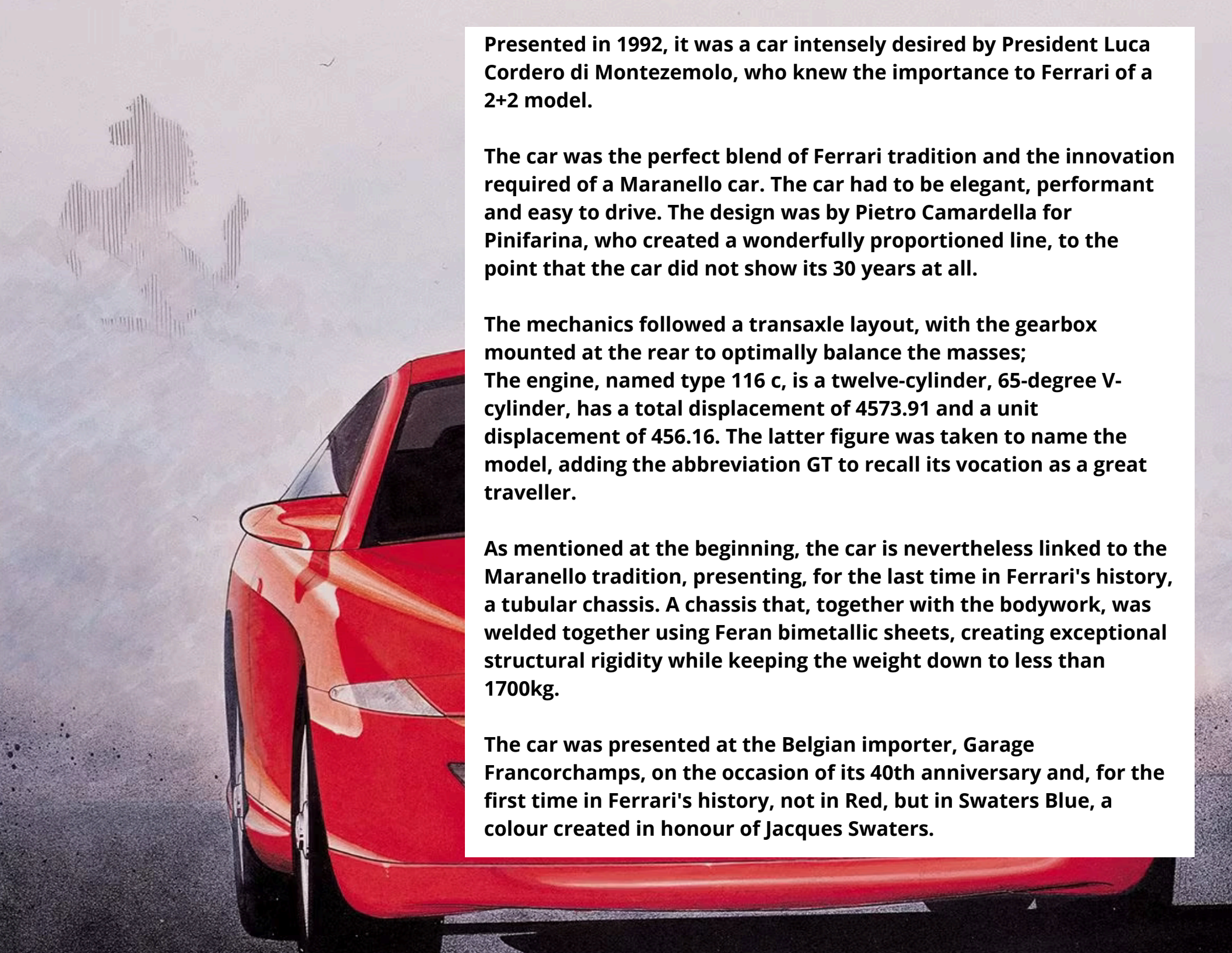




Ferrari 456 GT

1994





Presented in 1992, it was a car intensely desired by President Luca Cordero di Montezemolo, who knew the importance to Ferrari of a 2+2 model.

The car was the perfect blend of Ferrari tradition and the innovation required of a Maranello car. The car had to be elegant, performant and easy to drive. The design was by Pietro Camardella for Pininfarina, who created a wonderfully proportioned line, to the point that the car did not show its 30 years at all.

The mechanics followed a transaxle layout, with the gearbox mounted at the rear to optimally balance the masses; The engine, named type 116 c, is a twelve-cylinder, 65-degree V-cylinder, has a total displacement of 4573.91 and a unit displacement of 456.16. The latter figure was taken to name the model, adding the abbreviation GT to recall its vocation as a great traveller.

As mentioned at the beginning, the car is nevertheless linked to the Maranello tradition, presenting, for the last time in Ferrari's history, a tubular chassis. A chassis that, together with the bodywork, was welded together using Feran bimetallic sheets, creating exceptional structural rigidity while keeping the weight down to less than 1700kg.

The car was presented at the Belgian importer, Garage Francorchamps, on the occasion of its 40th anniversary and, for the first time in Ferrari's history, not in Red, but in Swaters Blue, a colour created in honour of Jacques Swaters.

The car remained in production for 11 years, with minor modifications coming with the M (Modified) Version at the 1998 Geneva motor show.

