



## Chateau Impney (161)

Wed, 7th Dec 2016, Chateau Impney

### Lot 10

**Estimate:** £100000 - £120000 + Fees

**2012 Ferrari F430 F1 Spider**

**Registration No:** D15 AAA

**Chassis No:** ZFFEZ59C000162755

- One owner from new and 400 recorded miles

'Here's a milestone car. The F430 was the first no-butts Ferrari, the first Maranello product for which no excuses needed to be made. It was regarded by most critics as, if not perfect, as close to theoretical Ferrari road-car perfection as a Ferrari had ever been' (John Simister, EVO magazine, March 12th 2013).

Unveiled at the Geneva Salon in March 2005, the F430 Spider was a modest 70kg heavier than its Berlinetta sibling. However, the structural strengthening this weight gain allowed meant that the newcomer was a dynamic match for its fixed roof stablemate under most circumstances (Richard Bremner commenting in Autocar magazine that he was only aware of any loss of rigidity perhaps one percent of the time). Styled by Pininfarina under the guidance of Frank Stephenson, the F430 Spider featured a reinforced windscreen and twin steel rollover hoops and could retract its fabric roof under an aluminium 'double bubble' tonneau cover in twenty seconds. The elliptical air intakes which dominated its nose recalled those of the Ferrari 156 'Sharknose' F1 car, while its tail treatment echoed that of the marque's revered Enzo hypercar. A flat underbody and highly effective rear diffuser generated real downforce as did the subtle but effective lip spoiler on the glazed engine cover. The F430 in both open and closed versions was the first modern Ferrari to feature an electronically controlled limited slip differential or 'E-diff' and a steering wheel-mounted 'manettino' switch. The latter enabled the driver to choose between five driving modes (altering the throttle, steering, damping and traction control settings etc in each instance). Derived from that of its F360 predecessor, the two-seater's aluminium chassis boasted improved torsional stiffness and played host to all-round independent suspension, four-wheel vented disc brakes (complete with ABS) and power assisted rack and pinion steering. Displacing 4308cc, its 'quad cam', 32-valve V8 was quoted as developing 483bhp and 343lbft of torque. Allied to either manual or F1-style 'paddle shift' transmission (both six-speed), it enabled the F430 Spider to sprint from 0-60mph in 4.1 seconds and onto over 193mph. The engine was also an aural delight with distinct 'key changes' at 4,500rpm and 7,000rpm on the way to its 8,500rpm redline. Naturally, such throttle induced music was best enjoyed roof down aboard a Spider! Notable as the penultimate naturally-aspirated, V8 mid-engined Ferrari and built in smaller numbers than its 458 successor, the F430 remains a 'tour de force' for any enthusiast driver.

Offered for sale with clear title by order of the High Court, this particular example has formed part of an extensive London-

based private collection since new. First registered on 26th July 2012 and finished in White with Red leather upholstery (the former carrying Red accents and the latter Cream piping / inserts), 'D15 AAA' wears HR Owen number plates. An HPI check reveals that (a) the Ferrari has had no former keepers and (b) it is not recorded on their stolen, finance, security watch or insurance write off databases. While a UK Government Vehicle MOT History search shows that the supercar was first MOT tested at 388 miles on 2nd July 2015. Now displaying just over 400 miles to its odometer, this stunning F430 Spider will hopefully possess a fresh MOT certificate by the time of sale. Offered for sale with original book pack and invoices detailing H.R. Owen services at 92, 225 and 336 miles plus one from Jack Barclay for £2,700 worth of colour styling.

PLEASE NOTE: The cherished registration number visible in the photos - '0005' - does not form part of the sale. However, it is available to purchase by separate negotiation.

PLEASE NOTE: This lot possesses a MOT certificate valid until 28th November 2017.

PLEASE NOTE: The 8th digit of this lot's VIN is 'C' which denotes that it was built to right-hand specification for the UK market. F430 production finished in 2009 and so presumably the Spider was dry stored until being first UK road registered on 26th July 2012.