
1968 Ferrari 365

Lot sold	USD 677 460 - 790 370 EUR 600 000 - 700 000 (listed)	Condition	Used
Year of manufacture	1968	Location	
Chassis number	12209	Exterior colour	Other
Lot number	17	Engine number	12209

Description

Owned by one Italian family from new
1968 Ferrari 365 GTC Coupé
Coachwork by Pininfarina
Chassis no. 12209
Engine no. 12209

"Pininfarina clothed it all in a beautifully refined bodyshell employing the nose lines of the 500 Superfast and the tail treatment of the contemporary 275 GTS. It was built at Grugliasco by Pininfarina themselves..." - Hans Tanner & Doug Nye, Ferrari, 1984.

In essence a closed version of the 275 GTS, the 330 GTC immediate forerunner of the 365 GTC - was first shown at the Geneva Motor Show in March 1966. Beneath the understated Pininfarina coachwork there was the 4.0-litre version of Ferrari's familiar Colombo-designed two-cam 60-degree V12 (as used in the 330 GT 2+2) mated to a five-speed all-synchromesh transaxle. The chassis was of relatively short wheelbase (2,400mm) and the suspension independent all round by wishbones and coil springs. Naturally, there were disc brakes on all four wheels.

Introduced late in 1968 as a replacement for the 330 GTC and given its first public airing at Geneva in March 1969, the 365 GTC was virtually identical in appearance apart from engine cooling vents relocated in the bonnet, a feature it shared with last of the 330s. Installing an 81mm-bore 4.4-litre V12 in place of the 300 GTC's 4.0-litre unit boosted mid-range torque and flexibility while maximum power was raised to 320bhp at 6,600rpm; acceleration improved markedly and the luxury coupés top speed increased to over 150mph. Less obvious to the eye were the refinements made to the drive-

train that achieved a marked reduction in cabin noise, a sign that Ferrari understood that 365 GTC customers valued comfort as well as high performance. A sumptuous leather-trimmed interior, electric windows, and heated rear screen were standard equipment, while air conditioning could be ordered as an option. Like so many European sports cars, the 365 GTC (and convertible 365 GTS) would fall victim to increasingly stringent US safety and emissions legislation, production ceasing after less than one year during which time around 150 GTC and 20 GTS models left the factory.

According to the accompanying Massini Report, the Ferrari 365 GTC offered here was completed in the Maranello factory in December 1968 and delivered new to the official Ferrari concessionaire in Verona, Dino Ravasio & Figli. It was then sold to its first owner, a resident of Padova in the Veneto region of Italy, and has remained in the same family's ownership for the last six decades. The car comes with the original warranty issued on 6th March 1969 and its Italian libretto recording the date of first registration as 15th March 1969. The original colour scheme was Blu Caraccalla with Bianco Molitan leather interior, the same as it is today.

According to the Massini Report, for the first few years the car was serviced at the factory in Maranello, with no fewer than 11 services recorded until 18th October 1971, when the odometer stood at 34,073 kilometres. The car would remain with its first owner until he sadly passed away in 2019. Since then it had not left the address where it was originally registered. The current odometer reading is a little over 54,000 kilometres.

Following a battery charge and oil change by renowned official Ferrari specialists Michelotto, the car started instantly and runs smoothly. A service sticker in the door opening suggests the immediately preceding service was carried out in 2015 by Bologna-based official Ferrari workshop Autofficina Sauro, who confirmed over the telephone that they had looked after the car for most of its life after the owner stopped having it serviced at the factory in Maranello.

Judging from the paintwork's condition, the Ferrari has been professionally repainted in its original colour at some time, while the car is as clean underneath as can be expected of one that has clearly been cherished and looked after all its life. The interior is equally clean with no cracks to the dashboard, and the light coloured leather is in beautiful condition. Presented in a very attractive colour combination and currently undergoing Ferrari Classiche certification, this very rare Gran Turismo Ferrari affords the fortunate purchaser the exciting opportunity to be only its second custodian.

Bonhams 1793

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