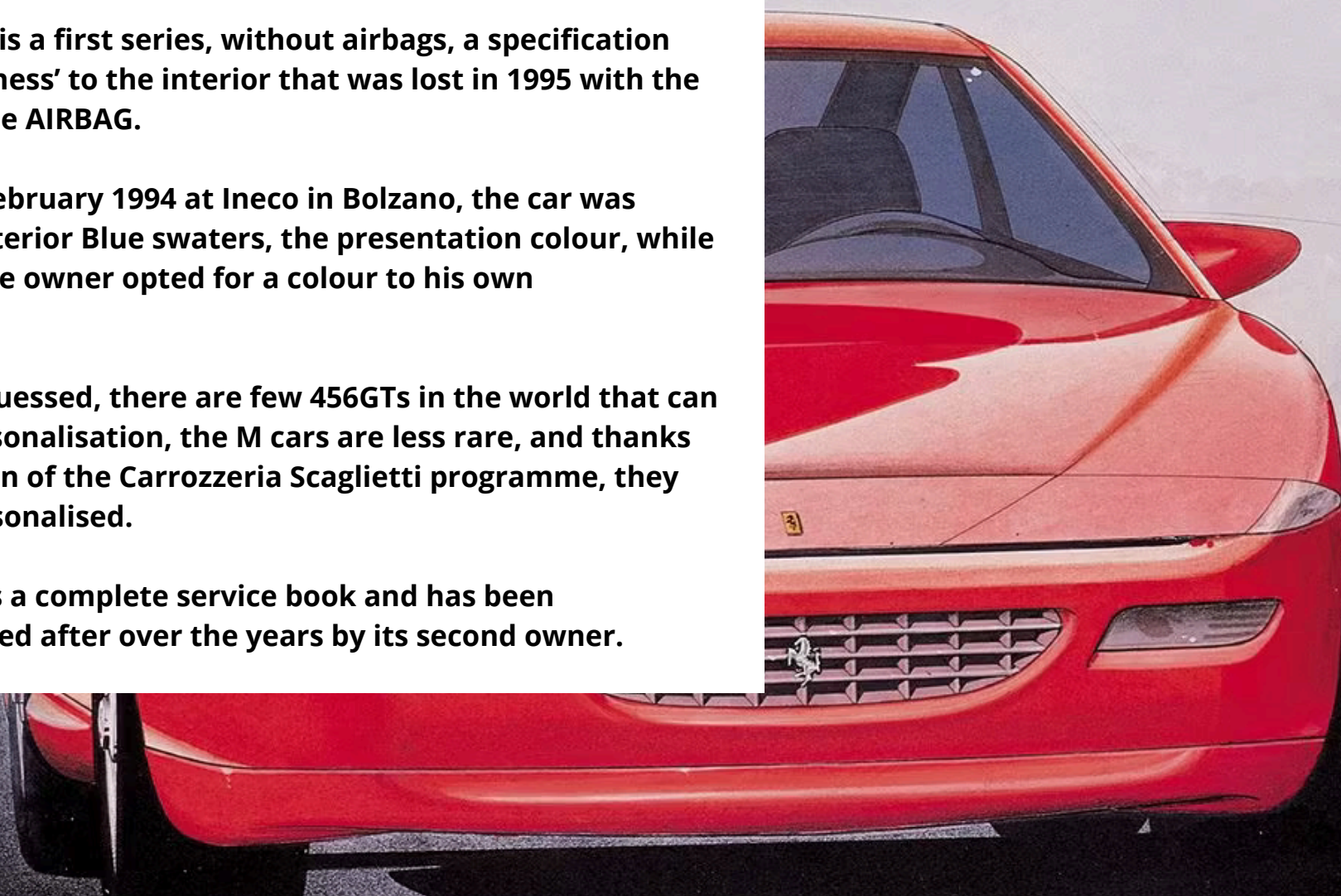
This splendid 456 is just waiting to give you a thrill, making you travel first class and giving you a thrill every time you go to open your garage.

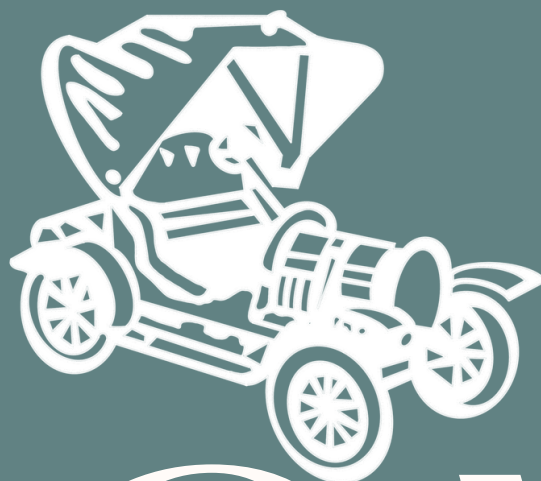
The car I propose is a first series, without airbags, a specification that gives a 'lightness' to the interior that was lost in 1995 with the introduction of the AIRBAG.

Delivered on 15 February 1994 at Ineco in Bolzano, the car was ordered in the exterior Blue swaters, the presentation colour, while for the interior the owner opted for a colour to his own specification.

As can be easily guessed, there are few 456GTs in the world that can boast unique personalisation, the M cars are less rare, and thanks to the introduction of the Carrozzeria Scaglietti programme, they will be highly personalised.

The car I offer has a complete service book and has been scrupulously looked after over the years by its second owner.





C L A S S I C C A R S A L D O R U S S O

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