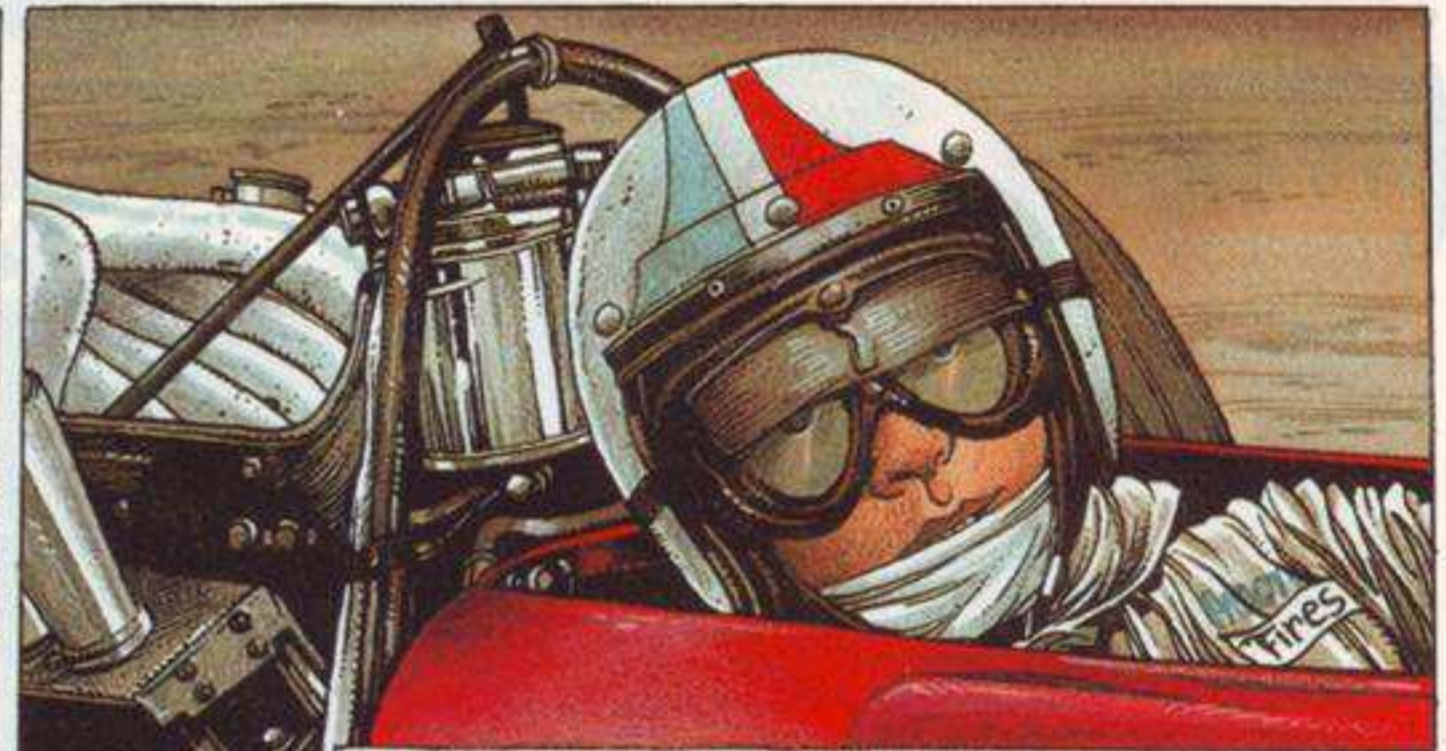
Ferrari: Primo, Secondo, Terzo

Italian Autos Score Sweep; Fords Fizzle

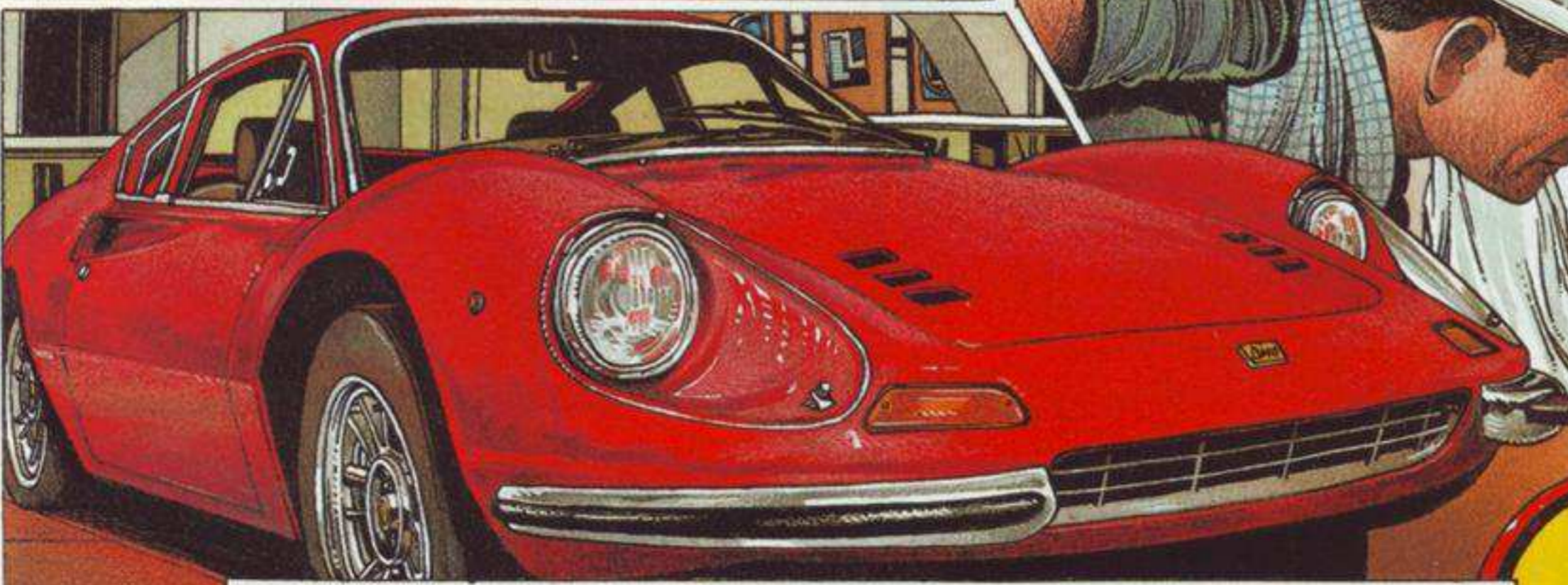
By BERNARD KARY
The Ferrari of Italy is the King of the 24-hour race.

Sea Road Second Time for Ferraris

By HELEN LAPORTE
The most of the year is the 24-hour race.



THE NEW 4-VALVE FERRARI WAS SAVED UNTIL THE ITALIAN GRAND PRIX, BUT IT WAS DOWN ON POWER AND AMON FINISHED SEVENTH. THE SCUDERIA'S NEW RACE DIRECTOR, FRANCO LINI, LOOKED ON - WEARING HIS FAMOUS WHITE CAP.



THE DINO, AS IT WAS BADGED, WAS UNVEILED AT THE 1967 TURIN SHOW. THE DINO'S CURVES REMINDED EVERYONE OF FERRARI'S FAMOUS P4S, WHICH HAD PREVIOUSLY WON AT DAYTONA.



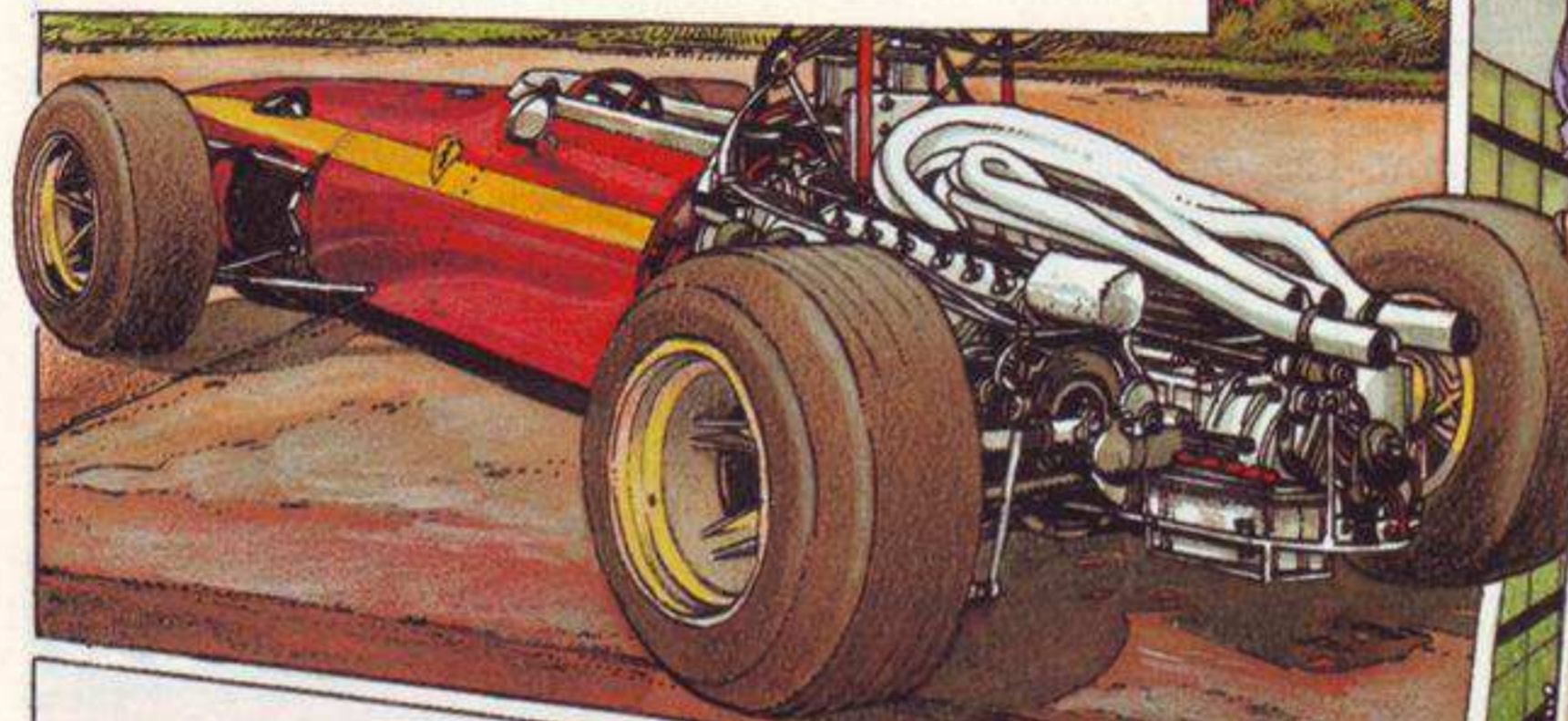
IN HIS MEMORY, ENZO BUILT A NEW CAR WITH THE 6-CYLINDER ENGINE THAT DINO DESIGNED BEFORE HIS DEATH.



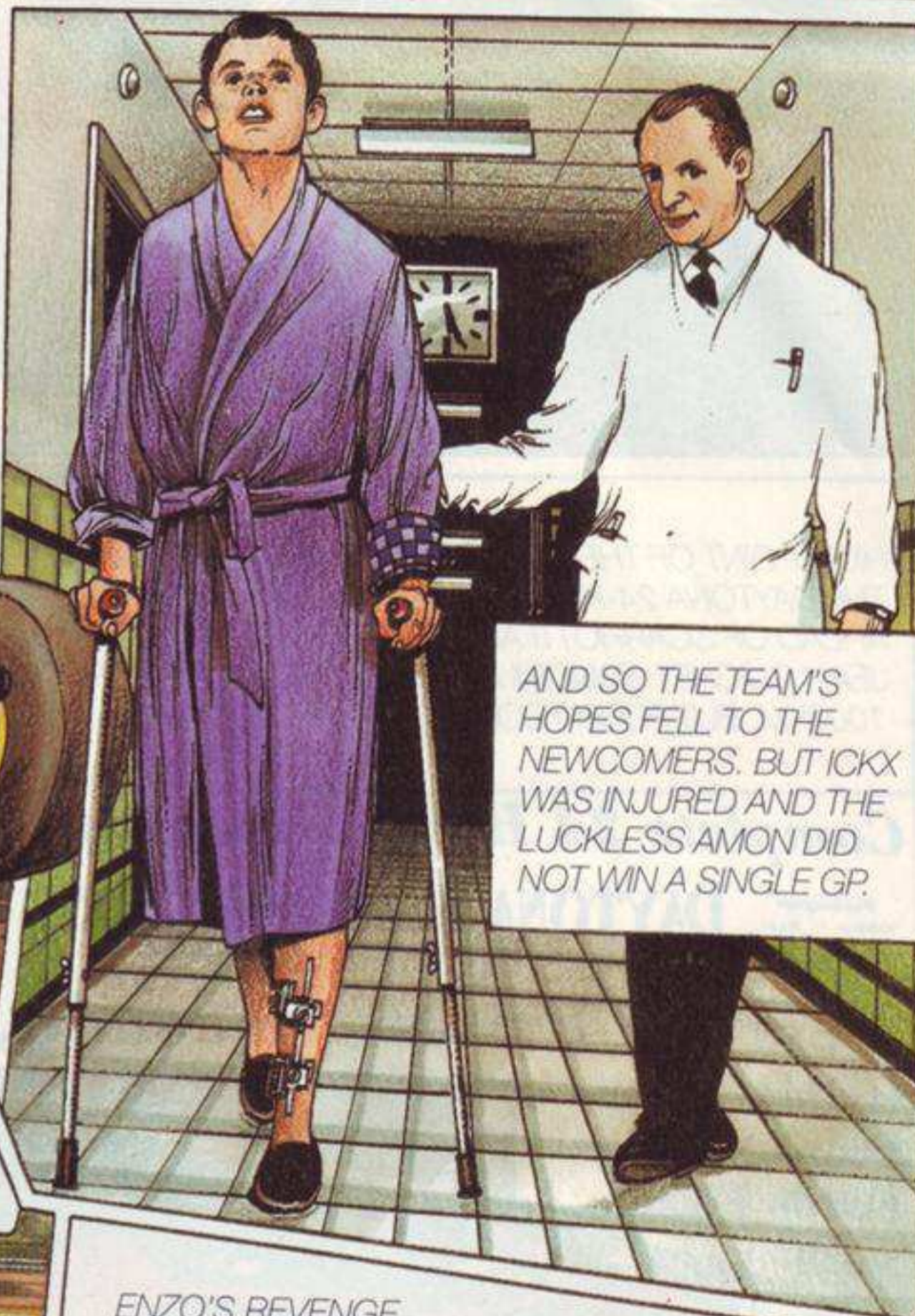
AT THE BEGINNING OF 1968, THE NEWS THAT FERRARI WOULDN'T BE ENTERING LE MANS OR ANY ENDURANCE RACES CAME LIKE A BOLT FROM THE BLUE. FORD AND PORSCHE HAD GOT THE BETTER OF THE SCUDERIA. ENZO WITHDREW HIS REVENGE PLAN - A WISE DECISION BY THE COMMENDATORE, BUT A PAGE IN HISTORY HAD BEEN TURNED.



ALL OF FERRARI'S RACING KNOWLEDGE WAS THEN DEVOTED TO SINGLE-SEATERS. AN EXTRAORDINARY WIN AT THE WET FRENCH GRAND PRIX AT ROUEN WAS OF SOME CONSOLATION FOR THE SCUDERIA. THAT VICTORY GAVE A 23-YEAR-OLD BELGIAN NEWCOMER, JACKY ICKX, FOURTH PLACE IN THAT YEAR'S DRIVERS' WORLD CHAMPIONSHIP.



F2 STARTED TO BEAR FRUIT. TINO BRAMBILLA'S DINO WON AT HOCKENHEIM IN OCTOBER - JUST A FEW MONTHS AFTER JIM CLARK HAD DIED THERE IN A MINOR F2 RACE. BRAMBILLA WAITED PATIENTLY FOR THE CHANCE TO BREAK INTO F1.



AND SO THE TEAM'S HOPES FELL TO THE NEWCOMERS. BUT ICKX WAS INJURED AND THE LUCKLESS AMON DID NOT WIN A SINGLE GP.

ENZO'S REVENGE SURFACED TWICE AT ONCE, BOTH IN AMERICA. HE STARTED WITH A HUGE 6.2-LITRE, 620BHP CAR IN THE CANAM CATEGORY. AMON HAD THE HONOUR OF GIVING IT ITS DEBUT IN LAS VEGAS AT THE END OF THE SEASON.



SECONDLY, THERE CAME THE ARRIVAL OF THE DAYTONA, NAMED AFTER THE TRACK AT WHICH FERRARI HAD CELEBRATED A ONE-TWO-THREE THE YEAR BEFORE. ENZO PUSHED FOR INTRODUCTION IN THE US, WHERE FERRARI WERE BECOMING FAMOUS.

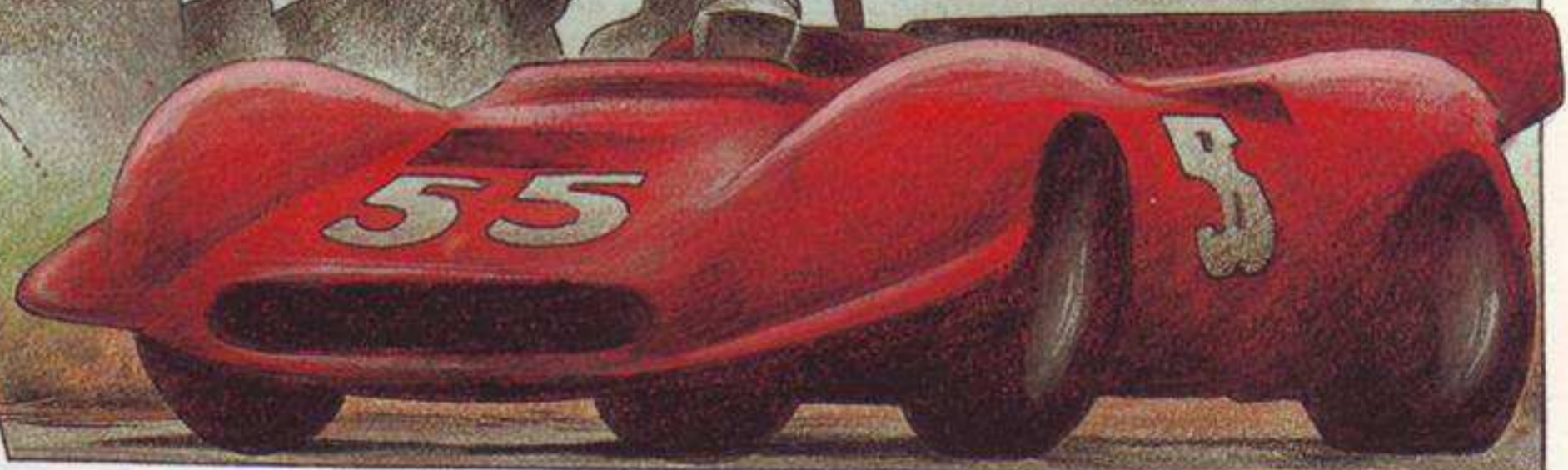
LONG AFTER TALKS HAD BEGUN, FIAT DECIDED TO BUY FERRARI. THIS WAS ALL AGREED BY 21 JUNE 1969 AND CONTRACTS WERE SIGNED BETWEEN ENZO AND GIOVANNI AGNELLI, A MAN KNOWN FOR HIS NEGOTIATING SKILLS. FIAT NOW HELD A 41 PER CENT STAKE AND ENZO 49 PER CENT. ENZO, HOWEVER, HAD SOMEONE ELSE IN MIND FOR THE REMAINING 10 PER CENT...



THE 1969 FERRARI WAS NEITHER COMPETITIVE NOR RELIABLE, AND THE FRUSTRATED AMON LEFT AT THE END OF THE YEAR. ENZO LOOKED DESPERATELY FOR DRIVERS, AND MANAGED TO PERSUADE PEDRO RODRIGUEZ TO JOIN THE TEAM FOR THE SECOND HALF OF THE SEASON.



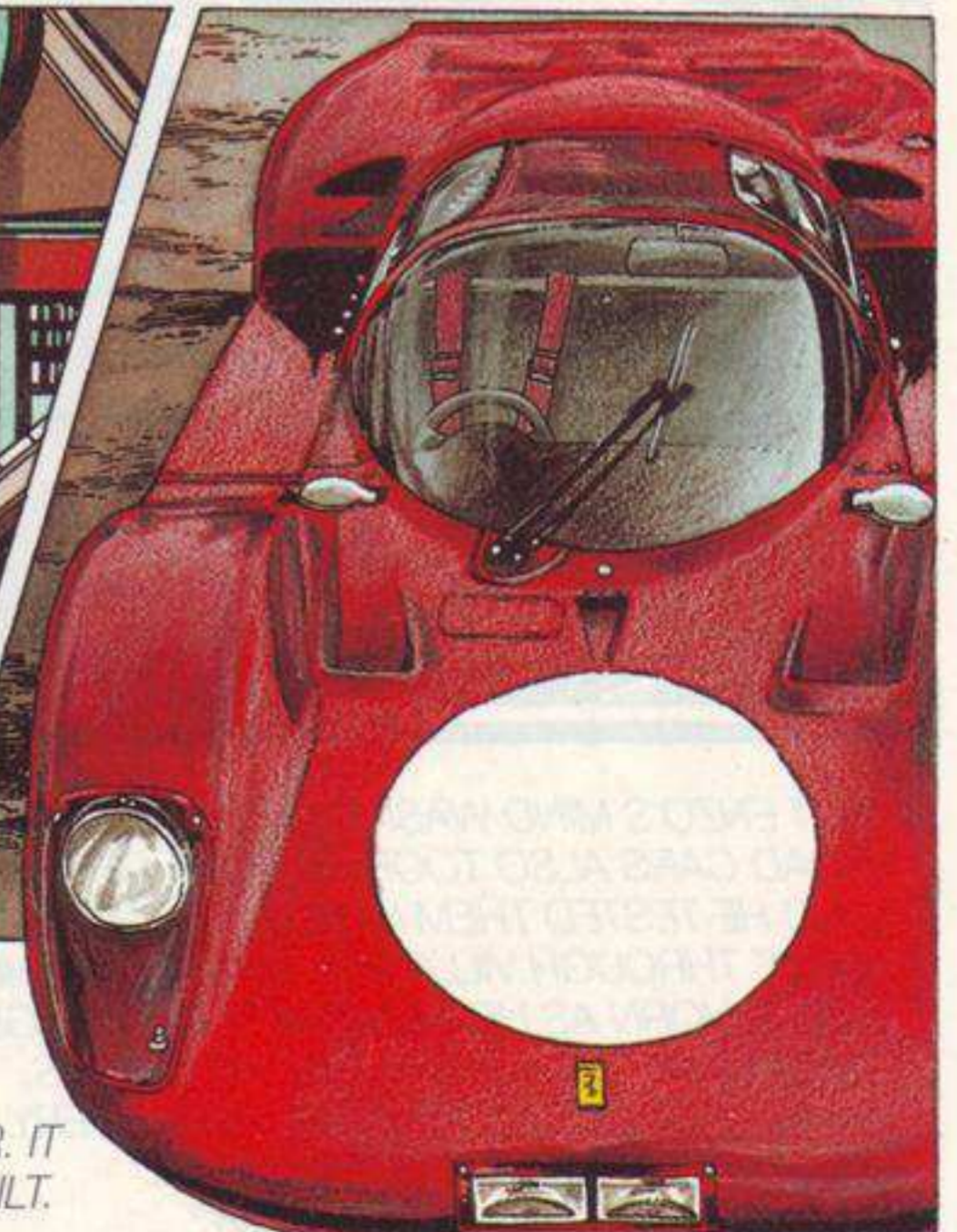
THE EUROPEAN MOUNTAIN CHAMPIONSHIP, LONG A PORSCHE STRONGHOLD, WAS WON BY PETER SCHETTY IN HIS FERRARI. HE SCORED SEVEN WINS IN SEVEN RACES.



