

# HAGERTY

# PRICE GUIDE

FERRARI

---

May - August 2019

published by  
Hagerty's Cars That Matter, LLC

---

<b>Publisher .....</b>	David Kinney
<b>Editor .....</b>	Brian Rabold
<b>Assistant Editor and Pricing Specialist.....</b>	Greg Ingold
<b>Market Analyst .....</b>	Jesse Pilarski
<b>Market Analyst .....</b>	John Wiley
<b>Market Analyst .....</b>	James Hewitt
<b>Pricing Specialist.....</b>	Chris Winslow
<b>Pricing Specialist.....</b>	Rob Bennett
<b>Pricing Specialist.....</b>	Glenn Arlt
<b>Pricing Specialist.....</b>	Erik Nelson
<b>Pricing Specialist.....</b>	Matt Nelson
<b>Pricing Specialist.....</b>	Andrew Newton
<b>Pricing Specialist.....</b>	Tim Weadock
<b>Art Director.....</b>	Chad Schrader
<b>Cover .....</b>	Todd Kraemer



Ferraris have always been leaders, whether that's on the race track or in the market. Historically their values increase first and fastest, and they also drop quicker and steeper than the rest of the market. Longtime Ferraristi are aware of this since they witnessed it firsthand in 1989 and again in 2008-2009, but that institutional memory doesn't necessarily extend to younger owners who have only seen the values of their cars rise. Until now.

Virtually every Ferrari tracked in the Hagerty Price Guide has suffered a slide since January. The drops aren't calamitous, as this is more of a correction following the huge run-up in values from 2010-2016, but most are significant. For classic Enzo-era cars like the 330 GTC, this amounts to a rollback of approximately five years (January 2016 #1 price was \$680,000, May 2019 #1 price is \$665,000). This model in particular has lost \$265,000 since its peak in 2015, but it is still \$468,000 better off than it was ten years ago according to Hagerty Price Guide. It's all about timing and perspective.

Other slides have been less dramatic. Concours quality 308 GTB QVs, for example, are down \$17,000 from their May 2016 high, but are still more than \$30,000 above where they were five years ago.

Is this downturn leading a larger, looming market decline? That is quite literally the million-dollar question. Early indications suggest this won't be the case, but this shift in the Ferrari market is an

## FOREWORD

important reminder that above all else, make sure the car you are buying is the one you want to drive rather than the one that may promise the best return. The satisfaction of the driving experience can help smooth out the sting of volatile prices.

Brian Rabold

Editor

Hagerty Price Guide

*Meet Davin,*

OUR PARTS FINDER

**“SEARCHING FOR  
HARD-TO-FIND PARTS  
IS A LOT LIKE PEELING AN ONION.  
YOU GO ONE LAYER AT A TIME  
AND TRY NOT TO CRY.”**



When your claim requires finding some automotive needle in a haystack, Davin's your man. He has one job here at Hagerty: when a client needs a replacement part, he finds it. And though that sometimes involves

hours of searching and frustration – maybe even a few tears – he wouldn't trade his job for anything in the world. It's that kind of passion that makes him perfect for Hagerty, and makes Hagerty perfect for you.

**HAGERTY**

CLASSIC CAR INSURANCE

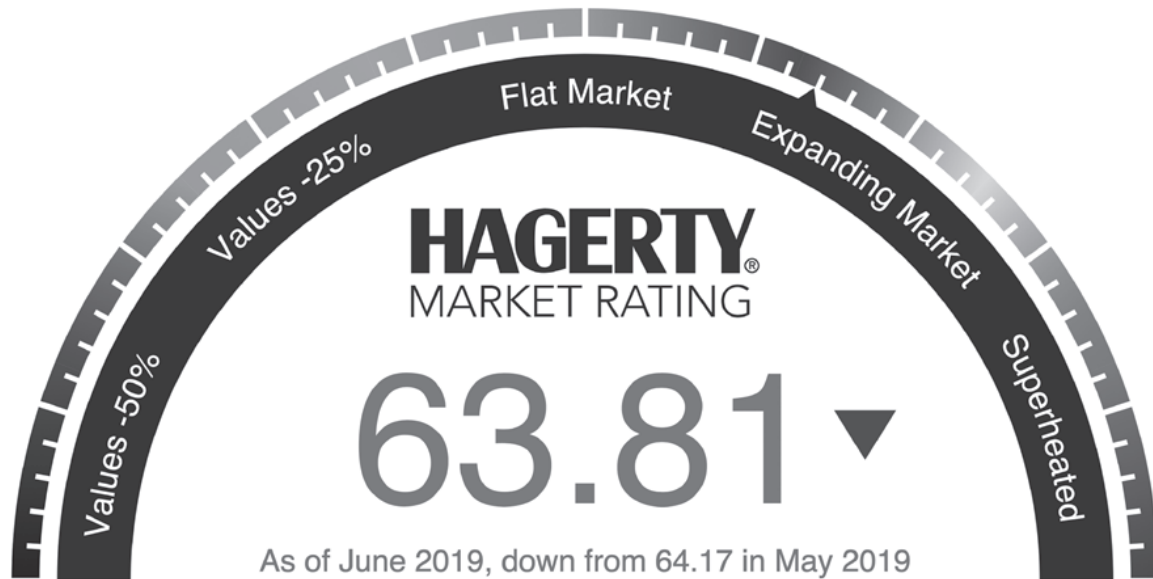
**We may sell insurance but we live classics.**

