

Ferrari S.p.A. (/fɛˈrɑːri/; Italian: [ferˈraːri]) is an Italian luxury [sports car](#) manufacturer based in [Maranello, Italy](#). Founded in 1939 by [Enzo Ferrari](#) (1898–1988), the company adopted its current name in 1945 and began producing its line of cars in 1947. Ferrari became a [public company](#) in 1960, and from 1969 to 2014 it was a subsidiary of [Fiat S.p.A.](#) It was [spun off](#) from Fiat's successor entity, [Fiat Chrysler Automobiles](#), in 2016.

The company currently offers a large model range which includes several [supercars](#), [grand tourers](#), and one [SUV](#). Many early Ferraris, dating to the 1950s and 1960s, count among the [most expensive cars ever sold at auction](#). Owing to a combination of its cars, enthusiast culture, and successful licensing deals, in 2019 Ferrari was labelled the world's strongest [brand](#) by the financial consultancy Brand Finance.^[6]

Throughout its history, the company has been noted for its continued participation in [racing](#), especially in [Formula One](#), where its team, [Scuderia Ferrari](#), are the series' single oldest and most successful. Scuderia Ferrari have raced since 1929, first in [Grand Prix events](#) and later in Formula One, where since 1952 they have fielded fifteen [champion drivers](#), won sixteen [Constructors' Championships](#), and accumulated more race victories, 1–2 finishes, podiums, pole positions, fastest laps and points than any other team in F1 history.^{[7][8]} Historically, Ferrari was also highly active in [sports car racing](#), where its cars took many victories in races like the [Mille Miglia](#), [Targa Florio](#) and [24 Hours of Le Mans](#). Scuderia Ferrari fans, commonly called [tifosi](#), are known for their passion and loyalty to the team.

History[[edit](#)]

Main article: [History of Ferrari](#)

Early history[\[edit\]](#)

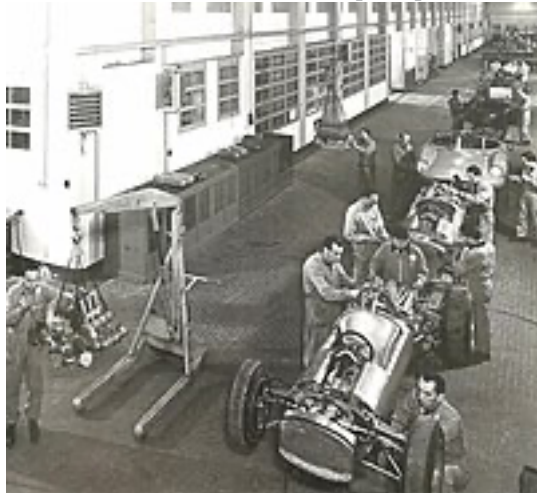


Three Scuderia Ferrari cars in 1934, all [Alfa Romeo P3s](#). Drivers, left to right: [Achille Varzi](#), [Louis Chiron](#), and [Carlo Felice Trossi](#).

[Enzo Ferrari](#), formerly a salesman and racing driver for [Alfa Romeo](#), founded [Scuderia Ferrari](#), a racing team, in 1929. Originally intended to service [gentleman drivers](#) and other amateur racers, Alfa Romeo's withdrawal from racing in 1933, combined with Enzo's connections within the company, turned Scuderia Ferrari into its unofficial representative on the track.^[9] Alfa Romeo supplied racing cars to Ferrari, who eventually amassed some of the best drivers of the 1930s and won many races before the team's liquidation in 1937.^{[10]:43[9]}

Late in 1937, Scuderia Ferrari was liquidated and absorbed into Alfa Romeo,^[9] but Enzo's disagreements with upper management caused him to leave in 1939. He used his settlement to found his own company, where he intended to produce his own cars. He called the company "Auto Avio Costruzioni", and headquartered it in the facilities of the old Scuderia Ferrari;^[1] due to a [noncompete agreement](#) with Alfa Romeo, the company could not use the Ferrari name for another four years. The company produced a single car, the [Auto Avio Costruzioni 815](#), which participated in only one race before the outbreak of [World War II](#). During the war, Enzo's company produced aircraft engines and machine tools for the Italian military; the contracts for these goods were lucrative, and provided the new company with a great deal of capital. Under threat of Allied bombing raids, the company's factory was moved to [Maranello](#), where it remains to this day.^{[1][10]:45–47[11]}

