

NOT
FOR SALE



Ferrari 456 M GTA



kidwhizz@gmail.com

After discontinuing 412 production in late 1989, Ferrari had been operating without a front-engined model of any description for the first time in their history. By 1992 though, the firm were ready to re-enter the GT market with this car, the gorgeous 456.

A modern day version of the 365 GTC/4 produced for just 18 months back in 1971/'72, the 456 was clearly influenced by the GTC/4 in concept and style along with that cars glamorous stablemate, the GTB/4 Daytona.

Dry sumped and with Bosch Motronic 2.7 digital engine management, this four-cam, four valve per cylinder motor was initially only available with a six-speed manual gearbox, an automatic option not arriving until March 1996 after being launched at that years Geneva Salon.

Whereas the outgoing Berlina's had gradually lost more and more ground on their mid-engined counterparts, Ferrari were keen to ensure the 456 was a match for its two-seat models. Sprinting from 0-60 in just 5.3 seconds and capable of a top speed of 186mph, the 456 could also lap Fiorano several seconds quicker than a 512 TR and 348.

It was no surprise that Pininfarina were commissioned to create the bodywork, the Turinese firm using aluminium panels that were chemically bonded to

the steel chassis. Although the 412 had been a very fine looking car, the 456 was a much sportier looking machine, thoroughly modern yet incorporating classic Ferrari cues. More lithe and aggressive than its predecessors, the 456 looked like a four-seat Berlinetta rather than a stately GT. Pininfarina produced an exceptionally clean design, one devoid of wings, flares or blisters



but nevertheless aggressive enough to hint at its massive performance. It was quite possibly the best looking 2+2 of all time.

Inside, the new model was luxuriously appointed with full Connolly leather and a classic open gate shift, but the 456 also introduced innovations like windows that marginally lowered when the doors were opened to allow compressed air to escape from the cockpit.

Although self-levelling rear suspension had been seen as long ago as 1967 on the 365 GT, an all-new system fitted to the 456 was state of the art. Two alternative suspension settings (Sport and Touring) allowed drivers to

configure the dampers according to their mood while sophisticated Servotronic power steering electronically adjusted the assistance according to road speed and conditions.

Launched at the FF40 International Ferrari Celebrations held in Brussels and at the Spa Francorchamps racing circuit during September 1992, the 456 was an immediate hit - never before had a Ferrari of this type combined the looks and performance of a two-seat Berlinetta with an interior spacious enough for four. However, although designed from the outset as a world car capable of meeting the most stringent emissions and safety legislation, the 456 didn't make it to North America until the summer of 1994.

1996 the GTA

Having been launched in September 1992, Ferrari added an automatic gearbox to the options list during early 1996, 456's equipped as such being designated GTA's.

It was always Ferrari's intention to develop an automatic version albeit one without the normal drawbacks associated with high performance engines. After collaborating with Ricardo, they were able to offer perhaps the finest auto system ever used in a car of this nature, the GTA being launched during March 1996 at the Geneva Salon where its 5.6 second 0-60 time and 185mph top speed caused a great deal of interest. The only major developments came in mid 1996 when the Bosch Motronic 2.7 was upgraded to 5.2. At the same time, remote locking was also fitted. Production ended in early 1998.

1998 Modificato Series

A 5.5-litre 65° V12 engine featured a light alloy crank, cylinder heads and oil sump, the technological progress Ferrari had been able to make since their last V12 meaning this powerplant was not only exceptionally light but also extremely compact. Displacement was 5474cc thanks to a bore and stroke of 88 x 75mm respectively, output an awesome 442bhp at 6250rpm.

Having remained in production with a fundamentally unchanged specification since its introduction some six years beforehand, a revised 456, the 456 M, was unveiled during March 1998 at the Geneva Salon. This subtly re-worked model sported a number of detail differences over the original version, Modificato's featuring a larger, more aggressive egg crate grille that housed a pair of supplementary driving lights in each corner. Furthermore, the 456 M's front was mildly re-profiled to incorporate a more pointed nose than had been the case for Pininfarina's original.