800-922-4050 | [HAGERTY.COM](https://www.hagerty.com)



## HAGERTY MARKET RATING

The Hagerty Market Rating uses a weighted algorithm to calculate the strength of the North American collector car market.



### DRIVERS OF THIS MONTH'S DECREASE\*

Auction activity saw its biggest drop in nearly two years for May. It is down again for June, but the decrease was much smaller than last month as the median sale price at auction dropped slightly while the number of cars sold remained unchanged. Activity on the private market dropped as well, but the decrease was also small compared to others seen over the past year.

The number of both mainstream and high-end vehicle owners who think that values are growing continues a series of small decreases. For mainstream owners, the number has been dropping for nearly a year straight. For high-end owners, the number has been dropping for six months.

External market forces have caused the Hagerty Market Rating's correlated instruments section to fluctuate more than normal. This is largely due to volatility in the stock market. The correlated instruments rating was down for June, but the decrease was small and this section is not weighted heavily in the overall rating.

*\*The Hagerty Market Rating is updated on the 15th of each month. The December update was the most current at the time of printing.*

Included below are some notable moves that occurred during the past four months. Percent change is based on the average value of all four conditions.

### NOTABLE GAINS

1. 1985 Ferrari 412i ..... +10.4%
2. 1979 Ferrari 400 GT ..... +9.5%
3. 1985 Ferrari 288 GTO ..... +1.7%

