
2016 Ferrari F12

Lot sold	USD 733 915 - 959 735 EUR 650 000 - 850 000 (listed)	Drive	LHD
Year of manufacture	2016	Condition	Used
Chassis number	ZFF81BHB000223160	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	21		

Description

Delivered new to Belgium

2016 Ferrari F12tdf

Chassis no. Chassis no. ZFF81BHB000223160

"The Ferrari F12 has never struck anyone as being in need of more power. It really doesn't feel like it needs more nor, at least without significant modification, should it be given it. But here we are: the Ferrari F12tdf, a special version of the F12, limited in production but unlimited in ambition." Autocar.

Introduced to the motoring public at the 2102 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. "... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds," declared evo magazine, continuing: "It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by Top Gear magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the 'Best Performance' and 'Best Engine above 4.0 litres' categories in the 2013 'International Engine of the

Year Awards'. With 730bhp on tap, this class-leading power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h in 3.1 seconds on its way to a top speed of over 330km/h. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel - an innovation pioneered by Ferrari in Formula 1 - had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.

The engine/transmission package was mounted in an aluminium spaceframe chassis - developed by Ferrari's close neighbours and long-time collaborators, Carrozzeria Scaglietti - that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the 'Aero Bridge': an under-body air channel running from front to rear that increased down force while exerting less drag than an external wing. 'Active Brake Cooling' ducts had been adopted for the same reason; opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low drag coefficient of only 0.299. Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey: who would have thought that a carbon fibre cup holder could cost over 2,000?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf, its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the Tour de France Automobile in the late 1950s/early 1960s. Like its illustrious predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-litre V12 engine as the standard car, albeit modified to produce 770bhp, while deleting much of the leather/aluminium interior trim in favour of Alcantara and carbon fibre, together with swapping many exterior aluminium panels for carbon fibre, helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now 'in excess of 211km/h'. Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.

Completed on 20th October 2016, this beautiful F12tdf is finished in special Grigio Alloy with central stripes, wheels and accents in Canna di Fucile (gunmetal) and Blu Medio Alcantara interior. Delivered new by the well-known official Ferrari dealer Monza in Sint-Martens-Latem, Belgium, the car was built to the special order of the current vendor, its sole owner from new. This car is one of only three F12tdf models delivered by Monza.

Used sparingly over the course of the last three years, this F12tdf has covered a little over 6,000 kilometres from new and has been painstakingly maintained with yearly services undertaken by Ferrari dealer Monza in Belgium. The owner has enjoyed his rare F12tdf on numerous occasions, including the Mille Miglia Tribute to Ferrari in 2017.

Highlights of this car's unique specification include the following:

4-point safety harnesses

Apple CarPlay
adaptive front light system
yellow brake callipers
carbon fibre filter box cover
carbon fibre fog lamp
carbon fibre engine covers
carbon fibre headlight bucket
carbon fibre under-door cover
Alcantara parcel shelf
Alcantara rear wall
Alcantara boot carpet
Alcantara boot trim
Alcantara seats inner trim
headliner with Alcantara upholstery
Alcantara centre console
Ferrari telemetry
Cavallino stitched on headrest
Body colour outer mirrors
carbon fibre rear bench trim
carbon fibre hub caps
coloured mats with logo
heat insulating windscreen
aluminium rev counter
carbon fibre dashboard inserts
carbon fibre racing seats
suspension lifter
titanium exhaust pipes
front and rear parking cameras
coloured standard stitching
radio and navigation system with Bluetooth
coloured steering wheel
track inner cams kit
integrated audio system
front and rear Cavallino in satin-finish aluminium

Representing a wonderful opportunity to own one of Ferrari's all-time great, front-engined supercars, this stunning F12tdf comes complete with factory tool kit; locking wheel nut key; service wallet and manuals; and the all-important F12tdf Classiche book. Offered for sale by a Belgian Ferrari collector, the car is presented in immaculate condition, ready to be enjoyed by its next custodian.

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