

# CLASSIC DRIVER

## There's no more powerful Ferrari road car than the new SF90 Stradale

### Lead

Ferrari's first series-production plug-in hybrid, christened the SF90 Stradale after the Scuderia's 2019 Formula 1 challenger, is a technological tour de force, pairing a twin-turbocharged V8 with three electric motors resulting in a 1,000HP supercar that will show its heels to a LaFerrari...

Ferrari has made quite the song and dance about its new SF90 Stradale, and for good reason – not only is it the marque's first series-production plug-in hybrid, but it's also the most technologically advanced, powerful, and fastest road car to ever come out of Maranello.



The revolutionary coupé – which, in our eyes, takes clear aesthetic cues from the LaFerrari, F8 Tributo, and J50 – boasts headline figures that are nothing short of eye-watering. A twin-turbocharged 4.0-litre V8 (a heavily redesigned version of that found in the 488 Pista) developing 780HP has been twinned with three electric motors that together produce 220HP. The total power output of 1,000HP is 37 up on the LaFerrari and, combined with four-wheel drive and a new eight-speed dual-clutch gearbox, will propel the car from 0-62mph in 2.5sec, 0-124mph in 6.7sec, and onto a top speed of 211mph.



It's important to highlight the EV technology that's gone into the SF90. Two of the three electric motors are mounted between the front wheels and provide power exclusively in the fully-electric eDrive mode, which offers 25km of range at speeds of up to 84mph, while the third is between the engine and the gearbox at the rear. They're powered by 7.9kw lithium-ion batteries that can be charged either by the engine or at the plug. Naturally, the electric architecture allows for a new level of wizardry when it comes to powertrain management and cornering assistance. There's even a new brake-by-wire system, which distributes braking forces to the electric motors. All of this results in quicker lap times and higher levels of refinement.



For the first time in a series production Ferrari, there's a chassis that incorporates both aluminium and carbon-fibre, resulting in higher torsional rigidity and less weight than the SF90's aluminium-only V8 counterparts. Dry, the car tips the scales at 1,570kg, which is 15kg lighter than the LaFerrari. The car is also more aerodynamically advanced than the LaFerrari, producing 390kg of downforce at 155mph. This is facilitated by a clever 'shut-off Gurney', essentially a mobile section of the rear wing that adjusts to regulate the efficiency of the airflow. Thankfully, the dated interior of the 488 has been thoroughly overhauled – we particularly love the H-pattern gate for the gear-selection levers.



Unlike the LaFerrari, which was limited and offered only to customers deemed worthy by Ferrari, the SF90 Stradale will be built until demand runs out. Two configurations will be offered: the standard and a track-biased Assetto Fiorano package that's 30kg lighter and comes with ultra-sticky Michelin Cup 2 tyres. Sure, it'll be more expensive than an 812 Superfast, but owners will be able to rest easy knowing they've got Maranello's most powerful and technologically-advanced supercar tucked away in their garages. Deliveries will commence early next year.

*Photos: Ferrari North Europe*

**Gallery**







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