
1968 Ferrari 365

Lot sold	USD 0 GBP 0 (listed)	Drive	RHD
Year of manufacture	1968	Condition	Used
Mileage	62 000 mi / 99 780 km	Location	
Gearbox	Manual	Exterior colour	Other
Lot number	TBA	Car type	Other

Description

"Concurrent with production of the 275GT-series and replacing the 330GT MKII and 500 Superfast, Ferrari S.p.A. launched the 4.4 litre V12, '365' at the 1966 Geneva Motor Show; headlining their stand, with the luxurious, and very limited production, 'California' variant. The following year, Ferrari's first model with all independent rear suspension, the 365GT2+2, was unveiled at the annual Paris Salon - a result of the strategic partnership between themselves and Koni, it combined coil springs and shock absorbers to ensure excellent road-holding, thanks to the self-levelling system at the rear. The chassis had the same wheelbase as the 330 GT 2+2, but the bodywork was totally new, and more like the Superfast model, than previous 2+2s. It was the largest and most luxurious Ferrari ever made at that point...no surprise it attracted much attention and a full order book. The car's styling is most similar to that of the 365 GTC/GTS, slightly elongated to accommodate the rear seating and as with the GTB/4 and 330 GTC, the transmission involved the 'torque tube' system. In production from 1968 until 1971 the 365GT is from a decade of prolific growth for Ferrari and is a highly collectible, very versatile Grand Tourer, in the finest tradition. We are very pleased to offer this 365 GT 2+2 from the first year of model production; importantly a European specification example completed in Maranello on 28th May 1968 and delivered via Turin-based, main dealer Italcara S.p.A, to Signor Blangino of the same city, on 14th June 1968 all verified by a photocopy of the build sheet from Ferrari S.p.A within the file.

Our vendor has owned this example since June 2014 and has left no stone unturned to clarify not only the history of this beautiful 2+2 but also to ensure it is amongst the best examples in the world.

To this end, he had the car comprehensively rebuilt by PF Autos of Stoke in Staffordshire to a Concours standard. His decision and efforts were vindicated in July 2017 when shown to the Ferrari Owner's Club of England's North West meeting and Concours where it was awarded 1st place scoring an impressive 93%. This, on top of receiving 1st and 2nd in class whilst with its second owner Bill Orth during the 1980's, displays an impressive pedigree. Accompanying the car is a leather-bound history file embossed with the chassis number, an E-gallery presentation of the restoration, indoor tailored car cover, original copy of 03/69 'Car and Driver' 365GT 2+2 profile and original copy of 11/69 'Road and Track' magazine including a road test of the 365GT2+2, 'The Queen Mother of Ferraris' alongside a complete reprint of the owner's maintenance and service handbook.

Presented with complete history from new and having a FOCGB Class Concours winning restoration in 2016 that was completed less than 320 miles ago, this collector's example is exceptional value, and ready for global touring events and further concours success.

VEHICLE HISTORY: Chassis no #11461. Identified as 365 GT 2+2. Destinazione Blangino, Italy. Assembly sequence no. 76, body no. 75/A. (H. Raab Ferrari Serial Numbers Part I, 2nd ed). European model. New in Azzurro Metallizzato 106-A-32 (silver blue) with light-tan leather. 1968 - Sold new in Torino, Italy to Blangino, Italy. Registered on Roma number plates P6 1893. 1975 - Sold to John Angeleri of Bridgewater Township, New Jersey. 1976 - 1978 - Owned by John Angeleri of Bridgewater Township, New Jersey. 1979 - 1983 - In storage with John Angeleri of Bridgewater Township, New Jersey. 1983 - Sold to Bill Orth, general manager at what was then Stewart Classics but is now Ferrari Denver. Bill was the general manager from the early 1980s to 2009. 1983-1984 - Engine rebuilt by Bill Orth at 70,000 kms. New factory Borgo pistons, all new (standard size) bearings, new clutch etc. 21/05/1984 - Florida title issued to Bill Orth, Winter Park, FL, 32792. 23/06/1984 - Shown at the Ferrari Club of America National Meet, Pine Isle, Georgia, by Bill Orth, received 1st in class. 12/07/1985 - 14/07/1985 - Shown at the Ferrari Club of America Annual Meet, Watkins Glen, New York, by Bill Orth, received 2nd in class. 05/08/1988 - 07/08/1988 - Shown at the Ferrari Club of America Annual Meet, Quit Qui Oc golf course, Elkhart Lake, Wisconsin, by Bill Orth, received 2nd in class. 04/08/1990 - 01/09/1990 - Chassis no# 11461 for sale in Ferrari Market Letter (FML) by Bill Orth. Celeste blue with beige interior. Paint, leather, carpets, etc. are all original. Has won 1st or 2nd in class at FCA National Concours each time shown. Engine overhauled and new clutch. \$165,000, prefer partial/total trade-out with 308 GTS, early Corniche, 930, etc.. 05/01/1991 - 09/11/1991 - For sale in FML by Bill Orth. Celeste blue with beige interior. 62,000 miles. Alloys, Borransis, build sheets, tools and many spares. Three-time FCA National Concours class winner! Never restored, painted, damaged, modified, smoked in. Complete history, receipts for recent engine overhaul and clutch, plus much more.

08/11/1991 - Sold through Mike Sheehan's European Auto Sales and Andrew Turner, Italian Motors, Hong Kong to Michael Mackenzie, an Englishman based in Hong Kong for \$74,500. 1995 - Shipped to Michael Mackenzie's sister in law's house, Las Vegas, NV. 05/2012 - Symbolic Service, San Diego, for pre-sale inspection and service. 06/2012 - Serviced at Symbolic Service, 11455 Sorrento Valley Road, San Diego. Frame steam cleaned and painted, new-old-stock left side mufflers fitted. Refinished rocker panels. All fluids flushed and changed including engine oil and filters, transmission and differential fluids, coolant and brake fluid. Drained fuel, cleaned fuel lines. Pre-lubed cylinders, checked cylinders with bore scope. Dropped oil pan and inspected bearings and thrust washers. Inspected and adjusted valves, checked cam timing. Total invoice: \$5,802.62. Four new Pirelli P4 tires: \$523.55. Wheels refinished, tyres balanced: \$400.00. 07/2012 - Post-pre-sale service by Symbolic Service, San Diego. Installed new battery, installed new crank thrust washers, all new engine oil fluids and filters. Removed-rebuilt and refitted all carburetors, checked distributors and ignition timing. Installed twelve new spark plugs. Installed new rear electric fuel pump. Rebuilt mechanical pump. 07/2012 - For sale by Michael Sheehan's Ferraris-online LLC. "This is easily one of the "best original patina" Queen Mothers in the US. It has an extremely strong engine and pulls like a freight train with excellent brakes and clutch. It's a Euro-spec car, built in 1968, so no emissions equipment and it's smog exempt almost everywhere. Even the power vent windows work and the A/C blows cold." 2014 - LBI Limited of Philadelphia, PA/USA (Andrew D. Mastin) claims to have sold this car 11/06/2014 - Imported to England and sold to Simon Rowell Esq. 2016/2017 Comprehensively rebuilt by PF Autos of Stoke in Staffordshire, England 07/2017 Shown at the Ferrari Owners Club

England NW meeting and Concours where it was awarded 1st place, scoring 93% MOT HISTORY:
11/06/2014 all import duties paid, NOVA documentation completed and registered
#SVR529H04/09/2014 07/09/2017 "

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