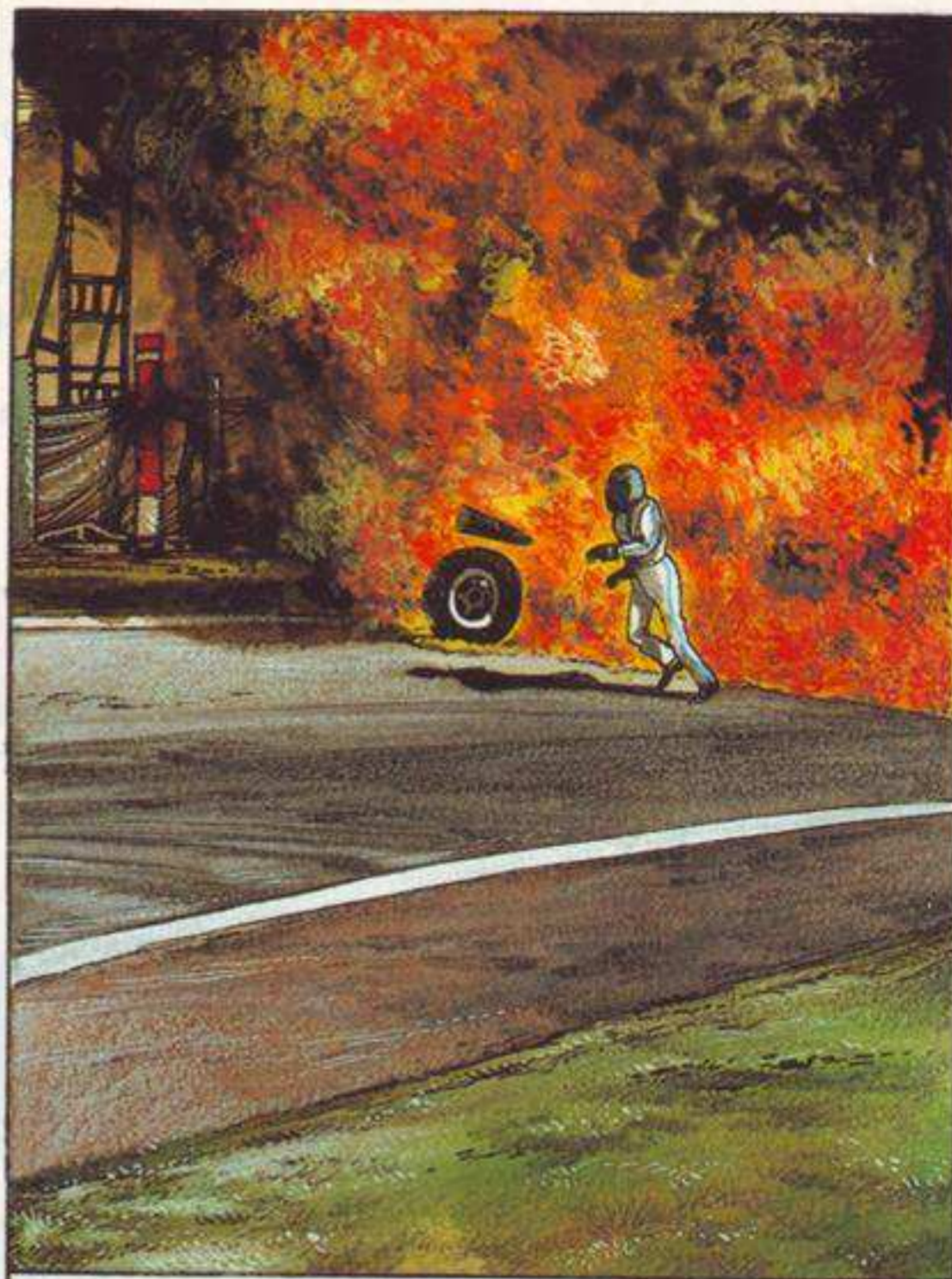
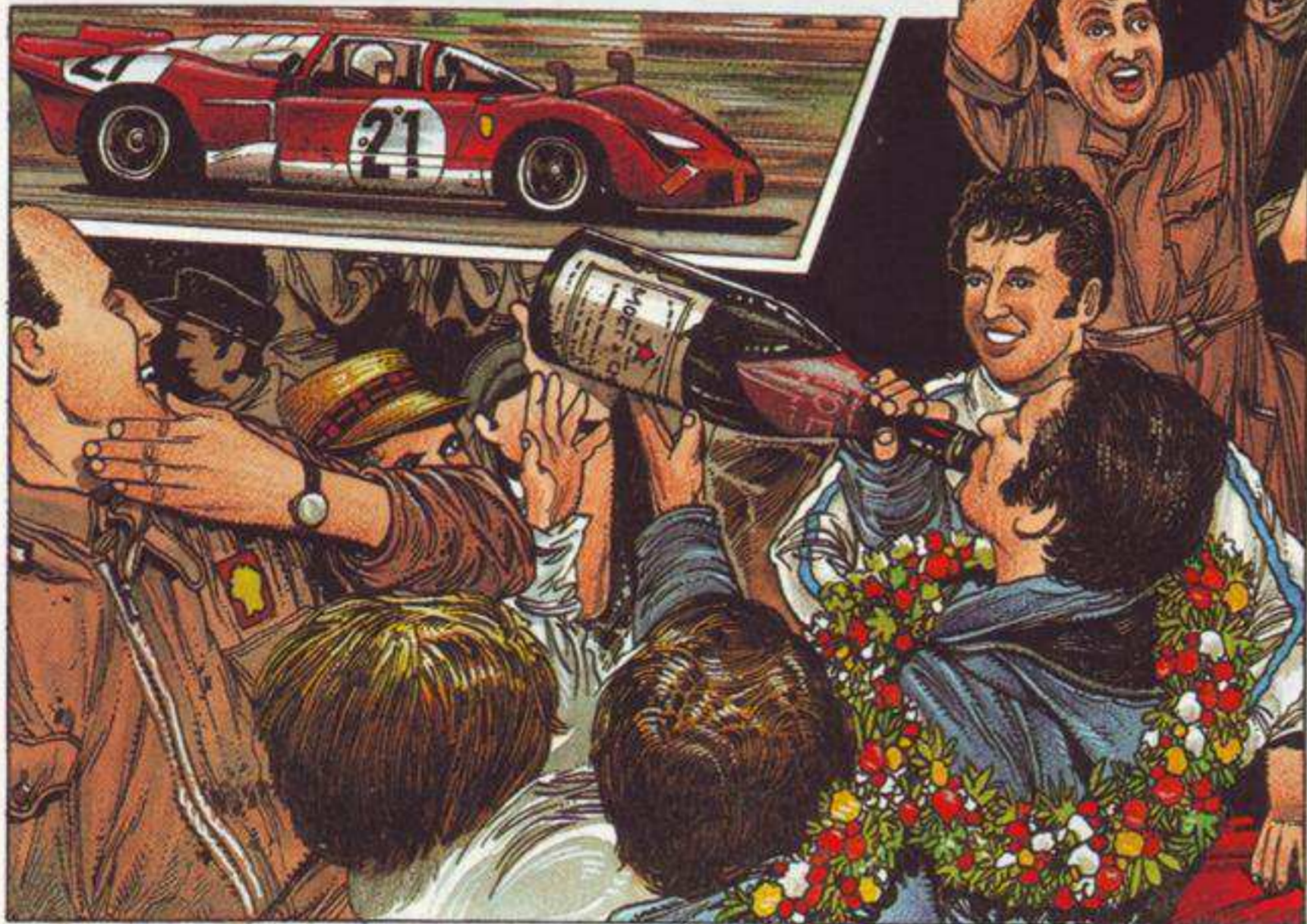
THE DAYTONA CABRIOLET, LAUNCHED AT THE PARIS SALON, PROVED TO BE INCREDIBLY POPULAR WITH WEST-COAST AMERICANS. AT THE SAME TIME, JACKIE STEWART WON HIS FIRST F1 WORLD CHAMPIONSHIP IN HIS MATRA-FORD.



IN A DULL 1969 SEASON, THE ENGINEERS WORKED HARD IN ORDER THAT THE BOSS COULD LAUNCH THE 512S IN NOVEMBER. IT WAS CLAIMED THAT 25 WERE BUILT.

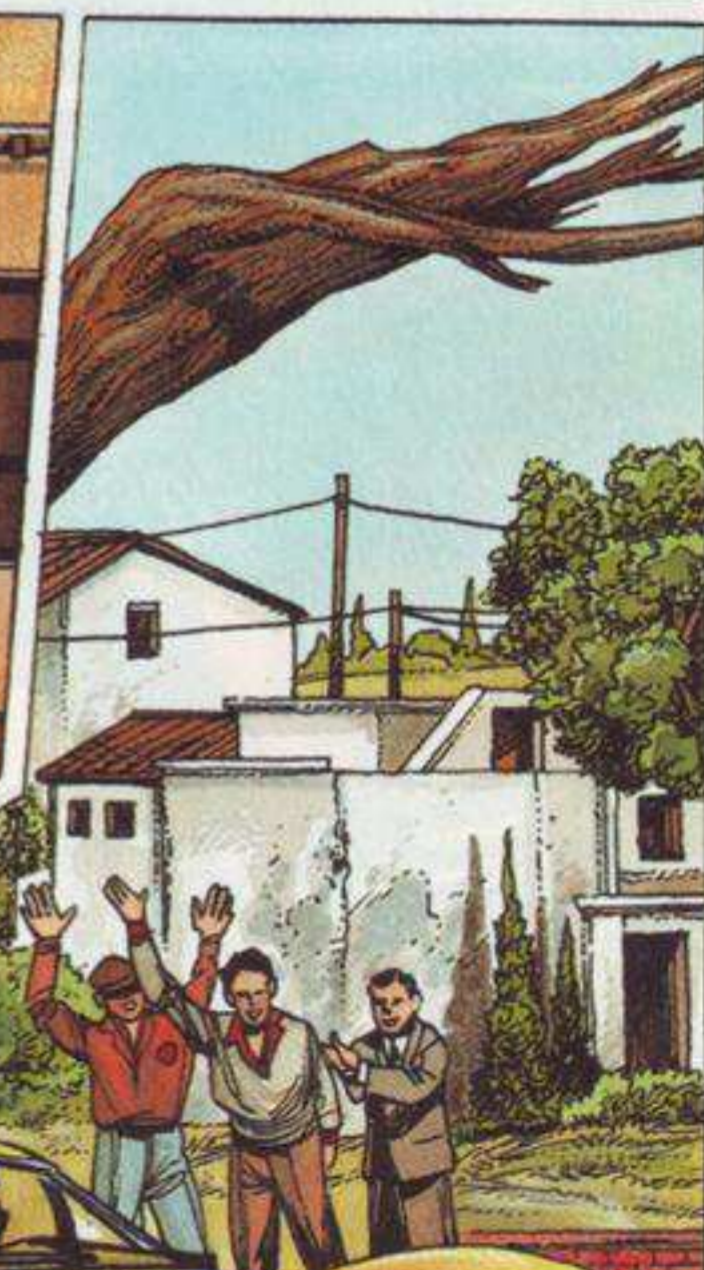
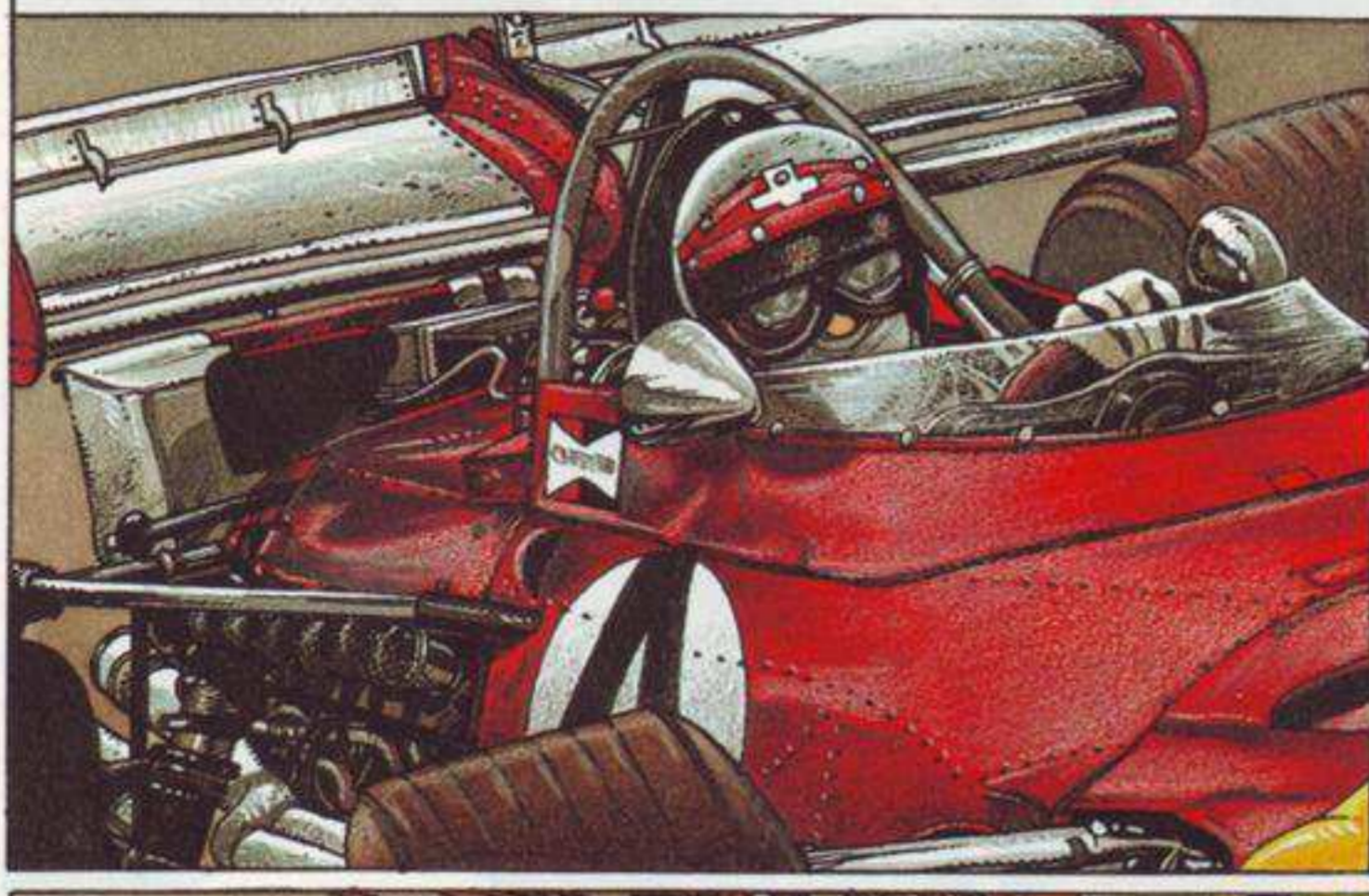


THE SCUDERIA'S EFFORTS PAID OFF. SUCCESS CAME AT THE SEBRING 12-HOURS, WITH THE 4.5-LITRE FERRARI 512S. ON THIS OCCASION, VACCARELLA WAS SUPPORTED BY TWO NEW BOYS: THE ITALIAN-AMERICAN MARIO ANDRETTI AND IGNAZIO GIUNTI, ANOTHER ITALIAN. ENZO HAD FINALLY FOUND CARS AND DRIVERS FROM ITALY TO GET THE TIFOSI ENTHUSIASTIC.



BUT DRAMA WAS NOT FAR AWAY. AT THE SPANISH GRAND PRIX, ICKX, DRIVING THE NEW FLAT-12 F1 CAR, WAS HIT BY JACKIE OLIVER. HIS CAR BURST INTO FLAMES BUT, AMAZINGLY, HE CAME OUT OF IT ALL WITH JUST A FEW MINOR BURNS.

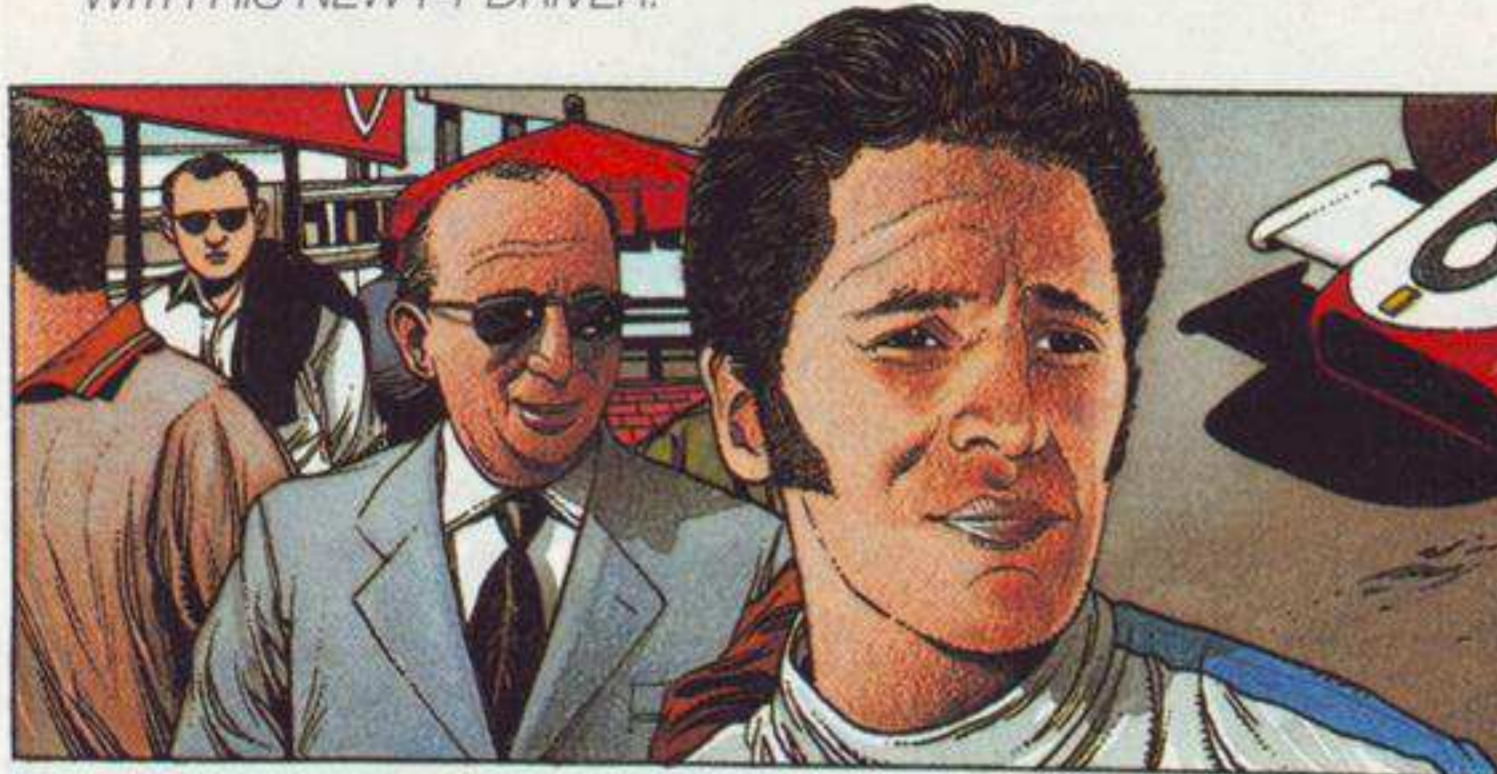
APART FROM THIS MISHAP, WHICH EVOKED MEMORIES OF BANDINI'S 1967 ACCIDENT, THE TWO F1 FERRARIS WERE ON FORM. AT MONZA, NEW RECRUIT CLAY REGAZZONI SET THE TIFOSI ALIGHT BY TAKING THE ITALIAN GRAND PRIX. FERRARI COULD LOOK TO A BRIGHT FUTURE AFTER THAT WIN AND THREE OTHERS BY ICKX (AUSTRIA, CANADA AND MEXICO).



BUT ENZO'S MIND WASN'T ONLY ON RACING; ROAD CARS ALSO TOOK UP A LOT OF HIS TIME, AND HE TESTED THEM HIMSELF. HE WOULD DRIVE THROUGH VILLAGES, SOUNDING THE CAR'S HORN AS HE WENT; HE'D EXCHANGE GREETINGS WITH THE LOCAL RESIDENTS, WHO UNDERSTOOD THAT HE WAS A VERY INFLUENTIAL AND IMPORTANT MAN.



ANDRETTI, ENZO'S NEW RECRUIT, STARTED HIS FERRARI F1 CAREER IN FINE STYLE BY WINNING THE 1971 SOUTH AFRICAN GRAND PRIX AT KYALAMI. THE FIRST RACE OF THE SEASON, HIS FIRST RACE FOR FERRARI AND HIS FIRST F1 WIN. ENZO WAS MORE THAN HAPPY WITH HIS NEW F1 DRIVER.



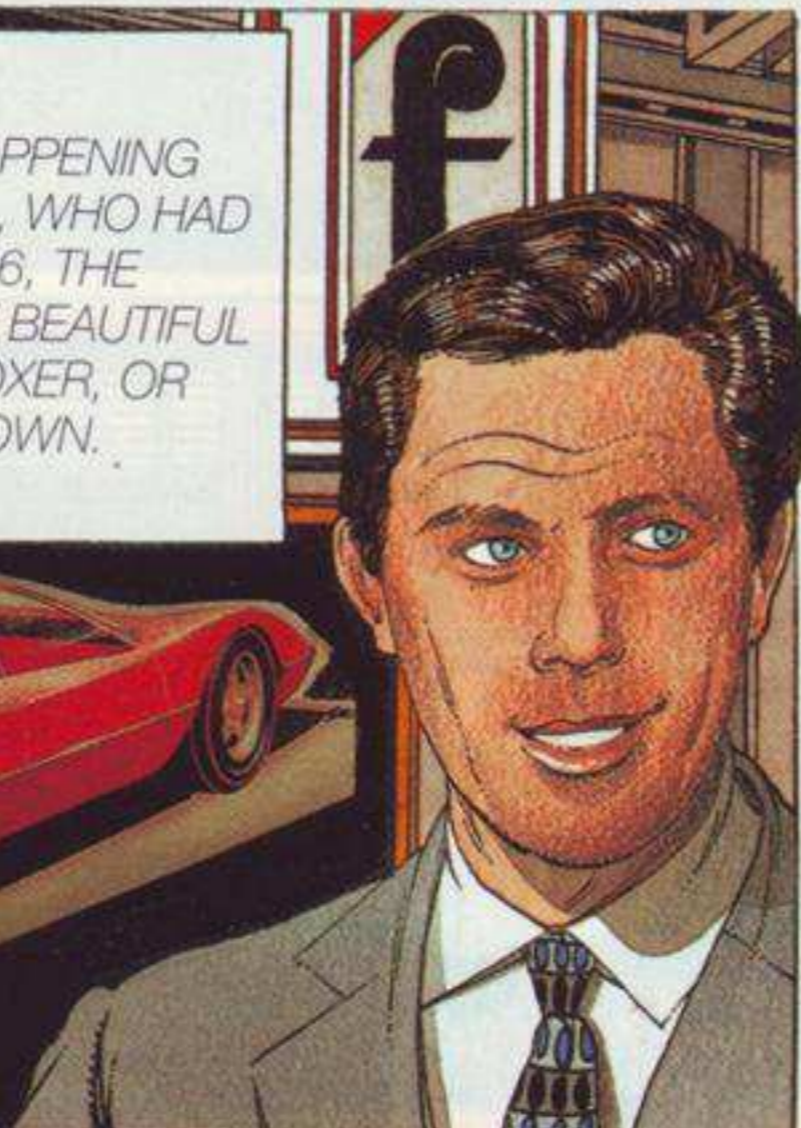
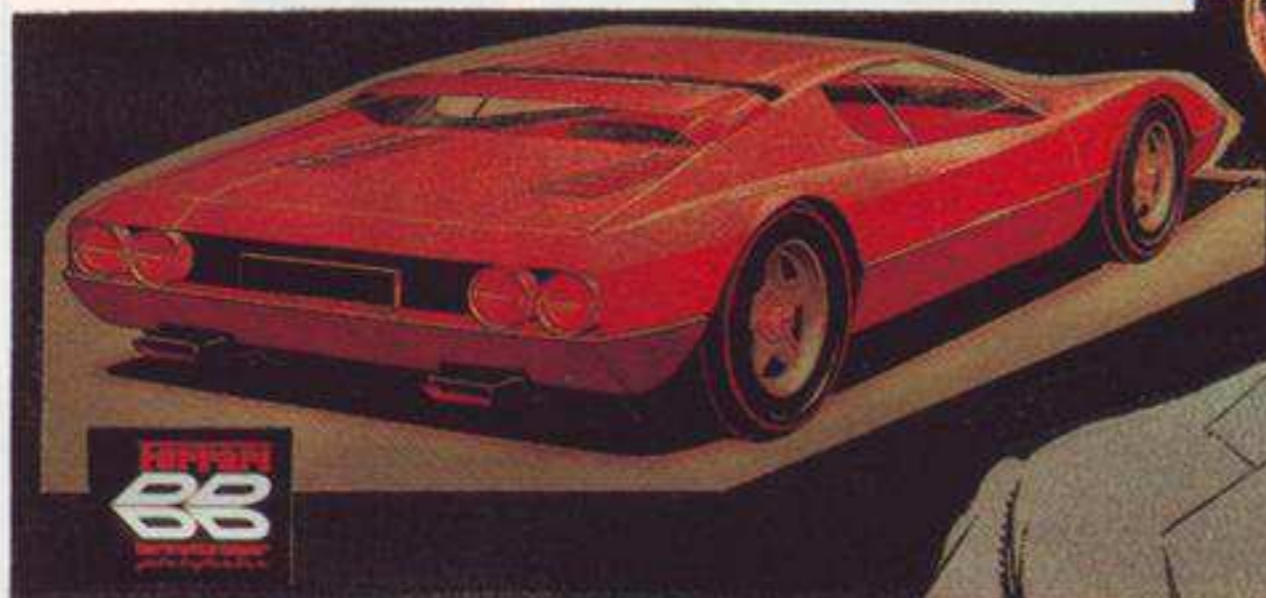
FERRARI WAS MAKING MASSIVE EFFORTS TO GAIN COMMERCIAL HEADWAY IN THE USA, AND THERE WAS NO BETTER WAY OF ACHIEVING THIS THAN BY RUNNING AMERICAN DRIVERS. BUT ONCE AGAIN, UNFORTUNATELY, IT WAS A PORSCHE THAT WON THE DAYTONA 24-HOURS, AHEAD OF THE FERRARI 512S OF RONNIE BUCKNUM AND TONY ADAMOVICZ, AND THE 512M, IN SUNOCO COLOURS, OF MARK DONOHUE AND DAVID HOBBS.



ON THE PRODUCTION SIDE, THE ITALIANS - FERRARI, MASERATI AND LAMBORGHINI - LAUNCHED A BITTER STRUGGLE TO OUT-DO ONE ANOTHER, AND NEW MODELS WERE PUMPED OUT AT BREAKNECK SPEED. AT THE 1971 GENEVA MOTOR SHOW, FERRARI SHOWED OFF THEIR NEW FRONT-ENGINE 365 GTC/4 V12, WHOSE 340BHP GAVE IT A MAXIMUM SPEED OF 156MPH.

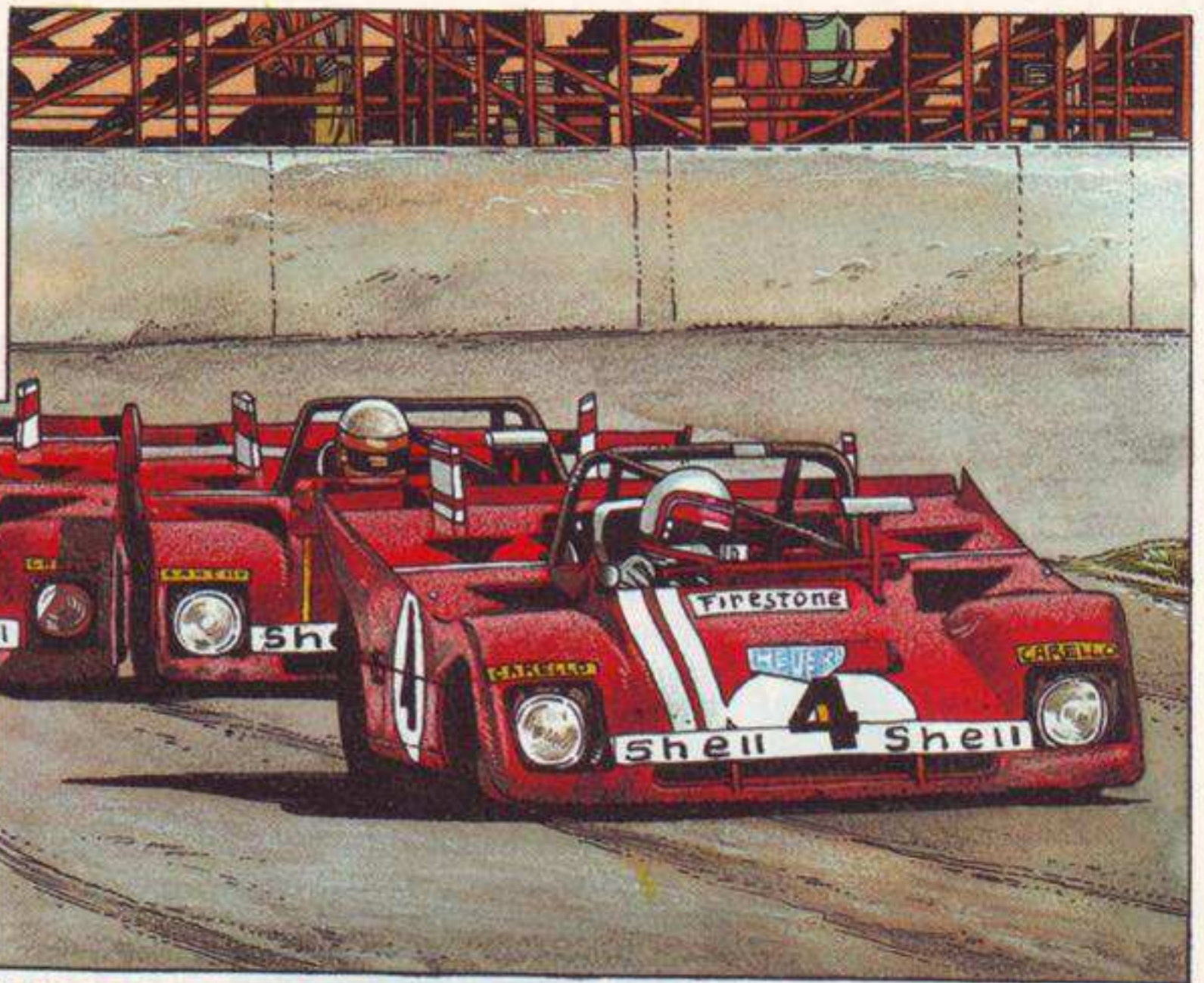


MEANWHILE, GREAT THINGS WERE HAPPENING IN TURIN. UNDER SERGIO PININFARINA, WHO HAD TAKEN OVER FROM HIS FATHER IN 1966, THE DESIGNERS DREW ONE OF THE MOST BEAUTIFUL FERRARIS OF ALL: THE BERLINETTA BOXER, OR BB, AS IT WAS MORE COMMONLY KNOWN.



ENZO HAD A BAD 1971. HE WOULD GET UP EARLY AND READ SEVEN OR EIGHT NEWSPAPERS BEFORE STARTING HIS DAY IN ORDER TO SEE WHAT THE CRITICS WERE SAYING. IT WASN'T VERY FLATTERING.

