


CLASSIC DRIVER



2003 Ferrari Enzo

Lot sold	USD 0	Zustand	Gebraucht
Baujahr	2003	Standort	
Losnummer	158	Außenfarbe	Sonstige
		Automobiltyp	Sonstige

Beschreibung

To Be OFFERED AT AUCTION at RM Sothebys' Arizona event, 22 January 2021.

Estimate:

\$2,250,000 - \$2,500,000

- A uniquely specified Enzo
- Extremely rare color combination; Giallo Modena over Cuoio leather with factory-fitted harnesses
- Cover feature for Car and Driver, July 2003 issue
- Acquired by the consignor in 2007
- Upgraded with Tubi Extreme exhaust; original set included

After Ferrari F50 production concluded in 1998, the die-hard tifosi dreamt of what exotic machine Maranello would create next—and what form it would take. Speculation was rampant over whether the next model would employ a rear-mid-mounted V-8 or V-12, and if the packaging would be spartan and purposeful like the F40, or luxurious and evocative of vintage designs like the F50.

In mid-2002, then Ferrari president Luca di Montezemolo ended the wait with the introduction of the forthcoming Ferrari Enzo. The model's name required little explanation; he reasoned that after Ferrari had named cars for historically important locales like Maranello and Modena, the time had finally come to honor the company's founder. Di Montezemolo also clarified that the new model would have a strong connection to Formula 1 racing, as the manufacturer had just won the 1999 and 2000 Manufacturers' Championship and the 2000 Drivers' Championship. Michael Schumacher was, in fact, in the midst of his historic dominance of F1, which included a still unequaled feat of five consecutive championships.

Formally debuting at the 2002 Paris Motor Show, the Ferrari Enzo delivered on the promise of its design brief. Like a Formula 1 car, the Enzo utilized futuristic materials to achieve maximum weight savings, with a foundational chassis tub made of carbon fiber and Nomex honeycomb weighing just 200 pounds. Aluminum subframes were then mounted on the tub, and these laid the groundwork for the mounting of Pininfarina's unique coachwork.

Penned by designer Ken Okuyama, the Enzo's external design mimicked the shape of an open-wheel race car, though one wrapped in a skin extending over the fenders and cockpit. Aerodynamically perfected in Pininfarina's wind tunnel, the body was composed of panels woven from carbon fiber and Kevlar. Nineteen-inch alloy wheels, anchored by 15-inch Brembo carbon-ceramic disc brakes, and unique scissor doors, completed the Enzo's exterior appearance, finishing a car that was highly technological and endlessly fascinating.

Into this phenomenal marriage of chassis and body a new purpose-built engine was placed behind the driver, continuing the manufacturer's long-running configuration for sports prototypes and hypercars. The concurrent 90-degree V-8 was essentially extended by two cylinders on each side and altered in angle, creating the 65-degree Tipo F140B V-12 engine. Displacing almost six liters, the F140 was the largest engine built by Maranello since the 712 Can-Am race car of the 1970s. It was packed with racing components such as Nikasil-lined cylinder walls, titanium connecting rods, and a telescoping intake manifold designed to boost torque. Ultimately, the V-12 developed 651 horsepower and 485 foot-pounds of torque, earth-shattering numbers even by today's standards. The F140's evolutions would go on to power the 599 series, the F12berlinetta, and the LaFerrari.

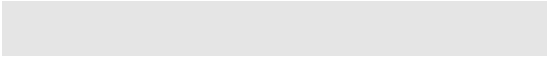
With power transmitted via a six-speed dual-clutch transaxle that was actuated with column-mounted paddle-shifters, the Enzo reached 60 mph from a standstill in just 3.3 seconds and a top speed of 218 mph. Production was eventually capped at 400 units, so this was a car whose engineering was also matched by its rarity. As unique and captivating today as it was in 2002, the Ferrari Enzo continues to hold sway with collectors, unmistakably carrying the mantle of Maranello's defining millennial hypercar, the genetic link between the sensuous F50 and the hybrid LaFerrari.

This Enzo, chassis number 131919, was completed in January of 2003 and delivered new to its original owner, noted tifosi Bob Rapp, via Foreign Cars Italia in Greensboro, North Carolina on 28 March 2003. Since 1967, Rapp's collection has contained examples of many of Ferrari's most alluring, desirable, and historically important models, including a 512 S, 312 P, 250 GT SWB, 333 SP, this Enzo, and more recently, a LaFerrari. Believed to be the only Enzo provided delivered to the United States Giallo Modena over Cuoio leather, Rapp additionally specified 131319 with Ferrari competition harnesses. Just two months after delivery, it was prominently featured as the cover car for Car and Driver's July 2003 article on the Enzo, the willing subject of the first official testing review available to the United States audience. Issues 148 and 150 of the FCA's Prancing Horse newsletter provide supplemental information to the aforementioned Car and Driver article regarding Rapp's time with 131319—most notably his elation testing the car at Virginia International Raceway with the Car and Driver staff. It should be noted that this Ferrari Enzo does not retain its original engine. Foreign Cars Italia replaced it prior to the Fall of 2005, likely under warranty. It is believed this was due to an issue with a valve spring. Rapp later sold 131319 to a Los Angeles-based collector showing approximately 5,300 miles on the odometer.

The following year, that owner had a new clutch fitted at Ferrari of Beverly Hills, as documented in the chassis' accompanying history file. 131319 was thusly acquired by the consignor in late 2007, with whom it has remained part of a regularly-enjoyed collection. An uncatalyzed performance exhaust system by Tubi is presently fitted, though the original set has been retained.

In 2014, the consignor reassigned this Enzo's title to his Ohio residence, then showing approximately 7,800 miles indicated. A 2017 invoice from Ferrari Service Inc. of Fountain Hills, Arizona illustrates an oil change, coolant flush, and mechanical inspection completed with 131319 showing just north of 11,400 miles. In preparation for sale, the consignor also had a system diagnostic test, oil change, and safety inspection commissioned, the results of which are available in the accompanying document file.

This unique Enzo is now offered for sale accompanied by its original manuals, original exhaust, warranty card, tool kit, document folio, service records, and set of fitted luggage. To view this car and others currently consigned to this auction, please visit the RM website at [rmsothebys.com/en/auctions/az21](https://www.rmsothebys.com/en/auctions/az21).



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