Ferrari 456 M GTA



Gone were the large engine louvres carved out from behind each retractable headlight, the Modificato featuring plain creased wings albeit with more prominent definition than

before. Other bodywork changes were minimal although the bonnet was now fabricated from carbon composite rather than aluminium. Inside, redesigned seats, an updated instrument binnacle and new dash gave the Modificato a refreshing new look, the last makeover the 456 got before being replaced in 2004. Options were relatively few although custom leather and body shades (including two-tone paint), fitted luggage and Daytona seats were all very desirable additions. Production ended in 2004 when the 456 M was replaced by the 612 Scaglietti.

Other Rare Versions

In addition to the standard Coupe body style, Berlina, Cabriolet and Shooting Break's were executed by Pininfarina exclusively for the Sultan of Brunei, these mysterious cars being codenamed Venice and typically costing four times the price of an off the shelf example. Production cars featured a new tubular steel spaceframe chassis that was dynamically far superior to the old 412, ride and handling being quite drastically improved.

Further History

Brussels, Belgium: Skilfully blending styling and engineering cues from its past, Ferrari unveiled a handsome, powerful and precedent-setting 2+2 just prior to the Paris Auto Show, in conjunction with the 40th Anniversary of their Belgian distributor and racing team, Garage Francorchamps. According to Ferrari NA President Gian-Luigi Buitoni: "This is the second model of this car. We actually started four years ago. First, Pininfarina presented a three-volume design, but it was rejected as not being aggressive enough. We wanted something different from the 412i - distinguished, with much more personality."

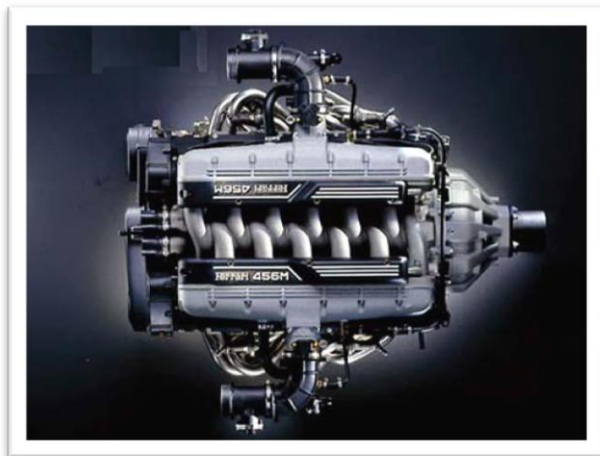


The result resembles a born-again 365 GTB/4 Daytona, especially

from the rear. Ferrari historians will note the intention was not to update the old 365 GTC/4, a sporty, but undistinguished-looking four-seater loosely based on the Daytona, but instead to move closer to a sportier definition. "We have clients today who don't want to give up the performance of a Testarossa, but they must have more room," said Buitoni. "You can sit in the back of this car and not be an infant."

Even with the kids along, 456 GT 2+2 owners sacrifice very little. Under the

lightweight, composite bonnet is a new all-alloy 4-cam, 48-valve, 5.5-litre V-12 developing a league-leading 442bhp at 6250rpm. Historians will note that the 456 designation makes a return to Ferrari's traditional model nomenclature. (Each cylinder displaces 456cc; multiply by twelve for 5473.9cc.) The valve covers are gray crackle finished, and the



round-oil breathers are reminiscent of those on the old 250/275-series cars.

In order to achieve a low, pancaked bonnet line, the V-12 is dry-sumped. Three separate oil pumps ensure maximum pressure right to its 7250 rpm redline. Special ducting sprays oil to the underside of the alloy pistons for added cooling. The latest Bosch Motronic M2.7 digital injection is lower, and more efficient than a sextet of classic twin-choke Webers, even if its gray, crackle-finished plenum chambers aren't as pretty as the line-up of twelve chromed velocity stacks.

To optimise weight distribution (its 53:47) in a front-engined car, the motor is set back considerably in the tubular steel frame. A flywheel-mounted, single-

plate clutch transmits power through a propshaft that's supported with three bearings. The propshaft runs through an elliptically shaped steel torque-tube that is rigidly connected from the clutch to a new six-speed transaxle, then to a ZF mechanical limited-slip differential with plates calibrated to distinguish between drive modes and overrun. To reduce frictional losses when the car is in top gear, sixth is direct drive. A 250 GTO-like polished shifter travels in a traditional Ferrari webbed gate. It is mechanically linked to the transaxle for positive shifting - and in keeping with Ferrari tradition, it probably hates to shift into second until thoroughly warmed up.