AFTER SEVERAL SEASONS IN PURGATORY, FERRARI WON THE WORLD CHAMPIONSHIP OF MAKES IN 1972. THEY DID IT IN STYLE: THE FERRARI 312 PB SCORED 160 POINTS, WHEREAS ITS NEW RIVAL, THE ALFA ROMEO, SCORED A MERE 85. ANDRETTI AND ICKX WERE THE MAIN ARCHITECTS OF THIS TRIUMPH. THE FIRST OF ICKX'S FOUR WINS TOOK PLACE UNDER THE FLORIDA SUN AT THE DAYTONA 6-HOURS.



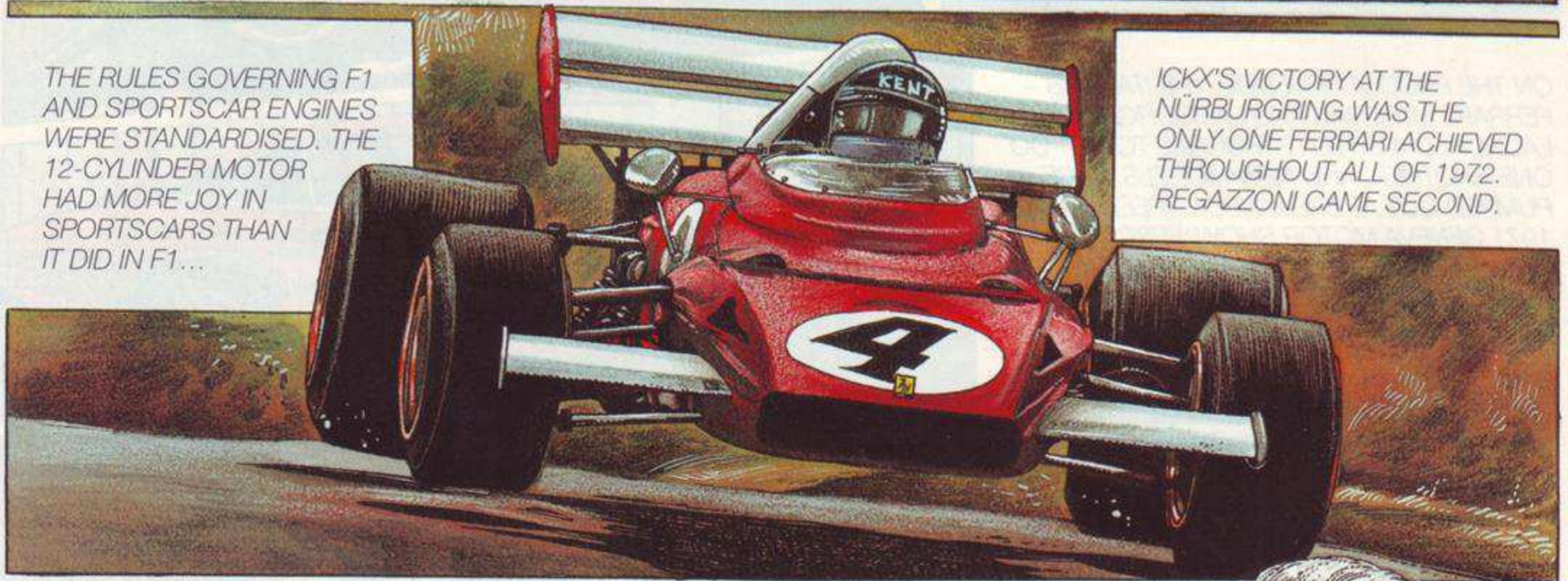
THIS SUCCESS WENT SOME WAY TOWARDS HEALING THE WOUNDS OF ONE YEAR EARLIER. ON 10 JANUARY 1971, THE SCUDERIA'S IGNAZIO GIUNTI HAD BEEN KILLED IN BUENOS AIRES IN THE MOST DRAMATIC OF CIRCUMSTANCES.

IN SPORTSCAR RACING, 1972 WAS A BRILLIANT YEAR. FERRARI MISSED OUT ON ONLY ONE PRIZE: THE LE MANS 24-HOURS RACE, WON FOR THE FIRST TIME BY MATRA. BUT FERRARI WERE DELIGHTED WITH JEAN-CLAUDE ANDRUET'S VICTORY AT THE WHEEL OF A DAYTONA IN THE GT CATEGORY AS WELL AS THE FIFTH PLACE OF CLAUDE BALLOT-LÉNA.

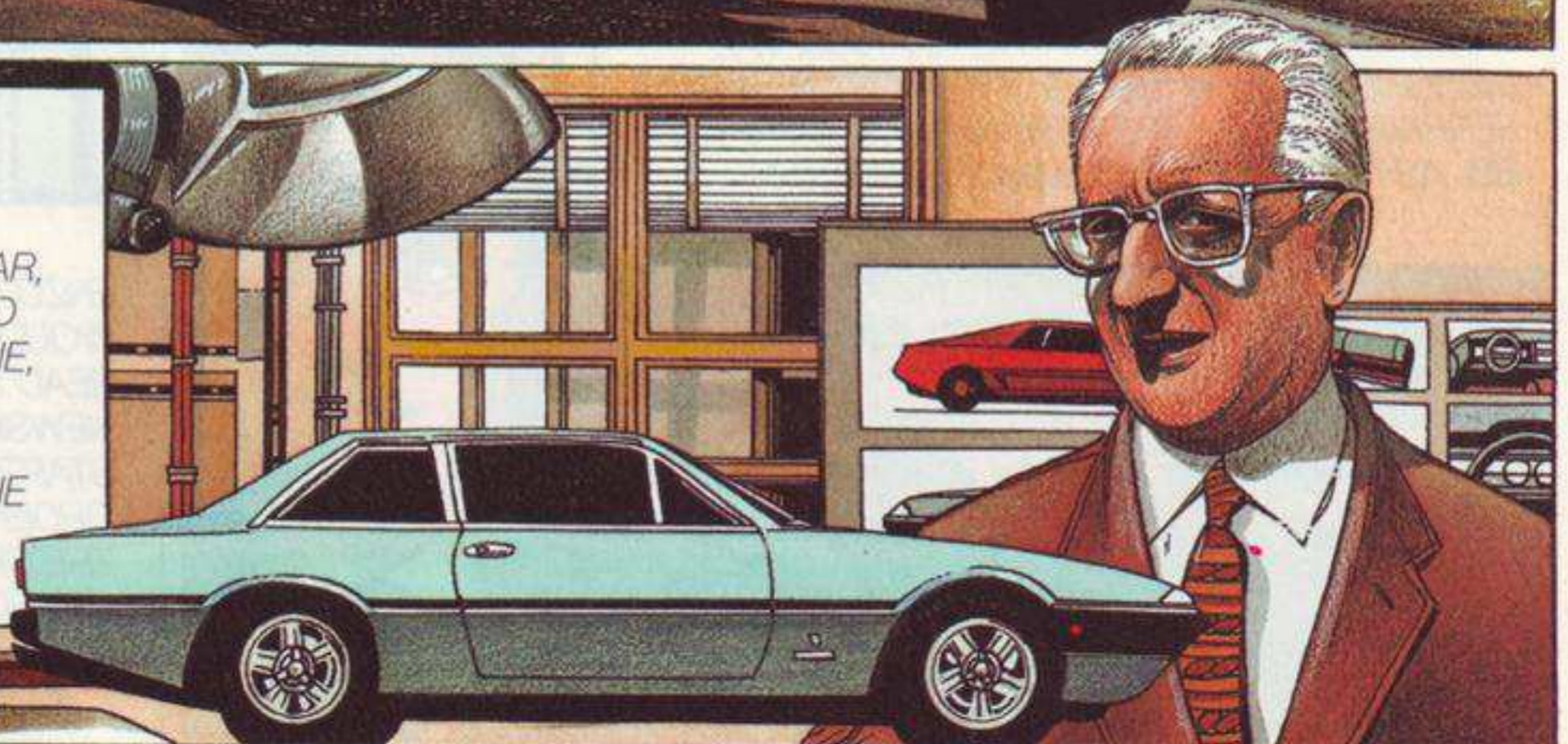


THE RULES GOVERNING F1 AND SPORTSCAR ENGINES WERE STANDARDISED. THE 12-CYLINDER MOTOR HAD MORE JOY IN SPORTSCARS THAN IT DID IN F1...

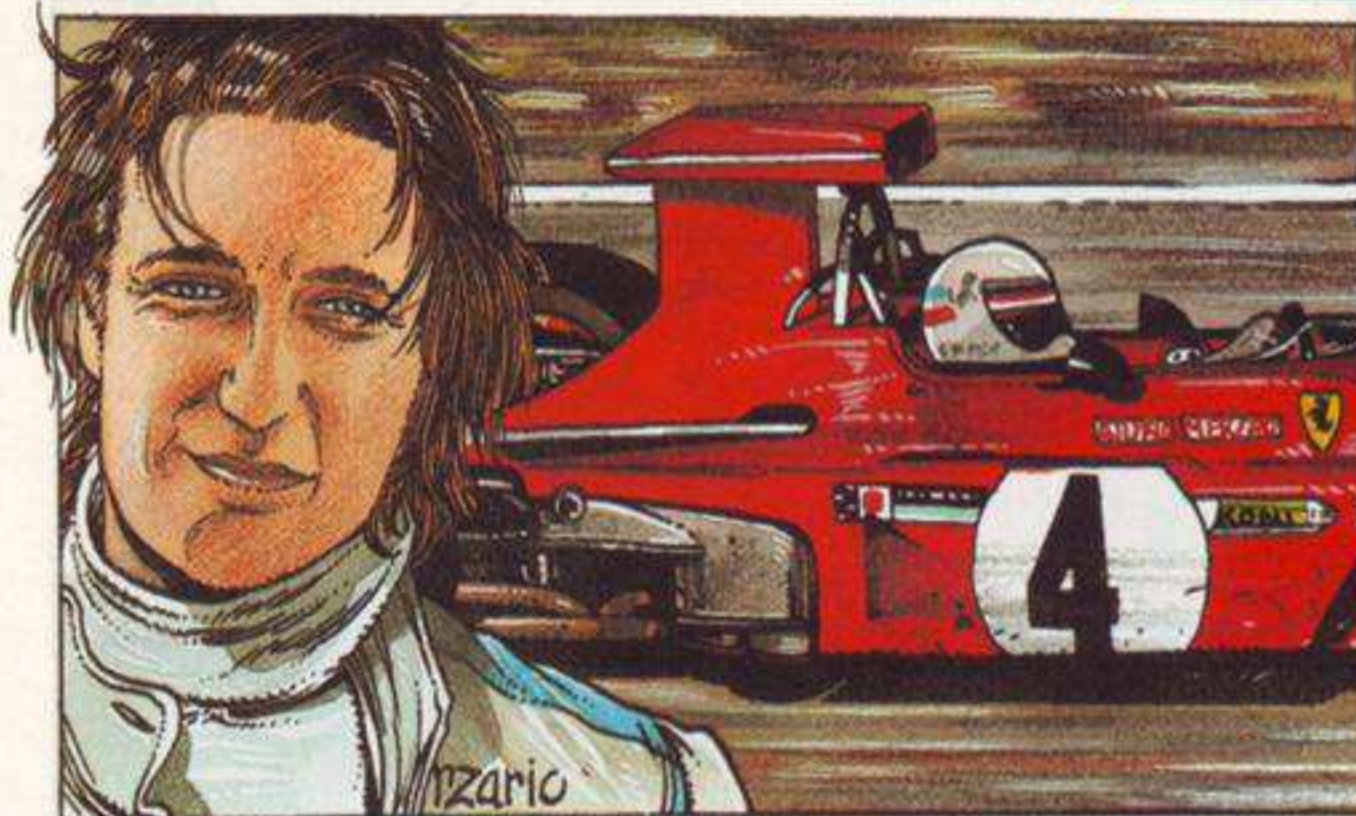
ICKX'S VICTORY AT THE NÜRBURGRING WAS THE ONLY ONE FERRARI ACHIEVED THROUGHOUT ALL OF 1972. REGAZZONI CAME SECOND.



BACK IN THE FACTORY, ENZO PAID VERY CLOSE ATTENTION TO THE PRODUCTION OF A FOUR-SEATER CAR, OR 2+2. THE 365 GT4 WAS EQUIPPED WITH A SUPERB 4.4-LITRE V12 ENGINE, AND WAS COMPLETELY NEWLY AND LUXURIOUSLY DESIGNED BY PININFARINA. IT WAS UNVEILED AT THE PARIS SALON IN OCTOBER 1972.



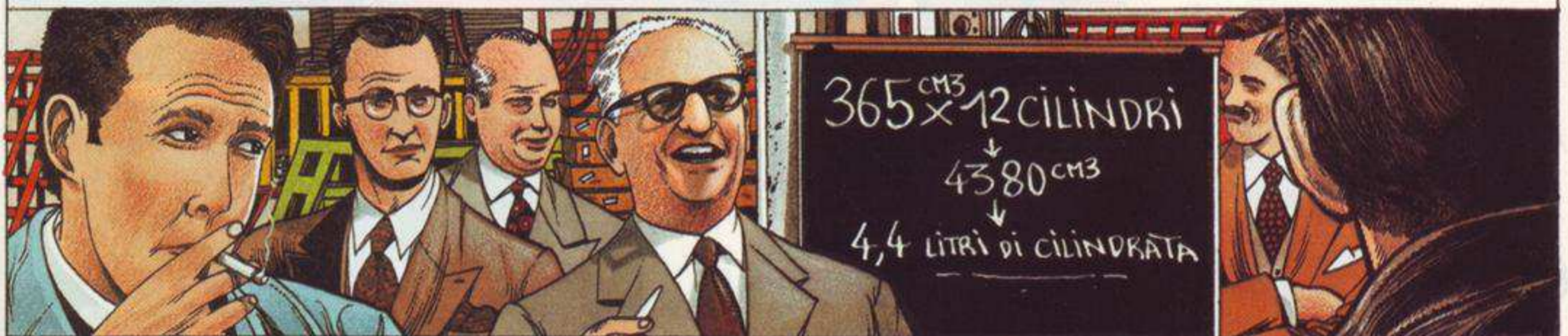
TOTALLY UNSTOPPABLE THE PREVIOUS YEAR, FERRARI MOUNTED AN ATTACK ON THE 1973 SPORTSCAR CHAMPIONSHIP WITH THE 312 PBS. BUT THE SCUDERIA'S HOPES WERE DESTROYED, AND THE CHAMPIONSHIP WAS TAKEN BY MATRA. THEY SETTLED FOR SECOND PLACE IN THE WORLD CHAMPIONSHIP OF MAKES, AFTER TWO WINS: AT THE MONZA 1000KM - THREE FERRARIS IN THE FIRST THREE PLACES - AND AT THE NÜRBURGRING 1000KM, WHERE ICKX AND BRIAN REDMAN WON. MATRA DOMINATED LE MANS TOO. ARTURO MERZARIO AND CARLOS PACE CAME SECOND WHILE A DAYTONA WON THE GT CLASS.



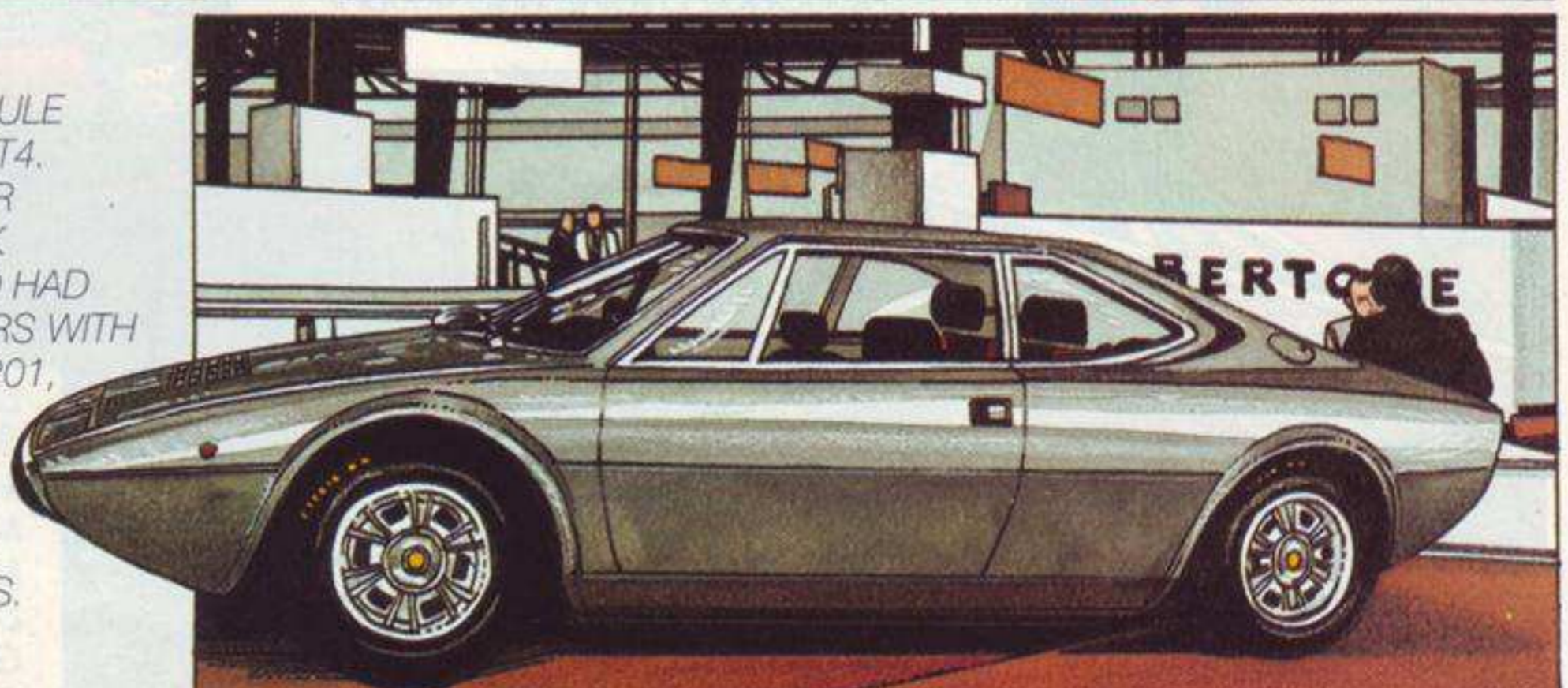
BUT IT ALL WENT WRONG IN F1. FERRARI NEVER EVEN REACHED THE PODIUM, ENDING UP SIXTH IN THE F1 CONSTRUCTORS CHAMPIONSHIP, JUST AHEAD OF MINOR PLAYERS SUCH AS SHADOW, SURTEES AND ISO. ENZO WAS LIVID. WITH REGAZZONI FARMED OUT TO BRM FOR A WHILE AND ANDRETTI STAYING IN THE UNITED STATES, ONLY ICKX AND MERZARIO REMAINED TO KEEP THE MARANELLO FLAG FLYING IN THEIR SLIMMED-DOWN 312 B3S.



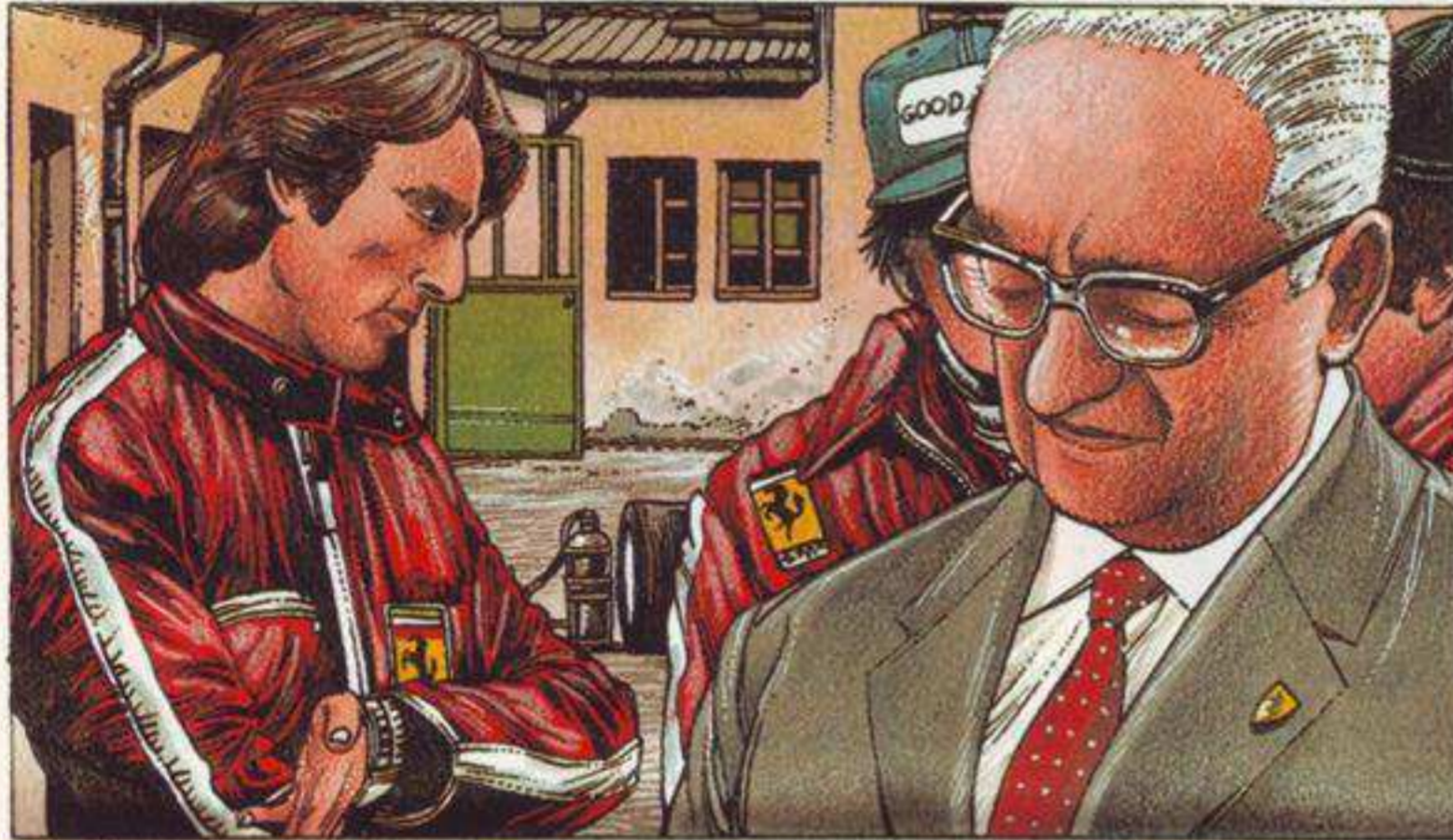
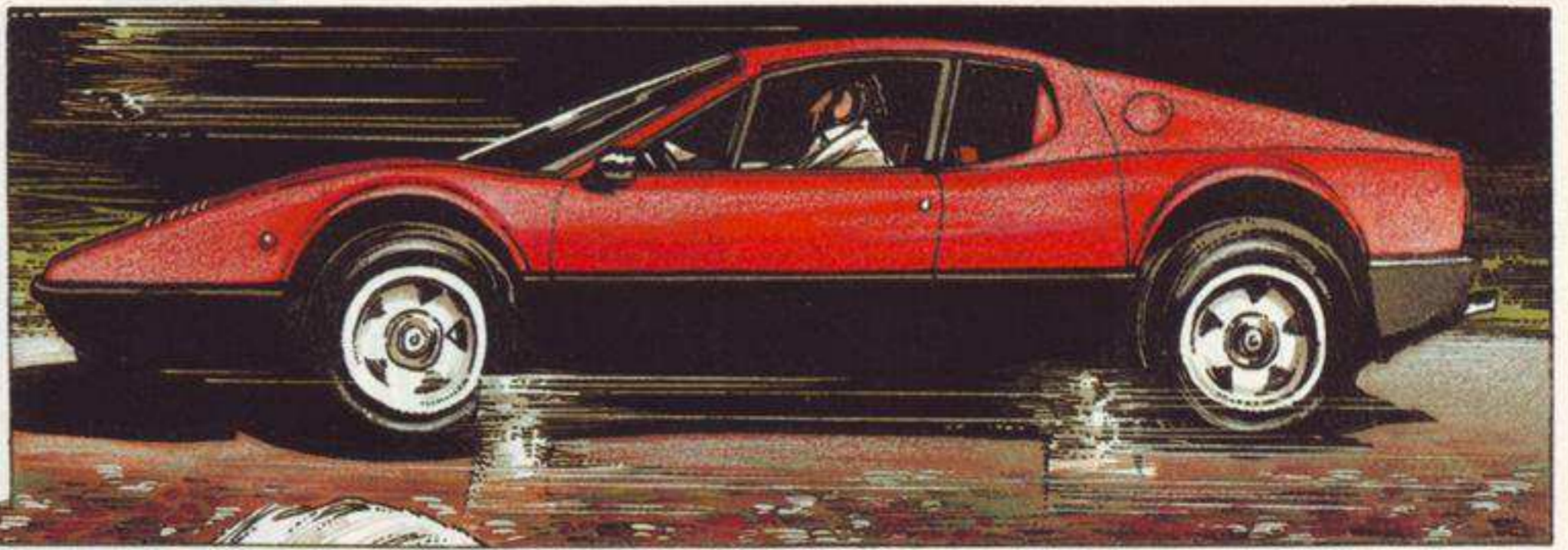
MEANWHILE, ENZO WAS ENJOYING SHOWING GUESTS AROUND THE MARANELLO FACTORY. ONE QUESTION THAT CAME UP AGAIN AND AGAIN CONCERNED THE ORIGINS OF FERRARI MODELS' NAMES. AND SO IT WAS EXPLAINED THAT THE 365, FOR EXAMPLE, OWED ITS NAME TO EACH CYLINDER'S CAPACITY IN CC.



FERRARI BROKE HIS SACRED V12 RULE WHEN IT CAME TO THE DINO 308 GT4. THE 308 HAD A 3-LITRE, 8-CYLINDER ENGINE. THE FACTORY HAD TO ASK PERMISSION FROM PEUGEOT, WHO HAD ALREADY REGISTERED ALL NUMBERS WITH A ZERO IN THE MIDDLE FOR THEIR 201, 203, 304, 504 MODELS ETC. BERTONE DESIGNED THE CAR, WHICH HAD A TOP SPEED OF 157MPH AND COULD ACCELERATE FROM 0 TO 60MPH IN 6.0 SECONDS.



THE BB HAD BEEN READY SINCE LATE 1973. BUT WITH THE ONSET OF THE FUEL CRISIS, OIL PRICES SOARED, CAUSING PROBLEMS IN THE HIGH-PERFORMANCE MARKET. WITH A TOP SPEED OF 172MPH AND A 0-60MPH CAPABILITY OF 5.0 SECONDS, WOULD THE BB TURN OUT TO BE THE LAST OF THE SUPERCARS?



FERRARI MADE A SPECTACULAR RECOVERY IN 1974, DECIDING TO IGNORE COMPLETELY THE WORLD CHAMPIONSHIP OF MAKES AND CONCENTRATE EXCLUSIVELY ON F1. IN ORDER TO ACHIEVE THIS, ENZO TOOK ON A YOUNG 27-YEAR-OLD ASSISTANT, LUCA DI MONTEZEMOLO. HE ARRIVED IN THE MIDDLE OF 1973 AND SOON REORGANISED THE SCUDERIA FROM TOP TO TOE.

