OWNER'S INTELLIGENCE PAPER 03 · THE OFF-MARKET CAR

03

488 GTB

The Off-Market Purchase

A phone call, a documented accident, hand-painted shields — and the car that may end the rotation by winning it.

€206,000	€235–245k	€60,000	+ €1,000
final price — painted shields (€14k), new wheels and tyres included	what a no-history 488 cost in 2025: the discount, decoded	the documented cosmetic repair behind the price	how far past his hard ceiling he went. Once.

Owner's Intelligence papers are lived experience, not public-source analysis: one documented ownership, every number real, every mistake left in.

01
EXECUTIVE SUMMARY

The third purchase is where everything built in Papers 01 and 02 finally converges: the relationship that produces the phone call, the market knowledge that reads a damage file correctly, and the discipline that holds a budget ceiling against a dream spec. This paper documents that purchase. A 488 GTB in Blu Tour de France, offered off-market by the author's account manager in June 2025, carrying a fully documented cosmetic accident, missing the fender shields, and wearing carbon wheels that are not even road-legal on a 488 in Germany. Four months later it left the showroom at €206,000 with hand-painted shields, new wheels and fresh Michelins, photographed down to the bare chassis, at a price roughly €30,000 to €40,000 below what a comparable no-history car cost that year.

Three transferable lessons carry this paper. First, how to read a history car: why a €60,000 repair bill can describe a purely cosmetic event, why the paperwork matters more than the geography, and where the deduction logic has limits in both directions. Second, a deliberate reversal of Paper 02's advice: this time the author traded the Lusso in and knowingly paid roughly €20,000 for the privilege, because on a depreciating, slow-moving model the risk transfer was worth more than the money. The consignment rule and the trade-in rule are not contradictions; together they are a decision matrix, and this paper completes it. Third, the no-compromise rule, bought and paid for in Paper 02: the right car, in the right spec, or wait.

And because ownership does not end at delivery, the paper carries the year that followed: the drive home, the care regime in its full clinical glory, a stolen backpack that turned into a masterclass in key discipline, and the question the author now faces for the first time: what happens when the rotation model meets a car you might never want to sell.

> *“The third purchase is where knowledge, relationship and discipline finally meet — and the invoice shows it.”*

02
THE PHONE CALL

June 18th, 2025. The author's phone rings: Tobias, his account manager at Ferrari Ulrich in Frankfurt, the young sales manager who had handled the Lusso purchase and whose mental file on the author's colour preferences was about to prove its worth. A 488 GTB had just arrived on trade-in from the Netherlands, he said, in blue. Specifically, he said, in Blu Pozzi.

Which was nearly the end of the story. Blu Pozzi is a flat colour, and the author does not do flat colours; to his eye they read dull, unfinished, and his blues must be metallic. But the spec description kept the call alive: carbon everywhere, outside and in, a genuinely well-built car with some history. Send me pictures. The pictures arrived the same day, and one glance settled it: this was not Blu Pozzi. It was Blu Tour de France metallic, the author's favourite colour on this car, over a factory-painted black roof rather than the wrap most two-tone 488s wear (he distrusts wraps; proper paint or PPF, nothing else). The interior was essentially untouched: Blu Sterling leather, carbon bucket seats, Alcantara everywhere including yellow stitching in the footwells, a detail you almost never see. The author's own word for his state at this point: giddy.

But 2025's author was not 2023's author. The Lusso had taught its €20,000 lesson, and a vow had been made and even discussed at home: the next Ferrari would be the exact spec or no deal, however long the wait. Two things stood between this car and that standard: the missing shields on the fenders, and a history file that needed to be read properly. Both became the making of the deal.

> **THE NO-COMPROMISE RULE**
>
> Born in Paper 02, applied here for the first time: define the spec that matters to you before the car appears, and treat it as binding. Colour, seats, packages, the details you know you cannot unsee. If the candidate misses on any of them, either the gap is fixable at a price you can negotiate into the deal, or you wait. A compromise does not become the right car through enthusiasm; it becomes Paper 02's ledger. The corollary matters just as much: when the exact spec does appear, move decisively. The no-compromise rule and hesitation are different things.

“This time there would be no compromise. The €20,000 from Paper 02 had already paid for that lesson.”

