



Ferrari Approved Spotlight: 360 Modena and Spider

In this issue of Ferrari eNews, we're launching a new feature to spotlight cars available in the Ferrari Approved certified pre-owned (CPO) program. In each issue, we'll take a look at a model from the recent past that excites drivers and onlookers alike. To start the series, we're looking at two of the most successful and loved Ferrari models ever, the 360 Modena and 360 Spider.

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A recent scan using the Ferrari Approved search tool at ferrariapproved.com revealed a good selection 360 Modena and Spider models available, with the majority being Spiders. The 360 Modena was offered from 1999 to 2004; the Spider arrived for 2000. Available cars ranged in price from \$90,000-\$150,000, and spanned all years of production, offering a mix of manual transmission and F1 models. Those prices confirm the intrinsic long-term value of the 360 models, some of which have retained nearly 90 percent of their original value after 10 years!

The 360 Modena and 360 Spider, the two models that immediately preceded the F430, set new standards for high-performance sports cars, making super-car level performance more compatible with everyday driving. Voluptuous aluminum bodywork by Pininfarina evoked the classic Ferrari sports racers, and clothed a new all-aluminum space-frame chassis that offered a major advance in strength, yet with reduced weight.

This endowed the 360 with extremely high cornering performance. At the same time, the 360 models also delivered excellent everyday comfort with its luxurious cockpit and refined ergonomics.

While the 360 nomenclature indicated a small increase in engine displacement over its 355 predecessor, the car was an all-new model with greater performance potential. In an era when most carmakers began hiding their engines under plastic shrouds, the Ferrari 360 dramatically and proudly showcased its hand-built V-8 under the rear glass.

The Ferrari 360 engine was an improvement over the 355's, producing 400 hp at 8,500 rpm and 275 lb.-ft. of torque at 4,750 rpm. Customers could choose between the 6-speed manual transmission and the 6-speed F1 that executed shifts in 150 milliseconds, with flawless rev-matching downshifts. A well-driven 360 could go from rest to 60 mph in just over four seconds. Even today, that is eye-opening performance, accompanied by the unmistakable wail of the Ferrari flat-plane crankshaft engine.

In its September 2000 issue, Car & Driver pronounced the then-new 360 Modena F1 the winner in a comparison with the Aston Martin DB7 Vantage and Porsche 911 Turbo. Said the editors about the 360: "You don't take a seat in this machine. You snap into the socket, and the juice zaps through your body. What we have here is a machine that never stops expressing itself. And in no case does it whisper."

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