



SCHALTKULISSE



FERRARI

CHALLENGE STRADALE









KEY FACTS

- Believed to be the unique example finished in Rosso Barchetta
- Belgian delivery
- Fully maintained at Ferrari
- Stunning collector condition







HISTORY

The Ferrari Challenge Stradale is a high-performance, road-legal derivative of the Ferrari 360 Modena, produced between 2003 and 2005. It was developed with direct input from Ferrari's motorsport programs, particularly the Ferrari Challenge one-make racing series, with the objective of delivering a more focused and engaging driving experience rather than increasing outright power. The car is powered by a naturally aspirated 3.6-liter V8 producing approximately 425 horsepower, paired exclusively with Ferrari's F1 electro-hydraulic paddle-shift transmission. Compared to the standard 360 Modena, the Challenge Stradale features extensive weight reduction through the use of carbon fiber components, thinner glass, reduced sound insulation, and lightweight interior trim, resulting in a weight saving of roughly 110 kilograms. Chassis revisions include stiffer suspension tuning, quicker steering response, larger carbon-ceramic brakes, and revised aerodynamics, all contributing to a more track-oriented character while remaining fully usable on the road.

Production of the Challenge Stradale was limited, with widely accepted figures indicating approximately 1,280 to 1,300 cars built worldwide. This makes it significantly rarer than the standard 360 Modena and places it among the lower-volume modern Ferrari special variants of the early 2000s. Within that already limited production run, certain specifications—such as cars equipped with factory Lexan sliding windows or rare color combinations—are considerably scarcer, further increasing individual collectability.

The Challenge Stradale is regarded as an important collectible because it represents one of Ferrari's earliest modern efforts to apply a "lightweight, race-derived" philosophy to a road car, a concept later refined in models such as the 430 Scuderia, 458 Speciale, and 488 Pista. Its naturally aspirated engine, minimal electronic intervention, and mechanical driving feel reflect an era of Ferrari design that is no longer produced, which has become increasingly attractive to collectors. In recent years, values have risen steadily as demand has grown for analog, limited-production Ferraris with clear motorsport lineage. The combination of low production numbers, strong enthusiast appeal, historical significance within Ferrari's special-model lineage,



and the broader shift in the collector market toward driver-focused modern classics has contributed to the Challenge Stradale's sustained price appreciation and long-term desirability.

OUR EXAMPLE

Our example is believed to be the unique Challenge Stradale finished in Rosso Barchetta from factory. Rosso Barchetta is a stunning shade of dark red non-metallic, which is most comparable to wine-red, but depending on the light, can turn to chocolate brown and aubergine. Paired with a black interior and black brake calipers, this is one of the most stunning examples of the Challenge Stradale that we had between our hands.

This CS started life as a delivery through Charles Pozzi in Levallois Perret to a Belgian customer in January 2004. Factory warranty was valid until 29.01.2004. The mileage of the car being modest for an example that is now 22 years old, the car was serviced only at official Ferrari workshops. The service history is as follows:

12.06.2006 - Francorchamps Motors Brussels - 9.693km

27.02.2008 - Monza N.V. - 11.338km

21.09.2011 - Monza N.V. - 16.720km

03.09.2015 - Francorchamps Motors - 23.831km

02.06.2021 - Gohm Böblingen - incl. belts - 24.750km

A fresh service will be carried out for the new owner at an official Ferrari workshop.

We have sold this stunning example to its current custodian around 6 years ago. Previously, the car has always been in Belgium. Paint measurements show a consistent paint thickness throughout the whole aluminium body of the Challenge Stradale, which suggests the car is still in its first paint. An absolutely stunning collector and one of the most special Challenge Stradale's ever produced by the factory.

The car has a European taxes paid status and is available immediately with us in Munich.











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