

# Ferrari 275 GTC (330 GTC) Coupé Pininfarina 1964, Chassis# 06431

Original exterior color: Rosso Cina 20456 S (Source: Factory)

Original interior color: Nero Franzi (Source: Factory)

Chassis Type 592

Engine Type 209/66, internal #X (Source: Factory Build Sheets)

Gearbox Type 592/1223, internal #39 I (Source: Factory Build Sheets)

Differential Type 592, internal #39 I (Source: Factory Build Sheets)

Identified as 275 GTC Prototype (pre-production prototype of the type 330 GTC)

Assembly sequence #1

Pininfarina Body #99607

LHD

European version

Fitted with air conditioning

December 9, 1964	Factory completion date
July 25, 1965	Date listed on factory build sheets for having sent the chassis frame to Carrozzeria Pininfarina in Torino, supervised by foreman Amos Franchini
1965 and 1966	Tested extensively by Commendatore Enzo Ferrari, kept at the factory in Maranello <ul style="list-style-type: none"><li>(mentioned on page 267 of Angelo Tito Anselmi's book "Le Ferrari di Pininfarina", published by Grafiche Mazzuchelli)</li></ul>
Late 1966	Completely rebuilt and overhauled at the factory, car repainted
November 3, 1966	Factory completion date as a normal 330 GTC Coupé
December 13, 1966	Factory Certificate of Origin issued
December 1966	Sold by the factory to the first private owner, Carlo Bombieri, born in Milan on the 23rd January 1910, resident at Corso Porta Nuova 10 in Milan, Italy, declared purchase price was Italian Lire 4'800'000
January 13, 1967	Registered on Italian license plates of Milan "MI D 28441" <ul style="list-style-type: none"><li>(pictured page 31 of Jess G. Pourret's book "Ferrari 275 GTB-275 GTS-275 GTB4")</li></ul>
April 23, 1968	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #197 G, factory delivery note #4574, odometer showing 5'644 kms
May 10, 1968	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #243 G, factory delivery note #4616, odometer showing 6'149 kms
August 16, 1968	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #456 P, factory delivery note #2589, odometer showing 10'430 kms
October 2, 1968	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #564 G, factory delivery note #2693, odometer showing 10'805 kms
April 22, 1969	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #192 P, factory delivery note #2980, odometer showing 14'559 kms

June 25, 1970	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #339 P, factory delivery note #3210, odometer showing 24'708 kms
May 26, 1971	Serviced and maintained at the Ferrari Factory Assistenza Clienti at Viale Trento Trieste in Modena, factory order #293 P, factory delivery note #4143, odometer showing 32'357 kms
June 28, 1982	Sold by Bombieri to the second owner Francesco Santovetti, born on the 22nd March 1925 in Pavia, Italy, resident at Via della Mendola 171 in Rome, Italy, declared purchase price was Italian Lire 9'000'000
October 1993	The Automobile Club of Italy cancelled the Italian road registration documents due to "demolizione" (= demolition, a term often used when a car was actually exported)
May 13, 1993	Sold by Italian Motors in Kowloon, Hong Kong to Danny Chow of Bonaventure Textiles Ltd. in Kowloon, Hong Kong, declared price was US\$ 1'507'350
1994	Sold to Anonymus
Late 1990s	Stored at Todd Morici's warehouse in Clifton, NJ/USA
June 8, 2016	Peter Andrew Guida, President at Bethesda Bungalows in Lewes (Rehoboth), DE/USA <b>asked about this car</b>

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