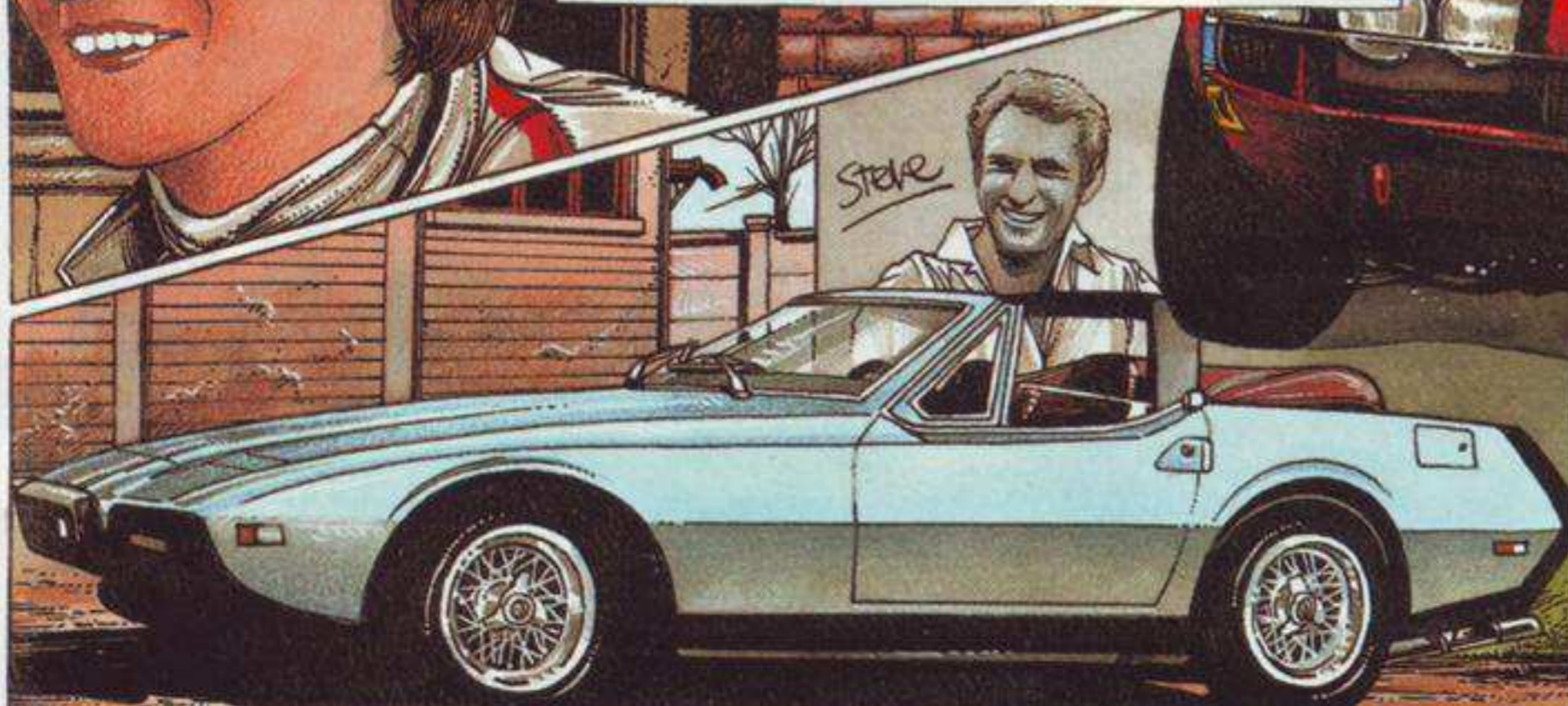
SUCCESS CAME IN NO TIME. REGAZZONI CAME SECOND OVERALL IN THE DRIVERS' CHAMPIONSHIP, MISSING OUT BY THREE POINTS. HE HAD A SUPERB SEASON, WINNING THE GERMAN GRAND PRIX AND COMING SECOND FOUR TIMES - IN BRAZIL, SPAIN, HOLLAND AND CANADA.



FERRARI'S NEW AUSTRIAN RECRUIT, NIKI LAUDA, WON FOR THE FIRST TIME IN SPAIN, AND AGAIN IN HOLLAND. THIS HE ACHIEVED IN MAURO FORGHIERI'S FORMIDABLE 312 B3, WHICH HAD A FLAT-12 MONOCOQUE ENGINE AND 480BHP.



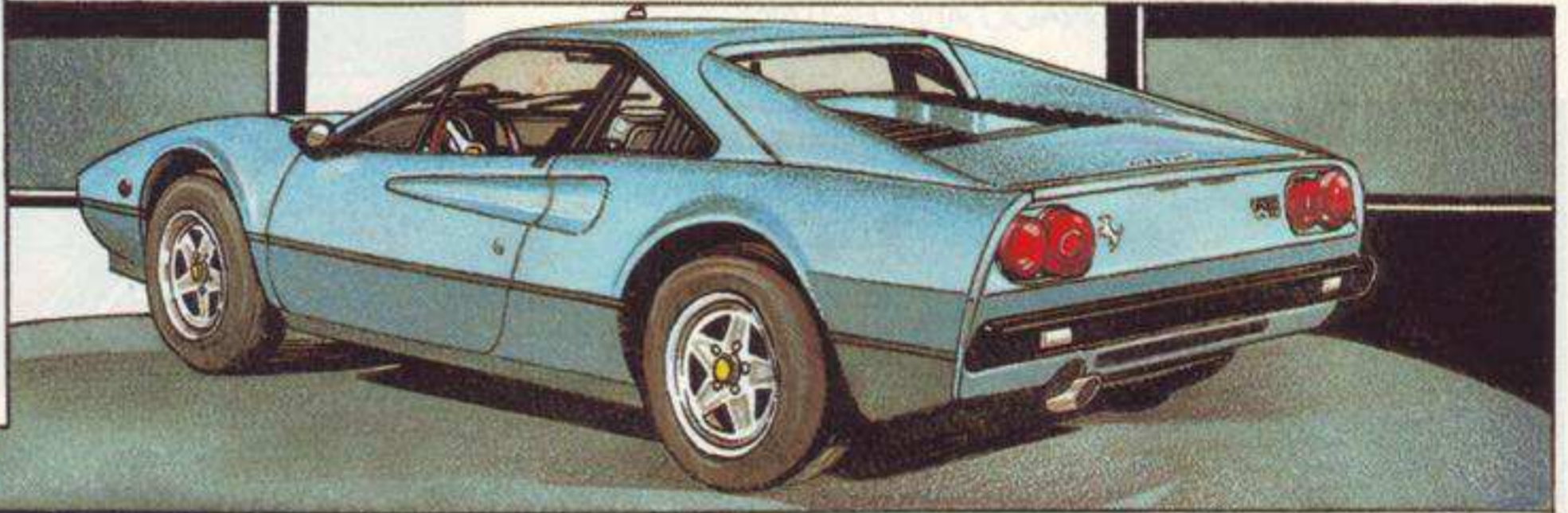
DAYTONAS, TOO, WERE BACK IN THE SPOTLIGHT. ITALIAN COACHBUILDER MICHELOTTI DESIGNED A SPECIAL MODEL FOR AMERICAN ACTOR STEVE McQUEEN. AT LE MANS, ANOTHER DAYTONA, DRIVEN BY CYRILLE GRANDET AND 'BARDINI', WON THE GT CATEGORY, TAKING FIFTH OVERALL.



IN ITALY, A NEW LAW WAS PASSED, PREVENTING YOUNGSTERS UNDER 21 AND 'OLD PEOPLE' FROM DRIVING CARS CAPABLE OF EXCEEDING 112MPH. ENZO WAS THEREFORE BARRED, AND HAD TO RESIGN HIMSELF TO A FIAT 132 - SUPPOSEDLY. ENZO DID WHAT HE WANTED ANYWAY...



THE NEW FERRARI 308 GTB, WITH A TOP SPEED OF 157MPH AND THE ABILITY TO ACCELERATE FROM REST TO 60MPH IN 6.0 SECONDS, WAS NOW AN OLD MAN'S CAR. A 3-LITRE, 8-CYLINDER MODEL, IT PROVED A GREAT SUCCESS. ITS LINES WERE MUCH ADMIRER, AND IT WAS THE FIRST FERRARI ROAD CAR WITH FIBREGLASS BODYWORK.



THE 1975 LE MANS 24-HOURS WAS A PSYCHODRAMA. LUIGI CHINETTI WITHDREW HIS FOUR CARS A COUPLE OF MINUTES BEFORE THE START, AFTER A ROW WITH THE STEWARDS. THIS WAS DOUBLY ANNOYING SINCE IT WAS TO BE THE FIRST APPEARANCE OF THE BB AT LE MANS. FOR LUIGI, LE MANS WAS A SERIOUS BUSINESS.

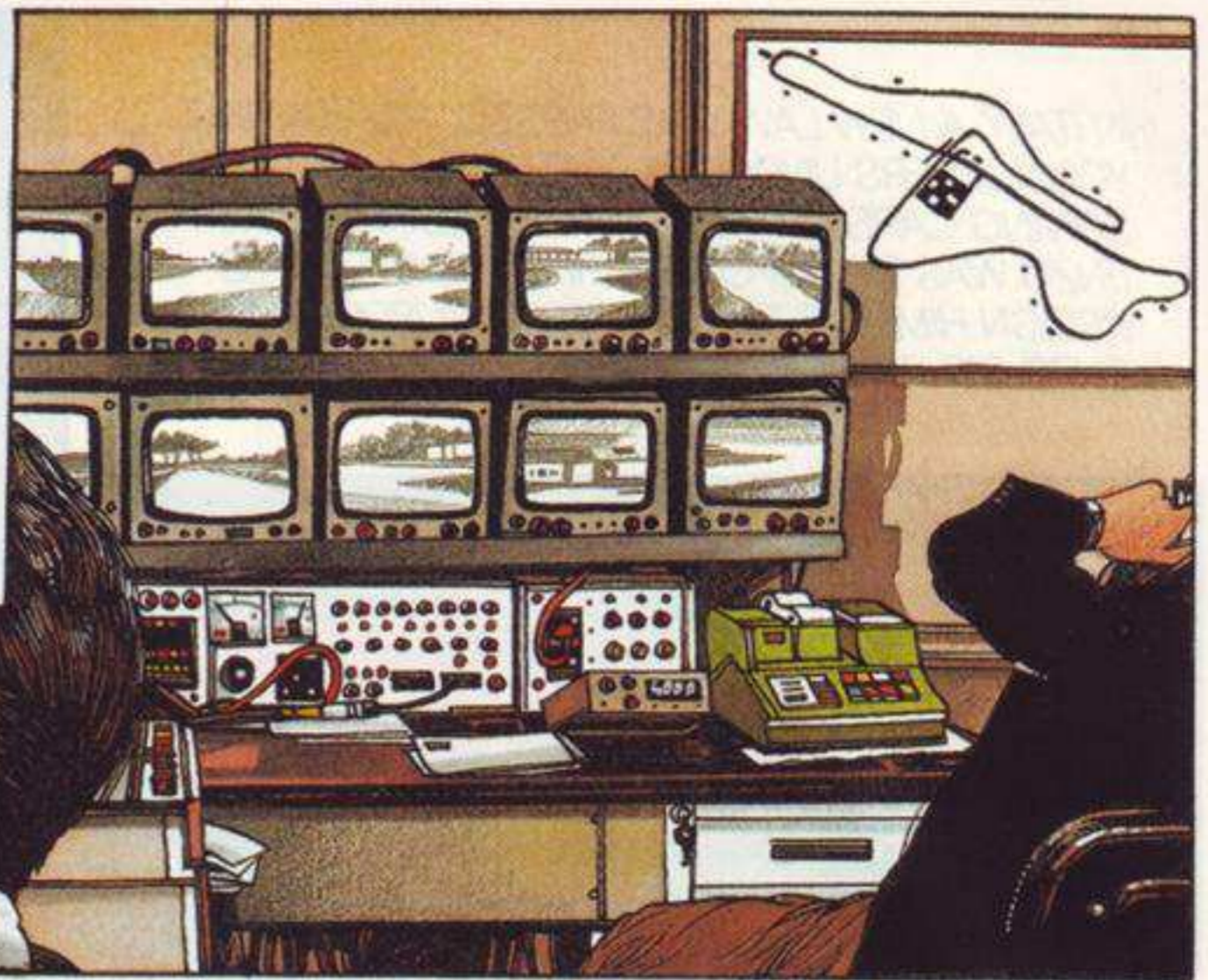
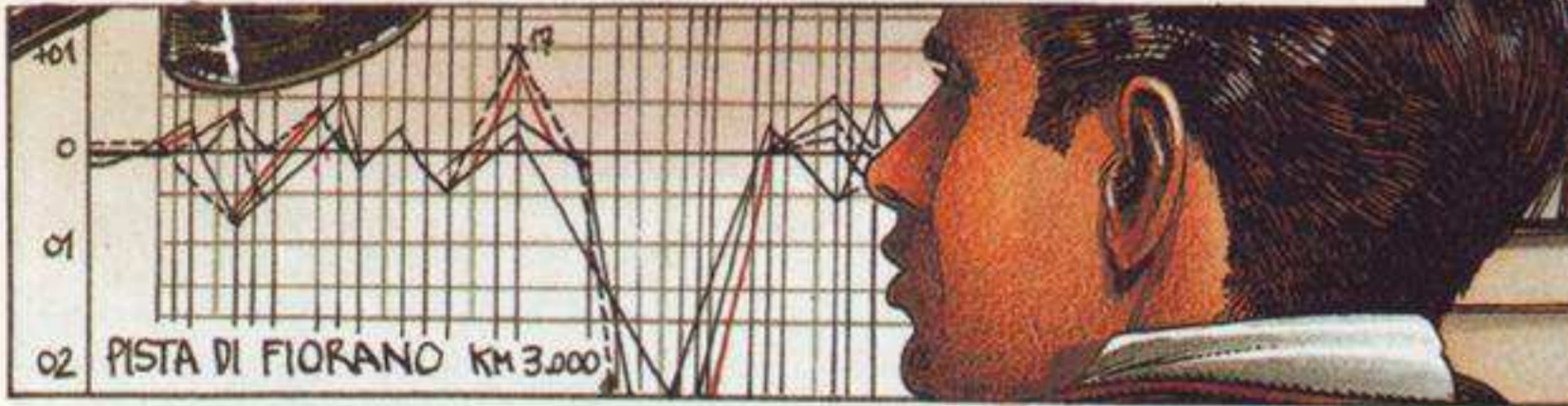


1975 WOULD GO DOWN IN HISTORY AS THE FIRST WORLD CHAMPIONSHIP FOR A GREAT DRIVER, NIKI LAUDA. THIS WAS THANKS TO FIVE GREAT VICTORIES, NOT LEAST OF WHICH WAS THE FIRST, IN MONACO. THIS GAVE LAUDA THE CHANCE TO SHOW OFF HIS PERFECT SOCIAL ETIQUETTE, BENDING TO KISS THE HAND OF PRINCESS GRACE.

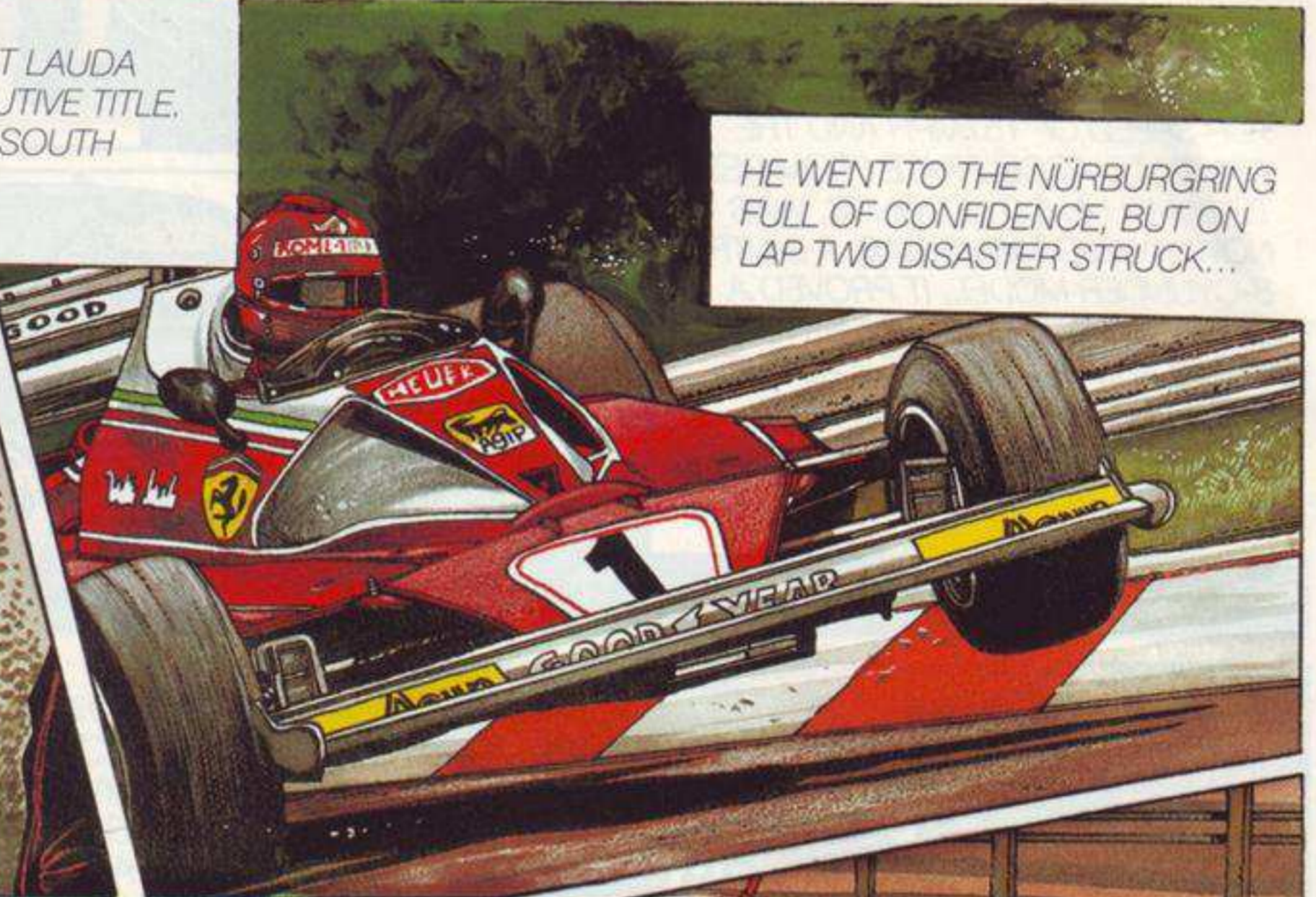
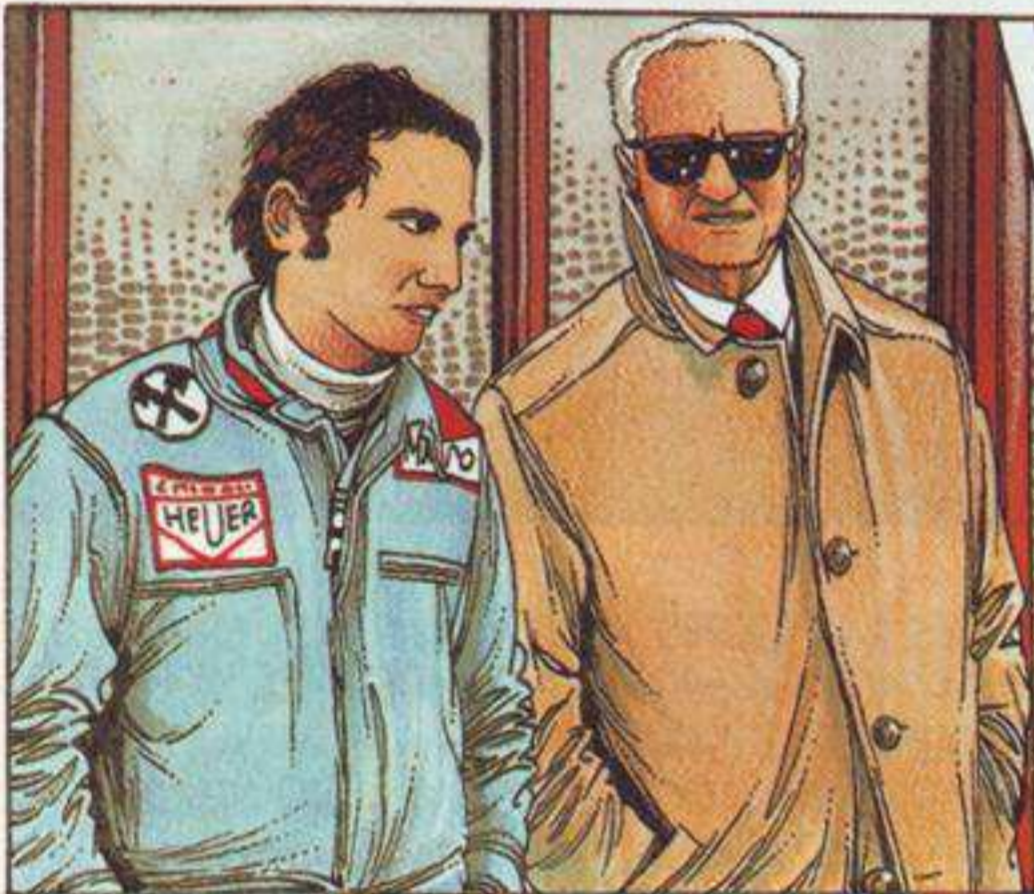


HIS FIFTH AND FINAL WIN OF THE SEASON CAME IN OCTOBER AT THE AMERICAN GRAND PRIX AT WATKINS GLEN - A VICTORY THAT MARKED THE SCUDERIA'S RENAISSANCE. THE FERRARIS WERE VERY RELIABLE THAT SEASON, AS LAUDA FINISHED 13 RACES OUT OF 14. QUICK, TOO: NIKI WAS ON POLE NINE TIMES.

AS A CAR DEVELOPER, LAUDA WAS A GENIUS. AND FERRARI'S PRIVATE TEST FACILITY AT FIORANO WAS AN IDEAL ARENA IN WHICH HE COULD EXERCISE HIS TALENTS. THE SCUDERIA HAD BEEN USING FIORANO SINCE 1971. EVERY RACE CAR FROM THEIR WORKSHOP WAS TESTED ON THE TRACK, AND EVERY CORNER BOASTED TELEVISION CAMERAS AND TIMING EQUIPMENT. A CENTRAL BUILDING, A SORT OF CONTROL TOWER, RECEIVED AND ANALYSED ALL THE INFORMATION.



HALFWAY THROUGH 1976, IT SEEMED THAT LAUDA WAS ON HIS WAY TO A SECOND CONSECUTIVE TITLE. HE HAD ALREADY WON FIVE GP'S: BRAZIL, SOUTH AFRICA, BELGIUM, MONACO AND BRITAIN.



HE WENT TO THE NÜRBURGRING FULL OF CONFIDENCE, BUT ON LAP TWO DISASTER STRUCK...



HELP WAS TOO LONG COMING, AND IT WAS LEFT TO FELLOW DRIVERS GUY EDWARDS, BRETT LUNGER, HARALD ERTL AND MERZARIO TO PULL HIM FROM HIS BLAZING CAR. WHEN HE EVENTUALLY GOT TO HOSPITAL, THERE WERE FEARS FOR HIS LIFE. A PRIEST WAS CALLED...



INCREDIBLY, LAUDA MISSED JUST TWO RACES AND WAS BACK FOR MONZA, WHERE HE FINISHED FOURTH. AT THE LAST RACE OF THE SEASON, IN ...



... JAPAN, THE TITLE WAS WITHIN REACH. BUT AFTER TWO LAPS IN A RAINSTORM, NIKI PULLED INTO THE PITS. THE TITLE WENT TO JAMES HUNT.

FERRARI WON THE CONSTRUCTORS' CHAMPIONSHIP, AND BROUGHT OUT THE 400 AUTOMATIC. ENZO WAS THINKING SERIOUSLY ABOUT RETIRING, THOUGH...

AT THE END OF 1976, FIAT ASKED TO BE ALLOWED TO PUT THEIR LOGO ON FERRARI'S F1 CARS. THE BOSS WAS NOT AT ALL PLEASED WITH THIS IMPOSITION...



IN EARLY 1977, HE FINALLY RESIGNED. HE'D HAD ENOUGH. HE WAS NEARLY 80, AND DECIDED TO HAND THE REIGNS OVER TO YOUNGER STAFF. HE STILL REMAINED HEAD OF THE RACE OPERATION, AND APPOINTED HIMSELF 'ADVISOR' TO EVERYONE AT MARANELLO. ACTUALLY, HE COULDN'T QUITE BEAR TO LEAVE THE EMPIRE HE'D BUILT.

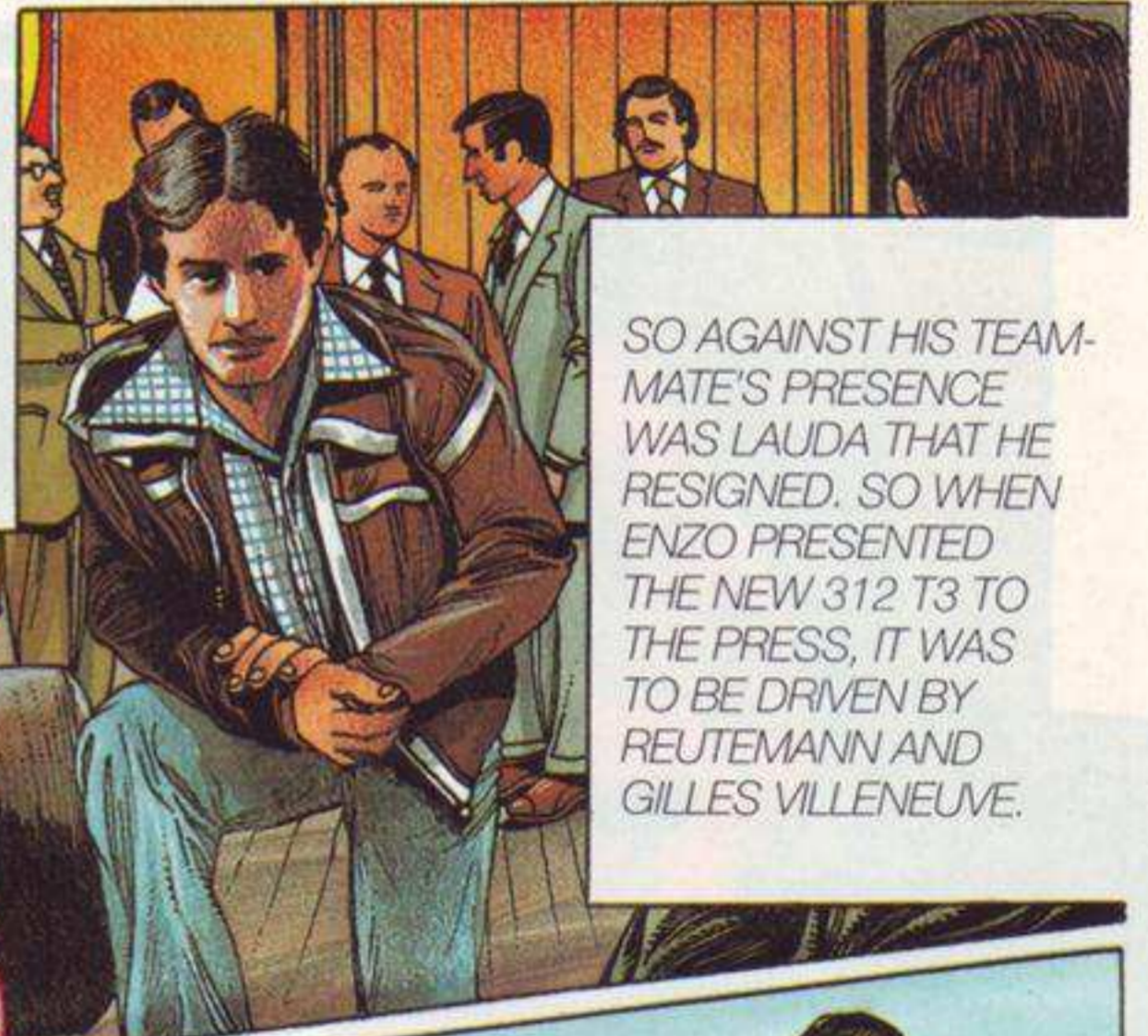
IN THE 1977 F1 CAMPAIGN, LAUDA ERASED THE PREVIOUS YEAR'S DISASTERS BY WINNING IN SOUTH AFRICA. NIKI WON TWO OTHER RACES AND FINISHED SECOND SIX TIMES, SCORING 72 POINTS ...



