

## THE ICON

### 125 S

The 125 S was the very first official racing sports car built by Enzo Ferrari and his team in 1947. It made its debut on May 11 at the Piacenza racing circuit. With its bold red exterior and elegant silhouette, this model has become a true icon.



## THE QUINTESSENTIAL GENTLEMAN DRIVER'S FERRARI

### 195 S TOURING BERLINETTA

The 195 S Touring Berlinetta is a racing sports car, and was introduced in 1950 at the Giro di Sicilia. It was driven by Giannino Marzotto, who was famous for taking the wheel in his signature double-breasted suit.

## THE AGNELLI

### 166 MM TOURING BARCHETTA

Owned by Fiat patriarch Gianni Agnelli, the striking 166 MM Touring barchetta (chassis° 0064 M) was introduced in 1950 and represents the evolution of the 125 S, Ferrari's first car.





## A MODEL OF SOPHISTICATION

### 195 INTER TOURING COUPÉ

The elegant 195 Inter Touring Coupé model was developed from the 166 Inter and was one of the first Ferrari Grand Tourers. It cuts a striking figure, and is finished in understated grey and gold, with chic beige and camel interiors.

## THE LEGENDARY SIXTEEN

### 340 AMERICA BARCHETTA

This was a spectacular early competition Ferrari, a 340 America barchetta with coachwork by Touring. Its first owner was the Parisian Pierre-Louis Dreyfus, a WWII war hero who was a keen racing driver and sportsman. He entered his Ferrari into the 1951 and 1952 24 Hours of Le Mans races.



## CRIMSON CELEBRATION

### 212 INTER VIGNALE CABRIOLET

The 212 Inter Vignale cabriolet (1951) is admired for its sheer beauty and flair. Indeed it was awarded second place in the Ferrari Grand Touring class at Pebble Beach in 2014.

## STUNNINGLY SIMPLE

### 212 INTER VIGNALE COUPÉ

This 212 Inter Vignale coupé was one of only 34 to have been built by designer Alfredo Vignale (1952). With its ivory exterior and taupe livery, it is a truly striking car.



## THE RECORD BREAKER

### 340 MM VIGNALE SPIDER

The Ferrari 340 MM Spider Vignale (1953) set a new speed record for the race, clocking up an average of more than 142 km/h. It is the last car in this series ever built, with its striking blue colour and white racing livery.

## WHITE SPIDER

### 375 MM PININ FARINA SPIDER

The 1953 Ferrari 375 MM Pinin Farina spider, was powered by a V12 engine based on that of the F1 single-seater. It features bold mono-chrome colour scheme and sleek interiors.





## THE GRAND TOURER

### 250 EUROPA VIGNALE COUPÉ

With its gleaming metallic brown colour and sleek lines, the gorgeous 250 Europa coupé by Vignale (1953) was one of the original Ferrari Grand Tourers and the successor of the 212 Inter.

## THE HEARTTHROB

### 500 MONDIAL PININ FARINA SPIDER

This fabulous royal blue 500 Mondial Pinin Farina spider (1954), one of only 14 open-top models of this series built by Pinin Farina, was owned by the legendary Dominican Playboy Porfirio Rubirosa. He drove the car in just a single international race at Santa Barbara in September 1954. Sporting the number 235, the car finished eighth overall and second in its category.



## THE INGRID

### 375 MM PININ FARINA BERLINETTA

The 375 MM Pinin Farina Berlinetta (1954) was a one-off model originally commissioned by film director Roberto Rossellini for actress Ingrid Bergman. This is the car that gave Ferrari's iconic Grigio Ingrid its name.

## THE PATRIARCH

### 375 AMERICA

This 375 America, often also dubbed the “Agnelli”, was owned by the Fiat patriarch and was one of only 11 of these models ever built. With its racing green exterior and contrasting red interiors, it is particularly unusual.



## GRAN TURISMO PERFECTION

### 250 GT PININ FARINA COUPÉ

This light green and white 250 GT Pinin Farina coupé, chassis °0419 GT from 1956 is a superb example of a model that was an important landmark in the Ferrari production car history, as it had the largest relatively homogeneous model production run up to that time, and it marked the point where Pinin Farina became, with only one subsequent exception, the sole designer of Ferrari series production cars to date.