Under Enzo Ferrari^[edit]



Ferrari's factory in the early 1960s: everything in its production line was handmade by [machinists](#), who followed technical drawings with extreme precision.^[12] Much of this work is now done by [industrial robots](#).^[13]

In 1945, Ferrari adopted its current name. Work started promptly on [a new V12 engine](#) that would power the [125 S](#), which was the marque's first car, and many subsequent Ferraris. The company saw success in motorsport almost as soon as it began racing: the 125 S won many races in 1947,^{[14][15]} and several early victories, including the [1949 24 Hours of Le Mans](#) and 1951 [Carrera Panamericana](#), helped build Ferrari's reputation as a high-quality automaker.^{[16][17]} Ferrari won several more races in the coming years,^{[7][18]} and early in the 1950s its road cars were already a favourite of the international elite.^[19] Ferrari produced many families of interrelated cars, including the [America](#), [Monza](#), and [250](#) series, and the company's first [series-produced](#) car was the [250 GT Coupé](#), beginning in 1958.^[20]

In 1960, Ferrari was reorganized as a [public company](#). It soon began searching for a business partner to handle its manufacturing operations: it first approached [Ford](#) in 1963, though negotiations fell through; later talks with [Fiat](#), who bought 50% of Ferrari's shares in 1969, were more successful.^{[21][22]} In the second half of the decade, Ferrari also produced two cars that upended its more traditional models: the 1967 [Dino 206 GT](#), which was its first [mid-engined](#) road car, and the 1968 [365 GTB/4](#), which had streamlined styling that modernised Ferrari's design language.^{[23][24]} The Dino in particular was a decisive movement away from the company's conservative engineering approach, where every road-going Ferrari featured a V12 engine placed [in the front of the car](#), and it presaged Ferrari's full embrace of mid-engine architecture, as well as V6 and V8 engines, in the 1970s and 1980s.^[23]

Contemporary^[edit]

Enzo Ferrari died in 1988, an event that saw Fiat expand its stake to 90%.^[25] The last car that he personally approved — the [F40](#) — expanded on the flagship [supercar](#) approach first tried by the [288 GTO](#) four years earlier.^[26] Enzo was replaced in 1991 by [Luca Cordero di Montezemolo](#), under whose 23-year-long chairmanship the company greatly expanded. Between 1991 and 2014, he increased the profitability of Ferrari's road cars nearly tenfold, both by increasing the range of cars offered and through limiting the total number produced. Montezemolo's chairmanship also saw an expansion in licensing deals, a drastic improvement in Ferrari's Formula One performance (not least through the hiring of [Michael Schumacher](#) and [Jean Todt](#)), and the production of three more flagship cars: the [F50](#), the [Enzo](#), and the [LaFerrari](#). In addition to his leadership of Ferrari, Montezemolo was also the chairman of Fiat proper between 2004 and 2010.^[27]

After Montezemolo resigned, he was replaced in quick succession by many new chairmen and CEOs. He was succeeded first by [Sergio Marchionne](#),^[27] who would oversee Ferrari's [initial public offering](#) and subsequent [spin-off](#) from [Fiat Chrysler Automobiles](#),^{[28][29]} and then by the CEO [Louis Camilleri](#) and the chairman [John Elkann](#).^[30] Beginning in 2021, Camilleri was replaced as CEO by [Benedetto Vigna](#), who has announced plans to develop Ferrari's first fully electric model.^[31] During this period, Ferrari has expanded its production, owing to a global increase in wealth, while becoming more selective with its licensing deals.^{[32][33]}

Motorsport^[edit]

Main article: [Scuderia Ferrari](#)

For a complete list of Ferrari racing cars, see [List of Ferrari competition cars](#).