... IN ALL AND TAKING HIS SECOND DRIVERS' WORLD CHAMPIONSHIP - AND ALL THIS NOT LONG AFTER MANY HAD THOUGHT HE WAS GOING TO DIE.



BY NOW, THE MOODY BUT INTERMITTENTLY BRILLIANT ARGENTINIAN DRIVER, CARLOS REUTEMANN, HAD JOINED FERRARI FROM BRABHAM. HIS ARRIVAL DID NOT GO DOWN AT ALL WELL WITH LAUDA.

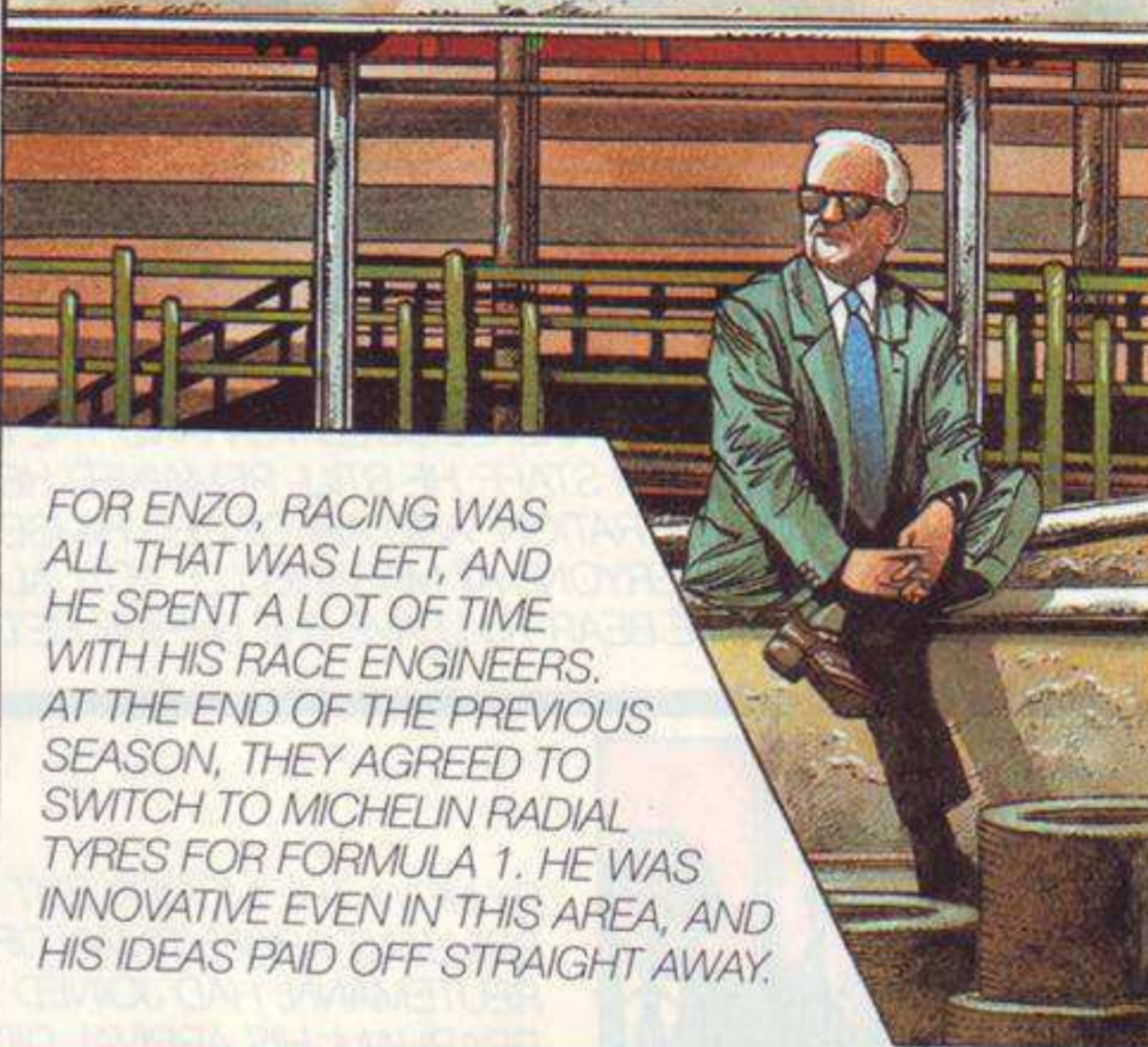
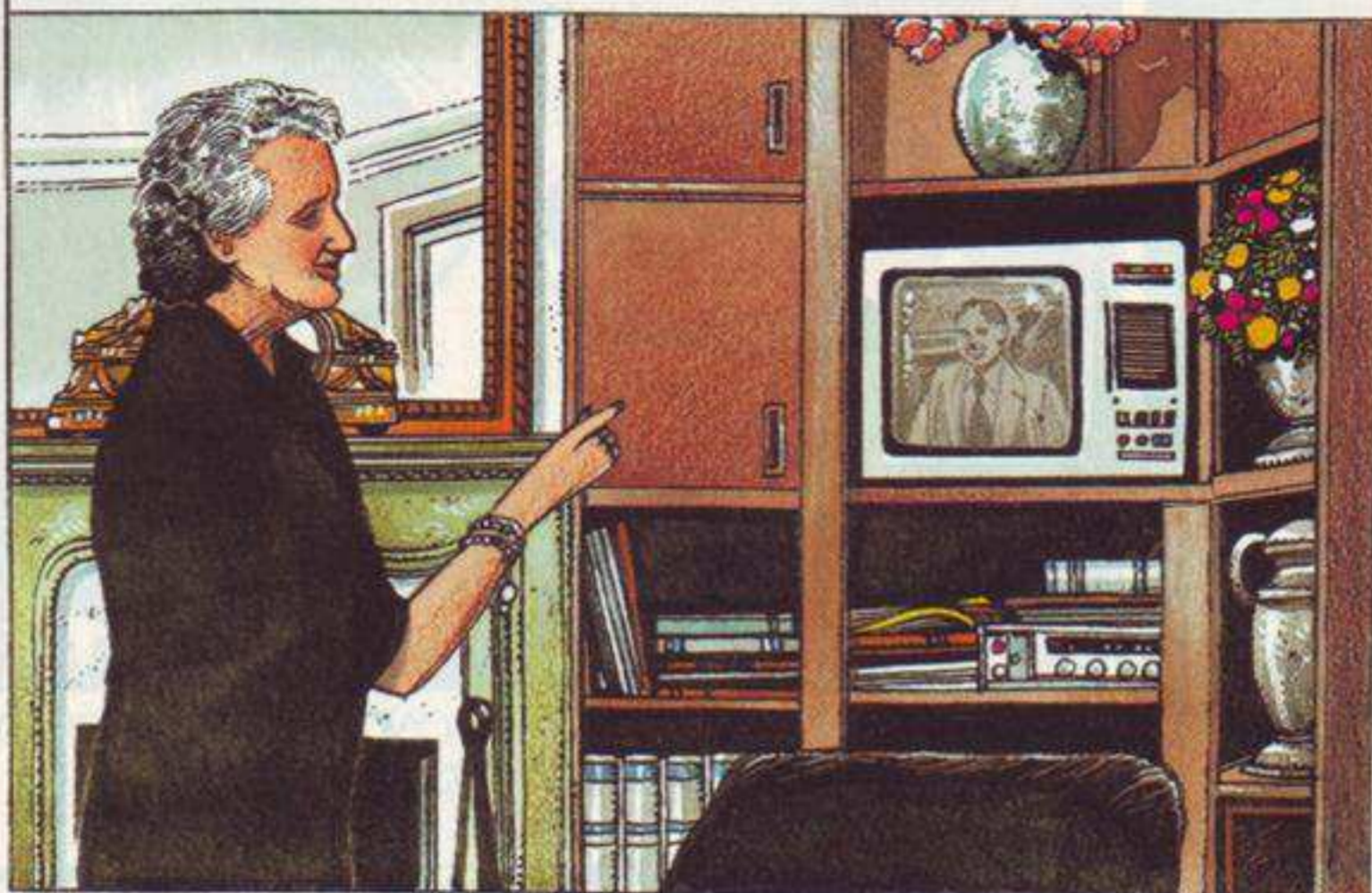


SO AGAINST HIS TEAM-MATE'S PRESENCE WAS LAUDA THAT HE RESIGNED. SO WHEN ENZO PRESENTED THE NEW 312 T3 TO THE PRESS, IT WAS TO BE DRIVEN BY REUTEMANN AND GILLES VILLENEUVE.

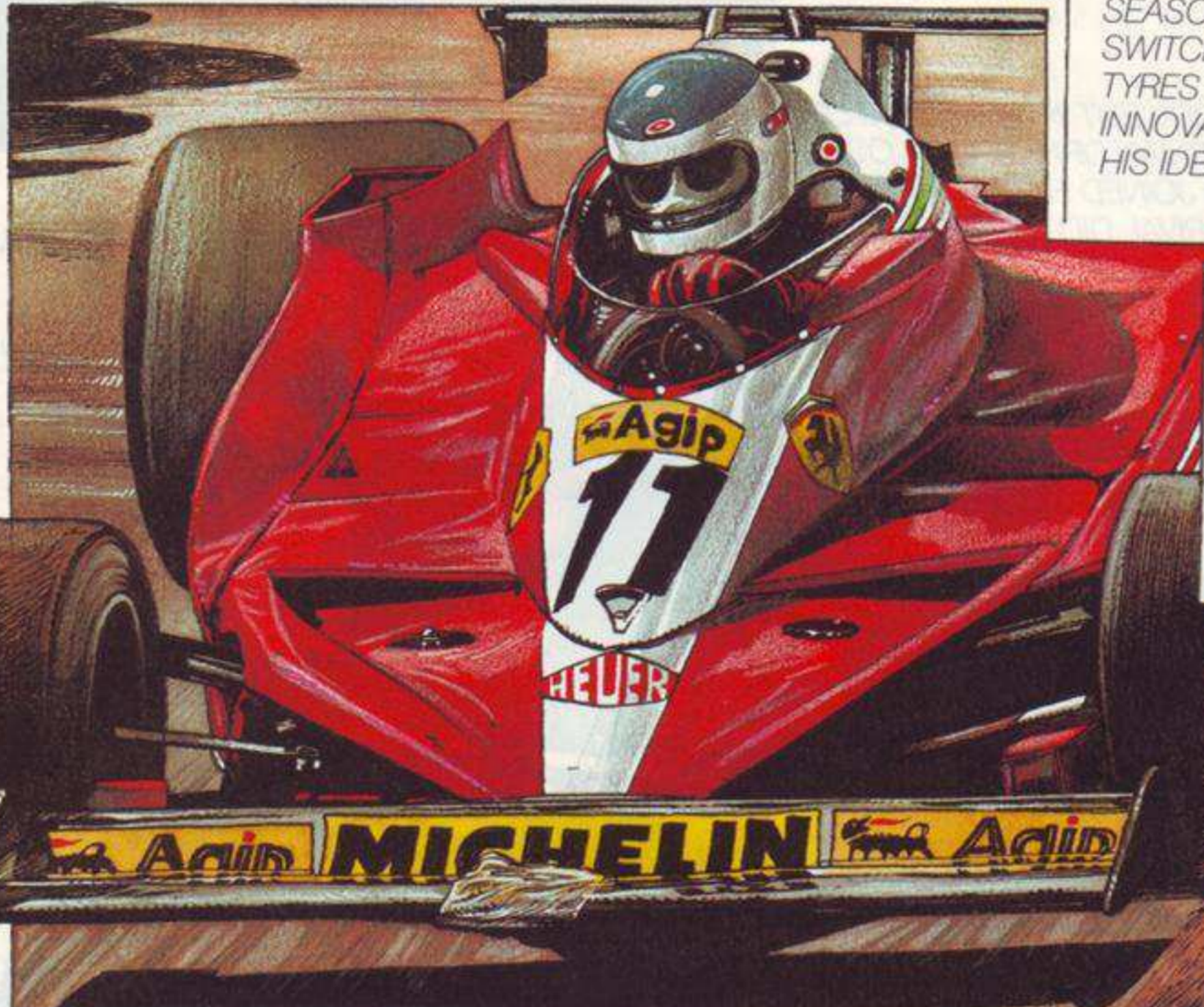


IN THE MIDDLE OF ALL THESE CHANGES, ENZO WAS SEEN TO BE DEVOTING MORE AND MORE ATTENTION TO THE SCUDERIA'S YOUNG ADMINISTRATIVE DIRECTOR, PIERO LARDI. THE EVENTUAL SHOCK NEWS THAT LARDI WAS IN FACT ENZO'S SON HIT EVERYBODY LIKE A BOMBSHELL. PIERO WAS BORN ON 22 MAY 1945, BUT HIS PARENTHOOD HAD BEEN KEPT SECRET FOR MANY YEARS.

DRAINED BY ILLNESS, MADE WORSE BY MORE THAN 20 LONG YEARS OF MOURNING FOR HER SON, DINO, LAURA FERRARI DIED ON 28 FEBRUARY 1978. IT WAS ANOTHER ORDEAL IN THE PERSONAL LIFE OF ENZO, AND HE FELT LONELIER THAN EVER.

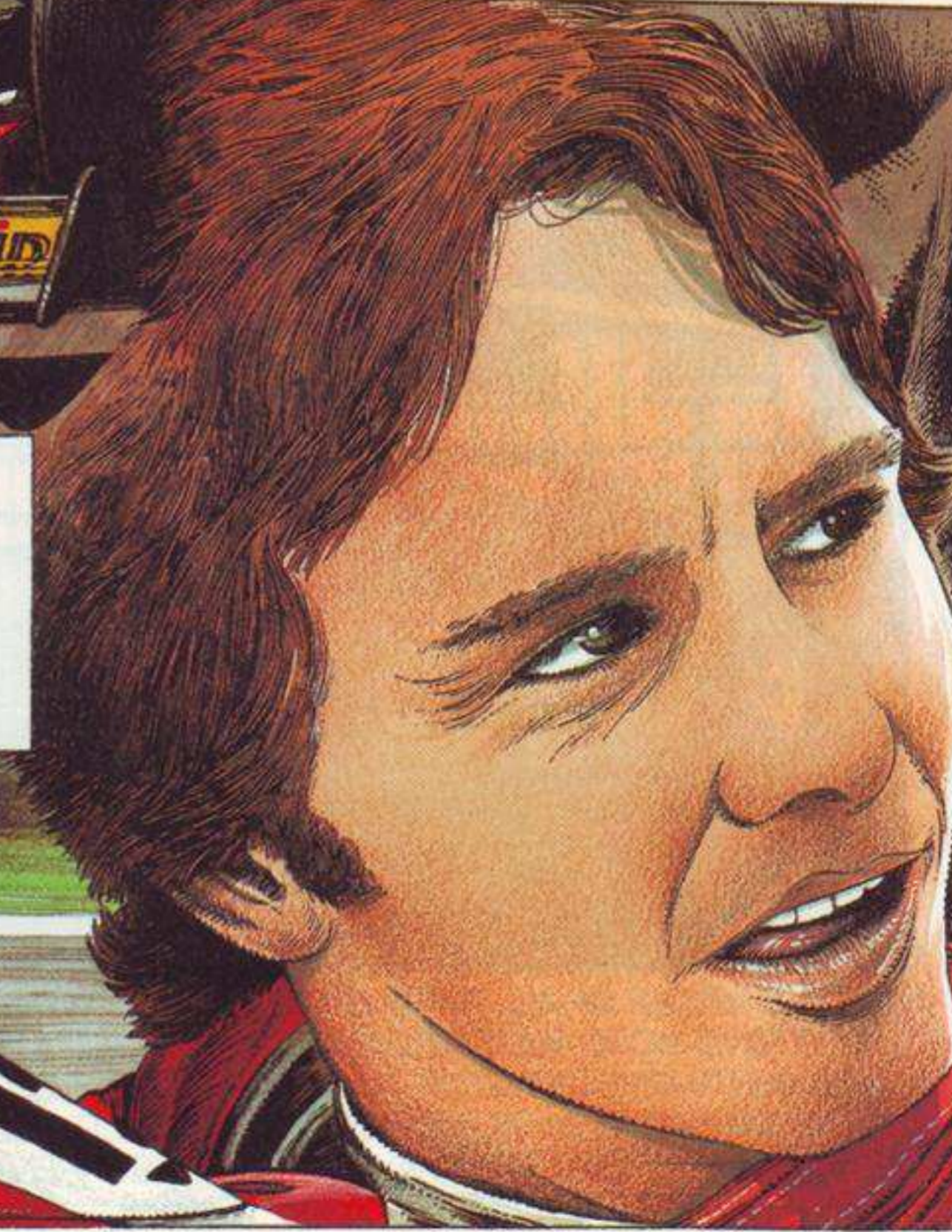
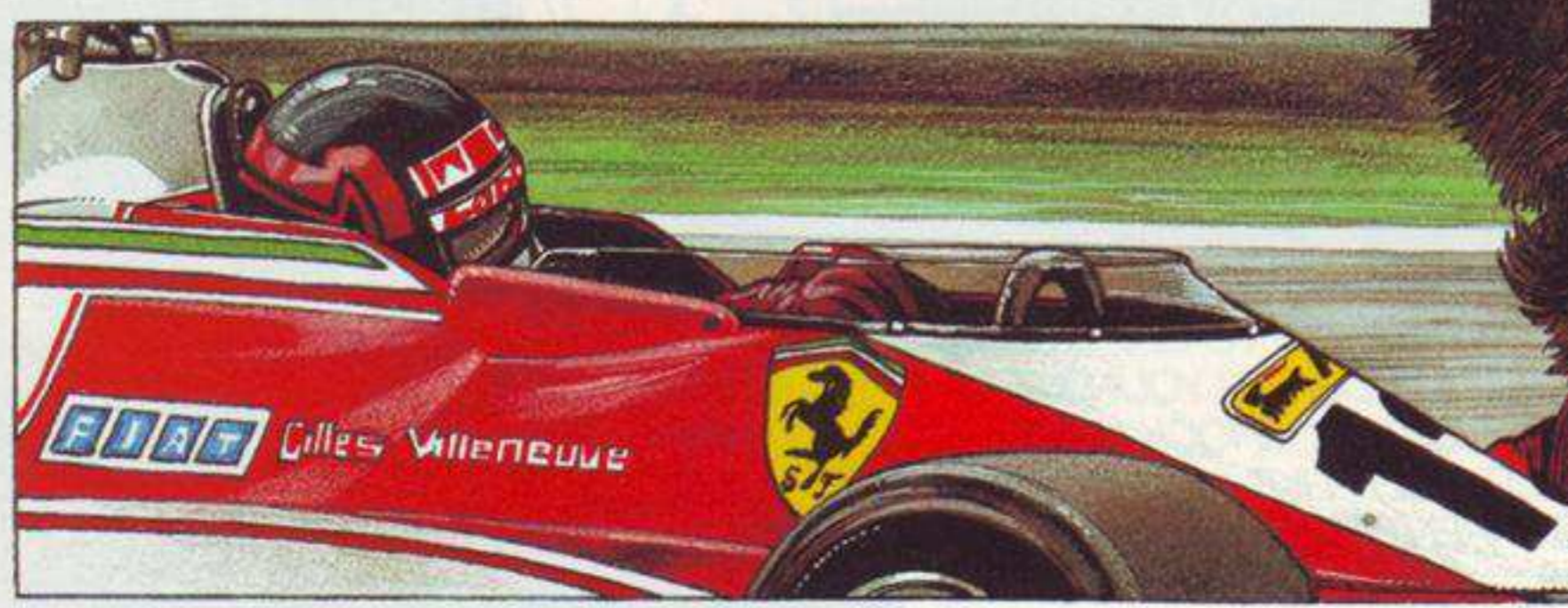


FOR ENZO, RACING WAS ALL THAT WAS LEFT, AND HE SPENT A LOT OF TIME WITH HIS RACE ENGINEERS. AT THE END OF THE PREVIOUS SEASON, THEY AGREED TO SWITCH TO MICHELIN RADIAL TYRES FOR FORMULA 1. HE WAS INNOVATIVE EVEN IN THIS AREA, AND HIS IDEAS PAID OFF STRAIGHT AWAY.

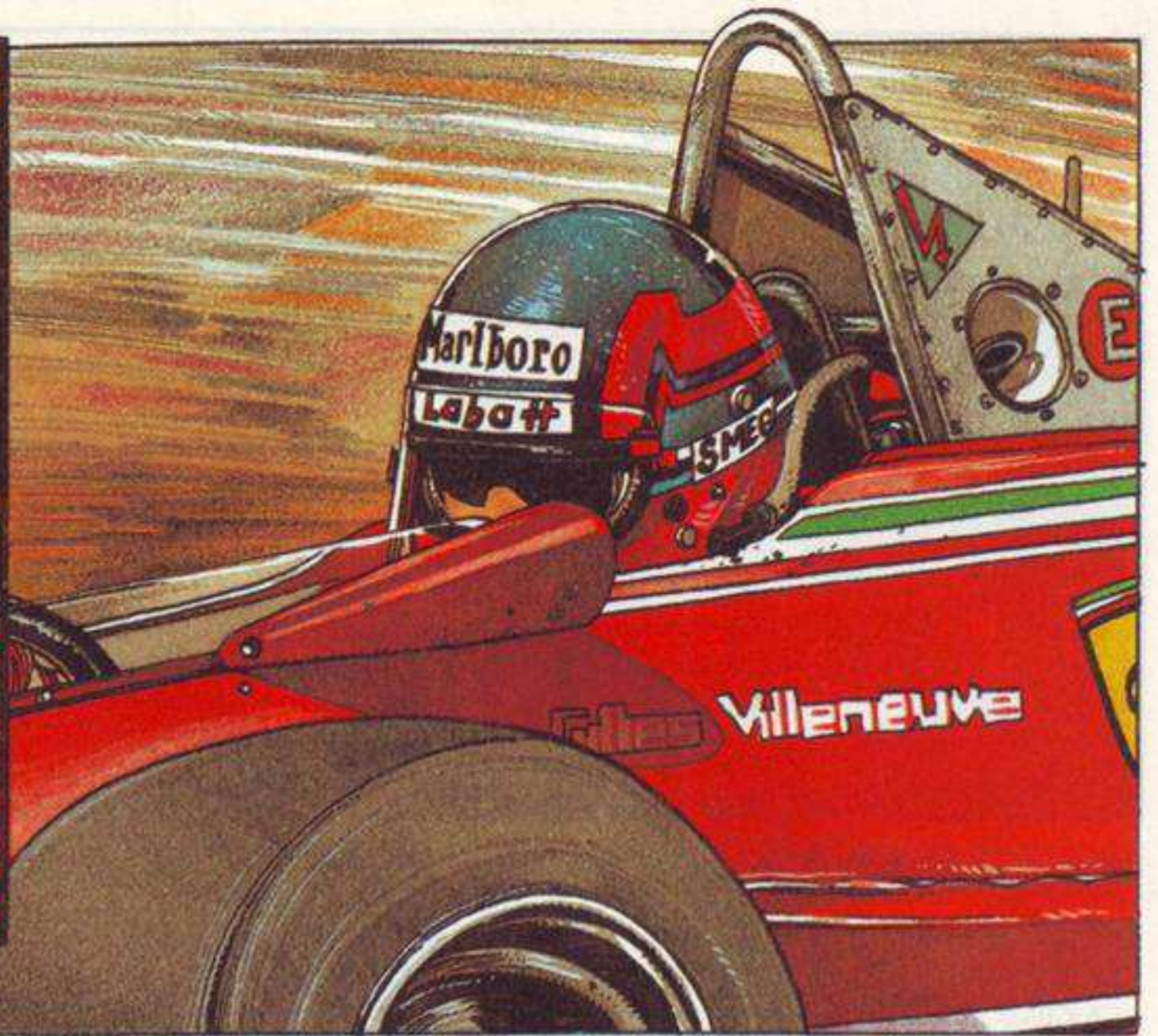
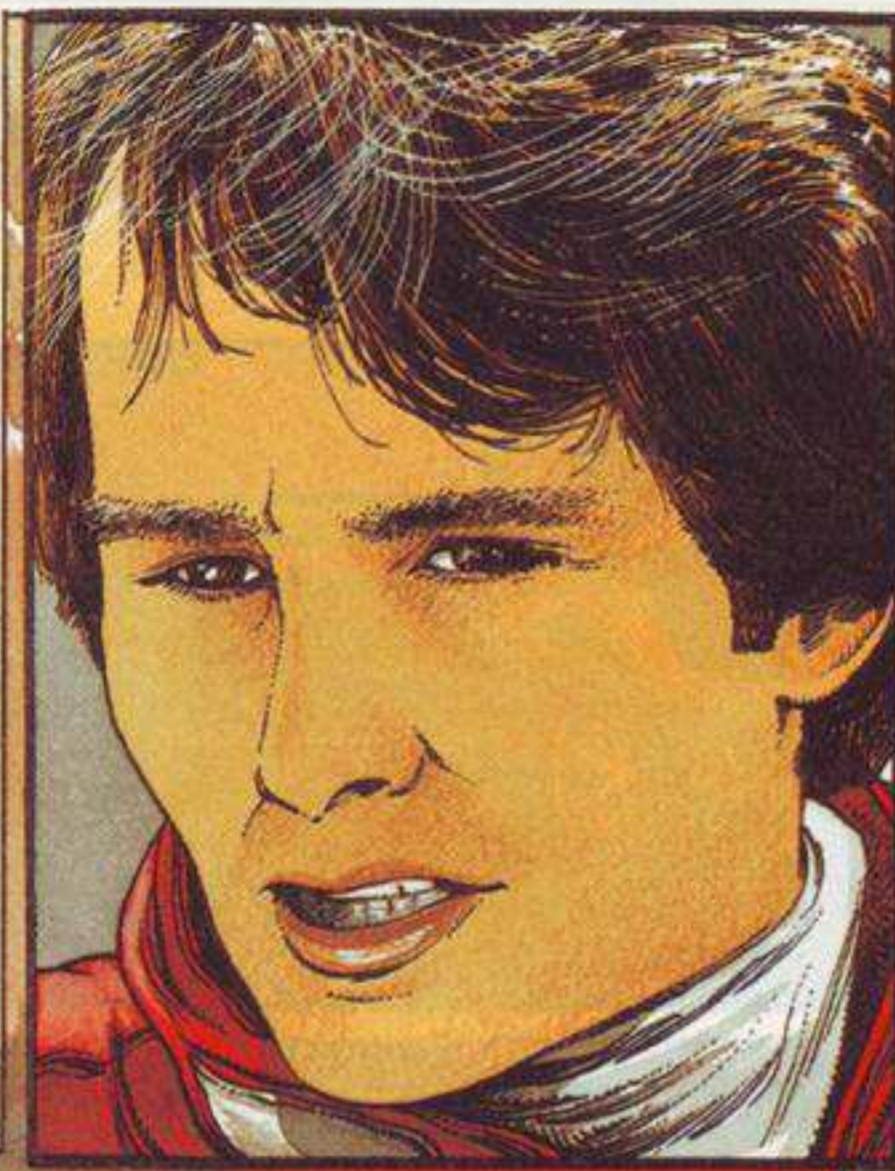


ON ONLY THE RADIALS' SECOND OUTING IN F1, REUTEMANN TOTALLY DOMINATED THE BRAZILIAN GRAND PRIX. CARLOS, WHO WAS NICKNAMED 'LOLE' IN HIS NATIVE ARGENTINA, RECORDED THREE MORE MAGNIFICENT VICTORIES IN 1978 - AT LONG BEACH, BRANDS HATCH AND WATKINS GLEN.

