

1967

Three Ferraris, two 330 P4s and a 412 P secure the first three places in the 24 Hours of Daytona

Ferrari's refusal to agree to sell the company to Ford in 1963 gave rise to an intense sporting rivalry, with endurance races serving as the backdrop for the many duels between these two giants.

In the 1963, '64 and '65 editions of the 24 Hours of Le Mans, Ferrari dominated the podium. However, in 1966, it was the turn of the more powerful Fords. The two headed to Daytona in early 1967 for the first round of the International Constructors' Championship (as the World Sport Championship was renamed for two years), with two separate classifications for GTs and prototypes.

In order to close the gap on Ford, Ferrari spent the winter of 1966 working hard in Maranello. The new 330 P4 was designed by Mauro Forghieri, with a number of P3 models being updated too, becoming 330 P3/ P4s.

The abbreviation 412 P identified the customer version of the latter vehicle. Intended for use by private teams, it lacked a number of strategic components such as the injection system, which was replaced by normal carburetors.

The 330 P4 boasted sophisticated aerodynamics, developed in the wind tunnels at Pininfarina and at the Polytechnic in Stuttgart, Germany, the city where both Mercedes and Porsche are based.

The P4 had a lower Cd than its predecessors, with greater downforce and a very low nose section. The 4-litre, 450 hp V12 engine featured double overhead camshafts and 3 valves per cylinder. The gearbox, made by Ferrari, was also new, along with the car's suspension system.

In addition, in order to prepare for the competition, and despite the high cost of the entire trip, Scuderia Ferrari decide to travel to Daytona in December 1966, for a test day on the track. The results were very promising.

Enzo Ferrari nominated journalist Franco Lini as his sporting director - as well as being competent and agreeable, Lini was also an expert in international regulations. During the race, everything went well. Ferrari dominated, and then Lini has a stroke of genius: he asked the Ferrari drivers, who were in the first three places in the race, to stage a side-by-side parade finish along the banking. The finish was immortalised by the American press agencies, and made its way around the world, becoming one of the most famous photos ever in automotive history. The triumphant finish graced the front pages of every major newspaper in the world, and marked Ferrari's revenge over its rivals.

Curiously, Chris Amon was in the winning team both at Le Mans in 1966 with Ford and at Daytona in '67 with Ferrari, but he never succeeded in taking home an F1 victory.

In summary, the end result saw the 330 P3/P4 (P3 chassis and P4 engine) spider driven by Bandini/Amon come first, followed by the 330 P4 coupé driven by Parkes-Scarfiotti and the 412 P from Luigi Chinetti's NART team in third, driven by Rodriguez-Guichet.

Bandini-Amon then went on to repeat their success in the 1000 km at Monza, and at the end of the season, Ferrari won the Constructors' Championship title.

1968

The GTB4 365 (Daytona) is presented at the Paris Motor Show

On the occasion of the 1968 Paris Motor Show, Ferrari presented another of its masterpieces, one of the most popular among enthusiasts and collectors. A true star, an icon, a myth: the Daytona, the unofficial name given to the car by the press to celebrate Ferrari's historic hat-trick at the 24 Hours of Daytona the year before. The model's real name was the 365 GTB4, and it was the last Ferrari to be built before 50% of the company passed into the hands of Fiat. Similarly, it was the last model produced according to Enzo Ferrari's technical credo: engine in front of the cockpit, just as the horse goes before the cart ...

The 365GTB4 was built according to the classic front-engine, rear-wheel-drive layout, with optimal weight distribution thanks to the transaxle solution with the gearbox in the rear.

The Daytona was the car that replaced the 275 GTB4, a popular, fast model, which was starting to feel a little dated, inspiring a desire for fresh lines. Pininfarina had been aware of this for some time, and thanks to Leonardo Fioravanti's skilful pencil, there were already drawings ready. The new car was wedge shaped and very slender, with great attention paid to aerodynamics, and a truncated tail. Sergio Pininfarina liked the design, and later altered the final shape of the car, streamlining the nose even further, which initially had a large Plexiglas strip that integrated the headlights. This feature would be eliminated in 1971, with the adoption of retractable headlights.

Ferrari approved the project, and in 1967, began the construction of the first prototype. In 1968, the car was ready for the limelight. From a technical perspective, the engineering team in Maranello maintained the classic chassis construction with a tubular spaceframe with oval-section tubes. The front and rear track were wider to accommodate the additional performance available from the 320-hp 4.4-litre dual overhead camshaft V12.

The 365 refers to the displacement per cylinder, the 4 to the camshafts, while B stands for berlinetta: this is the origin of the name 365 GTB4.

At the time, the Paris Motor Show was considered to be the leading event of its kind, the most important of all, perhaps due to the charm of the City of Light, but the fact remains that all the exciting new models made their catwalk debut there.

The Daytona could reach speeds of more than 280 km/h, with outstanding acceleration, and was relatively easy to drive, keeping in mind that it was still a GT. It was the most high-performance car of the period.

Like any self-respecting Ferrari, it proved fast on the track too, and won its category at the 24 Hours of Le Mans in 1972, '73, and '74, and took second place at Daytona in 1979: an amazing testament to the longevity of the design, especially given that in the meantime production of the car had ceased.