Suspension is all independent with parallel wishbones, and coil springs in each corner. Fat stabiliser bars at either end help keep the suspension thoroughly planted. Electronically-controlled shock absorbers (like the Mondial T's) offer sport, intermediate and touring settings, but they return immediately to the "hard" setting in an



emergency thanks to an ECU and sensors that measure steering angle,

Ferrari 456 M GTA

shock "bounce" and acceleration. A self-levelling device compensates for the weight of rear seat passengers while maintaining body height and ensuring constant rear suspension geometry.

A chunky, three-spoke, leather-wrapped steering wheel gives orders to ZF "Servotronic" power-assisted, speed

bonnet is the first composite part). Pininfarina's subtle styling will last for years. There's a hint of aggressiveness, yet the overall effect is one of veiled strength and function. A flat, sloping bonnet line aids visibility. A bold cut line on each side defines the top edge of a rearward-facing scoop that exhausts engine heat, then gracefully encircles

the 456's meaty rear quarters. A moving spoiler, integrated into the rear bumper, is lowered electronically at speeds above 60 mph,

to reduce axle lift.

The result is a pleasing C-pillar curvature that is far more coupe-like than is usually achieved with a car that can realistically hold four adults. Shoulder harnesses

extend from the front seatbacks. Deep bucket seats front and rear feel very supportive. Bold, readable dials are well located. The crossed Pininfarina flags on the console are reminiscent of the old SuperAmerica.

Taken from Ferrari Market Letter Vol.17 No.22 (October 1992) and special thanks to Mike Wheeler www.rardleymotors.com for allowing the above text to be utilised.

Ferrari 456 Modificato

The 456M in GT and GTA versions represents the evolution of a model, that has always been appreciated by those wanting a four-seater Ferrari with

sensitive rack and pinion steering. Pressure for the self-

levelling system comes

from the steering pump. Four huge ventilated discs handle braking with aluminium callipers; ATE Mark IV ABS brakes are standard. The five-spoke alloy wheels are Daytona-like, and the fat, unequally sized Pirelli P-Zeros artfully fill the 2+2's neatly radiused fenderwells.

The 456 are somewhat lighter and shorter (186.2 in) than the old 412i, thanks to its extensive use of aluminium and initial venture into composites (the



diverse sporting ability. Continuing a Ferrari tradition of 2+2 Berlinetta, the 456M (M means Modified) represents the optimum level between the performance of a 12-cylinder Ferrari and the comfort of a GT car.

With the 456, the quality of the Pininfarina styling was so fine it would have been extremely hard to design the whole car again.

Evolution was chosen to improve and refine the mechanical and aerodynamic features, while keeping the successful technical interpretation based on the V12, 442 CV front engine, coupled to a rear transmission unit.

The details needed to produce the 456M have produced aerodynamic and thermal improvements due in part to some style modifications, better comfort and more functional features of the driver's compartment, a rationalizing of the cabin space, along with an increase in driveability performance, ergonomics and safety.

Modifications

Summary table of the new technical or style features introduced on the 456M:

Bodywork

- Carbon fibre bonnet. The

manufacturing of this part is particularly complicated, due to its large dimensions.

- The bonnet has a smooth design, without air outlets, which interrupt the aerodynamic flow.
- The front air intake is larger; fog lights are inside the intake itself.
- When seen from above, the front view is more rounded than the previous model.
- Front indicators are separate from the position lights and placed aside, in a lateral area of the bumper.
- Rear bumper with integrated spoiler, in the lower area, replacing the mobile wing of the previous model. The bumper upper profile houses a moulding, for easier opening of the rear luggage compartment.
- Side window mouldings.
- Wheels with new centre caps depicting a chromium-plated "Cavallino". Though I preferred the Yellow.