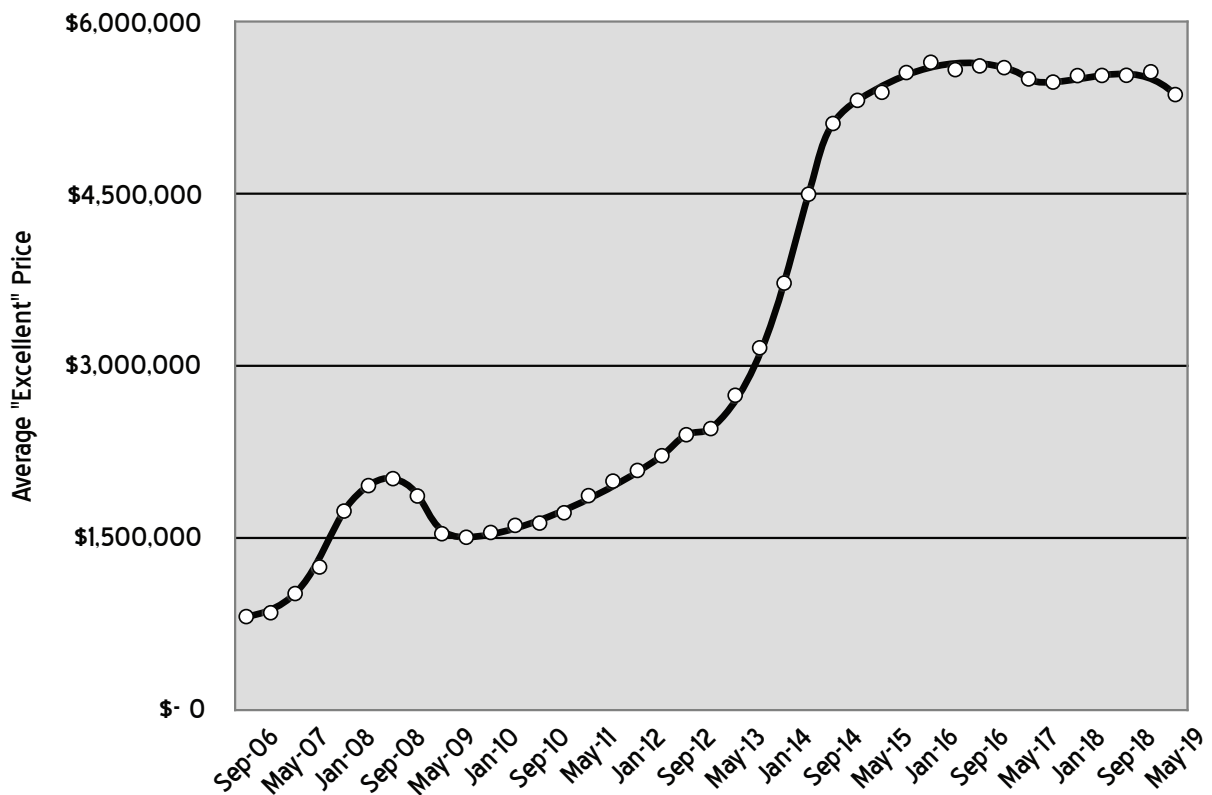
### NOTABLE LOSSES

1. 1968 Ferrari 275 GTB Alloy Coupe..... -24.1%
2. 1993 Ferrari 512 TR ..... -17.4%
3. 1972 Ferrari 365 GTB/4 Daytona Coupe..... -14%
4. 1989 Ferrari Testarossa..... -13.1%
5. 1971 Ferrari Dino 246 GT..... -12.2%

### INDICES

HAGERTY PRICE GUIDE publishes seven primary collector car indices that describe how various sectors of the market have performed over time. These seven indices, complete with commentary are on the following pages: *Blue Chip*, *British Cars*, *Ferrari*, *American Muscle Cars*, *Post-War German Collectible Cars*, *1950s American Classics*, *Affordable Classics*.

## INDEX OF FERRARI



Hagerty's Ferrari Index was the only primary index to move more than 2 percent in either direction this period, but unfortunately it was in a downward direction. Its 4 percent drop is the biggest hit the Ferrari Index has taken since post-recession 2009, and not a single component car recorded any gains. In fact, most component cars recorded a serious loss, and some of the liquidity appears to have been squeezed out of the high-dollar Ferrari market. There is a lack of headline-making cars and high-dollar Ferraris in general coming up for sale, and the ones that do sell aren't commanding the same kind of money that we came to expect after several years of ever-growing values.

The 365 GTB/4 Daytona, the company's first volume production model and a bellwether of the '70s Ferrari market, was down 13 percent (or \$96,000). The 1972 Dino 246 GTS lost 9 percent (or \$30,000), and the 1968 275 GTB/4 lost 8 percent (or \$200,000). The only significant Ferrari bright spots outside of the index included the 412i with a surprising 10.4 percent gain and the 400GT with a 9.5 percent gain, and many later Ferraris recorded no change rather than a drop.



## INDEX OF FERRARI

<b>Index value:</b>	663.8	<b>All-time high:</b>	698.7 (Jan 2016)
<b>Five-year high:</b>	698.7 (Jan 2016)	<b>Five-year low:</b>	556.2 (May 2014)
<b>4-month change:</b>	-4%	<b>12-month change:</b>	-3%
<b>36-month change:</b>	-4%	<b>60-month change:</b>	+19%
<b>Component cars:</b>	13	<b>Gainers:</b>	0
<b>No change:</b>	3	<b>Losers:</b>	10

1957 Ferrari 410 Superamerica SIII coupe	n/c
1958 Ferrari 250 GT California Spyder LWB	-2%
1963 Ferrari 250 GT California Spyder SWB	n/c
1963 Ferrari 250 GT SWB	-8%
1960 Ferrari 250 GT PF coupe	-2%
1963 Ferrari 250 GT Lusso	-29%
1963 Ferrari 250 LM	-3%
1966 Ferrari 330 GT 2+2	-7%
1968 Ferrari 275 GTB/4	-8%
1968 Ferrari 330 GTC coupe	-4%
1972 Ferrari 365 GTS/4 "Daytona" Spyder	n/c
1972 Ferrari 365 GTB/4 "Daytona" coupe	-13%
1972 Ferrari 246 GTS Dino Spyder	-9%

## HOW TO USE THIS GUIDE

Classify the vehicle. Use the printed guidelines for each condition and place the car in question in a #1 through #4 status.

Compare the car to others. Look at similar vehicles in the market. Do they have a better interior, more options, or fewer flaws? What is the asking price?

Clarify the claims of the seller. How many owners? Are there records of expenditures?

