



HIGH-GLOSS SURFACE FIT FOR A FERRARI

The story of Ferrari officially began in 1947, when the first Ferrari emerged from the historic factory entrance on Via Abetone Inferiore in Maranello. The 125 S, as it was known, embodied the passion and determination of the company's founder. However, the company hadn't yet started mass-producing cars – only two of this first model were manufactured.

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PHOTO: KIRSTEN. J. PLATT

MOST PEOPLE STILL OVERWHELMINGLY CHOOSE RED AS THE COLOR FOR THEIR FERRARI, THE COLOR OF 45% OF FERRARIS SOLD

> Founder Enzo Ferrari was born in Modena in 1898 and died on August 14, 1988. He devoted his entire life to designing and building sports cars and, of course, to the track. Having been made an official Alfa Romeo driver in 1924, within five years he had gone on to found the Scuderia Ferrari

on Viale Trento Trieste in Modena, which assisted mostly gentlemen drivers in racing their cars.

Ferrari has garnered over 5,000 victories on the world's tracks and roads, becoming a modern-day legend in the process.

In order to meet growing market demand, Enzo Ferrari sold a 50% stake in the company to the Fiat Group in 1969, a figure that rose to 90% in 1988.

A Ferrari garage in Greater Manchester >



And special cars need special treatment.



The Ferrari garage needed durable, high-gloss floor to protect the highpowered, high-specification machines.



The flooring system contains hard-wearing, non-slip properties, while offering a smooth, seamless finish to benefit mechanics and exquisite motors alike.



A light-grey finish with highslip resistance was applied.

> (UK) involved in the repair and maintenance of some of the world's most exclusive cars was searching for a durable, high-gloss floor to protect the high-powered, high-specification machines it services.

The vehicle workshop contains a hive of engineering expertise. For the refurbishment of the workshop's 700 m² floor, it was vital the new system contained hard-wearing, non-slip properties, while offering a smooth, seamless finish to benefit mechanics and exquisite motors alike. Sikafloor®-263 SL, a two-part, multipurpose binder system, proved ideal.

In preparation for the installation of the built-up floor system, IRL Group Ltd - the project's contractors - ground and shot-blasted the existing surface. Sikafloor® Level-30, a polymer-modified, pumpable, self-leveling, fast-drying cementitious screed was initially applied to the substrate in areas of anticipated heavy traffic which required higher thickness. Sikafloor® 161 primer was then applied to the whole floor, and when cured, Sikafloor®-263 SL was installed to a thickness of 2mm. Based on epoxy resin, the system offers excellent chemical and

mechanical resistance for heavy-wearing concrete and cement screeds in areas such as assembly halls, workshops, garages and loading ramps.

The floor's high-gloss, light-grey finish was supplied by Sikafloor®-264, a two-part epoxy roller and seal coat with high-slip resistance: essential traction provision for rear-wheel drive cars such as Ferraris which need to journey on and off ramps during maintenance. The Greater Manchester workshop has space to service up to five vehicles at any one time, hence the need for a smooth floor which didn't compromise on tire grip.

Mark Ollerenshaw, Managing Director at IRL Group Ltd, said: "For a floor upgrade in an environment involving big-wheeled vehicles, the surface we provided had to have proven, durable qualities. Sikafloor was absolutely ideal. Its high-gloss finish complemented its hard-wearing, high-slip resistance, resulting in the perfect floor system for a project involving prestigious cars and an abundance of highly technical equipment."

The garage remained closed while floor refurbishment was carried out. It meant

contractors had a strict seven-day deadline to complete the project and ensure the business reopened on the agreed date. Sikafloor's easy application and reliable performance ensured the timeframe was met, leaving the workshop with a safe, smart, durable floor fit for a Ferrari.

Today's Ferraris come in colors ranging from bright yellow to soft metallic grey, but originally they were all red. That wasn't Ferrari's decision, however. Red was the color that the International Automobile Federation (FIA) assigned to all Italian Grand Prix racecars in the early years of auto racing. And most people still overwhelmingly choose red as the color for their Ferrari, the color of 45% of Ferraris sold. <

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