## THE TOUR DE FRANCE

### 250 GT BERLINETTA SCAGLIETTI

This bold blue 1956 250 GT Berlinetta Scaglietti was one of the few competition berlinettas created by Ferrari. The car was owned by Spanish racecar driver Marquis Alfonso de Portago who won that year’s Tour de France endurance race, giving rise to the model’s popular TdF moniker.





## THE SUPERAMERICA

### 410 SUPERFAST

This is a Pinin Farina interpretation of the 410 Superamerica, launched at the 1956 Paris Motor Show. It features a cool two-tone blue and white exterior and elegant blue interiors with white piping.

## GUNMETAL GLORY

### 250 GT BOANO COUPÉ

Bodied by Italian coach-builder Mario Boano, this gunmetal silver 250 GT Coupé was introduced at the 1956 Geneva Motor Show.



## LA FANGIO

### 290 MM

The 290 MM was built for Argentinian race legend Juan Manuel Fangio to be driven at the 1956 Mille Miglia, a thrilling race that ended with four Ferraris taking the first four places. The car had a racing livery that incorporated the blue and yellow colours of the Argentinian flag.

## THE SHAH

### 410 SUPERAMERICA PININ FARINA COUPÉ

This silver and dark red 400 Superamerica is known as the “Shah Car”. The series was launched in 1956. It was originally bought by Mohammad Shah Reza Pahlavi of Iran as a gift for Princess Soraya. Before buying the car, the two headed to the Ferrari factory to order the sports car, adding a number of personal touches.



## THE REDHEAD

### 250 TESTA ROSSA

This is a 250 Testa Rossa (1957) in iconic red with white and blue stripes. The 250 Testa Rossa was a legendary car that dominated its competitors, with variations of the model winning 10 World Sports Car Championships.

## BORN TO RACE

### 500 TRC SCAGLIETTI SPIDER

One of the most beautiful and brilliantly engineered Ferraris ever built, the 500 TRC Spider (1957) was crafted by Sergio Scaglietti. Ferrari sold 19 of these TRCs to customers all over the world, and it proved to be a lethal weapon in winning a host of car races.





## THE SILVER FOX

### 250 TESTA ROSSA

This striking silver 250 Testa Rossa Spider Scaglietti from 1957 really stands out from the crowd, with a red stripe and red interior. This was a legendary model that dominated international racing.

## THE LUCYBELLE

### 250 TESTA ROSSA

With its white body and blue stripes, this 250 Testa Rossa was inspired by a yacht with the same colour combination. A famous racing car, it was driven by Ed Hugus, participating in numerous races including the 1958 12 Hours of Sebring and the 24 Hours of Le Mans.



## CALIFORNIA DREAMING

### 250 CALIFORNIA SCAGLIETTI SPIDER

As its name implies, this 250 California Scaglietti spider LWB (1957) was destined for America, a nation in love with the convertible and the freedom and fun that open-air driving offers. Only 50 of these breathtakingly elegant Ferraris were ever made. This hard-top version is a particularly stunning example, with its navy exterior, silver hard top and red leather interior.



## FRANCE ALLURE

### 250 GT BERLINETTA

The iconic 1958 250 GT Berlinetta is also known as the “Tour de France”, having competed in the 10-day Tour de France automobile race. This model features an ivory stripe, as well as cognac interiors with red accents.



## SOME LIKE IT RED

### 250 GT PININ FARINA COUPÉ

It was 1959, and while Marilyn Monroe was causing a stir in the legendary film “Some Like It Hot”, Ferrari released the legendary 250 GT Coupé Pinin Farina. The crimson red livery on this model is particularly beautiful, with elegant coachwork by Pinin Farina and a sophisticated finish which combines the colour Rosso Bordeaux with a Grigio Conchiglia roof, over a vinyl and leather interior in Nero. Additionally, the car sported a hood scoop, adding a touch of sportiness to this stately automobile.

## THE BERLINETTA

### 250 GT BERLINETTA PASSO CORTO

This 1960 250 GT Berlinetta SWB is decked out in ivory, with a burgundy stripe down the centre of the car. Built for competing in major GT races like the Tour de France, this Ferrari was extremely successful, winning the race 4 times in a row from 1959 to 1962.





## THE STIRLING

### 250 GT BERLINETTA PASSO CORTO

Stirling Moss drove his legendary 250 GT Berlinetta SWB to victory three times, including in the 1961 Tourist Trophy. In striking blue with a horizontal racing stripe and classic white roundels on the doors, this model really stands out.