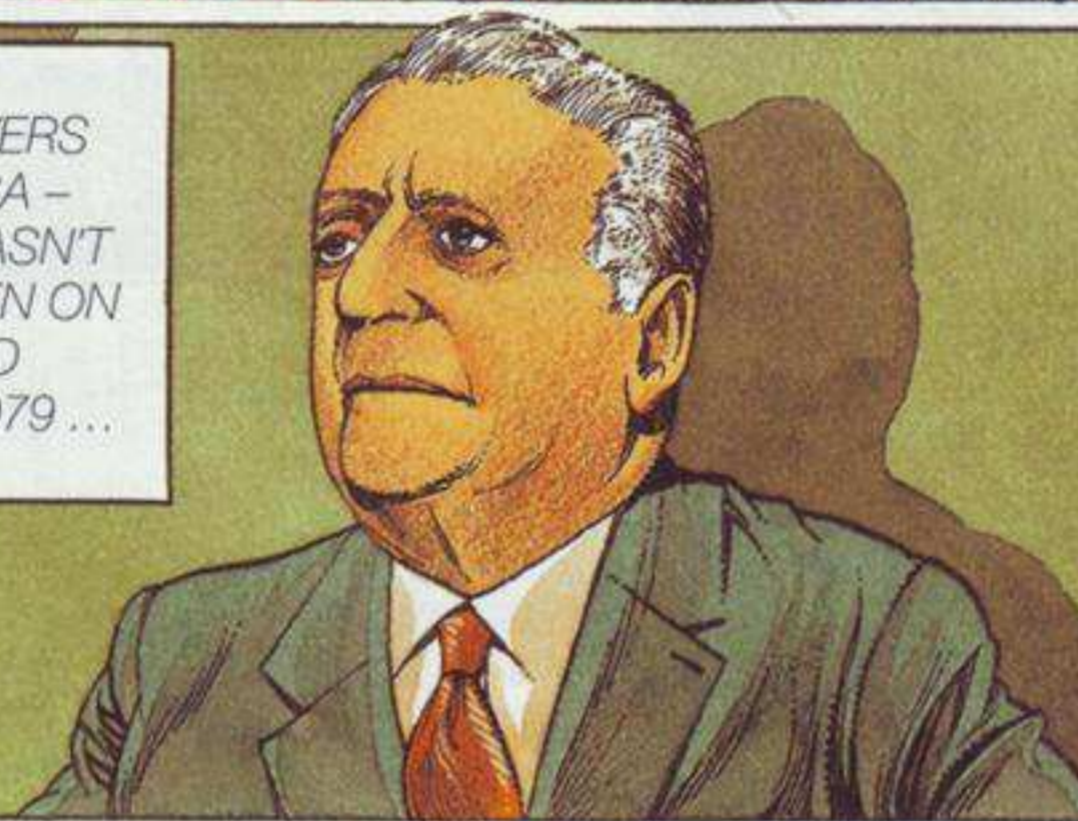
AND IN CANADA, VILLENEUVE WON HIS FIRST GRAND PRIX - AND ON HOME SOIL. ENZO HAD SEEN AT ONCE THAT THIS 26-YEAR-OLD 'ACROBAT', A FORMER SNOWMOBILE CHAMPION, WAS EXCEPTIONALLY TALENTED. THOUGH WE DID NOT KNOW IT, GILLES WAS BEGINNING A VERY SHORT, INTENSE CAREER...



ENZO HAD PUT A LOT OF FAITH IN VILLENEUVE AND HE WASN'T TO BE DISAPPOINTED. HE WON THE THIRD GRAND PRIX OF THE 1979 SEASON, IN SOUTH AFRICA. IT WAS A SUPERB WIN - ON SLICKS IN THE RAIN, HE WAS SIMPLY STUNNING. HIS TEAM-MATE JODY SCHECKTER CAME HOME SECOND.

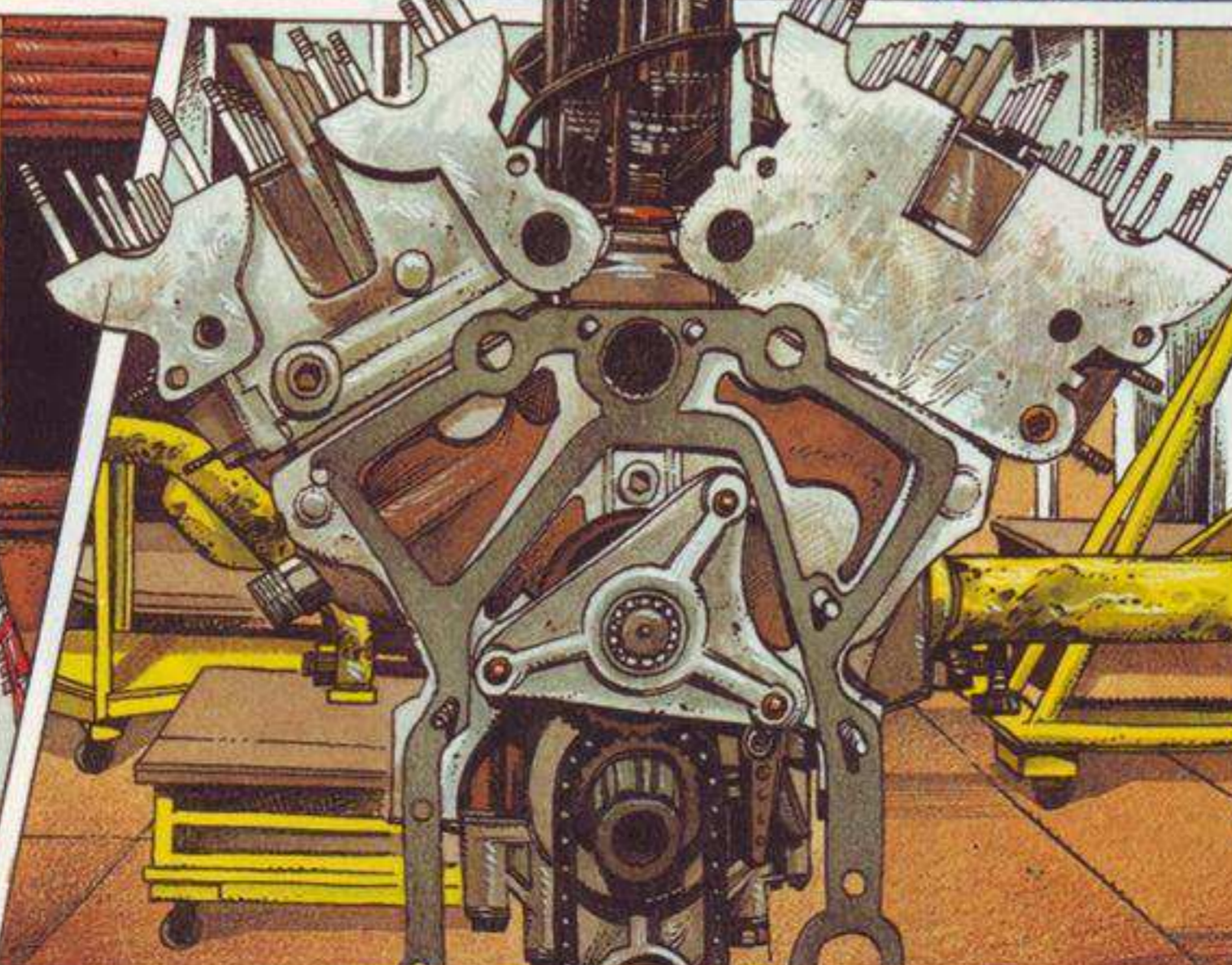
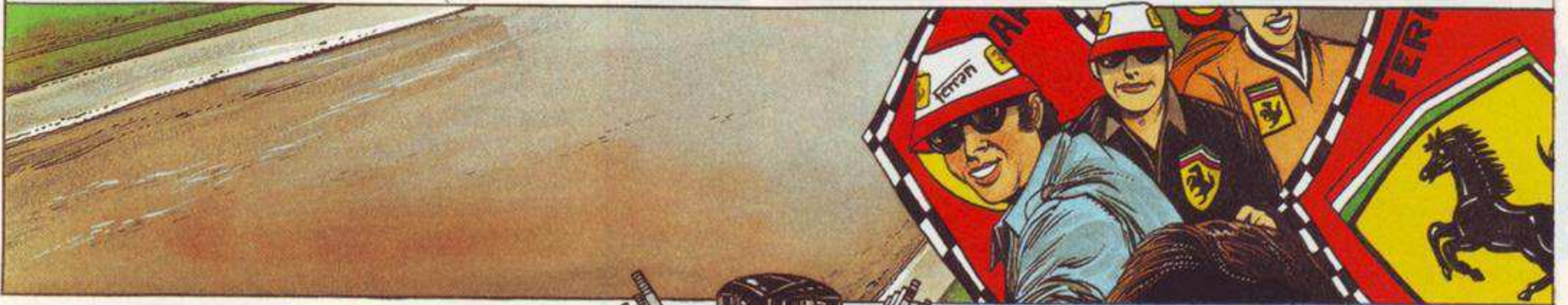


BUT THE JOY OF SEEING HIS DRIVERS FINISH ONE-TWO IN SOUTH AFRICA - AND AGAIN AT LONG BEACH - WASN'T ENOUGH TO REMOVE THE BURDEN ON ENZO'S HEART. HIS WIFE HAD DIED THE YEAR BEFORE, AND IN JULY 1979 ...



... HIS SON DINO'S TOMB WAS DESECRATED BY VANDALS. ENZO WAS FEELING TERRIBLY LONELY AND ONCE MORE APPEARED TO BE ON THE VERGE OF RETIREMENT.

BUT AT LEAST THE CARS WERE WINNING: JODY AND GILLES SCORED THEIR THIRD 1979 ONE-TWO AT MONZA. THE TIFOSI WERE OVERJOYED AS THESE VICTORIES RE-IGNITED THE PASSIONS HELD BY THE PEOPLE FOR THEIR CHERISHED TEAM.

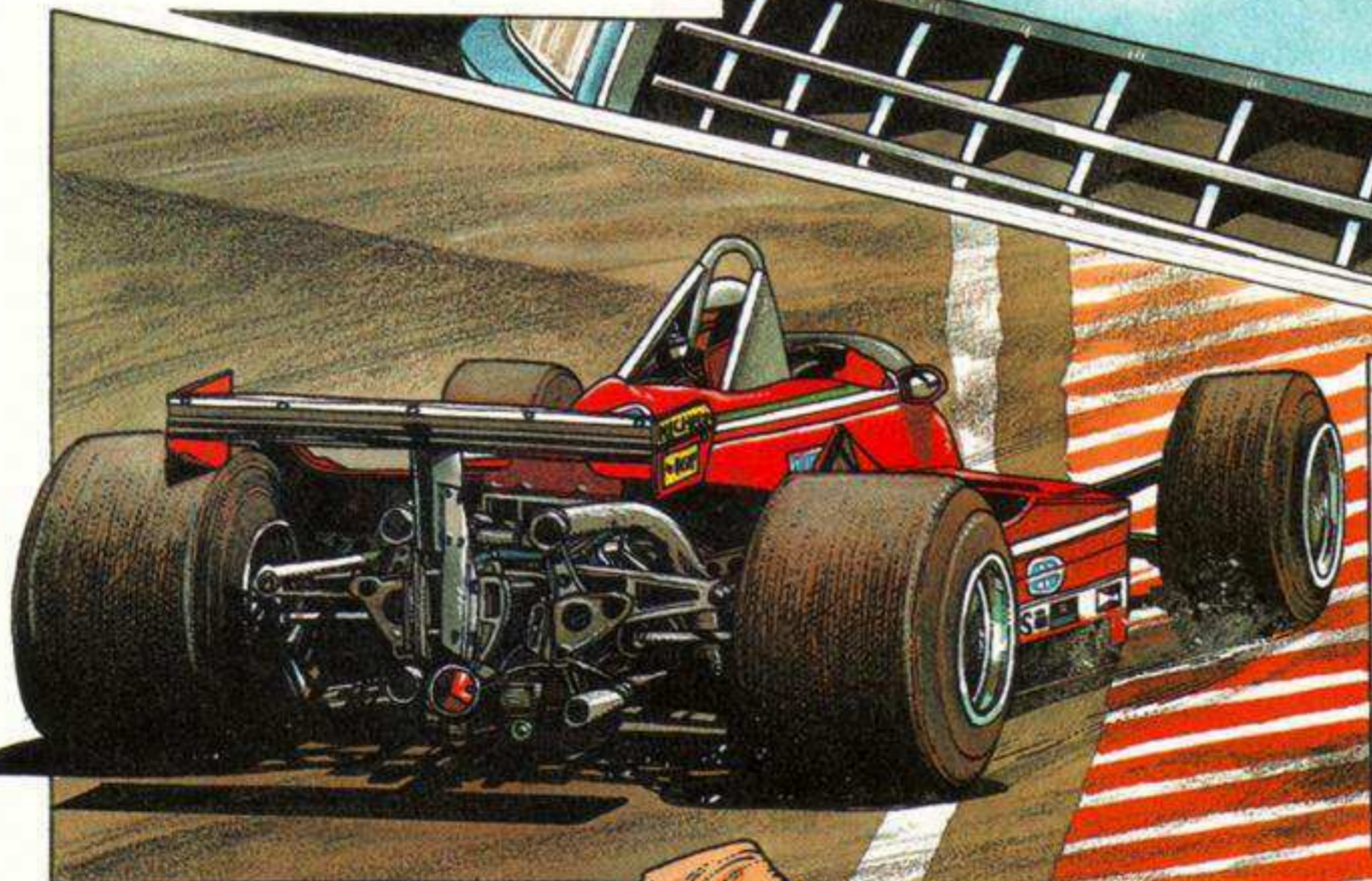
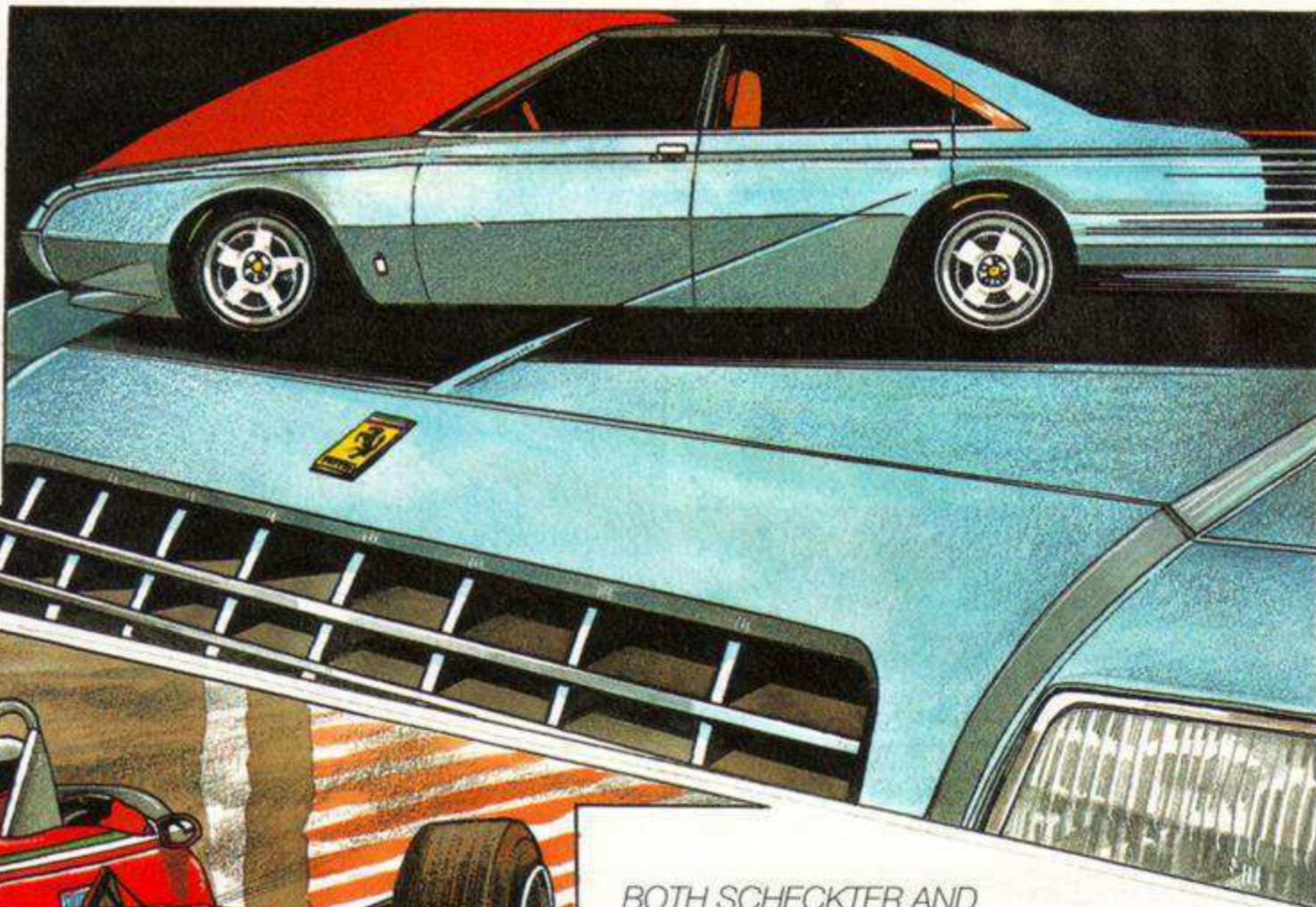


SCHECKTER TOOK THE DRIVERS' TITLE, WITH VILLENEUVE SECOND. FERRARI WON THE CONSTRUCTORS' TITLE AND THE WORLD CHAMPIONSHIP OF MAKES, WHICH BOOSTED ROAD CAR SALES WORLDWIDE. THE FERRARI 400 HAD AN 'I' ADDED TO ITS NAME AS IT HAD NOW BEEN FITTED WITH ELECTRONIC FUEL INJECTION.

A NEW FERRARI ROAD CAR WAS ALWAYS AN OCCASION, EVEN IF THE LATEST ONE DIDN'T AROUSE QUITE AS MUCH ENTHUSIASM AS USUAL. THE MONDIAL WAS A 2+2 COUPÉ AND TOOK THE NAME OF A RACING CAR FROM THE 1950S. IT HAD A MID-MOUNTED 3-LITRE V8 ENGINE, FOUR OVERHEAD CAMSHAFTS, FUEL INJECTION AND HAD A TOP SPEED OF 142MPH.

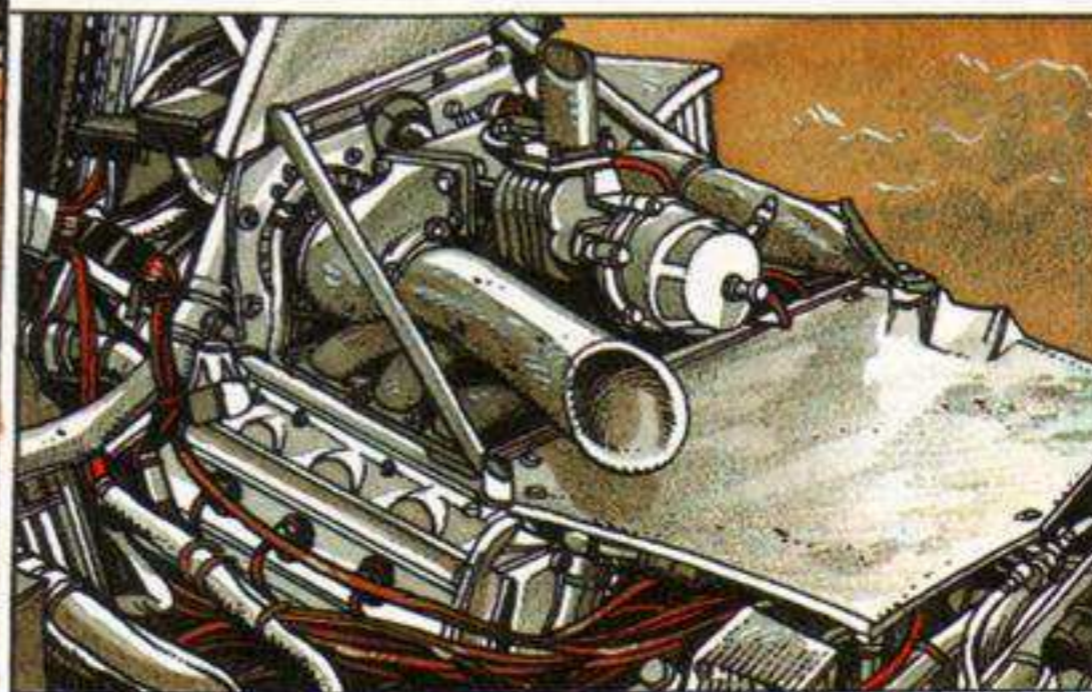


IN 1980, PININFARINA RELEASED THE PININ, A PROTOTYPE FOUR-DOOR DESIGN FITTED WITH THE BOXER ENGINE FROM THE BB. ENZO HAD GIVEN THE GO-AHEAD FOR THE CAR'S MANUFACTURE, EVEN THOUGH HE HAD PREVIOUSLY SAID THAT THERE WOULD NEVER BE ANY FOUR-DOOR FERRARIS. HOWEVER, THIS CAR NEVER GOT BEYOND THE PROTOTYPE STAGE.



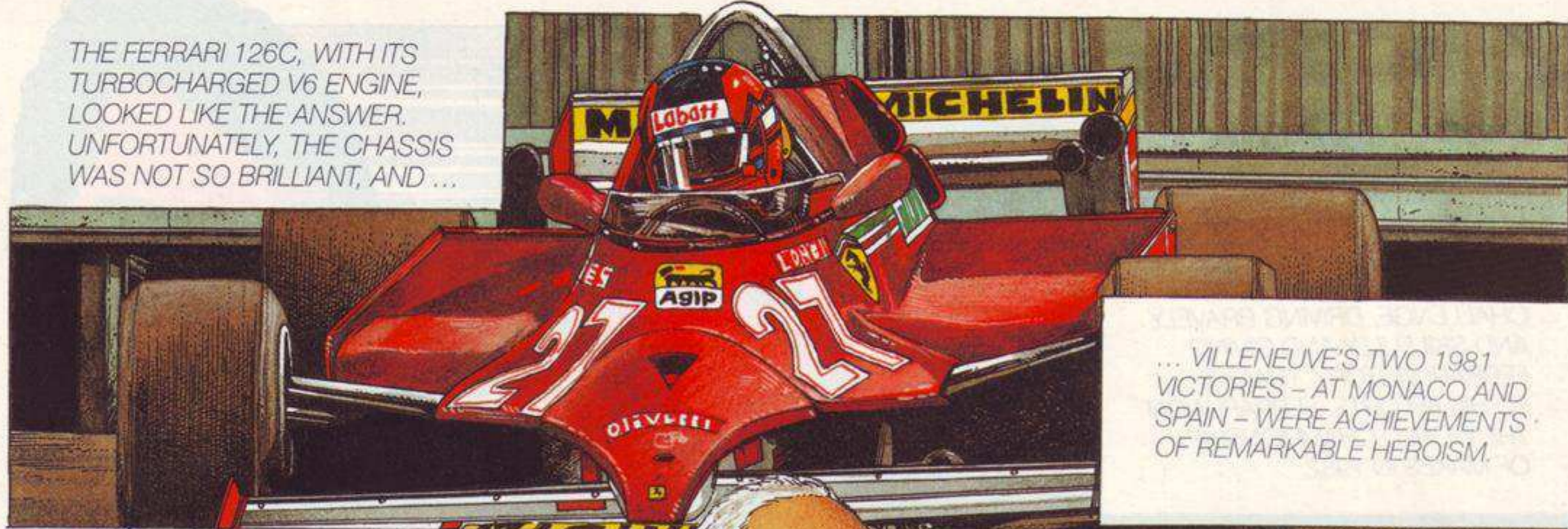
BOTH SCHECKTER AND VILLENEUVE'S CONTRACTS WERE RENEWED FOR THE 1980 SEASON. IT WAS A DISASTROUS YEAR. FERRARI ENDED THE SEASON WITH JUST EIGHT POINTS IN TOTAL, COMPARED WITH WILLIAMS' 120. THE FERRARI T5S WERE SIMPLY DREADFUL, IN SPITE OF GILLES' BURNING DESIRE TO WIN.

AT THE END OF THE SEASON, SCHECKTER RETIRED FROM F1, AND ENZO WAS ONCE AGAIN ON THE LOOKOUT FOR A NEW DRIVER. HE FOUND ONE AT LIGIER. HE RECRUITED DIDIER PIRONI, SIGNING THE CONTRACT, AS HE ALWAYS DID, IN PURPLE INK.



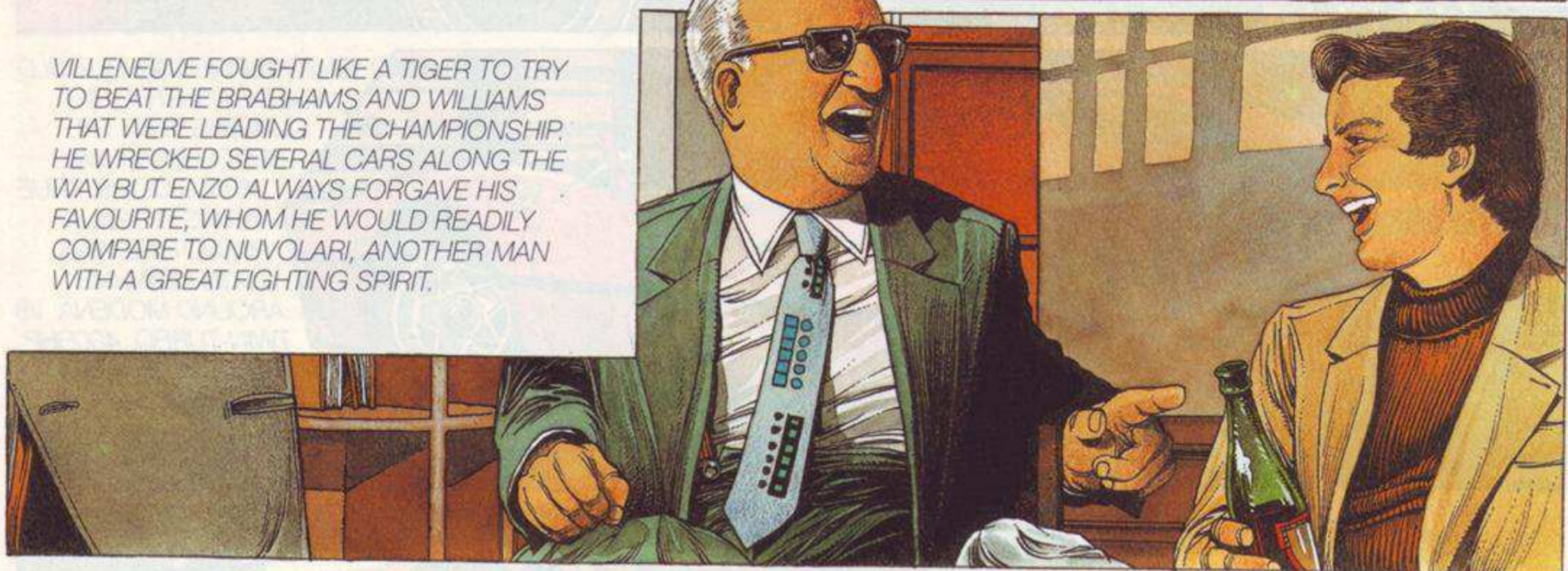
IF YOU WANTED TO WIN IN F1, YOU NEEDED A TURBO: RENAULT TAUGHT FERRARI THAT. FROM THE END OF THE SEASON, A NEW CAR CARRYING THE HOPES OF THE SCUDERIA WOULD BE UP AND RUNNING.

