
2003 Ferrari 575

Lot sold	USD 96 599 - 110 399 GBP 70 000 - 80 000 (listed)	Drive	LHD
Year of manufacture	2003	Condition	Used
Chassis number	ZFFBT55C00013236	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	368		

Description

2003 Ferrari 575 Maranello F1

Registration no. HX03 GMZ

Chassis no. ZFFBT55C000132365

'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.' Car magazine.

Introduced for 2002, the Ferrari 575M (Modificata) represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly

proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional six-speed gated manual 'box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the 'F1' transmission, 246 the manual alternative.

Finished in the rare and particularly handsome combination of Grigio Titanio with Burgundy leather interior, this 575M Maranello was acquired by the vendor in September 2017 having been in the previous owner's possession for the preceding seven years. Unlike the majority of Maranellos, this car has the rare and desirable full Fiorano handling package for greatly enhanced on-the-road performance, an option that added some £17,000 to the purchase price. Other noteworthy features include factory 19" wheels, sports exhaust system, and a full leather-trimmed parcel shelf.

Carried out fewer than 3,000 miles ago, the last full service included changing the cam belts and clutch, while in February 2018 the car went to The Ferrari Centre of Parkwood, Kent for various minor issues to be addressed (bill on file). The car also comes with full service history consisting of the service booklet (13 stamps), numerous bills, and a quantity of expired MoT certificates. Having covered some 62,900 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, low mileage example of one of Ferrari's best ever V12 Grand Tourers. It is surely one of the best examples of its type currently available and an excellent future investment. A worthy modern-day successor to the Ferrari 'Daytona'.

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