Interior

- Seats with 5 electrical adjustments and position memory (forward-backward, up/down, lumbar adjustment, 2 seat back tilt directions).
- Rear seat comfort and passenger space have been improved.
- Added retractable central armrest.
- Instruments.
- Installation of a multi-function display, detecting operating and emergency information and the outside temperature.
- Newly designed dashboard.
- Under-dashboard console with analogue instruments. They include clock, oil temperature and fuel level indicators.
- Sun radiation sensor.
- More ergonomic gearbox lever position.
- Transmission tunnel with cubbyhole.
- Three-spoke steering wheel.
- Document pockets behind front seats.
- New rear parcel shelf, with integrated rear brake light.

- New Hi-Fi system.
- Reduction of interior noise

Suspension & Brakes

- Suspension system with independent shock absorbers, with two-position calibration system (Normal and Sport).
- Front shock absorbers with low friction co-efficient, with software tuning, designed to get higher driving precision and comfort on uneven roads.
- Rear shock absorbers with stern speed control software.
- New anti-dive geometry to front links, to limit diving.
- Use of the ASR traction control system, with integral ABS and electronic rear braking corrector (EBC).
- Pneumatic brake booster to improve pedal feel under braking.

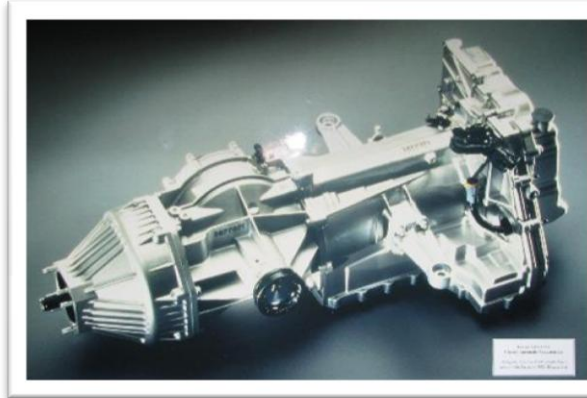
Engine & Gearbox

- Modified cylinder-firing order, for smoother performance.
- Larger ducts for sending air to the

engine compartments.

- Use of hydraulic supports between transmission housing and frame (only GTA version).

- Stiffer transmission frame (only GTA version).



Specific Extras/Options

Comes with a Ferrari Enzo Key (makes no difference in performance ☺) 2 Black Fobs + All Important Red Key Fob and 3 Keys altogether.

Enamel Wing Shields offset by Yellow Centre Caps.

Tubi Exhaust – awesome sound for GT.

Rare Blu NART Colour

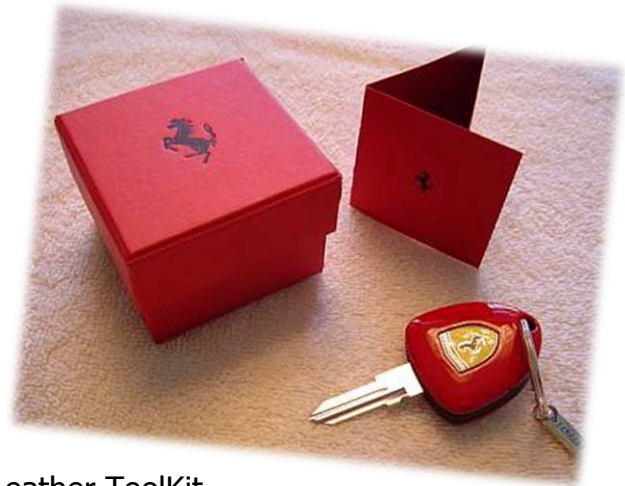
Sabia Leather Interior – Blue Carpets and Factory option Upper Blue Dash.

Rare Daytona Seats with Blue Piping

Very Rare Third Back Seat instead of Arm Rest. Special Order.

Specific Extra Option Aluminium Callipers.

Alpine Stereo CD insert and Boot Disk Changer.