03
READING A HISTORY CAR

The file said accident, 2023, second owner. The author does not enjoy damaged Ferraris; by his own admission the photos gave him a shiver. The car had gone partially under a truck at low speed: bonnet, front bumper, one fender and parts of the windscreen damaged. Nothing structural, and the physics support that reading, because a low-speed surface strike and a structural event leave very different traces. The repair bill read €60,000, and this is where most buyers stop reading. They should not.

Sixty thousand euros of Ferrari repair describes far less car than the number suggests. A 488 front bumper alone is roughly €17,000 as a part; add a bonnet, a fender, glass, paint and the labour hours of a proper shop and the sum arrives quickly, all of it cosmetic. What mattered was the paperwork: every original invoice was present, the repair used genuine Ferrari parts, and it was performed at a licensed body specialist that works for Ferrari, with Ferrari in the Netherlands confirming the car clean. Then came the detail that turned the history from liability into asset. The second owner, an enthusiast of the author's own stripe, could see the colour blending on the repaired panels; this blue is notoriously hard to blend, and a trained eye finds the shade difference. Unhappy, he had the entire car resprayed to factory standard and wrapped in full PPF. The practical result: a 2016-generation car wearing a brand-new, fully protected exterior.

Now the market math. In 2025, a comparable no-history 488 GTB with this mileage (a little over 40,000 kilometres, full service history inside the seven-year maintenance programme) traded around €235,000 to €245,000, firmly outside the author's budget. The history discount brought this one into range. That is the entire proposition of a properly documented history car: you are paid, in purchase price, for accepting a biography that the paperwork proves harmless. The deduction logic has limits in both directions; a seller cannot wish the history away, and a buyer cannot punish cosmetics as if they were a bent chassis. Between those limits sits a fair price, and Section 05 shows where it landed.

THE €60,000 THAT WASN'T

Rule for reading supercar damage files: the invoice total measures parts prices and labour rates, not severity. On a Ferrari, five-figure repair bills are reached by cosmetics alone (bumper ≈ €17,000 before paint). What actually measures severity: structural involvement yes or no, original parts yes or no, licensed specialist yes or no, complete invoice trail yes or no, and marque confirmation where available. Four yeses and a no on structure is a discount, not a defect. Any missing yes is where you walk or price accordingly.

PROVENANCE OVER GEOGRAPHY

The car came from the Netherlands, and the author has watched buyers agonise over import origin as if it changed the machine. It does not. Every Ferrari is built in Maranello; there is no second factory, and a Dutch first registration is the same car as a German one. What varies is the documentation trail and, occasionally, the market spec. Buy the paperwork, not the geography. The author would import from Japan tomorrow if the file were right. One genuine import check exists, and it is technical, not sentimental — see the carbon-wheel trap in Section 04.

> *“A documented accident is not a flaw. It's a discount with paperwork — and the paperwork is the part you're buying.”*

04
THE SHIELDS PROBLEM

The no-compromise rule met its first test on the fenders: the car had no Scuderia shields, and for the author the shields are non-negotiable on a 488. Tobias tried the honest salesman's line, that it looks clean without them, and got nowhere. The conventional fix is expensive in an instructive way: physical shields need fenders with the factory recess pressed into the metal, which means buying and painting new original fenders. The author actually ran that calculation and did not mind it, since panels had been exchanged on this car before. Then Tobias raised him one: what about painted shields?

Painted shields are the top of the shelf. From the factory they are a surcharge of roughly €14,000, and unlike almost every other box on the order sheet, the money buys artisanship: each shield is painted by hand, in this case by the one contract painter the dealership trusts with the work, a specialist with limited slots and no substitute. Watch the process once and the price stops being outrageous. The construction also solved a second problem elegantly: the car wore factory carbon wheels, a spectacular and expensive option that is simply not road-legal on a 488 in Germany (they are homologated for the Pista only; the Netherlands permits them). The wheels had to come off regardless. So the deal took shape around the car's two flaws: the dealership keeps the carbon wheels for better use elsewhere, the author receives brand-new standard five-spoke wheels shod with fresh Michelins, and the fenders come off for hand-painted shields, with the PPF on those panels renewed afterwards. Every deficiency converted into deal currency.