THE FERRARI 126C, WITH ITS TURBOCHARGED V6 ENGINE, LOOKED LIKE THE ANSWER. UNFORTUNATELY, THE CHASSIS WAS NOT SO BRILLIANT, AND ...



... VILLENEUVE'S TWO 1981 VICTORIES - AT MONACO AND SPAIN - WERE ACHIEVEMENTS OF REMARKABLE HEROISM.

VILLENEUVE FOUGHT LIKE A TIGER TO TRY TO BEAT THE BRABHAMS AND WILLIAMS THAT WERE LEADING THE CHAMPIONSHIP. HE WRECKED SEVERAL CARS ALONG THE WAY BUT ENZO ALWAYS FORGAVE HIS FAVOURITE, WHOM HE WOULD READILY COMPARE TO NUVOLARI, ANOTHER MAN WITH A GREAT FIGHTING SPIRIT.



A NEW CHAPTER WAS ADDED TO THE INCREDIBLE STORY OF FERRARI AND LE MANS. THE 1981 RACE WAS WON BY ANDRUET AND BALLOT-LÉNA IN THE IMSA GTX CATEGORY IN A BB - COMMISSIONED BY THE FRENCH IMPORTER.

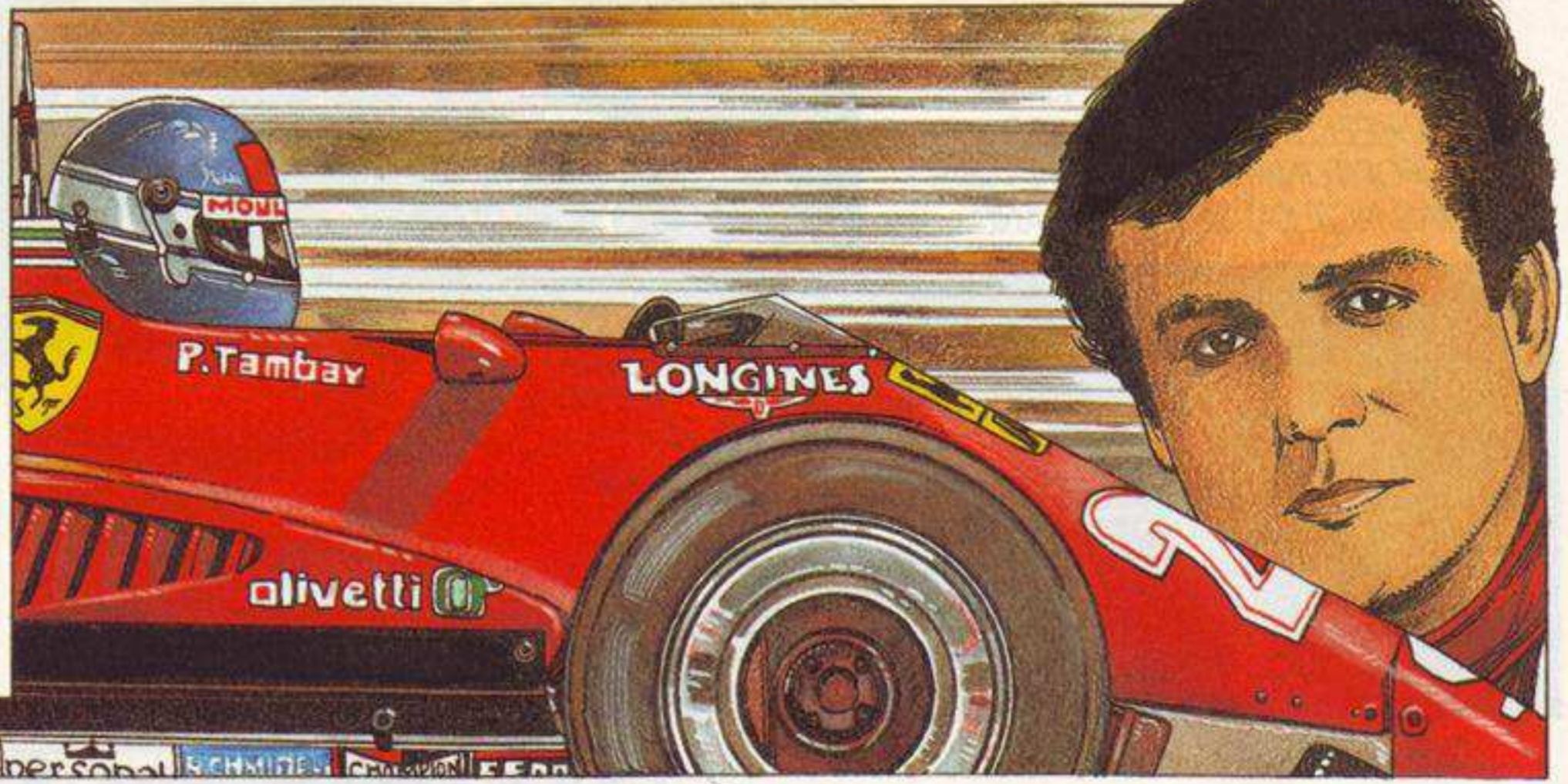


THE FOLLOWING YEAR WAS ANOTHER DRAMATIC ONE WHICH TOOK A HEAVY TOLL ON THE COMMENDATORE. AT THE END OF THE LAST PRACTICE SESSION FOR THE BELGIAN GRAND PRIX, GILLES VILLENEUVE WAS KILLED. THE FEARLESS CHAMPION WOULD GO DOWN IN HISTORY. AND AS IF THAT WEREN'T TRAGEDY ENOUGH, IN PRACTICE FOR THE GERMAN GRAND PRIX, DIDIER PIRONI, WHO ALREADY HAD THE ...

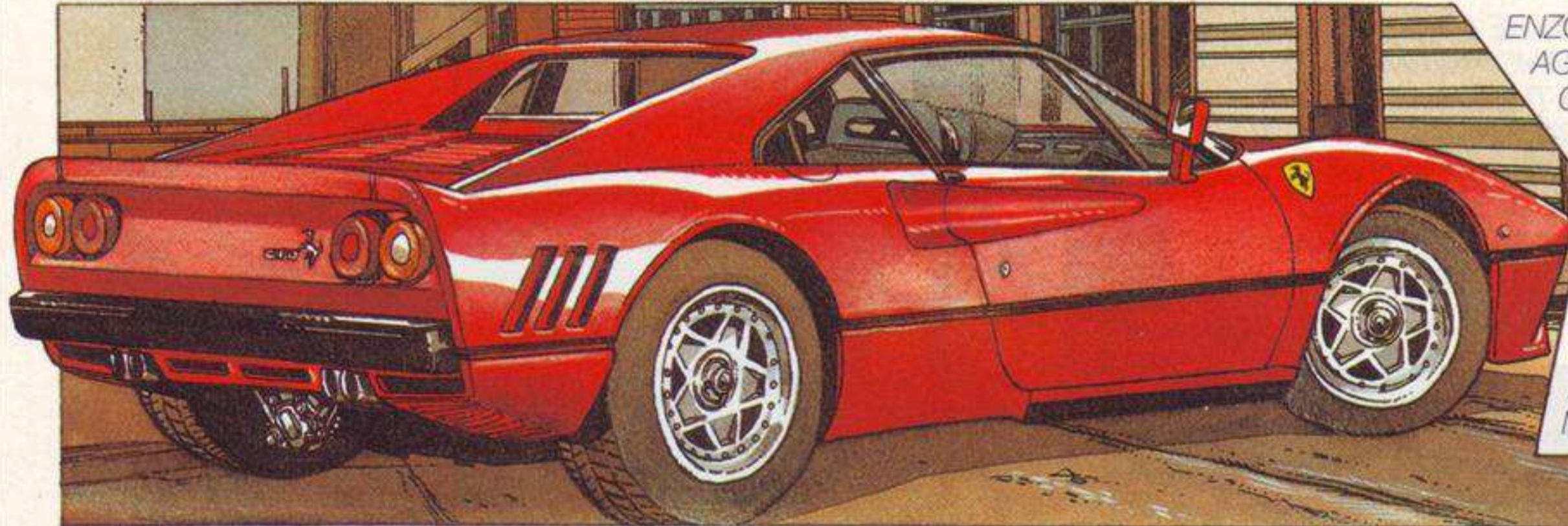
... FASTEST TIME SO FAR, CRASHED IN THE RAIN. PIRONI'S TERRIFYING ACCIDENT ALMOST COST HIM BOTH HIS LEGS. HE RECOVERED, BUT WOULD NEVER RACE AN F1 CAR AGAIN.



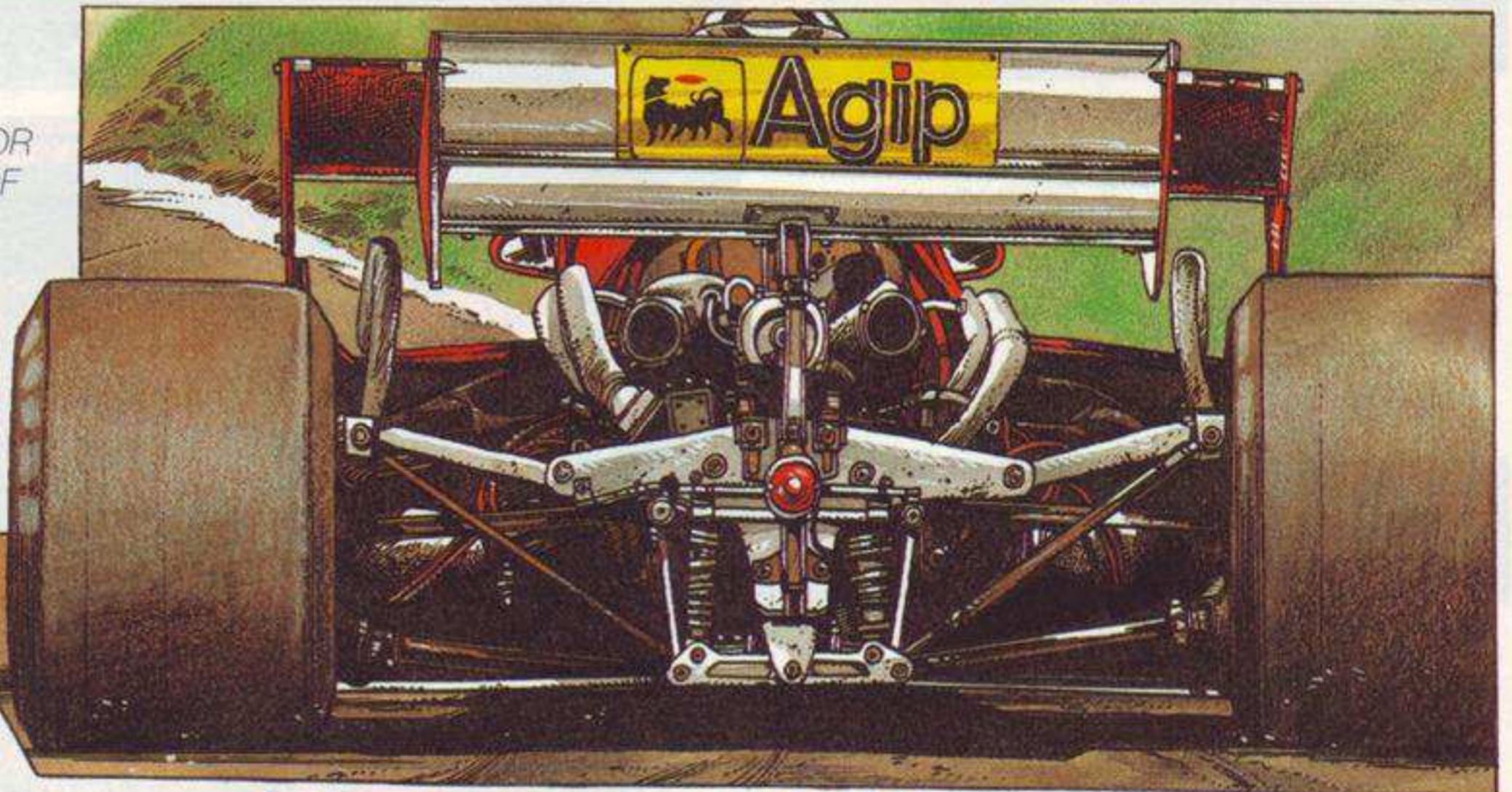
GILLES VILLENEUVE WAS REPLACED BY PATRICK TAMBAY WHO, AFTER PIRONI'S ACCIDENT, WAS THE SCUDERIA'S NUMBER ONE DRIVER. FROM THE GERMAN GRAND PRIX ON, HE LIVED UP TO THE CHALLENGE, DRIVING BRAVELY AND SKILFULLY AND GIVING FERRARI VICTORY. THANKS TO HIS EFFORTS, FERRARI WON THE WORLD CHAMPIONSHIP OF MAKES IN 1982.



ENZO TURNED 85, BUT OLD AGE DIDN'T STOP HIM CLAIMING THAT THE BEST FERRARI WAS YET TO COME. TRUE TO HIS WORD, A PROTOTYPE WAS SOON HOWLING AROUND MODENA: V8 TWIN-TURBO, 400BHP AND A TOP SPEED OF MORE THAN 180MPH.



THE SCUDERIA'S NEW PAIRING FOR THE 1983 SEASON CONSISTED OF TWO FRENCH DRIVERS. RENÉ ARNOUX JOINED FORCES WITH TAMBAY AND WON HIS FIRST VICTORY FOR FERRARI AT THE CANADIAN GRAND PRIX.

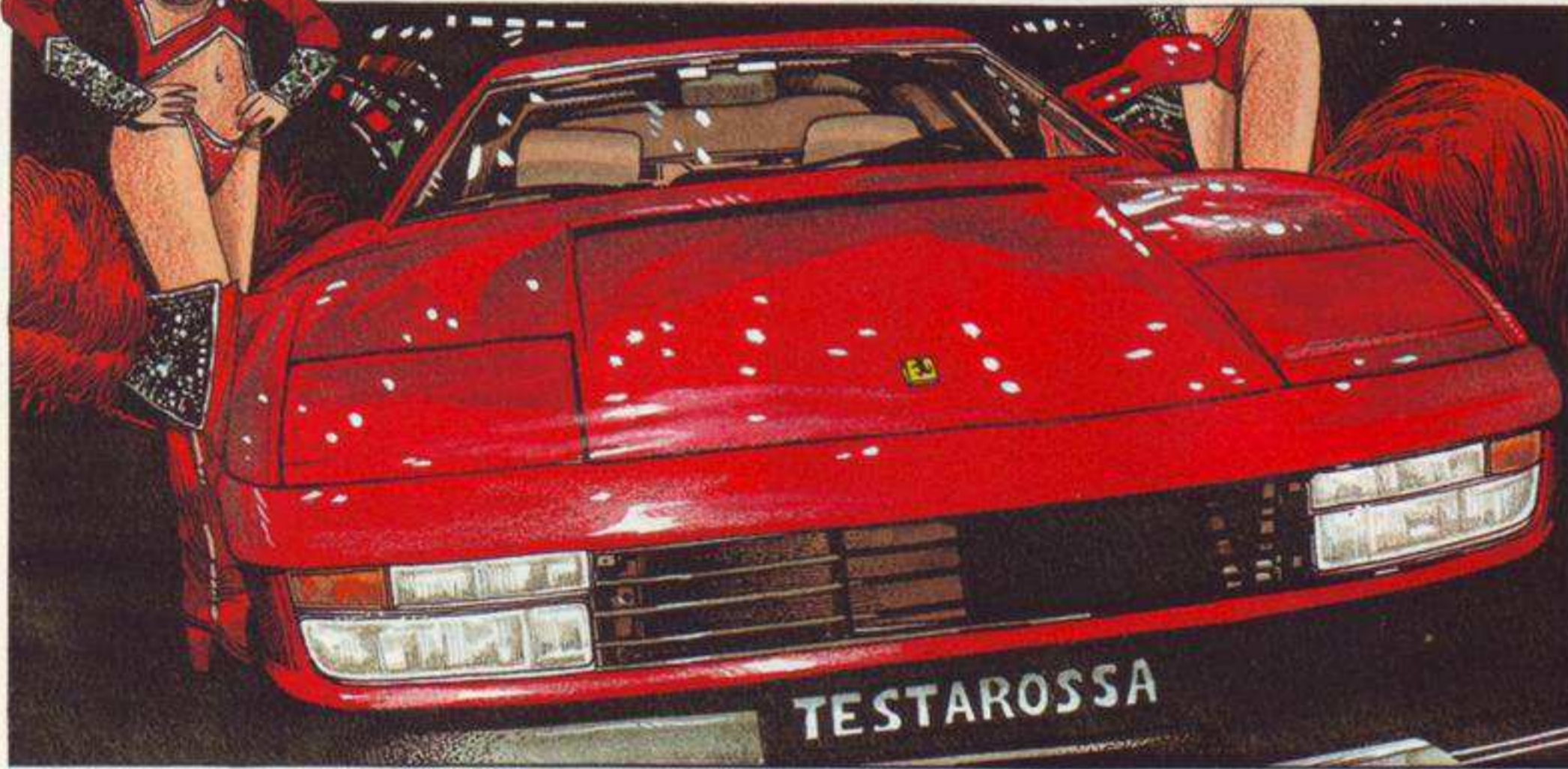


NOT A BAD START: HIS THREE RACE WINS OVER THE SEASON TOOK HIM TO THIRD IN THE DRIVERS' WORLD CHAMPIONSHIP BEHIND NELSON PIQUET AND ALAIN PROST, A FUTURE MARANELLO DRIVER HIMSELF.

AT THE END OF THE 1983 SEASON, FERRARI WERE AGAIN CROWNED CONSTRUCTORS' WORLD CHAMPIONS. BUT DESPITE THIS SUCCESS, THE TIFOSI WERE DESPERATE FOR AN ITALIAN DRIVER TO COMPLETE THE PACKAGE. ENZO TOOK ON MICHELE ALBORETO, A YOUNG, TALENTED ITALIAN, WHOSE EFFORTS WERE WATCHED BY ALL OF ITALY.

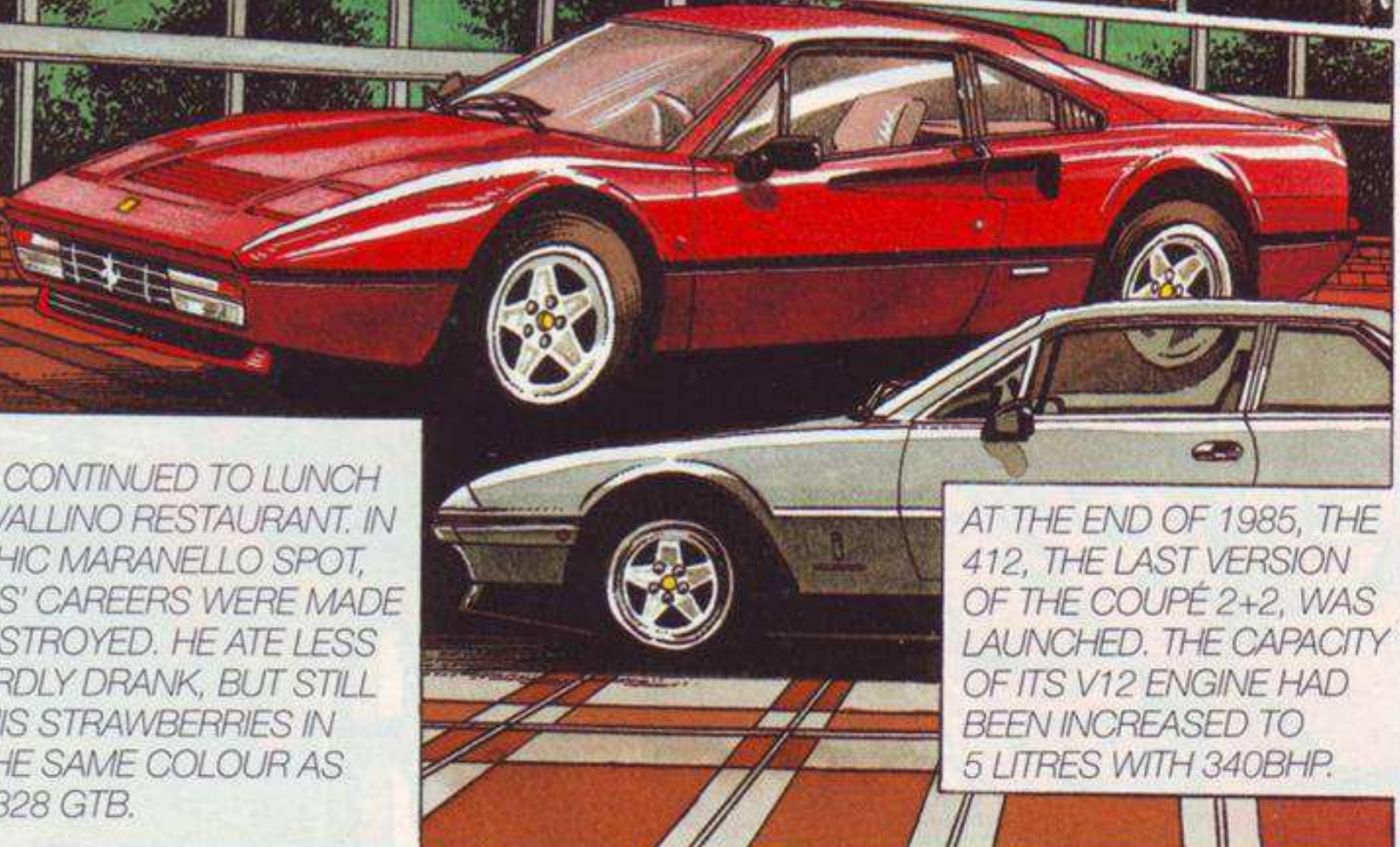
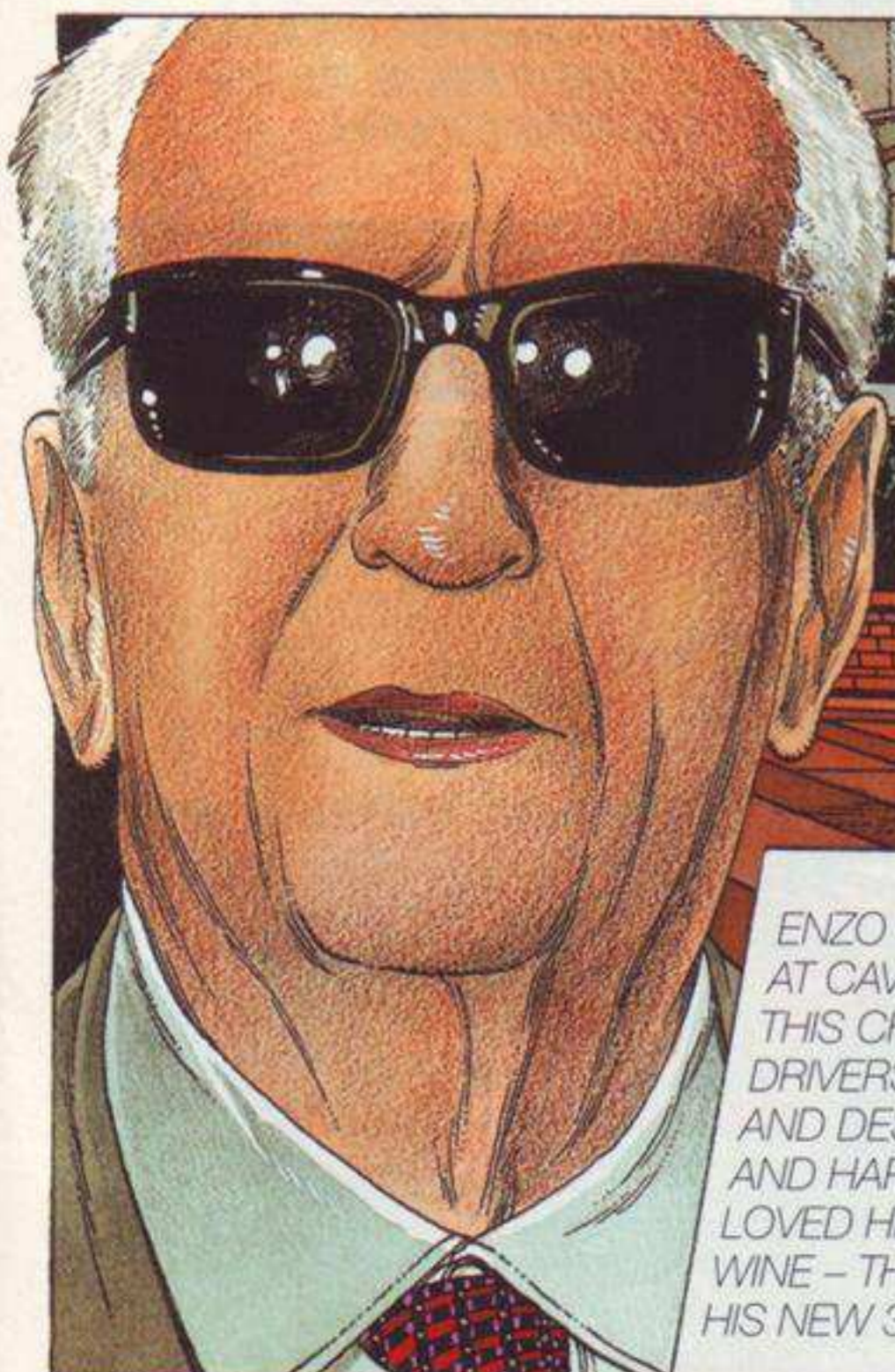


BUT HOPES FOR ALBORETO TURNED OUT TO BE NOT AS FERVENT AS USUAL; PERHAPS THIS WAS DUE TO AN INTERNAL CRISIS AT FERRARI. ALBORETO AND ARNOUX STILL MANAGED TO SECURE SOME GOOD RESULTS, MOST NOTABLY MICHELE'S WIN AT THE 1984 BELGIAN GRAND PRIX. ENZO ONLY WATCHED THESE RACES ON TELEVISION.



IN OCTOBER, THE FERRARI TESTAROSSA WAS LAUNCHED AT THE LIDO, PARIS'S CABARET VENUE. AS WITH THE GTO AND THE MONDIAL, ENZO GAVE HIS CARS NAMES WHICH WERE ALREADY FAMOUS. THE TESTAROSSA WAS FITTED WITH A POWERFUL FLAT-12 ENGINE. THERE WAS NO TURBO, BUT IT HAD FOUR VALVES PER CYLINDER AND FOUR OVERHEAD CAMSHAFTS.