## THE HOT ROD

### 250 GT BERLINETTA PASSO CORTO

The 250 GT Berlinetta SWB Competizione “SEFAC Hot Rod” featured a silver body with a blue racing stripe. The SEFAC (Società Esercizio Fabbriche Automobili e Corse) Hot Rods were the most advanced Ferrari competition coupés of their time.



## THE MASTERPIECE

### 250 GT BERLINETTA PASSO CORTO

The 250 GT Berlinetta SWB is one of the most iconic and successful cars in Ferrari history. This 1961 model in gunmetal silver with Bordeaux racing trim and matching leather interiors was once owned by Eric Clapton. It won its class at Le Mans, as well as finishing 3rd overall at the Tour De France in 1960.

## ESSENCE OF A FERRARI

### 250 GTO

The 250 GTO was unveiled to the press in January 1962, and can perhaps be classed as the Ferrari of the past which best represents the Prancing Horse's philosophy, both in terms of design and performance. As a nod to its native country, the livery was red with the Italian flag racing stripe.



## THE MCQUEEN

### 250 GT BERLINETTA LUSSO

The 1963 250 GT Berlinetta Lusso was owned by Steve McQueen, a gift from his first wife Neile Adams. Derived from the 250 GT Berlinetta, this model was not intended to compete in races, and is considered to be one of the most elegant Ferraris ever built. It stood out for its understated chocolate brown exterior and exquisite camel leather interiors with intricate stitching.

## THE SURTEES

### 158 F1

Racing legend John Surtees drove his F1 158 to victory in 1964, earning the title of World Champion. In fact, he competed in the USA and in Mexico with this unusual livery; the cars were not entered by the Italian factory itself, but instead by the US-based NART team. This was an act of protest over arguments between Ferrari and the Italian Racing Authorities regarding the homologation of a new mid-engine Ferrari racing car.





## THE LE MANS

### 250 LM

The 1964 250 LM racer is finished in classic red with a white central stripe. This Ferrari became the stuff of legend when it ended up being the last car to claim overall victory at the 24 Hours of Le Mans in 1965.

## THE PHIL

### 250 GTO

The 250 GTO (1962) was driven by Phil Hill and Olivier Gendebien in the 12 Hours of Sebring, and can perhaps be classed as the Ferrari of the past which best represents the Prancing Horse's philosophy, both in terms of design and performance. With its ocean blue colour and white racing livery, as well as the intricate stitching of its black leather interiors, this model really stood out.



## LA COMPETIZIONE

### 275 GTB COMPETIZIONE

Just 14 prototypes of the 275 GTB Competizione were built, one of which took third place overall in the 1965 edition of the 24 Hours of Le Mans race. In metallic grey with a broad white racing stripe, this example featured minimalist interiors, ideal for maintaining the agility of the car.

## THE GREEN JEWEL

### 365 P2

During the 1965 race season, Scuderia Ferrari entered the 275 P2 and the 330 P2 into a number of races. In addition, it also built a customer version of the P2. It was equipped with a SOHC 4.4 L engine and was thus named 365 P2. Only six were produced, and one of these was acquired by the long-time Ferrari customer team David Piper Racing. The car was painted in the characteristic green colour of the British team. With the 365 P2, David Piper won the Kyalami 9 Hours in 1965 and 1966, along with the prestigious Trophée d'Auvergne at Clermont-Ferrand in 1966.



## SLEEK BEAUTY

### 330 GTS

Presented at the Paris Motor Show in October 1966, the 330 GTS was the spider version of the 330 GTC coupé. It had the same V12 running gear as the coupé which, in turn, was developed from the engine designed for the 400 Superamerica. The clean, elegant design, courtesy of Pininfarina, proved an immediate hit with the marque's admirers. The GTS helped Ferrari consolidate its reputation for building high-performance, luxury open sports cars.

## THE AMERICAN DREAM

### 275 GTS4 NART SPIDER

Named after the North American Racing Team, the 275 GTS4 'NART Spider' was created expressly for the US market in 1967-68: just 10 were built, making this one of the most valuable Ferraris of all time. This breath-taking example is in dark blue, with sumptuous camel leather interiors.