THE CARBON-WHEEL TRAP

The one import check that actually matters is regulatory, not emotional: options that are legal in the source market may not be homologated in yours. Carbon wheels on a 488 are the textbook case — permitted in the Netherlands, Pista-only in Germany — and a buyer who missed this would own €15,000–20,000 of jewellery he cannot drive on. Check wheels, exhausts, lighting and glass tint against your market's homologation before you price an import. Sometimes, as here, the illegal option becomes your negotiating asset: the dealer wants it, you cannot use it, trade it for something you can.

THE PAINTED SHIELDS

Factory option around €14,000; hand-painted, not decals, not inserts. One artist, limited slots, weeks of lead time, and worth every part of all three. If a candidate car lacks shields and you want them, painted shields via the dealership are the cleanest retrofit: no new fenders, factory procedure, factory look. Budget the time, not just the money — Section 06 explains why the calendar is the real currency of specialist work.

> *“Painted shields are not an option. They're a one-man art form with a waiting list.”*

05
THE DEAL

The opening ask sat around €215,000 to €220,000. The author's answer was the same sentence he had rehearsed since the Lusso: too high, the shields are missing, and here is my ceiling. This negotiation ran harder than the previous two, and he suspects the dealership was mildly annoyed by the rigidity of the number; he stayed friendly, stayed transparent, and repeated the frame: do not be angry with me, this is simply what I can do. Professionals can work with a framework, and they did. The final construction: €206,000 for the car including the painted shields (a €14,000 value), brand-new wheels and Michelins, a full inspection, repair of a damaged fin on the carbon diffuser at the required specialist, and assorted minor imperfections corrected. He crossed his own ceiling by roughly €1,000 and decided the deal had earned it. Once.

And now the reversal that makes this paper a necessary companion to Paper 02. The Lusso went in as a trade-in, not on consignment, and the author knowingly paid roughly €20,000 for that choice: the dealer's stocking margin and risk premium, the exact money Paper 02 taught him to keep. He paid it gladly, and the reasoning is the lesson. Lusso Ts were visibly falling in value and moving slowly; a consignment car that sits for months on a declining curve loses money in slow motion while remaining your risk. The trade-in converted that open-ended exposure into a fixed, known cost, on the same day, with no second transaction to manage. The market then proved the point: the Lusso stood in Frankfurt for roughly three months before finding its next owner. After the trade-in valuation, the author wired €51,000 and the car was his.

The deal, decoded	EUR
Opening ask (488 GTB, Blu Tour de France, documented history, no shields)	≈ 215,000–220,000
Comparable no-history 488 market, 2025, similar mileage	≈ 235,000–245,000

The deal, decoded	EUR
Final price: car incl. painted shields (€14k value), new wheels and tyres, inspection, diffuser repair, minor corrections	206,000
Ceiling overshoot, accepted consciously	+ ≈ 1,000
Trade-in premium paid on the Lusso (dealer margin and risk, vs consignment)	≈ 20,000
Cash wired after Lusso trade-in valuation	51,000

WHEN TRADE-IN WINS

Paper 02's rule stands: consignment keeps the dealer's €15,000–20,000 stocking margin in your pocket. This paper adds the other half of the decision matrix. Trade in when the outgoing car is depreciating and slow-moving, because then the margin is not a fee, it is insurance: the dealer buys your timing risk on a falling asset. Consign when the car is desirable and stable or rising; trade in when it is a foster child on a downslope. The Lusso sat for three months. That is roughly what €20,000 of risk looks like from the other side.

SIGHT UNSEEN, REVISITED

Full disclosure: the author committed to this car before standing next to it, again. Paper 01 called the sight-unseen purchase a mistake that happened to work, and that verdict stands for first-timers without qualification. What was different here, stated precisely so nobody reads this as a license: three years of ownership experience, a two-year relationship with the selling dealership and the specific account manager, a complete invoice-level history file verified before commitment, marque confirmation from the Netherlands, and a pending full disassembly that would expose any hidden sin before delivery. Trust is not a feeling; it is accumulated, documented evidence. If you cannot list yours, get on the plane.

> *“Paper 02 said consign. This time I traded in and paid €20,000 for the privilege — because on a falling market, the risk was worth more than the money.”*

06
THE DISASSEMBLY DIVIDEND

The painted shields produced an unplanned masterstroke of due diligence. The painter receives fenders, not cars; to send them, the dealership had to strip the front of the 488: bumper off, fenders off, the car's face removed down to the structure. Which meant that everything a Dutch service centre had assured them about, the author could now verify with his own camera. They photographed everything under the panels. The verdict: untouched beneath the skin, no structural intervention, exactly as the file claimed. Every one of those photographs went into the 488's provenance booklet, where they will one day let a future buyer sleep as well as the author does now.