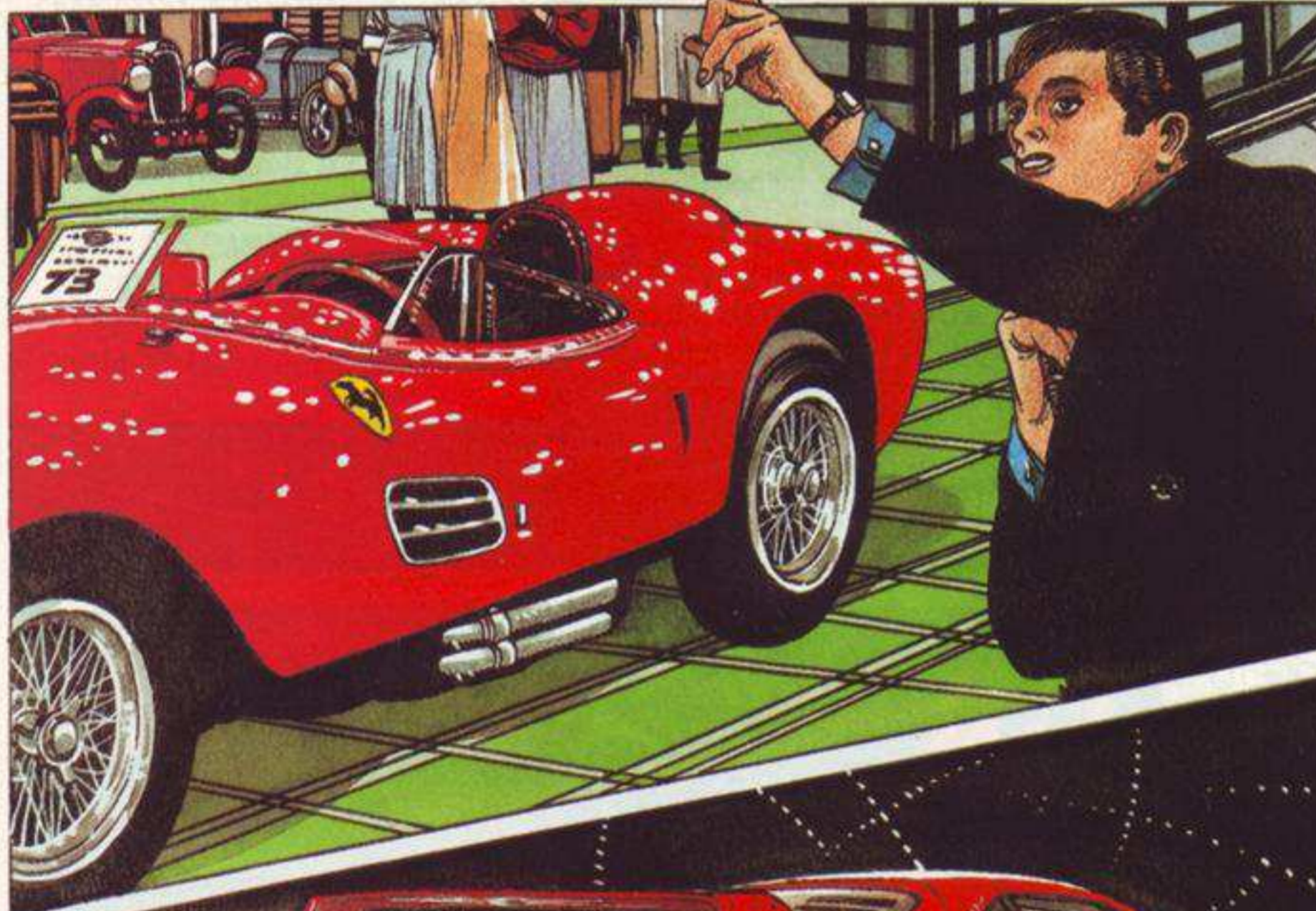
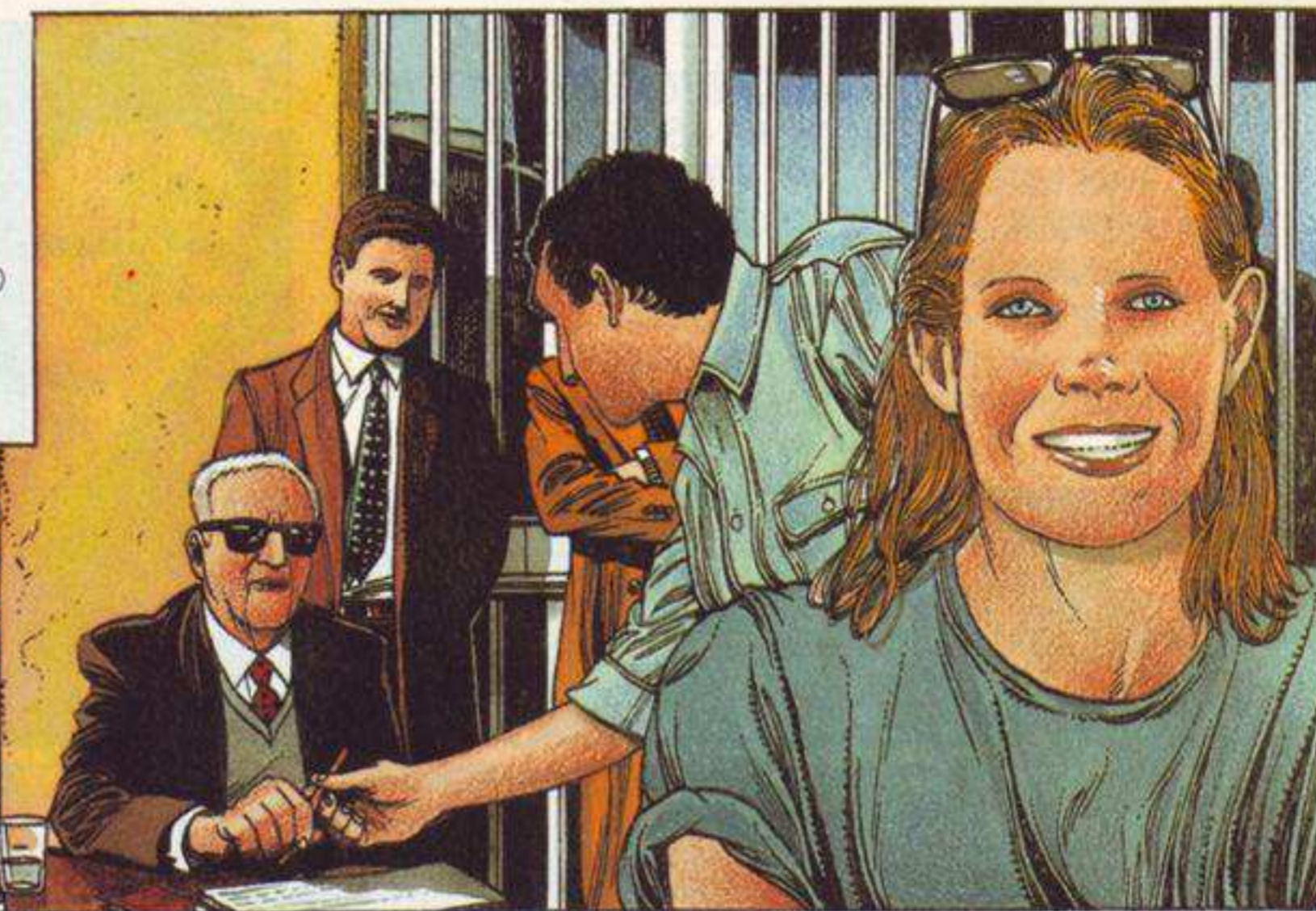
ARNOUX WAS SACKED IN 1985 AND ALBORETO WAS JOINED BY THE SWEDISH DRIVER, STEFAN JOHANSSON. ALBORETO CAME SECOND IN THE WORLD CHAMPIONSHIP BEHIND PROST'S McLAREN, AFTER TWO GOOD WINS IN CANADA AND GERMANY.



ENZO CONTINUED TO LUNCH AT CAVALLINO RESTAURANT. IN THIS CHIC MARANELLO SPOT, DRIVERS' CAREERS WERE MADE AND DESTROYED. HE ATE LESS AND HARDLY DRANK, BUT STILL LOVED HIS STRAWBERRIES IN WINE - THE SAME COLOUR AS HIS NEW 328 GTB.

AT THE END OF 1985, THE 412, THE LAST VERSION OF THE COUPÉ 2+2, WAS LAUNCHED. THE CAPACITY OF ITS V12 ENGINE HAD BEEN INCREASED TO 5 LITRES WITH 340BHP.

ENZO WAS HAVING MORE TROUBLE WITH HIS EYES, AND HIS VISION WAS BECOMING WEAKER AND WEAKER. BUT THE FORWARD-THINKING MAN STILL TOOK GREAT PLEASURE IN WATCHING THE CONTESTANTS IN THE HISTORIC MILLE MIGLIA, WHO STOPPED AT HIS FACTORY. DESPITE HIS AGE, HE WAS STILL FASCINATED BY BEAUTIFUL WOMEN.

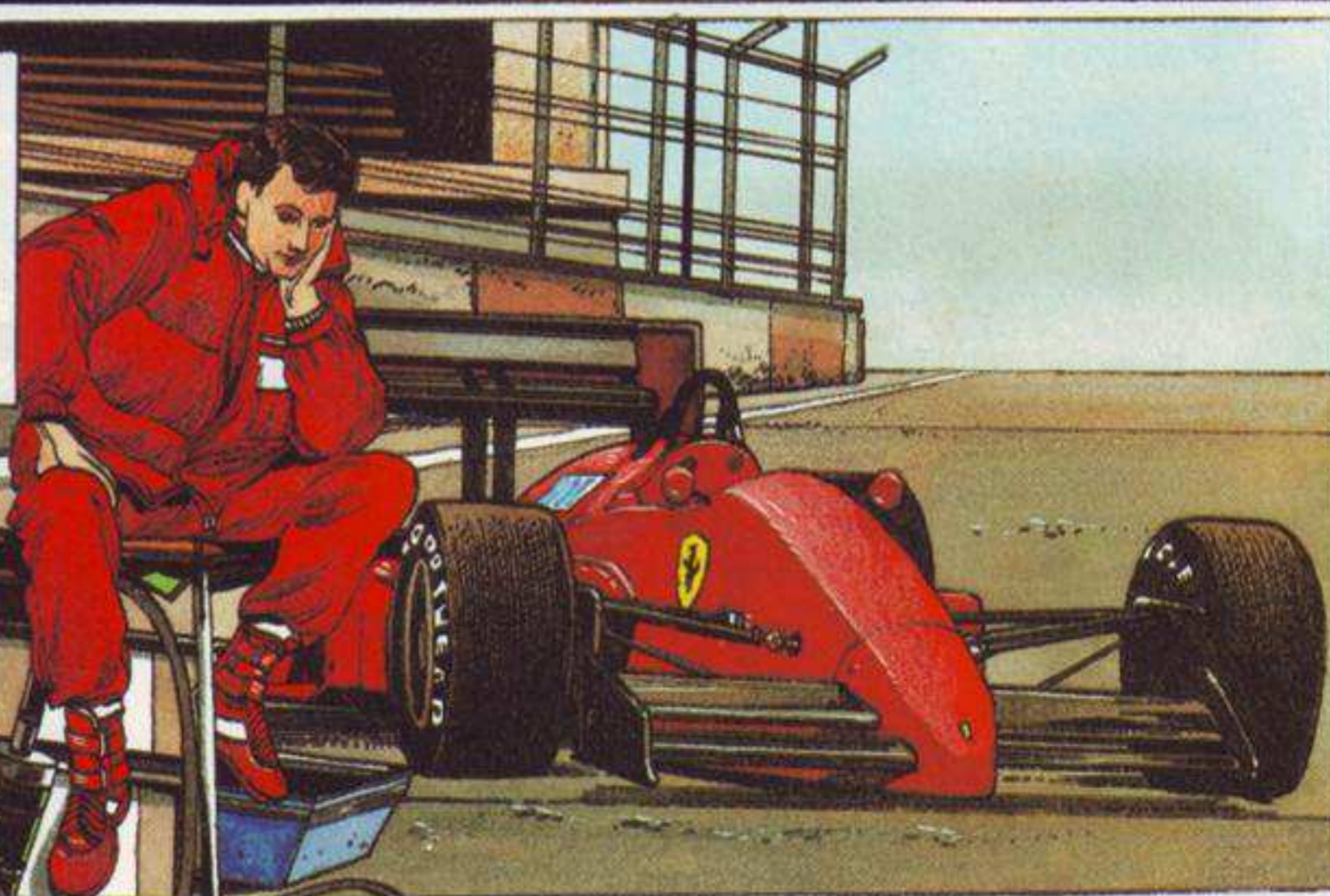


FERRARI PRICES REACHED A RECORD HIGH. WHEN THE 328 GTB APPEARED, ORDER FORMS WERE REDEEMED BY SPECULATORS FOR UP TO £30,000. HISTORIC FERRARIS WERE ALSO FETCHING SKY-HIGH PRICES WHEN SOLD AT AUCTIONS IN PARIS AND MONACO.

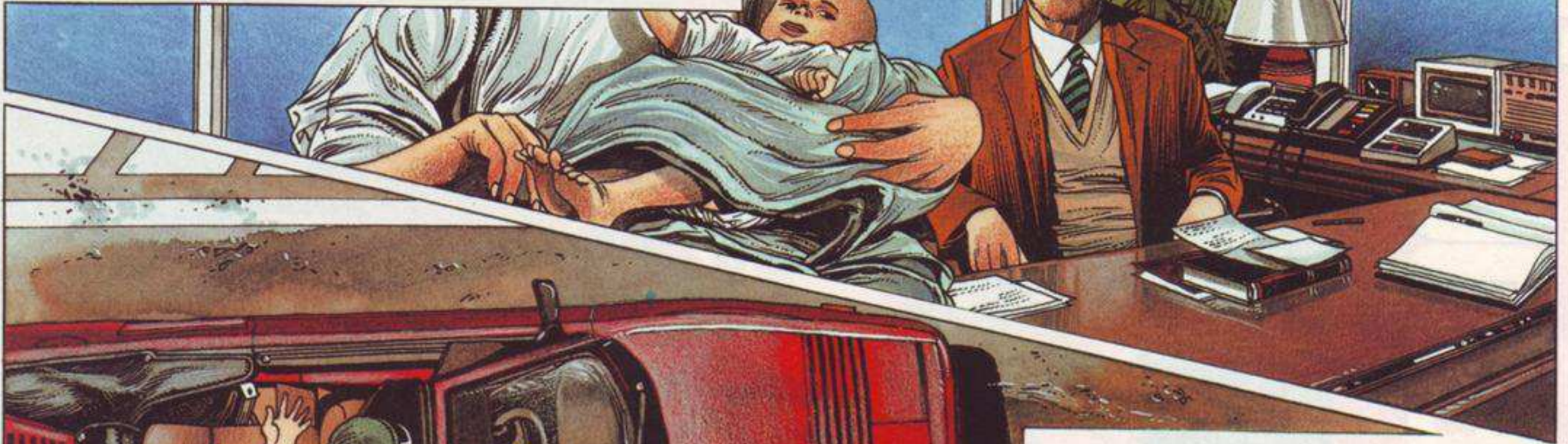


IN JUNE 1987, ENZO CREATED WHAT WAS TO BE HIS LAST MASTERPIECE: THE FERRARI F40, WHICH CELEBRATED THE COMPANY'S 40TH ANNIVERSARY. THIS MONSTER'S 478BHP OUTPUT WAS ACHIEVED WITH A V8 EQUIPPED WITH FOUR VALVES PER CYLINDER AND TWO TURBOS. ITS TOP SPEED WAS 200MPH.

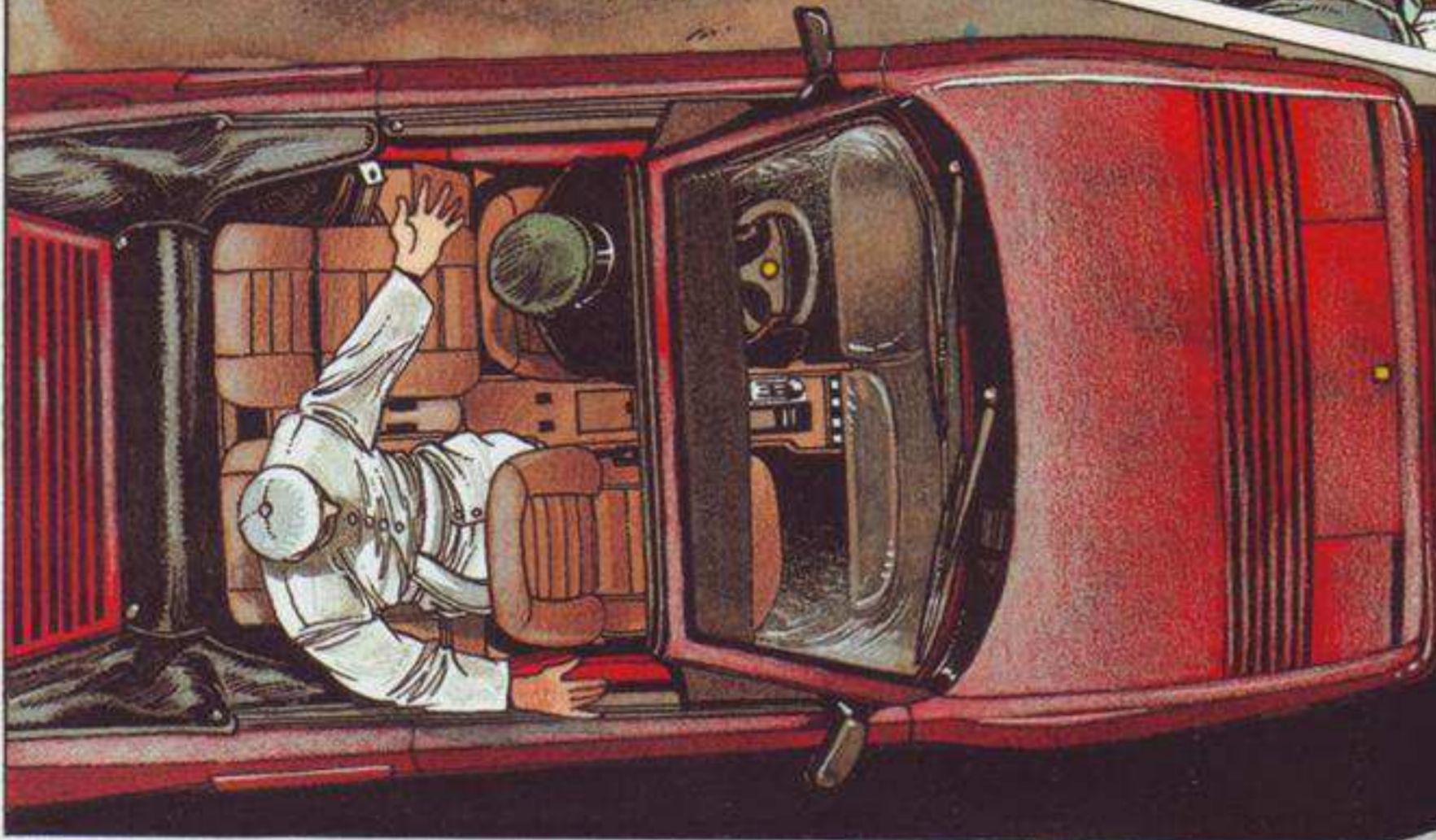
BACK IN F1, THE AUSTRIAN GERHARD BERGER ARRIVED ON THE SCENE. HE WOULD SUPPORT ALBORETO, WHO HAD BEEN TAKEN ON FOR ANOTHER YEAR. BERGER HAD COME FROM BENETTON, AND WOULD DRIVE WITH THE SCUDERIA FOR SIX SEASONS.



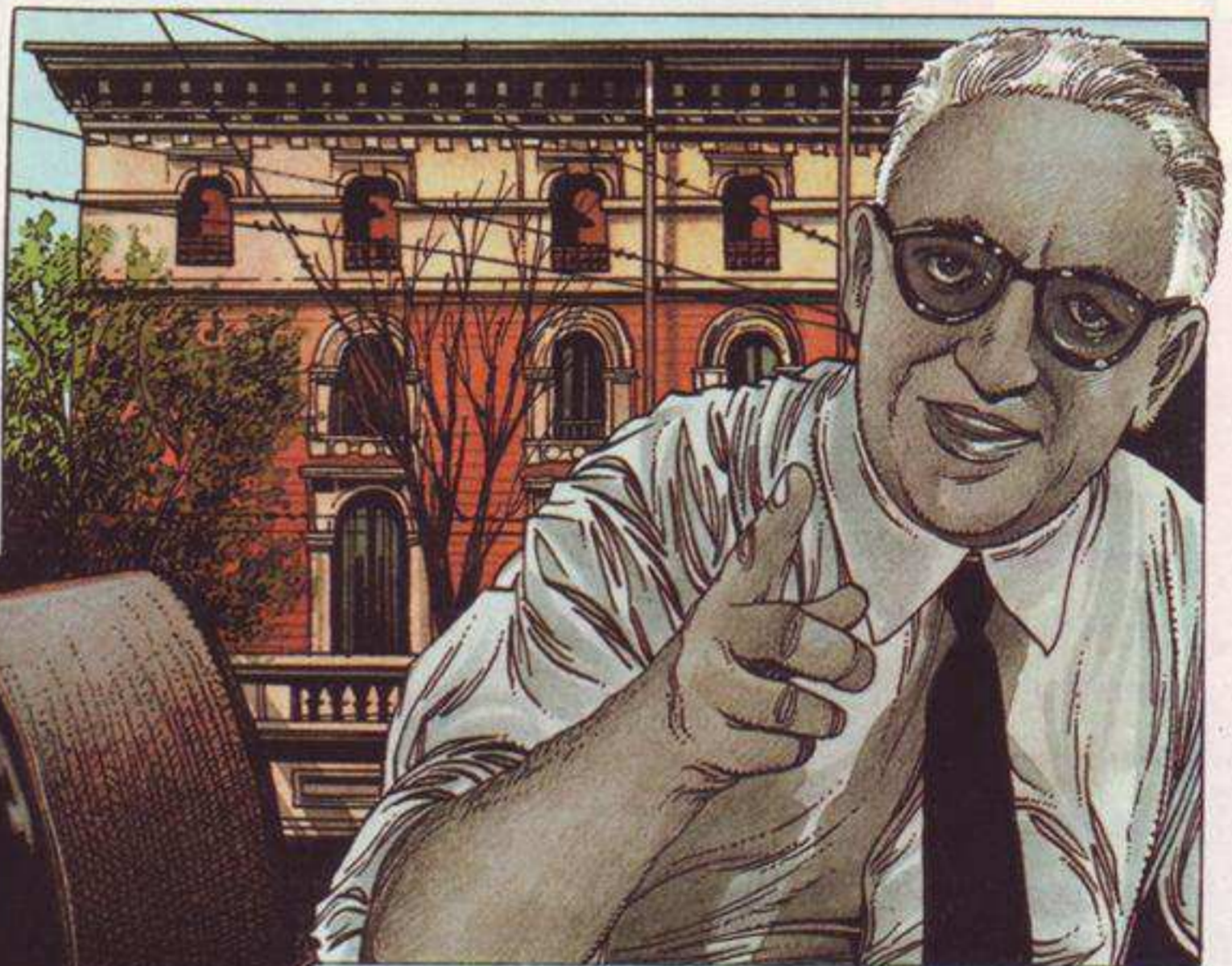
IN FEBRUARY 1988, ENZO, CELEBRATING HIS 90TH BIRTHDAY, HAD THE JOY OF SEEING HIS FIRST GREAT-GRANDCHILD, BROUGHT INTO THE WORLD BY HIS ONLY GRANDDAUGHTER, PIERO LARDI'S DAUGHTER, ANTONELLA. HE WAS NAMED ENZO.



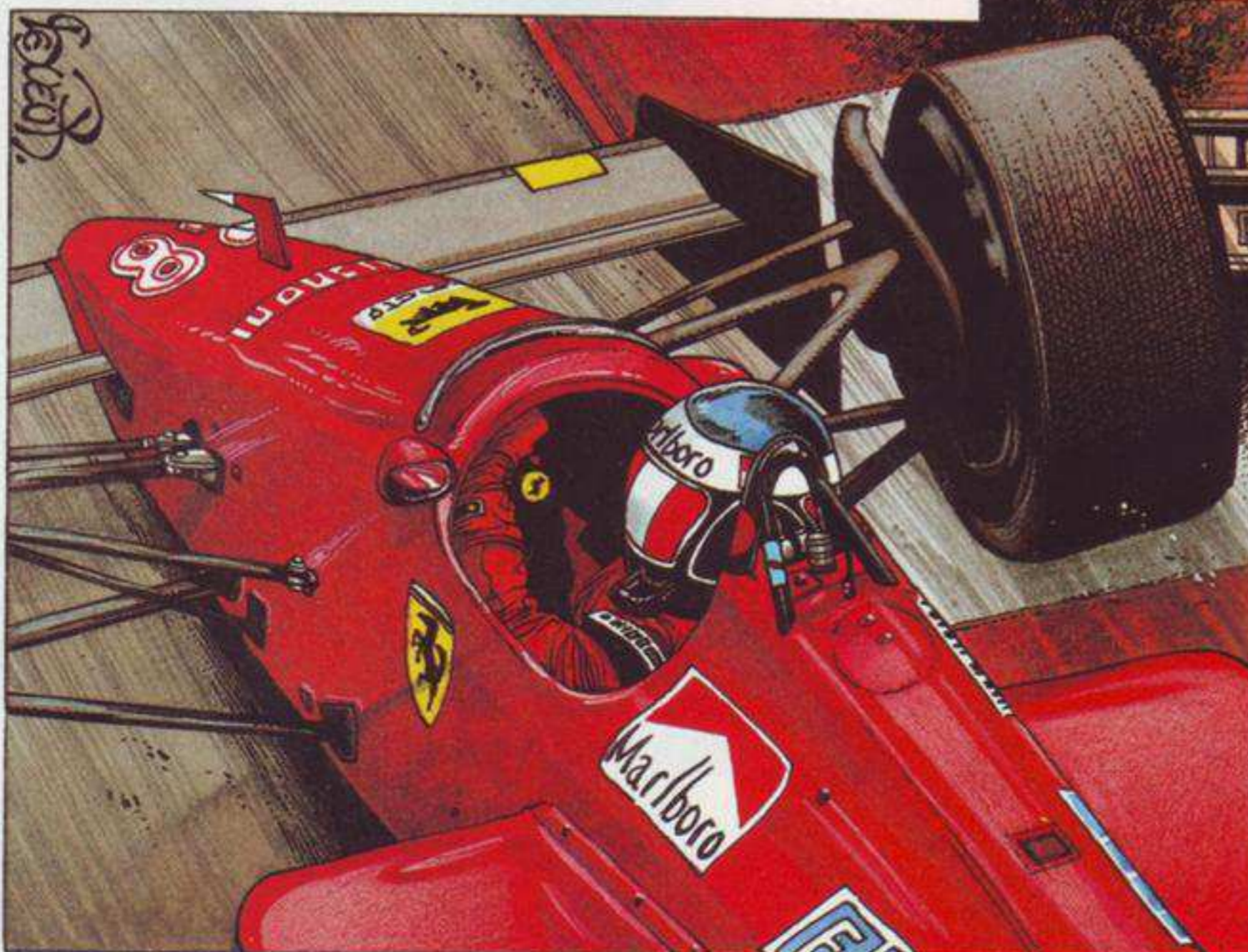
BUT ENZO'S HEALTH HAD BECOME VERY POOR. WHEN POPE JOHN PAUL II CAME TO SEE THE FERRARI FACTORY FOR THE FIRST TIME ON 4 JUNE 1988, THE OLD MAN HAD TO STAY IN HIS BED. HE WOULD HAVE LOVED TO WELCOME THE POPE, BUT ALL HIS STRENGTH HAD GONE.



THE COMMENDATORE LIVED OUT HIS LAST DAYS IN HIS APARTMENT IN THE CENTRE OF MODENA. HE DIED IN AUGUST, WITH HIS SON BY HIS SIDE AND SURROUNDED BY SOUVENIRS. HIS DEATH WASN'T PUBLICISED UNTIL TWO DAYS LATER, IN ACCORDANCE WITH HIS WISHES. THIS MADE UP FOR THE TWO-DAY DELAY THERE HAD BEEN IN REGISTERING HIS BIRTH.



AND THEN AMAZINGLY, AS IF BY MAGIC, ONE MONTH AFTER THE BOSS'S DEATH, BERGER AND ALBORETO ACHIEVED A ONE-TWO ON THEIR OWN TERRITORY AT MONZA IN A SEASON TOTALLY DOMINATED BY THE McLARENS OF AYRTON SENNA AND ALAIN PROST. WITHOUT DOUBT, EVEN FROM UP ABOVE, ENZO WAS STILL PULLING THE STRINGS OF DESTINY! ①



Keep yourself in pole position

