
2001 Ferrari 550

Lot sold	USD 124 199 - 165 599 GBP 90 000 - 120 000 (listed)	Drive	LHD
Year of manufacture	2001	Condition	Used
Chassis number	ZFFZR49C00012298	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	5		

Description

2001 Ferrari 550 Maranello Coupé

Registration no. X5 SOX

Chassis no. ZFFZR49C000122982

"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.

With the introduction of the 550 Maranello in 1997, Ferrari 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.

In 2004, Evo magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. "As with all great cars, there's no one facet that dominates the experience," declared the respected British motoring journal. "Yes, the engine is mighty, but the chassis is its equal. There's never been a supercar that's so exploitable and so rounded in its capabilities."

This exquisite right-hand drive Ferrari 550 Maranello was supplied new in the UK by Maranello Concessionaires on 1st March 2001. The car is finished in Grigio Titanio with Bordeaux leather interior, the latter equipped with the highly desirable 'Daytona' seats. The original service book shows that this Ferrari has been well maintained throughout its life, with servicing shared by Maranello, Graypaul, and QV London. Having had three former keepers, the car has covered only some 25,000 miles from new and is presented in commensurately excellent condition. Serviced only a few months ago by marque specialists, Kent High Performance, the Maranello is offered with its original tools and book pack, a fresh MoT, and a V5C Registration Certificate for the valuable mark 'X5 SOX'. With few owners and of low mileage, this superb Ferrari 550 Maranello is worthy of the closest inspection.

Bonhams 1793

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