Consult with experts. Have a mechanical evaluation performed. Hire a qualified appraiser to value your purchase. Join a club that celebrates the brand or type of car. Participate in enthusiast internet chat rooms. Go to local and regional shows, as well as national events.

## AND, KEEP IN MIND THAT:

HAGERTY PRICE GUIDE is a guide, not gospel. Use your senses; consult with experts in the field before making any buying or selling decisions.

Correct classification is paramount. Many sellers overrate the condition of their car; overeager buyers tend to do the same for potential purchases. Carefully look at and drive the vehicle, and evaluate its condition before purchase.

HAGERTY PRICE GUIDE reports on vehicles in four condition ratings. Fair (#4), Good (#3), Excellent (#2) and Concours (#1). We do not report values on cars in poor condition or parts cars.

HAGERTY PRICE GUIDE prices virtually all American cars assuming that the vehicle is equipped with the entry-level V8. All pricing additions assume equipment is from the factory.

Cars will always sell for prices above and below HAGERTY PRICE

GUIDE's price range for many reasons, including exceptional histories, extraordinarily beautiful or hideous coachwork, overheated market enthusiasm, a surfeit or dearth of buyers at the time of sale, cars being offered in incorrect venues and dozens more reasons.

It is very difficult to verify claims after multiple years and multiple owners. Many collector cars are sold with exempt or unknown miles. Use condition as a guideline, ask to see and get a copy of records. Additionally, restored cars could have had their odometers "zeroed" at restoration and cars that read in kilometers when new (or indeed all cars) could have replaced odometers.

#### CONDITION RATINGS

HAGERTY PRICE GUIDE reports on cars in four different conditions, #1 through #4.

**#4 cars** are "drivers" with some flaws visible to the naked eye. Examples of flaws that could be present on #4 cars include pitting or scratches on the chrome, a chip on the windshield, or a minor dent or chips in the paintwork. The paintwork might also have visible imperfections. You might find a split seam in a seat or a dash crack on the interior, the interior could be of a different type of material from original. No major parts are missing; however, components such as wheels might not be stock. A #4 car is often a deteriorated restoration. If too many flaws are present, it is no longer a #4 car. "Fair" is the one word that describes a #4 car.

**#3 cars** could possess some, but not all of the issues of a #4 car, but they will be balanced by other factors such as a fresh paint job or a new, correct interior. #3 cars drive and run well, but might have some incorrect parts. These cars are not used for daily transportation but are ready for a long tour without excuses, and

the casual passerby will not find any visual flaws. “Good” is the one word description of a HAGERTY PRICE GUIDE #3.

**#2 cars** could win a local or regional show. They can be former #1 cars that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and interior will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine compartment. The vehicle will drive as a new car of its era would. The one word description for #2 cars is “excellent.”

**#1 vehicles** in HAGERTY PRICE GUIDE are the best in the world. The visual image is of the best car, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the car has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted. The one word description for #1 cars is “concours.”