As usual, Luigi Chinetti requested a spider version for the American market, and for California in particular. The 365 GTS4 was presented at the Frankfurt Motor Show in 1969.

1968

The Dino 166 F2 of Andrea De Adamich wins the Temporada Argentina

The South American Temporada was, for years, an appendix at the end of the Formula 1 World Championship season, its four races in December held during summer in the southern hemisphere. The constructors were always very interested for the same reasons.

Signing drivers, the prize pool, the chance to sell cars, engines, and spare parts, especially with the season over, are all highly attractive when you need capital to build new cars for the next season. The Temporada was founded when the Automobile Club of Argentina (ACC) invited European drivers to compete in a championship, held not only in Argentina but also Chile, Uruguay and Brazil. The ACA also bought cars for young local racing talent. The first of these “migrations” to the south took place at the end of the 1947 season, a time when Argentina was ruled by General Juan Domingo Peron - a racing enthusiast and generous funder. Scuderia Ferrari participated for the first time in 1948.

Over the years, in line with the political toing and froing, the Temporada was suspended, only to be reborn thanks to Juan Manuel Fangio and, almost 20 years later in 1968, thanks to the national oil company. The Temporada was based on four races for Formula 2 cars, and Scuderia Ferrari competed with two Dino 166s, driven by Ernesto “Tino” Brambilla and Andrea De Adamich. The starting line-up included 25 top-level drivers, some whom had already raced in Formula 1, including Jochen Rindt, Clay Regazzoni, Jean-Pierre Beltoise, Jo Siffert, Silvio Moser, and Pedro Rodriguez, driving for teams including Techno, Matra, Brabham, and Lotus. The Dino 166 F2 had already appeared in 1967 and competed in just a single race, with Jonathan Williams in Rouen. It was developed thanks to an agreement with Fiat to produce 500 engines for the Dino road car which carried the Fiat and Ferrari marque. The V6 engine had a capacity of 1,596 cc and delivered 200 hp. In 1968 Ferrari competed in several races, and the European Championship and at the end of the season Brambilla securing two victories and a second place. He won at Hockenheim and then Vallelunga in Rome, a result dear to Enzo as his son Dino had worked on the engine. In these two races Brambilla also set both races’ fastest laps and took pole in Rome. De Adamich was second at Vallelunga while Derek Bell took third at Hockenheim and pole at Zandvoort - where he recorded the fastest lap in a dead heat with Brambilla. During the season, in races not valid for the European Championship, Jacky Ickx, Chris Amon, Brian Redman, Giancarlo Baghetti and Mario Casoni also drove the car.

On the back of this strong overall performance, Maranello decided to send the two Italian drivers to the Temporada. Brambilla immediately won in Buenos Aires, also setting the fastest lap, ahead of his teammate. In subsequent outings the balance tipped in favour of De Adamich, who won two races: in Cordoba and San Juan, and pole in the former. The final victory was a battle between De Adamich and Rindt, since two withdrawals had knocked Brambilla back in the standings. In the last race, the driver from Monza seized pole and fastest lap, but victory went to Piers Courage in a Brabham. However, De Adamich only needed fifth place to win the Temporada, while Brambilla was fourth in the final standings. With their results Ferrari won the Constructors title. The Dino 166 F2 was later converted into the Dino 246 Tasmania for the Tasman Cup, which it won with Amon in 1969.

1969

Fiat becomes a Ferrari shareholder

On 21 June 1969, it was announced that 50% of Ferrari had been bought by Fiat. However, the two brands shared a close relationship even before then, with their first collaborative project dating back to 1950.

When Lancia decided to retire from competition racing, it was Fiat, together with the Automobile Club of Italy, that made sure that everything owned by the company (cars, parts, transporters and other property owned by Lancia's racing division) was handed over to Ferrari free of charge.

The motivation behind this move was to prevent the trade secrets and expertise of the Italian company from being exploited abroad.

Prince Filippo Caracciolo, father-in-law of Gianni Agnelli and President of the ICA, was busy working on an agreement that facilitated the donation of all Lancia's materials to Ferrari, while Fiat agreed to allocate a non-repayable contribution of 50 million lire for five years - a total of 250 million, a very considerable sum for the time.

The purpose of the agreement was clear: to increase Ferrari's victories in the international arena, thus bringing great prestige to the entire Italian automotive industry and promoting the sales of Italian cars in other markets.

Vittorio Valletta, who had admired Ferrari since 1932 (an appreciation which is very much reciprocated), reached an agreement with Mr. Agnelli, who was destined to be the successor of the Fiat presidency.

In 1950, Gianni Agnelli was 29 years old, with no management powers, but he was nonetheless the representative of the family who held majority shares in the company. He became CEO in 1963, and Chairman three years later.

Agnelli was a great admirer of Ferrari cars, and indeed, became a customer of the brand. His first Ferrari was a 166 MM Touring Superleggera, from 1948; later his others included the 365 P and the Testarossa Spider.

Over the years, Enzo Ferrari was aware that he could no longer bear the financial burden of the marque's sporting activity alone, and in 1963, came close to selling to Ford.