Since the company's beginnings, Ferrari has been involved in motorsport. Through its [works team](#), [Scuderia Ferrari](#), it has competed in a range of categories including [Formula One](#) and [sports car racing](#), though the company has also worked in partnership with other teams.

Grand Prix and Formula One racing^[edit]

Further information: [Grand Prix racing history of Scuderia Ferrari](#) and [Ferrari Grand Prix results](#)



A [Ferrari F2004](#) Formula One car, driven by [Michael Schumacher](#). Schumacher is one of the most decorated drivers in F1 history.

The earliest Ferrari entity, [Scuderia Ferrari](#), was created in 1929 — ten years before the founding of Ferrari proper — as a [Grand Prix racing](#) team. They were affiliated with automaker [Alfa Romeo](#), for whom Enzo had worked in the 1920s. Alfa Romeo supplied racing cars to Ferrari, which the team then tuned and adjusted to their desired specifications. Scuderia Ferrari were highly successful in the 1930s: between 1929 and 1937 they fielded such top drivers as [Antonio Ascari](#), [Giuseppe Campari](#), and [Tazio Nuvolari](#), and won 144 out of their 225 races.^{[10][9]}

Ferrari returned to Grand Prix racing in 1947, which was at that point metamorphosing into modern-day Formula One. The team's first homebuilt Grand Prix car, the [125 F1](#), was first raced at the [1948 Italian Grand Prix](#), where its encouraging performance convinced Enzo to continue the company's costly Grand Prix racing programme.^{[34]:9} Ferrari's first victory in an F1 series was at the [1951 British](#)

[Grand Prix](#), heralding their strong performance during the 1950s and early 1960s: between 1952 and 1964, the team took home six [World Drivers' Championships](#) and one [Constructors' Championship](#). Notable Ferrari drivers from this era include [Alberto Ascari](#), [Juan Manuel Fangio](#), [Phil Hill](#), and [John Surtees](#).^[7]

Ferrari's initial fortunes ran dry after 1964, and they began to receive their titles in isolated spurts.^[8] Ferrari started to slip in the late 1960s, when they were outclassed by teams using the inexpensive, well-engineered [Cosworth DFV](#) engine.^{[35][36]} The team's performance improved markedly in the mid-1970s thanks to [Niki Lauda](#), whose skill behind the wheel granted Ferrari a drivers' title in 1975 and 1977; similar success was accomplished in following years by the likes of [Jody Scheckter](#) and [Gilles Villeneuve](#).^{[8][37]} The team won another Constructors' Championship in 1983.^[7]

Following another drought in the 1980s and 1990s, Ferrari saw a long winning streak in the 2000s, largely through the work of [Michael Schumacher](#). After signing onto the team in 1996, Schumacher gave Ferrari five consecutive drivers' titles between 2000 and 2004; this was accompanied by six consecutive constructors' titles, beginning in 1999. Ferrari were especially dominant in the [2004 season](#), where they lost only three races.^[7] After Schumacher's departure, Ferrari won one more drivers' title — given in 2007 to [Kimi Räikkönen](#) — and two constructors' titles in 2007 and 2008. These are the team's most recent titles to date; as of late, Ferrari have struggled to outdo recently ascendant teams like [Red Bull](#) and [Mercedes-Benz](#).^{[7][8]}

Ferrari Driver Academy^[edit]

Main article: [Ferrari Driver Academy](#)

Ferrari's junior driver programme is the [Ferrari Driver Academy](#). Begun in 2009, the initiative follows the team's successful grooming of [Felipe Massa](#) between 2003 and 2006. Drivers who are accepted into the Academy learn the rules and history of formula racing as they compete, with Ferrari's support, in feeder classes such as [Formula Three](#) and [Formula 4](#).^{[38][39][40]} As of 2019, 5 out of 18 programme inductees had graduated and become F1 drivers: one of these drivers came to race for Scuderia Ferrari, while the other four signed to other teams. Non-graduate drivers have participated in racing development, filled consultant roles, or left the Academy to continue racing in lower-tier formulae.^[40]

Sports car racing^[edit]



A [312 P](#), driven by [Jacky Ickx](#), during Ferrari's final year in the [World Sportscar Championship](#).