## THE CAN AM

### 350 CAN AM

The Ferrari 350 Can Am (1967) was an evolution of the 330 P4, featuring a new tubular fibreglass tube chassis. The red racer, which featured a white and blue stripe and technical interiors, was adapted for use in the Can Am championship.

## BOLD YELLOW

### DINO 206 COMPETIZIONE

The Dino 206 Competizione was a concept car designed by Pininfarina. It was unveiled at the Frankfurt Auto Show in 1967, and was very striking in appearance, with a bold yellow exterior, black seats and electric blue carpets.



## THE DAYTONA

### 365 GTB4

This 365 GTB4 (1970) is blue with red interiors. It almost immediately became known as the “Daytona”, supposedly in recognition of Ferrari’s 1-2-3 victory in the 24 Hours of Daytona in 1967. It represents an important milestone in the evolution of the Ferrari coupé, with its high-performance front engine.

## AZZURRO DINO

### DINO 246 GT

The legendary Dino 246 GT was a V6 car that enjoyed great commercial success - so much so that three series were produced from 1969-73. This model features the iconic shade of blue known as Azzurro Dino, as well as camel and black interiors.



## THE RED BOXER

### 312 B

A F1 racing car from the 1970-71 season, the 312 B took home 5 victories and was driven by the Belgian Jacky Ickx, as well as Clay Regazzoni, Mario Andretti and Ignazio Giunti. It is an important car in Maranello's history, and featured a 12 cylinder "boxer" engine.

## THE SUNOCO

### 512 M

The 512M "Sunoco" was purchased by the American Roger Penske for endurance racing, and featured a blue and yellow livery with a racing plate bearing the number 6.





## THE TARTAN

### 365 GTC4

A sophisticated rendition of the 365 GTC4 from 1971, successor of the 365 GT 2+2 and produced in approximately 500 examples. In addition to its understated dark brown exterior, this car featured a tartan canvas and camel leather interior.

## THE MID ENGINE

### 365 GT4 BB

This 1971 365 GT4 BB was presented at the Frankfurt Auto Show, and was finished in blue with technical interiors.

It featured a new 12-cylinder boxer engine derived from the Formula 1 car, and the mid-engine layout that marked the end of Ferrari's traditional front-engine solution for its top performance models.



## THE PROTOTYPE

### 312 P

The 312 P took part in the 1972 World Sportscar Championship. It was the first model featuring the innovative self-extinguishing material, and had a yellow racing stripe contrasting with its classic red body.





## THE LAUDA

### 312 T LAUDA

This is the 1975 312 T that Niki Lauda drove to victory. Lauda won 4 out of 5 races mid-season before snatching the title at Monza by finishing third, whilst Clay Regazzoni's win in the same race secured the Constructors' Championship title for Ferrari. The car has a red body, and the air scope is adorned with the Italian flag.



## THE MAGNUM PI

### 308 GTS

The 308 GTS (1980) is undoubtedly one of television's most famous cars. Equipped with a transverse mid-mounted aluminium V8 engine, it was driven by Tom Selleck in his role as Magnum PI, and was unforgettable, with a Ferrari red exterior and camel leather interiors. Ferraris were used throughout the various series of the show, with a range of models including the 308 GTS, the 308 GTSi and the 308 GTS Quattrovalvole all making an appearance.

## THE RALLY CAR

### 308 GTB

This 308 GTB was modified to compete in rally races, and won the Tour de France as well as the Italian Championship in 1982. The blue racing livery echoes the colour of the original car, as do the sporty red interiors.





## THE GTO

### GTO

The 1984 GTO was presented at the Geneva Motor Show and was intended to be a limited series, but its presentation caused such a sensation that production was increased to meet demand. This particular model was finished in cool white with black and orange interiors.

## AN 80s ICON

### TESTAROSSA

Perhaps the most iconic Ferrari of the 1980s, the Testarossa was launched at the Paris Motor Show in 1984. The design broke with tradition somewhat, and was striking and innovative. The side intakes were larger than on the previous model and this constraint saw the introduction of the long side strakes that would become the Testarossa's most recognisable feature. This gunmetal grey livery features red interiors.



