



1989 FERRARI F40 Competizione
Rosso Corsa with Red Sports Seats
£SOLD

Mileage	N/A miles	Engine Capacity	2,936cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	080369

While 1,315 Ferrari F40 road cars were ultimately produced, demand for competition variants far exceeded supply. With just nineteen factory-built F40 LMs and even fewer GT and GTE examples completed, a small number of private owners elected to commission conversions of standard road cars to competition specification. Approximately thirty F40s were modified in this manner, each possessing its own distinct history and engineering philosophy.

Chassis number 080369 is one of these rare and fascinating examples. Completed in March 1989, it was delivered new via Sa.Mo. Car S.p.A. in Rome. As one of the earliest cars produced, it was delivered from new with sliding plexiglass windows, a feature fitted to only circa fifty cars and highly sought after by collectors today.

In the late 1990s, the car underwent a comprehensive 'LM-inspired' conversion. This included but not limited to uprated turbochargers and intercoolers which increased the power output to approximately 648 bhp plus revised aerodynamics,



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upgraded suspension and braking systems.

The car was subsequently campaigned in period, competing in the 2000 British GT Championship under the SCS Motorsport banner against contemporary GT1 machinery including the Lister Storm and Dodge Viper GTS-R. For more than the past two decades, it has formed part of a prominent Italian collection and has been meticulously maintained throughout.

Having been converted and raced in period, the car's modifications are recognised and globally accepted, with its chassis history being one of the few to be documented in *Ferrari F40* by noted Ferrari historian Keith Bluemel and published by Porter Press.

Today, the car is accompanied by an extensive spares package, including its original bodywork and components to enable a return to its 'as delivered' specification, together with a spare engine block.