The tough negotiations lasted throughout April and May, but just before he signed, Enzo backed out, preserving the autonomy of the brand's racing division.

The desire to find a strong ally, however, remained paramount, and in 1965, Ferrari reached an agreement with Fiat to produce the 6-cylinder Dino engine, designed by Ferrari and developed at the factories of the Turin-based company, to be fitted on the new Fiat Dino, spider and coupé. Soon after came the Dino Ferrari, made in Maranello.

Ferrari was required to receive type-approval for the Ferrari Dino 166 for F2, and to do this, the company built more than 500 production models, with the engine designed during this period by Enzo's son. From then on, the conversations between Ferrari and Agnelli regarding a possible takeover became increasingly frequent. At one point, it seemed that Giovanni Luraghi's Alfa Romeo was keen to get involved, and it looked as though a three-way agreement would take shape. In the end, Luraghi pulled out.

On 18 June 1969, Ferrari and Agnelli met in Turin to sign the contract, which was made public three days later. Fiat and Ferrari joined forces, celebrating the start of a very long engagement.

1969

Ferrari 212 E of Peter Schetty wins the European Hillclimb championship

Peter Schetty was a young, wealthy Swiss, backed by a family that owned a textile business that wanted to see him run the company with his father.

He had a passion for racing though, and showed his talent with a second place in the GT category of the 1966 European Hillclimb Championship, in the GT category. When he finished his studies with a double degree, he signed on as an official Abarth driver.

At 25 years old, in 1967, he finished third in the European Hill Climb Championship. Karl Abarth kept him on through 1968 and he competed in a number of Sportscar races, notching up several wins.

However, that great talent scout Enzo Ferrari had already set his sights on the young Swiss and signed him up in advance for the following year. Schetty enjoyed a good reputation among the experts. He was serious, methodical and fast, impressing Paul Frère who had taught him at Hanseat Driving School at the Nürburgring. When Enzo Ferrari called him to Maranello, he was a little excited and nervous, but everything went well. He signed an agreement with the Scuderia to develop the 212 E, racing it in the 1969 European Hill Climb Championship. He also tested the P 312 for the World Sports-Prototypes Championship, with which he also took part in the 1000 km of Monza and the 24 hours of Spa, although he was unable to reach the finish line due to the mistakes of his teammates.

It was a triumphant uphill season, with seven wins out of seven races, which brought victory in the European Championship, ahead of the Abarth of Arturo Merzario.

The team consisted of Schetty, Ferrari engineer Marelli, two mechanics and a few spare parts. There was no spare engine: everything was done economically with no room for errors! The Swiss driver won in Spain at Montseny, Rossfeld in Germany, Mont Ventoux in France, the Trento-Bondone in Italy, then again in Germany, in Freiburg, in the other Italian race, Cesana-Sestriere, and Ollon-Villars, on his home mountain.

The Ferrari 212 E, chassis number 0862, was designed specifically for the European Hill Climb Championship. It had a 2-litre, 12-cylinder boxer engine with an output of 300 hp at 11,800 revs per minute, a high range for the time, derived from the Formula 1 engine used in the 1965 World Championship.

The car was low and compact, agile on mountain roads. It had very precise aerodynamics and a livery that emphasised its grit: completely red, with no sponsorships, a large rear spoiler and two side flaps on the nose.

Schetty also tested the Dino 246 for the Tasman Cup and the 12-cylinder 3.0 litre boxer engine for the F1 1970. The following year he joined the team for the World Championship for Makes clinching some podiums, while the 212 was sold to the private driver Edoardo Lualdi-Gabardi, who won the Italian Mountain Trophy.

At the end of 1970, Ferrari proposed that Schetty should stop racing to become team manager and tester. Schetty accepted and for two years, in 1971 and 1972, he coached the team in the World Championship for Makes. Results were poor in 1971 because of too many driver errors, but in 1972, with the 3-litre 312 PB, there were none by anyone: the team won 10 out of 11 races and the world championship. In 1973, Schetty decided it was time to return to the family business and left the world of racing.

1969

The Dino 246 of Chris Amon wins the Tasmania Cup

Life is really strange. Chris Amon went down in history for never having won a Formula 1 World Championship race, although he was close more than once and drove a Ferrari for several seasons. He did win two races that didn't count towards the World Championship: the International Trophy at Silverstone in 1970 in a March and in Buenos Aires in 1971 with a Matra. However, he and Lorenzo Bandini won an Endurance race for Ferrari in the extraordinary 1967 edition of the 24 Hours of Daytona, which finished with a clean sweep for Maranello. The pair repeated the feat in the 1000 km of Monza. Again with Ferrari, but in a single-seater, the New Zealander won the Tasman Cup in 1969, after finishing second behind Jim Clark the year before. In those days drivers were not confined to a single series or category. In addition to Formula 1 they tested themselves with sports prototypes or sometimes even F2, where they were enticed by big signing-on fees. The opportunity always presented itself: before, during and after the Formula 1 season. The Dino 246 of Chris Amon wins the Tasmania Cup. It was then customary to race in the Temporada Argentina in December, and then in the Tasman Cup between January and February. The drivers used the Formula 1 cars from previous seasons or an adapted single-seater F2 with engine capacity boosted to 2,500 cc. This was an important stage for the team, because they could sell cars, engines and spare parts for private drivers. Held in New Zealand and Australia, and taking its name from the Tasman Sea separating the two countries, and for 1969 it consisted of four races in first and three in the second, at both permanent and street circuits. Amon won two races in 1968, just missing out on the title, and was the favourite for 1969. He drove a Ferrari Dino 246 Tasmania, 246T/69, with a V6 engine with 4 valves per cylinder and an output of 290 hp. It was an evolution of the 166 Dino F2 with engine capacity increased to 2,404 cc.