The lesson generalises. Assurances are pleasant; photographs are evidence. Whenever a car is opened for any legitimate reason (a retrofit, a repaint, PPF, a major service), that is your window: ask for photos of everything the panels normally hide, and file them. On a history car this converts "they said nothing structural" into "here is the structure, undisturbed, dated and documented". The difference is worth real money at resale and real sleep before it.

The other currency of this section is time. The deal was signed in June; the car was ready on October 6th. Four months, most of it waiting for the one man who paints shields, plus reassembly, PPF renewal on the new fenders, the diffuser specialist and the inspection. The author's guidance from now three such experiences: whatever timeline a dealership or body shop names for specialist work, it is optimistic, and not through bad faith. Single-specialist bottlenecks do not scale to your impatience. Budget the calendar the way you budget the money, follow up politely, and let the updates (Tobias sent them faithfully, including to a Washington hotel room) carry the anticipation instead of the frustration.

> *“When the fenders came off, we photographed everything. Now I sleep at night — and one day the booklet will do the talking.”*

07
DELIVERY DAY AND THE DRIVE HOME

October 6th, 2025, and the weather forecast had been checked for two weeks, because this is genuine advice: aim the pickup at a perfect day. The fourteen-day forecast is free, the difference between driving your dream car home in sunshine and in rain is not, and this moment does not repeat. The author arrived with two cameras on mounts and filmed everything; Tobias filmed the drive out of the showroom; the morning began with a coffee and a conversation with Frank Ulrich himself. Then the theatre a great dealership stages because the moment deserves it: the dressed table, the flowers, the carbon presentation box with the keys and a chrome model of the car, and the cover pulled off a Blu Tour de France 488 wearing hand-painted shields. The author suspects every employee on the floor could read his face. His own word, again: giddy, like a little boy standing inside his own childhood dream.

One passage of the dictation behind this paper deserves to stand almost verbatim, because it is the emotional ledger of the entire series. The author's parents are both gone; they never saw the cover come off. He wishes they could have seen what their son was able to achieve, and he wants the reader to hear the rest of that thought exactly as he means it: this is achievable. Not by birthright, not by luck, but by working your butt off toward a goal you refuse to put down, for years, through sixty-hour weeks. The reward feels different when it is earned. That is not a caption for a photograph; it is the entire message of Owner's Intelligence.

Then the drive, and the honest fit report first. The author is 192 centimetres tall, and he considers that the absolute ceiling for a mid-engine V8 Ferrari; the car fits him snugly and he calls the situation liveable, not ideal. Above 192, look at the GT cars, full stop. The 488 itself dismantled his scepticism within minutes. Where the 458 is famously twitchy at the front axle (his phrase: your pants can be on fire here and there, the same breed of bite as the FF), the 488 kept everything that matters and refined away everything that punishes. The car shrinks around you; bumpy-road mode makes it genuinely comfortable; the twin-turbo V8 lacks a V12's opera but delivers a low grumble, and the overrun burble on downshifts when the flaps open is its own reward. On the A5 north of Frankfurt, on an empty unrestricted three-lane stretch, he let it run once to around 270 km/h, filmed for himself and never posted, then settled to 130 for the rest of the journey and some curvy B-roads home. The conditions under which that one run happened are codified in the box below, because they are the difference between an experience and an obituary.

THE 192-CENTIMETRE LIMIT

Fit check before anything else if you are tall. At 192 cm / 6'2" the author sits at what he considers the absolute maximum for the mid-engine V8 cars: workable, snug, not ideal, manual carbon buckets and all. Taller than that, the 488 and its siblings will punish every entry and exit, and the GT cars (FF, Lusso, 812, Roma) are the honest answer. Sit in the car for twenty minutes before you fall in love. Your spine outvotes your heart on this one.

THE AUTOBAHN CODE

The author lost his licence twice as a younger man, learned the lesson permanently, and drives to the limit posted, not the limit possible. The one high-speed run in this paper happened under his complete set of conditions, and he treats them as binding: unrestricted stretch only, three lanes minimum, traffic effectively zero, sight lines long, full anticipation of every car ahead. The core insight is about other drivers: they cannot judge your closing speed and will pull out on you, so you must drive their mistakes for them. No two-lane heroics, no traffic weaving, no showing off, ever. If any condition is missing, the answer is no. These cars will kill the undisciplined, and every phone on the roadside is a witness.