Leather ToolKit,
Tyre Inflator and Red Car Cover

Service History

Mileage Service: 24 Feb 2000 @ 6757
by Mortimer Houghton Turner Ltd
Official Dealer who sold the Car. Phone:
01451 861042 Fax 861044

Annual Service: 21 Apr 2001 @ 8187 by
Mortimer Houghton Turner Ltd Official
Dealer who sold the Car. Phone: 01451
861042 Fax 861044

Annual Service: 19 Jun 2002 @ 11603
by Evans Halshaw Birmingham . Phone:
0121 624 7000 Fax 0121 624 7160

+ Cambelt Replacement

Annual Service: 09 Jun 2003 @ 14290
by Seb Auto Services Ferrari Specialist,
London. Phone: 0207 607 9485 : Dealer
number 41447

Mileage Service: 07 Jun 2004 @ 19130
Maranello Sales Ltd, Surrey. Phone:
01784 433043

Annual Service: 20 May 2005 @ 25830
by Maranello Sales Ltd, Surrey. Phone:
01784 433043

+ Cambelt Replacement

Annual Service: 21 Dec 2005 @ 29184
by Maranello Sales Ltd, Surrey. Phone:
01784 433043

Annual Service: 12 Mar 2007 @ 39223
by Graypaul, Nottingham. Phone:
01159833555

Speedo Changed and Still Kept. ALL
MoT's since my purchase and Invoices.

There is a still a more detail to follow.....
this is Version 0.5 for review and
comments!

Whilst every effort is made to ensure the accuracy of details,
I do not warrant that such details are accurate and your own
validation should be also be undertaken, although I have
provided as much open information for a potential purchaser
as possible. I acknowledge any pictures used from the Web
belong to their respective owners.

Yet to Detail the Following :

Autofficina – Cambelts + Annual

Autofficina

DAB Solutions Adrian Turner

Autofficina



Ferrari 456 M GTA

Technical specifications of 1998 Ferrari 456M GTA

bodywork

Type	2+2 FHC		
Designer	Pininfarina		
Number of doors	2		
<i>dimensions & weight</i>			
Wheelbase	2600	102.4	
	mm	in	
front	1585	62.4	
	mm	in	
Track	1606	63.2	
	mm	in	
Length	4763	187.5	
	mm	in	
Width	1920	75.6	
	mm	in	
Height	1300	51.2	
	mm	in	
Length:wheelbase ratio	1.83		
Ground clearance			
Kerb weight	1770 kg	3902	
		lb	
Weight distribution (Front)			
Fuel capacity	110	24.2	29.1
	litres	UK Gal	US Gal

aerodynamics

Drag coefficient
Frontal Area
Cx

engine

Code			
Manufacturer	Ferrari		
	V-12		
	in 65.0° vee		
Type	Dry sumped		
	DOHC		
	48 valves total		
	4 valves per cylinder		
Main bearings	7		
Construction			
Bore × stroke	88.00mm × 75.00mm		
	3.46 in × 2.95 in		
Bore/Stroke ratio	1.17		
Displacement	5474 cc		
	(334.044 cu in)		
Unitary capacity	456.17 cc/cylinder		
Compression ratio	10.60:1		

Fuel system	Bo Motronic ML2.7 fuel inj.		
Aspiration	Normal		
Compressor type	N/A		
Intercooler	None		
Catalytic Converter	Y		
Max. output (DIN)	441 PS (435.0 bhp)		
	(324.4 kW)		
	@6250 rpm		
Max. torque (DIN)	550.0 Nm (406 lbft)		
	(56.1 kgm)		
	@4500 rpm		
Maximum rpm	7250 rpm		
Coolant	Water		
Specific output	79.5 bhp/litre		
	1.3 bhp/cu in		
Specific torque	100.47 Nm/litre		
performance			

0-50mph (80 km/h)

0-60mph 5.40s

0-100km/h 5.50s

0-100mph

80-120km/h

(50-70mph)

in top

0-Quarter-mile 13.70s

0-Kilometre 23.70s

Top speed 298 km/h (185 mph)

Fuel Consumption

CO2 Emissions

Power-to-weight 245.76 bhp/ton
chassis

Engine location Front

Engine alignment Longitudinal

Steering rack & pinion PAS

Turns

lock-to-lock

Turning circle

Suspension Front I.DW.CS.

Rear I.DW.CS.

Wheels F/R /

Tyres F 255/45 ZR 17

Tyres R 285/40 ZR 17

Brakes F/R VeDi/VeDi-S-ABS

Brake ø F/R / mm

Braked area

Transmission 4A

Drive RWD

Top gear ratio

Final drive ratio

**NOTES AND COMMENTS FOR POTENTIAL
PURCHASER OR JUST AN ADMIRER.**