Amon took pole-position and triumphed in the first race at Pukekohe (near Auckland), the most prestigious, so much so as to bear the title of Tasmanian Grand Prix. He was followed by Jochen Rindt, his greatest competitor, driving a Lotus 49 alongside team mate Graham Hill, Piers Courage (in the Brabham of Frank Williams Racing) and Derek Bell, in the second Ferrari. The two standard-bearers from Modena each had a spare engine available. The next race, in Levin, saw another win for Amon, while Rindt dominated at Wigram. Here the Scuderia Ferrari finishing third, while Bell was fifth.

Both drivers repeated these placings in the fourth round at Teretonga; Courage won, and Hill also began making up ground after two consecutive second places. Amon restored order at the Australian Grand Prix in Lakeside, on the Gold Coast, with the best time in practice and victory in the race. The next race at Warwick, in Sidney, went to Rindt, but a wonderful finish at Sandown Park in Melbourne saw Chris Amon secure the Tasman Cup, while teammate Bell finished fourth overall with two second places. Amon had won six times in two years. In 1970 his Ferrari was purchased by a private driver Graeme Lawrence, who won the 1970 edition with one victory and several podium finishes, in a series that now admitted F5000 cars and cut the engine capacity, thus excluding Formula 1 cars.

1970

Creation of the 512 S, with only 25 examples produced

In the second half of 1969, after selling 50% of the company to Fiat, Enzo Ferrari was able to kick off a fresh project, building a new sports-prototype for the 5-litre class. In order to obtain type-approval for the model, 25 units had to be built. Time was tight, but Mauro Forghieri and his team succeeded in designing and building the car in just three months. The 512 S was officially launched to take part in the World Sports Car Championship in Group 5.

The car was built around a tubular light-alloy semi-monocoque frame, derived from the P4 and the 612 CAN AM, with a mid-mounted 4993.53 cc V12 engine, with four valves per cylinder, capable of delivering 550 hp initially, with a maximum speed of 340 km/h.

The bodywork, designed by engineer Giacomo Caliri, was designed to be as light as possible, and was made of fibre-glass. During this period, plastic and fibreglass materials were increasingly used for parts of the body and the underbody.

The 512 S was built both with a closed cockpit, as was the new trend for the most competitive sports-prototypes, and in an open version, without a roof. At Le Mans, the special long-tail aerodynamic body was presented, with a view to increasing the car's maximum speed on the long Hunaudières straight (at the time, this stretch of road spanned more than 5 km, with no chicanes).

The 512 S made its début in the Daytona race, taking third place with the Andretti/Merzario/Ickx team.

In the following race, the 12 Hours of Sebring, the car scored its first win, with Giunti/Vaccarella/Andretti driving the closed version of the 512 S. Andretti moved across to this car during the race, after his open-top version, which he was sharing with Merzario, was forced to retire due to gearbox problems. The car beat Peter Revson and actor Steve McQueen's Porsche 908.

Throughout the season, the duel continued between the Ferraris and the Porsche 917K, but the former failed to hit further high notes. Amon/Merzario come fifth in the 1000 km of Brand Hatch, while in the 1000 km of Monza, the 512 S cars were second and fourth place, ahead of Matra.

Vaccarella/Giunti succeed in fighting their way onto the third step of the podium in the Targa Florio, while in the 1000 km of Spa, Ickx/Surtees come second, with Vaccarella/Giunti in fourth.

Ferrari achieved two more placings at the Nürburgring, with Ickx/Surtees coming in third and Parkes/Müller in fourth with the car fielded by the Swiss Scuderia Filipinetti team. The 24 Hours of Le Mans is always a key moment of the season, but unfortunately this year was something of a débâcle for the Prancing Horse, with only two private 512 S cars in the ranking, in fourth and fifth place.

The 6 Hours of Watkins Glen saw Andretti/Giunti taking third place and Ickx/Schetty taking fifth.

Throughout the year, a number of private teams nonetheless score several successes in other competitions, such as the 500 km of Zolder in Belgium or the 200 Miles of Fuji in Japan.

Before the end of the season, in the wake of the poor result at Le Mans, a modified version of the 512 M made its début. This car, with greater power and more advanced aerodynamics than the 512 S gave Ickx/Giunti a win in the 9 Hours of Kyalami. However, Enzo Ferrari did not have the patience to continue developing this model, and relegated the 512 M for use by private teams only. Aware that from 1972 onwards, the Manufacturers' Championship would be reserved for 3 litre sport models only, he decided to launch the flat-12 312 P project. This was to be the last Ferrari sports-prototype before the company decided to dedicate itself exclusively to F1. Both the 512 S and the 512 M achieve good results in 1971, with the NART team's 512 S and the Penske team's blue 512 M arriving in second and third place in Daytona. Subsequently, Merzario won the 300 km of Imola of the Interserie Championship, in the only official works appearance of the 512 M in 1971.