> *“I wish my parents could have seen it. It can be done — that is the entire message of this series.”*

08
LIVING WITH IT

The next morning, naturally, the car was washed. The regime promised in Paper 02 can now be documented in full: hours of detailing as a deliberate ritual, inside and out, leather moisturised, every crevice brushed, and yes, microfibre towels laid on top of the Alcantara floor mats so that the mats themselves never see a shoe. The author is aware of how this sounds and does it anyway; for him detailing is decompression, a few hours where the week's stress has no vocabulary, and it is also how an owner learns every panel, every gap and every new stone chip before they become surprises. The detailing knowledge itself came the honest way: reading, product research, and the better detailing channels on YouTube, which he recommends as a genuine education.

The ownership pattern is unchanged from two cars' practice: fair-weather drives when the mood is right, sometimes weeks untouched when business is loud, the covered car on its tender through the winter, and the A-to-A half-hour loop as the standard dose. Costs so far: the first major service at Frankfurt at roughly €2,000 (the big intervals cost real money; budget for them), fuel, insurance, and one expensive lesson that had nothing to do with the car and everything to do with a backpack.

A Sunday in 2026, a Star Wars exhibition, the daily car in a public car park. Wallet and daily keys taken along as always; the backpack left in the car, containing, forgotten from the previous day's drive, the 488's key, and next to it a spare key for the office. The car was broken into, the backpack and a jacket taken, a few hundred euros of goods for the thieves and a genuine security incident for the author: someone now held a Ferrari key and an office key. The response ran same-day: office locks swapped before nightfall (a second lock set existed, which is its own lesson), police report filed, Ferrari and the insurer notified Monday morning, the car secured and barely driven until resolved.

Then the economics: a Ferrari lock kit means two new keys, new locks and a recoding of the car at the dealership, a distinctly expensive package with a two-month lead time and a day trip to Frankfurt, of which the insurer covered exactly €1,000, because the theft occurred from the daily, not from the Ferrari. The Frankfurt service team softened the blow by turning the recoding around in a single day while the author worked from the showroom, shooting the odd video short between the Competiziones and the new 849 Testarossa (which he likes considerably more than the SF90, and considerably less than its roughly half-million all-in price).

THE KEY IN THE BACKPACK

The rule the author now follows without exception: a supercar key never travels in another vehicle, never lives in a bag, and has exactly two homes — a fixed, secure place in the house, and your pocket while the car is in use. Audit the spare key's location today, and audit what else shares any bag you routinely carry (an office key next to a car key multiplies the incident). If a key is ever compromised: locks and access first, same day; police report; marque and insurer next morning; assume the car is a target until the recoding is done. And know the economics in advance: a lock kit plus recoding is a four-figure event with weeks of lead time, and if the theft happens outside the insured car, expect a token contribution at best.

> *“The most expensive thing stolen that Sunday was a key. Everything else was inconvenience.”*

09
SYNTHESIS — THE KEEPER QUESTION

Papers 01 and 02 ran on the rotation model: every car funds the next, every goodbye is priced in from the start. The 488 is the first car to challenge the model from inside. The author catches himself circling it in the garage for the angles alone; the interior, Blu Sterling and yellow stitching under an Alcantara sky, is a place he visits rather than merely uses; and the carbon engine bay under glass is, in his considered view, the finest engine presentation in the business, matched only by the F8 that inherited it. It is his exact spec, arrived at through three purchases of sharpening judgement. His honest current answer to the selling question: probably never. Some cars end the rotation by winning it.

Which reshapes the goal rather than retiring it. The stated ambition, offered with the author's usual disclaimer that dreams are worked toward and not owed to anyone: three Ferraris, three characters. The mid-engine V8 is now in the garage and staying there. The second character is the front-engine V12 GT, and the target is named: an 812, Blu Tour de France preferred (Blu Corsa acceptable), carbon bucket seats and not the comfort chairs, a proper exterior carbon package, PPF from the start because he is not painting another one, mileage up to 40,000 km entirely welcome. The no-compromise rule applies in full, and the search discipline of Paper 02 is already running daily. The third character, if life permits: something special, possibly a special series, possibly the one experience money can buy only once, speccing a new car in Maranello in person. If it happens, it happens; if not, no one will find the author depressed about it. But that is where this journey is pointed.