Aside from [an abortive effort](#) in 1940, Ferrari began racing sports cars in 1947, when the [125 S](#) won six out of the ten races it participated in.^[14] Ferrari continued to see similar luck in the years to follow: by 1957, just ten years after beginning to compete, Ferrari had won three [World Sportscar Championships](#), seven victories in the [Mille Miglia](#), and two victories at the [24 Hours of Le Mans](#), among many other races.^[18]

This luck continued into the first half of the 1960s, when Ferrari won the WSC's 2000GT class three consecutive times and finished first at Le Mans for six consecutive years.^{[41][42]} Its winning streak at Le Mans was broken [by Ford](#) in 1966,^[42] and though Ferrari would win two more WSC titles — one [in 1967](#) and another [in 1972](#) — poor revenue allocation, combined with languishing performance in Formula One, led the company to cease competing in sports car events in 1973.^{[22]:621} From that point onward, Ferrari would help prepare sports racing cars for privateer teams, but would not race them itself.^[43]

In 2023, Ferrari reentered sports car racing in force. For the [2023 FIA World Endurance Championship](#), Ferrari, in partnership with [AF Corse](#), has fielded two [499P](#) sports prototypes. To commemorate the company's return to the discipline, one of the cars is numbered "50," referencing the fifty years that have elapsed since a works Ferrari has competed in an endurance race.^{[44][45]} The 499P finished first at the [2023 24 Hours of Le Mans](#), ending Toyota's six-year winning streak and becoming the first Ferrari in 58 years to win the race.^[46]

Other disciplines^[edit]

Ferrari formerly participated in a variety of non-F1 open-wheel series. As early as 1948, Ferrari had developed cars for [Formula Two](#) and [Formula Libre](#) events,^[47] and the company's F2 programme led directly to the creation of the [Dino engine](#), which came to power various racing and road Ferraris.^[23] The final non-F1 series in which Ferrari competed was the [Tasman Series](#), wherein [Chris Amon](#) won the 1969 championship in a [Dino 246 Tasmania](#).^[48]

At least two [water speed record](#) boats have utilized Ferrari powertrains, both of them 800kg-class [hydroplanes](#) from the early 1950s. Neither boat was built by or affiliated with Ferrari, though one of them, *[Arno XI](#)*, had its engine order approved directly by Enzo Ferrari. *Arno XI* still holds the top speed record for an 800kg hydroplane.^{[49][50]}

Race cars for other teams^[edit]

Throughout its history, Ferrari has supplied racing cars to other entrants, aside from its own works [Scuderia Ferrari](#) team.

In the 1950s and '60s, Ferrari supplied Formula One cars to a number of private entrants and other teams. One famous example was [Tony Vandervell](#)'s team, which raced the [Thinwall Special](#) modified Ferraris before building their own [Vanwall](#) cars. The [North American Racing Team](#)'s entries in the final three rounds of the 1969 season were the last occasions on which a team other than Scuderia Ferrari entered a World Championship Grand Prix with a Ferrari car.^[51]

Ferrari supplied cars complete with V8 engines for the [A1 Grand Prix](#) series, from the 2008–09 season.^[52] The [car](#) was designed by Rory Byrne and is styled to resemble the 2004 Ferrari Formula one car.

Ferrari currently runs a customer GT program for a racing version of its [458](#) and has done so for the 458's predecessors, dating back to the 355 in the late 1990s. Such private teams as the American [Risi Competizione](#) and Italian [AF Corse](#) teams have been very successful with Ferrari GT racers over the years. This car, made for endurance sportscar racing to compete against such racing versions of the [Audi R8](#), [McLaren MP4-12C](#), and [BMW Z4 \(E89\)](#) has proven to be successful, but not as successful as its predecessor, the [F430](#). The [Ferrari Challenge](#) is a one-make racing series for the [Ferrari 458](#). The [FXX](#) is not road legal and is therefore only used for track events.