## CELEBRATING AN ANNIVERSARY

### F40

The F40 is certainly a legendary car in Ferrari's history, built to celebrate the company's 40th anniversary in 1987. With sophisticated, high-performance, turbo-charged running gear and a first-class chassis, it boasted great dynamic prowess, close to that of a true racing car. This version was driven to victory by Marco Brand in the Italian GT championship in 1993, and featured a red and yellow livery as a nod to the team's sponsor, Shell.

## PURE PERFORMANCE

### F50

The F50 was created to celebrate Ferrari's 50th anniversary in 1995. This model was all about performance, the closest thing to a F1 car Ferrari had ever built to be driven on the road. This example was jet black with technical interiors.



## PERSONALIZED

### 456M GT

With an understated design, featuring a silver exterior and a grey interior, this 1998 456 M GT was created with Ferrari's "Carrozzeria Scaglietti" personalisation programme.

This was the first time Ferrari introduced an "official" personalisation programme to clients, though the company had traditionally built cars to client specifications.

## THE WEDDING GIFT

### 360 BARCHETTA

The 360 Barchetta "Agnelli" was a one-off model, given to Luca Cordero di Montezemolo by Gianni Agnelli on his wedding day in 2000.

It was a tribute to Agnelli's own car from the 1950s, and was silver with light interiors.





## THE BARCHETTA

### 550 BARCHETTA PININFARINA

This light blue, front-engine V12 550 Barchetta Pininfarina was created in 2000 as a limited edition of only 448 models produced to celebrate 70 years of collaboration between Ferrari and Pininfarina.

## A BEAUTIFUL MACHINE

### ENZO

This Enzo Ferrari (2002) in silver with red interiors was one of Ferrari's great supercars, and was the embodiment of the latest Formula 1 technology and expertise.



## THE SCHUMACHER

### F2003-GA

This unforgettable F1 car was driven by legend Michael Schumacher in 2003. Schumacher obtained 7 victories with the F2003-GA, winning both the Drivers' and the Constructors' Championship.

## THE CHALLENGER

### CHALLENGE STRADALE

The 2003 Challenge Stradale was created to embody the pure spirit of competition. Derived from the 360 Modena, its form epitomised pure function, while its purpose was pure performance. In terms of looks, this model was unmistakably Ferrari: red with an Italian flag racing livery.



## THE SCAGLIETTI

### 612 SCAGLIETTI

The 612 Scaglietti is the product of avant-garde design, continuing the great Ferrari 2+2 tradition in fabulous style. Created by Pininfarina, the 612 Scaglietti was named in honour of Sergio Scaglietti, the legendary Modenese coach-builder responsible for building some of the most beautiful Ferraris of the 1950s and 60s.

## THE TEST DRIVER

### FXX - PACCHETTO EVOLUZIONE

This red and white 2007 FXX Pacchetto Evoluzione was built exclusively for track use for Ferrari's FXX programme dedicated to an exclusive circle of clients whose feedback on the cars plays an important role in product development - so much so that they have become known as "client test drivers".





## THE CELEBRATION FERRARI

### SCUDERIA SPIDER 16M

This undeniably sleek, all-black Scuderia 16M is one of a special limited series built in 2008 to commemorate Ferrari's 16th F1 Constructors' Championship title.

## PLEIN AIR PLEASURE

### SA APERTA

The 2010 SA Aperta was a limited edition roadster created to celebrate 80 years of collaboration between Ferrari and Pininfarina. Its bright blue exterior and black and blue interiors perfectly express the joys of open top driving and being at one with the sky.



## DRIVING EMOTION

### 599 GTO

This red and black 599 GTO was introduced in 2010, an evolution of the 599 GTB Fiorano that elevated the driving experience to new heights.

## THE PRO

### 458 ITALIA GT2/3/E

The 458 Italia GT2/3/E series dominated the endurance circuit in the GTE category from 2011-2015, winning three Constructors' Championship and team titles.



## THE PINNACLE

### LAFERRARI

This is the LaFerrari, the hybrid supercar launched in 2013 that has already earned its place in the Ferrari Hall of Fame thanks to its extremely innovative design.

## PURE ADRENALINE

### FXX K

This black and white FXX K model is the track version of the LaFerrari. This beautiful machine stands out for its technological innovation and extreme look. The super sporty cockpit embodies true racing spirit.





## A IS FOR APERTA

### 458 SPECIALE A

The limited edition 458 Speciale A, with its yellow finish and white and blue racing stripe represents pure driving delight, and celebrates the huge success of the 458 models.