THE THREE-CAR THESIS

A collection with a logic beats an accumulation with a budget. The author's frame: one car per character, not per badge — the mid-engine V8 event car (488, staying), the front-engine V12 grand tourer (812, the active search), and one wild card (special series or a Maranello-specced new build). Three characters cover the entire emotional range of the marque without duplication, and each slot has its own no-compromise spec defined before the hunt. Whatever your number is, define the characters first. It converts every listing from temptation into a simple yes/no against a slot.

The condensed rules of the third purchase:

01 Define the no-compromise spec before the car exists — colour, seats, packages — and treat it as binding in both directions: reject misses, move fast on hits.

02 Read history files like an analyst: invoice totals measure parts prices, not severity. Structure, original parts, licensed shop, complete paperwork — that is the test.

03 Price the history honestly: a documented cosmetic event is a discount with limits both ways, roughly €30–40k on this car against the clean-market comparables.

04 Buy the paperwork, not the geography — every Ferrari is from Maranello. The one real import check is homologation (wheels, exhaust, lights) in your market.

05 Convert flaws into deal currency: the missing shields became painted shields, the illegal carbon wheels became new wheels and tyres. Negotiate the fix into the price.

06 Complete the exit matrix: consign what is desirable and stable; trade in what is falling and slow — there, the dealer's margin is insurance, not a fee.

07 Hold the ceiling, transparently and kindly. A thousand euros of conscious overshoot is a decision; ten thousand of drift is a failure.

08 Use every disassembly as due diligence: photograph what the panels hide, file it in the booklet. Assurances are pleasant; photographs are evidence.

09 Budget the calendar like the money — specialist work (one painter, limited slots) makes June deals into October deliveries, and that is normal.

10 Fit check at 190+ cm before falling in love; aim the pickup at a perfect forecast day and film everything — the moment does not repeat.

11 Key discipline, always: supercar keys never travel in other cars or bags; audit the spare's home today, and know that a lock kit is a four-figure, two-month event.

12 When a car starts winning the rotation, let it — and define the next character instead of the next replacement.

> *“The 488 might be the one that stays. Some cars end the rotation by winning it.”*

WHY THESE PAPERS EXIST — THE KNOWLEDGE TWIN

A word on purpose, in the author's own framing. The Owner's Intelligence papers exist to put on record what cannot be bought or searched: one owner's implicit knowledge and reasoning, the why behind every decision, honestly and without a commercial agenda. They also feed something new. Everything in these papers, the Supercar Models papers, the Model Files and the curated Auction Results flows into the Knowledge Twin — in German, a Wissenszwilling — an AI research assistant in the member area, built on the author's own material and nothing else. Ask it anything, in German or English: how to buy a first supercar, whether a Lusso T is a sound entry point, what to check on a 360. Every question asked also shows the author what members want to know next, and the papers improve accordingly. It is a process, not a product launch, and it gets better every week. The Twin lives in the member area; this paper is now part of it.

COMPANION READING

Paper 01, "Your First Supercar", carries the first purchase, the conduct code and the operational canon; Paper 02, "GTC4Lusso T", carries the letting-go problem, the consignment mechanics and the wrong-car tax that shaped every decision in this paper. The Supercar Models paper on the 488 covers the model analytically; the members' Auction Results record carries the market data. Next and closing this first quartet: Paper 04, Dealership Experiences: A Code of Conduct.

AN INVITATION

This series is one owner's record, offered so that yours goes better. If you have a story worth a paper (a purchase, a mistake, a dealership experience, a lesson paid for in full), share it: credited or anonymous, paper or perhaps podcast. It does not matter which badge you drive. It matters that you went through the motions.

About the author. Uwe Riemeyer is the publisher of Marque Intelligence. He owns the Ferrari 488 GTB documented in this paper and previously owned the GTC4Lusso T of Paper 02 and the Ferrari FF of Paper 01. He discloses an enthusiast's bias toward the marque in every paper of this series, and a founder's stake in the members' platform on which it is published. Marque Intelligence is not intended to replace the official dealer network, charges only a small facilitation fee among members, and the author expects to buy his next Ferrari through his dealership regardless. The events, prices and mistakes described are his own.

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