1971

The 365 GT4 BB, the first rear-engined 12-cylinder Ferrari GT is unveiled at the Turin Motor Show

Ferrari has always known how to astonish; indeed, this is one of the marque's great strengths. Just as we think that each new model is the most beautiful of all, the next one comes along and immediately steals the limelight, with innovative design and cutting-edge technical content.

This is the case at the 1971 Turin Motor Show with the première of the 365 GT4 BB, the heir of the 365 GTB4. For a time, the two cars were in production contemporaneously - the last of the outgoing model and the first BBs - almost as if the baton were being passed from one to the other!

Despite the fact that replacing the Daytona seems to many to be an impossible feat, the BB succeeded perfectly. With streamlined, low and extremely aggressive lines, it was the first production Ferrari to be fitted with the boxer-type 12-cylinder engine derived from the F1 unit.

The technical approach taken was completely different from that adopted on all other Ferrari models produced so far, and the architecture was not that of the classic front-engined V12s - the longitudinally-mounted engine featured opposing cylinder banks.

The two Bs stand for Berlinetta Boxer. This name was derived from the fact that the cylinder banks form an angle of 180°, producing an engine with a flat, rectangular shape which enabled the car's centre of gravity to be lowered. From a technical standpoint, this solution rendered design and construction more complex. Precisely for this reason, the gestation period for this model took longer than usual. On the BB, close attention was also paid to the transmission, with the gearbox positioned under the engine next to the oil sump.

The engine displacement was 4400 cc, with 380 hp and a top speed of 300 km/h: these outstanding levels of performance led the 365 GT4 BB to be crowned the fastest car in the world when it was unveiled.

The tubular steel spaceframe chassis was reinforced by the addition of integral steel panels around the cockpit section, making it virtually a "monocoque" construction. The wedge shape of the nose is derived from the 1968 Pininfarina P6 concept car. The lower section of the nose featured a full-width aluminium egg crate radiator grille, from the top edge of which an indent line ran around the body perimeter, visually creating an upper and lower half to the body, and rendering it even more streamlined.

This separation was emphasised by the two-tone paint: matte black on the lower part, and the chosen body colour on the upper part. The contrast gave the car a super sporty, modern look, pre-empting a trend that is still in vogue today.

The satin black finish for the lower part of the car became an option on the entire range built in Maranello, and was referred to as the "Boxer" paint finish.

The curved line which marked the boundary of the passenger compartment, behind the seats, created the optical illusion of a small door.

A matte black spoiler was mounted at the end of the car's roof. A unique characteristic of this model was its six rear round tail-lights and six exhaust pipes - three each side. The retractable headlights and wide wheel arches emphasised the clean lines of the 365 GT4 BB.

While the external aesthetic conveys a sense of pure, muscular sportiness, the fine leather interior, by contrast, was comfortable and sobre, in the style of a true grand tourer.

This was the first road-going Ferrari to be equipped with a space-saver spare wheel housed under the front bonnet.

1972

Opening of Ferrari's test track at Fiorano

As a result of the continuing restrictions on the use of the Modena Autodrome to test cars, for safety reasons in particular, Enzo Ferrari began to think about building a private track, to be used for testing both production models and racing cars.

From a financial perspective, the deal with Fiat had left Ferrari with no money worries whatsoever. Furthermore, the company already owned a piece of land on which to build the circuit - an agricultural plot near the factory in Maranello, adjacent to the town of Fiorano Modenese.

Work began in 1971, and the circuit was opened on 8 April 1972, making Ferrari the only F1 team to have its own private testing facility.

The total length of the track was 3 km and the minimum track width was 8.40 metres. Ferrari would have preferred to have a straight a little longer than the 1339 metres that the track actually featured, but this proved impossible. The total length of the bends measured 1661 metres.

The layout of the track reproduced some of the most challenging corners of the most renowned F1 GP tracks of the era: the "Tarzan" corner in Zandvoort, the "Brünchen jump" at Nürburgring and the hairpin inspired by the "Gasometer" corner in Monte-Carlo, which then became the famous "La Rascasse" curve.

The idea was to obtain a wide range of left- and right-hand corners with differing radii. The alternation of these corners enabled Ferrari to evaluate cars' handling, weight distribution and braking ability, as well as engine pick-up and acceleration out of the bends.

The track's straight, meanwhile, meant that high-speed braking could be safely carried out. Elsewhere, the slight incline of certain sections was used to analyse vehicle behaviour and stability during changes in trajectory.

Both the straight and the fast corners were useful for assessing the aerodynamic efficiency of the cars. Fiorano thus became an extremely useful training ground for the Scuderia's drivers, as well as for its technicians and engineers.

Right from the start, the track was described as an experimental test track, in order to emphasise the fact that it would never be used for racing - this also meant a ban on public access, with only one car allowed to lap the track at any one time.

