

1: 50 Years of Ferrari (DVD,) | eBay

Fifty Years of Racing Ferraris explores the colorful history including the period in the s when Niki Lauda and Jody Scheckter won World Championships, the politics of racing and complete analysis of Ferrari drivers over the last 50 years.

Adrian Padeanu , Editor Based on the Spider, but prettier and with more prancing horsepower. As you would imagine, each and every one is going to be tailored to the exact specifications given by the owner. This one was presented in Tokyo wearing a lovely three-layer red exterior combined with an equally nice red-over-black cabin dipped in Alcantara and leather. The hood has been lowered and is now flanked by a pair of raised wheel arches to make the fascia seem more muscular. In addition, the hood has received a pair of carbon fiber air ducts while the windscreen appears to have a wraparound configuration. Gone is the folding metal roof as instead Ferrari has installed a two-piece carbon fiber targa top, which when not in use is stored behind the seats. Another feature that separates it from the regular Spider is the black dividing line reminiscent of iconic models such as the GTO, F40, and F The rear end has also been subjected to a few changes, with the most important one being the adoption of double taillights as a nod to previous models. A new rear diffuser has also been implemented and it hosts a pair of very cool exhaust tips that take inspiration from jet engine afterburners. A fresh set of tailor-made inch forged wheels has also been created, along with a transparent polycarbonate engine cover. Speaking of which, the biturbo 3. If you are a big fan of the exterior, we have some good news. The Ferrari J50 is a two-seater, mid-rear-engined roadster that marks a return to the targa body style evocative of several well-loved Ferrari road cars of the s and s. Based on the Spider, the J50 is powered by a specific cv version of the 3. The bodywork is all new and heralds a radically futuristic design language, with a highly distinctive personality that suits the tastes of a clientele that seeks the utmost in innovative styling. The design approach was led by the desire to create a very low-slung roadster, encapsulating intrinsic Ferrari values of nimbleness and agility. To achieve this, a strong dynamic was imprinted on the flank of the car by the converging interplay between two main guiding lines: Circling around the front of the car below knee height, it is a key element which alters the perception of the beltline, setting it at a much lower height than usual, transforming the J50 into a barchetta. The bonnet section is lower at the centre with raised wheelarch crests giving the emphasized muscularity typical of Ferrari mid-engined sports cars. Two carbon-fibre air channels in the front bonnet create an even more diminutive and sharper looking front mass underlined by the full LED headlights that feature a specific and very dynamic profile. The J50 benefits from detailed aerodynamic development with a number of significant functional solutions. Firstly, the radiators have been positioned closer together, and the front bumper has been completely redesigned. The windscreen header rail has been lowered allowing more airflow over the aero foil and thus over the rear spoiler. The sophisticated tail section is dominated by the artful interplay of graphic design themes and three-dimensional elements. The engine is framed by a transparent polycarbonate cover which is intricately shaped to provide a visual extension of the two separate roll hoops protecting the heads of driver and passenger. A transverse aero foil projects as a bridge between the hoops, effectively revisiting one of the most distinctive features of Ferrari sports prototypes of the s. The rear is decidedly aggressive in nature, with the quad taillight design widening the car visually under a high-downforce wing profile. The rear diffuser features an extractor shape inspired by jet engine afterburners, giving the car a powerful stance. Inside the cabin, specific trim adorns the sports seats, echoing the design of the rear bonnet contour to provide a unmistakable signature feature. The carbon-fibre hard targa top is divided into two pieces which stow conveniently behind the seats. The J50 presented at the launch in Tokyo is finished in a special shade of three-layer red with a red-over-black interior trimmed in fine leather and Alcantara.

2: The Mid-Engine Ferrari Is Now 50 Years Old

The Mid-Engine Ferrari Is Now 50 Years Old. In , a legend hit the road for the first timeâ€”the Dino GT.

3: 50 Years of Ferrari () - Rotten Tomatoes

Dear Ferrari Dino owners, the date is set for the 50 years of Ferrari Dino celebrations at the factory in Maranello, it's going to be Saturday the 30th of June

4: Ferrari J 50 years of Ferrari in Japan

Ferrari J 50 years of Ferrari in Japan It will be on display at Fuji later in June during the next Ferrari Racing Days round During a special celebration at Tokyo's National Art Centre in , Ferrari of Japan celebrated its 50 th anniversary with the reveal of a stunning and strictly limited edition car - the Ferrari J

5: Enzo Ferrari : 50 Years of Motor | eBay

It was a very low-profile car because Charles Deutsch was an aerodynamic aircraft designer. He designed a lot of cars for C.D., Par, Matra. With the cc [engine, the Panhard] got up to kilometers per hour on the straightaway at Le Mans.

6: Ferrari marks 50 years in Japan with gorgeous J50

Fifty Years of Ferrari celebrates the golden anniversary with a year-by-year compilation of the most famous cars, from the early open-wheeled racers to the latest road-going supercars. This book is a value for anyone who has ever dreamed of driving a Ferrari.

7: The Ferrari Dino celebrates 50 years on the road | Autoweek

50 years of Ferrari Dino celebrations 30th of June Discussion in ' / ' started by GermanDino, Nov 13, We had an awesome event in Miami last week!

8: Club Ferrari France celebrates 50 years

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