Over the years, the track was subject to certain modifications; first, a chicane was added, increasing the length of the track to 3021 metres, with subsequent changes shortening it again to 2997 and then 2976 metres respectively (without chicane).

Depending on the type of car in question, the average speed over a lap is more than 160 km/h, with a maximum speed of 290 km/h.

The circuit has a pit lane with a garage, and today is equipped with an advanced telemetry system that provides all the information required when developing a car. A video system with fixed cameras captures the entire track.

1972

Ferrari crowned the world sportscar champions for constructors with the P 312, with ten wins out of ten races

The rules of the World Sportscar Championship for Makes changed again in 1972, bringing an end to the era of 5-litre sports cars exceeding 25 models produced. The new regulations brought in the new 3-litre Group 6 cars, to focus on the development of this car, Ferrari prematurely ended work on the 512. The 312 P that Ferrari started work on in 1970 began life as a distant relative of the 312 P of 1969. Its mechanics were overhauled by the team, led by Mauro Forghieri, to such an extent that it was informally renamed the 312 PB. That was largely due to the installation of the F1 derived 3,000 cc, 460 hp 12-cylinder Boxer.

Therefore, 1971 was a year of development, with a promising one-two in the 9 hours of Kyalami that boded well for the coming year, with Clay Regazzoni and Brian Redman finished ahead of Mario Andretti and Jacky Ickx. In the 1972, season Ferrari registered three cars with fast and highly experienced drivers. In addition to the four who competed in Kyalami, Ronnie Peterson, Tim Schenken and Arturo Merzario made regular appearances. Rally champions Sandro Munari, Helmut Marko and Carlos Pace also competed in some races.

The programme's sports director was former driver Peter Schetty, winner of the European Mountain Championship in 1969, who did not hesitate to change the make up of the crews in order to defeat the Alfa Romeos, Porsches and Matras. Indeed, Ferrari's domination turned out to be overwhelming, with 10 wins out of 10 races.

Two Ferraris were on the podium in every race: including eight one-tuos, plus a victory and third place at Monza. The highlight came at Zeltweg, when the four Ferraris took the top four positions. Maranello won the 1972 Championship for Makes, with Andretti and Ickx leading the way with four wins, while the Belgian driver won another two with Regazzoni and Redman. The latter won twice, the second time with Merzario, who also finished first with Munari in the Targa Florio. The victory in Sicily was a stroke of genius. Ferrari had the great idea of deploying the rally champion out of his natural environment, and the driver - although not as fast as Merzario - showed his mettle with sports cars; both on the road in Sicily and in the 1000km of Zeltweg. He later used this experience to develop the Lancia Stratos to perfection. Peterson and Schenken also won twice, showing the high quality of the drivers and the car. In addition, Scuderia Ferrari won the 500km of Imola that didn't count towards the World Sportscar Championship, with Merzario victorious ahead of Ickx. It was a swan song of sorts for Ferrari in this category, with the entire programme dropped soon after, in order to focus on the Formula 1 team.

1973

Launch of Dino 308 GT4, equipped with an 8-cylinder V-engine

The Dino 308 GT4 is certainly like no other Ferrari.

The new car marked several “firsts” for Maranello, although initially it only carried the Dino name. It was the first production road car with a V8 engine, and the first mid-engine 4-seater although in reality it was a 2+2.

Moreover, it was styled by Bertone, not Pininfarina, for the first time since 1953. But there was a reason for this. It was designed by Marcello Gandini who, working for the Turin body shop, created many of the most popular sports cars of the era, for several marques. His masterpieces were typically sharp and slender shaped, very futuristic and with strong personalities. Ferrari was impressed by this approach to sports car design, and decided to use the Dino logo to diversify. Bertone also designed the Fiat Dino coupé, while Pininfarina designed the Spider.

The car was unveiled at the Paris Motor Show and just carried the Dino badge, as was then customary for Maranello cars not equipped with a V12 engine.

The 308 GT4 completed the range, which already included the 246 GT and GTS, until they went out of production.

The digits in the name referred to the engine’s cubic capacity and to the number of cylinders, in this case three litres and eight respectively, while the four signified that it was a four-seater.

The car had two rear seats even though it was only 4.3 metres long. Compact with a powerful heart, it used the available space cleverly.

It hosted a 2996 cc and 250 hp V8 engine at 90°, centrally mounted in front of the rear axle and with a top speed of 230 km/h. The Dino also had rear-wheel drive and a 5-speed gearbox.

It was produced between 1974 and 1978. Although up to 15 years ago it was a relatively affordable historical car, now it has been rediscovered it has suddenly doubled (and in some cases, tripled) in price.

The Dino name was retained until the end of 1976; subsequently the model adopted the Ferrari marque because it appealed more to customers, especially in the US.

For a time it was the only model that US dealers could offer customers, because the others were not approved for that market.

Being the only car that could be imported into the United States, a market that Enzo Ferrari had particularly coveted for years, the name Dino remained on the tail of the vehicles already in America, which were rebranded as Ferraris. After that, the Prancing Horse emblem was all that was used. Elvis Presley’s 1975 black Dino 308 GT 4 is still famous to this day.

The Dino 308 GT4 had a luggage compartment and an emergency spare wheel, a solution that was later taken up by all manufacturers.

In the following years, the 208 GT4 with 2.0 litre engine arrived. Its introduction was in response to the oil crisis of that period and Italy’s then high rates of taxation.

1974

Lauda wins the Spanish Grand Prix with 312 B3-74, giving Ferrari its 50th triumph in F1

1974 was an important year for Ferrari in F1. It marked the rebirth of the racing team via a process of radical reorganisation, characterised by the arrival of a host of new names both at management level and among the team's drivers: this marked an end to the rotation of drivers, with just two being selected for the entire season. In addition, Ferrari made a difficult yet appropriate decision, leaving the World Sportscar Championship in order to concentrate exclusively on F1.

With regard to the Technical Department, Mauro Forghieri regained full power and, with it, the freedom to propose new and innovative solutions.

The team's Team Principle was twenty-six-year-old Luca di Montezemolo, while the drivers were Clay Regazzoni, returning to Ferrari after a year spent with the BRM team, and the young Austrian, Niki Lauda, also from BRM. Indeed, it was Regazzoni who recommended Lauda to Enzo Ferrari, after witnessing him in action over the course of their shared year with BRM. According to Regazzoni, Lauda had great potential, making him preferable not only to Jean-Pierre Jarier, but also to Peter Revson and James Hunt. At any rate, Enzo Ferrari's famed foresight and courage when it comes to choosing young talent was no less evident on this occasion.

The introduction of a dedicated team of mechanics for each driver was another new development that year. Clay's chief mechanic was Giulio Borsari, while Niki's was Ermanno Cuoghi.

The car - the 312 B3 - was a successful design: its most noticeable characteristic was the striking air intake, located directly behind the driver's helmet, which was painted red with a white band half way up. Those colours echoed those of the flag of Niki Lauda's home country, as well as alluding to Clay Regazzoni's Swiss heritage...

Right from the start, the 312-B3 proved highly competitive, and in its first ever race in Argentina, Lauda and Regazzoni made it onto the podium in second and third place. Regazzoni came second in Brazil, before the car's crowning moment in Spain, at the Jarama circuit just outside Madrid. There Niki Lauda took his first Formula 1 victory, taking home a 50th win for the Scuderia Ferrari since the start of the F1 championship. Regazzoni came second, completing Ferrari's glorious winning streak.

In Jarama, Lauda reigned supreme, taking pole position and completing the fastest lap in the race. The start of the race was hit by rain, and the positions changed continually, with the wet-track specialist Ronnie Peterson taking the lead. Around halfway through, the weather changed, and a pit stop for tyre changes served to mix things up. Ferrari's mechanics completed Lauda's pitstop in just 35 seconds, a remarkable time for 1974.

Very quickly, the Austrian successfully regained the lead, going on to win more than 35 seconds ahead of his team-mate, who started third on the grid. Emerson Fittipaldi climbed to third place on the podium, but was a whole lap behind - indeed, only Ferrari succeeded in completing all the laps in the race.

It was only the fourth GP of the season and, in the overall standings, Regazzoni was in first place, ahead of Lauda and Fittipaldi, while Ferrari was second in the Constructors' Championship.

1975

Launch of the 308 GTB, the first 8-cylinder GT Berlinetta

The 308 line is perhaps the most familiar to the many Ferrari fans around the world. This is in part because it was the car driven by Magnum P.I. in the TV series of the same name, but it is also known for its longevity as it remained on the market for 10 years, achieving sales of over 6,000. Not to mention that the 208 and 328 were also descended from it. It was fitting then, that it saw the light with a double “catwalk” launch: at the 1975 Paris and London motor shows.

Mechanically, it used the same engine as the Dino 308 GT4, while aesthetically it was designed by Pininfarina, recalling and following the lines of the first Dino and the 365 GT4 BB berlinetta.

The adoption of the V8 engine, combined with the “freshness” of the lines, attracted a new younger and dynamic clientèle, despite the oil crisis of the time.

It was an immediate success, both with the public and the press.

This car and the subsequent V8 models derived from it were the basis of Ferrari production over the next 10 years and beyond.

The 308 GTB marked a change for Ferrari because it was the first car to be built with a fibreglass body. This material, more suitable for racing where a premium is put on lightness, was replaced by more traditional steel and aluminium in late 1976 for cars in the US market; the metals later being used on cars produced for the European market too.

A version with a “Targa” type roof, called the 308 GTS, also joined the GTB in late 1977.

In 1980, due to changes in emission regulations, especially in the US, the four carburettors were replaced by direct injection, and the models were subsequently named 308 GTBi and 308 GTSi.

Television fame also boosted the reputation of the 308, as the GTS was driven by private investigator Thomas Magnum in the megahit TV series Magnum P.I. The series was filmed in Hawaii and ran for eight seasons between 1980 and 1988. In the first series, the popular actor Tom Selleck drove the 1979 GTS, a 3-litre V8 with an output of 240 hp in the US version.

In the second series he used the new 308 GTSi with fuel injection and 214 hp, recognisable by the two rectangular mirrors and black grilles behind the front headlights. From the fourth season he had a 308 GTS Quattrovalvole from 1984, once again with an output of 240 hp.

1975

Lauda with the 312 T wins the Formula 1 world title

A stroke of genius and a little luck is all it takes to change a period of inertia, altering the course of events, and fate itself. And indeed, at the beginning on 1975, Ferrari's fate in the F1 title race seemed sealed, but it only took one event - the arrival of a new car - to turn the scenario on its head, with the season going down in history as a vintage year for the Maranello team. Following three victories in 1974, two won by Niki Lauda and one by Clay Regazzoni, in addition to the ten pole positions achieved (all but one courtesy of Lauda), on the eve of the World Championship in 1975, Enzo Ferrari was feeling extremely confident. The new 312 T was not ready for the start of the season, but the drivers were the same as before, and the 312-B3 was nonetheless more than capable of ensuring a sufficient degree of competitiveness. Or it least this was the general view held. In reality, in the opening races in both Argentina and Brazil, the competition succeeded in closing the gap, and the Ferrari team had to content itself with finishing in the points, with two fourth places for the moustachioed pilot from Lugano, and a fifth and a sixth place for the Austrian. This somewhat meagre outcome did not live up to expectations. The new Goodyear compounds were not suited to the old B3, so Ferrari asked his technical staff to speed up the preparation of the new car, with a view to debuting it in South Africa. In comparison to the older model, the 312 T was completely new. While it was still equipped with the boxer engine, the new car featured a transverse gearbox mounted in front of the rear wheels, as signified by the "T" in the name of the model.

The goal was to move the weight balance forward as far as possible, rendering the car shorter and easier to handle. In side view, the car had a noticeable wedge shape, while the engine air intake remained prominent, albeit now finished in white with the colours of the Italian flag. New suspension all round contributed to improving the performance of the tyres, and the large overhanging rear spoiler was also completely redesigned. In South Africa, the cars were still not entirely up to standard, and lacked reliability, although Lauda came in fifth. In the test days at Kyalami after the GP, however, Lauda succeeded in lapping faster than the time set for the race's pole position. And he then took the car's first win at the BRDC International Trophy (a non-championship race) at Silverstone. In Spain, Lauda took the pole position, but during the race both drivers were caught up in an accident, Lauda being eliminated straight away while Regazzoni made it back to the pits for repairs, only not to classify in the race results. Nevertheless, initial indicators were positive, a sign that the wind was changing. In the Monaco GP, as if by magic, everything started heading in the right direction. Lauda showed how meticulous he could be in the fine-tuning of the car and how good he was at choosing tyres, and went on to achieve a series of superb victories that lead him to the top of the standings. He won three races in a row in Monaco, Belgium and Sweden, and took second place in Holland before coming in first again in France. Lauda then went on to take two third places in Germany and Italy, consolidating his lead in the standings and taking the World Champion title before the last race. The season closed with a bang in the US, with yet another victory in a nation that was strategic for Ferrari with regard to the sale of the road cars. Regazzoni also had a good season, finishing first at Monza, taking two podium placings in Germany and France, and closing the season in fifth place overall in the Drivers' rankings, thus helping to win the Constructors' Championship for Ferrari. Lauda's dominance was further underlined by the nine pole positions and two lap records added to his list of achievements. Regazzoni took four fastest laps and won the non-championship Swiss GP held in Dijon. Eleven years had passed since the double Drivers' and Constructors' World Championship victory in 1964 with John Surtees, and for Enzo Ferrari that was too long. 1975 marked the beginning of a new era, foretelling satisfaction for Ferrari for years to come.

1976

The 400 Automatic is presented at the Paris Motor Show

A new Ferrari was launched at the 1976 Paris Motor Show, much like at every other edition of the show. Maranello knows how to spring a surprise, keeping everyone on tenterhooks to find out about a new car, whether it is in terms of the line, performance, or the technical details.

The new 400 series was launched in Paris as a replacement for the 365 GT4 2+2, largely keeping its Pininfarina styling but with a few differences such as mounting the front spoiler on the lower part of the nose, the rims and the loss of the Prancing Horse from the radiator grille. Inside, the layout was more luxurious. Enzo Ferrari called it “a GT in evening dress”; it was dressed for elegance. The new model was called the 400 Automatic due to its automatic transmission, however, the 400 GT kept a manual transmission.

The initials indicate the single cylinder engine with a total displacement of 4,823 cc. In addition to its automatic transmission, the car was very spacious and was approved for the United States. Maranello had to suspend sales in the US of its previous 12-cylinder models that were not approved because of exorbitant costs. The 400 series was made specifically for the North American market, which had been of great interest to Enzo Ferrari ever since his friend Luigi Chinetti began to distribute his cars.

However, despite these characteristics, it was not officially marketed in America, instead, it was sold on the second-hand market.

It was in Britain that this model enjoyed great success, of course, with the wheel on the right.

Enzo Ferrari showed the courage to present a model that, in theory, distanced itself from the sports-only stereotype that would be in the minds of Ferrari fans. In those days, any possible connection between an automatic transmission and the racing world, from which Ferrari emerged, seemed lightyears away.