# Ferrari

Ferrari

Year	Model	Body Style	4	3	2	1
1954	250 Europa	2dr Cpe	\$1.6 mil	\$1.75 mil	\$1.9 mil	\$2 mil
		2dr Cab	\$2.8 mil	\$3.1 mil	\$3.3 mil	\$3.8 mil
1955	250 Europa	2dr Cpe	\$1.6 mil	\$1.75 mil	\$1.9 mil	\$2 mil
1955	250 GT	2dr Boano Cpe	\$725,000	\$785,000	\$835,000	\$870,000
1955	410 Superamerica	2dr Cpe	\$2 mil	\$2.2 mil	\$2.4 mil	\$2.6 mil
1956	250 GT	2dr Boano Cpe	\$725,000	\$785,000	\$835,000	\$870,000
		2dr TdF Cpe	\$8.8 mil	\$9.4 mil	\$9.9 mil	\$10.9 mil
1956	410 Superamerica	2dr Cpe	\$2 mil	\$2.2 mil	\$2.4 mil	\$2.6 mil
1957	250 GT	2dr Boano Cpe	\$725,000	\$785,000	\$835,000	\$870,000
		2dr Ellena Cpe	\$487,000	\$545,000	\$599,000	\$650,000
		2dr TdF Cpe	\$8.8 mil	\$9.4 mil	\$9.9 mil	\$10.9 mil
1957	250 California	2dr LWB Spider	\$11.1 mil	\$12.2 mil	\$13.6 mil	\$15.3 mil
1957	250 TR	2dr Spider	\$19.5 mil	\$22 mil	\$24 mil	\$26 mil
1957	410 Superamerica	2dr SII Cpe	\$2.1 mil	\$2.35 mil	\$2.5 mil	\$2.75 mil
		2dr SIII Cpe (open HL)	\$2.15 mil	\$2.45 mil	\$2.75 mil	\$3 mil
		2dr SIII Cpe (closed HL)	\$3.05 mil	\$3.2 mil	\$3.4 mil	\$3.7 mil
1958	250 GT	2dr Cpe	\$550,000	\$630,000	\$710,000	\$780,000
		2dr Boano Cpe	\$678,000	\$715,000	\$760,000	\$810,000
		2dr Ellena Cpe	\$470,000	\$530,000	\$570,000	\$620,000
		2dr Boano Alloy Cpe	\$1.3 mil	\$1.4 mil	\$1.6 mil	\$1.7 mil
		2dr TdF Cpe	\$9 mil	\$9.4 mil	\$9.8 mil	\$10.5 mil
		2dr Cab SI (open hdlght)	\$4 mil	\$4.3 mil	\$4.85 mil	\$5.6 mil
		2dr Cab SI (clsd hglght)	\$6.5 mil	\$7 mil	\$7.7 mil	\$8.5 mil
<i>*\$50,000 for bumperettes. *\$50,000 for side vents. *\$50,000 for hard top.</i>						
1958	250 California	2dr LWB Spider (closed HL)	\$11 mil	\$12.4 mil	\$13.6 mil	\$15.3 mil
		2dr LWB Alloy Spider	\$17 mil	\$18.5 mil	\$20.5 mil	\$22.6 mil
1958	250 TR	2dr Rdstr	\$19.5 mil	\$22 mil	\$24 mil	\$26 mil
1958	410 Superamerica	4963/360 2dr SIII Cpe	\$2.15 mil	\$2.45 mil	\$2.75 mil	\$3 mil
		2dr SII Cpe	\$2.1 mil	\$2.35 mil	\$2.5 mil	\$2.75 mil
1959	410 Superamerica	4963/360 2dr SIII Cpe	\$2.15 mil	\$2.45 mil	\$2.75 mil	\$3 mil
1959	250 GT	2dr Cpe	\$550,000	\$630,000	\$710,000	\$780,000
		2dr SWB Cpe	\$8.4 mil	\$9.4 mil	\$10 mil	\$10.8 mil
		2dr TdF Cpe	\$9 mil	\$9.4 mil	\$9.8 mil	\$10.4 mil
		2dr Cab SI (open hdlght)	\$4 mil	\$4.3 mil	\$4.85 mil	\$5.6 mil
		2dr Cab SI (clsd hglght)	\$6.5 mil	\$7 mil	\$7.7 mil	\$8.5 mil
<i>*\$50,000 for bumperettes. *\$50,000 for side vents. *\$50,000 for hard top.</i>						
1959	250 California	2dr LWB Spider (open HL)	\$7.7 mil	\$8.4 mil	\$9.7 mil	\$11.7 mil
		2dr LWB Spider (closed HL)	\$11.4 mil	\$12.6 mil	\$14 mil	\$15.8 mil

# Ferrari

Year	Model	Body Style	4	3	2	1
		2dr LWB Alloy Spider	\$17 mil	\$18.5 mil	\$20.5 mil	\$22.6 mil
1960	250 GT	2dr Cpe	\$550,000	\$630,000	\$710,000	\$780,000
		2dr SWB Cpe	\$8.4 mil	\$9.4 mil	\$10 mil	\$10.8 mil
		2dr SWB Alloy Cpe	\$13.9 mil	\$14.8 mil	\$15.4 mil	\$16.2 mil
1960	250 GTE	2dr Cpe 2+2	\$320,000	\$390,000	\$455,000	\$505,000
1960	250 California	2dr SWB Spider (open HL)	\$9.9 mil	\$11.2 mil	\$12 mil	\$12.5 mil
		2dr SWB Spider (closed HL)	\$13.3 mil	\$14.1 mil	\$15.3 mil	\$16.4 mil
		2dr SWB Alloy Spider	\$17.9 mil	\$19.5 mil	\$21 mil	\$23.7 mil
<i>+\$50,000 for side vents. +\$50,000 for hard top.</i>						
1960	250 SII	2dr Cab	\$1.2 mil	\$1.3 mil	\$1.4 mil	\$1.5 mil
<i>+\$50,000 for hard top.</i>						
1960	400 Superamerica	2dr Cpe	\$2.75 mil	\$3.1 mil	\$3.45 mil	\$3.7 mil
<i>+\$50,000 for factory hard top on cab. -10% for open headlights on cpe.</i>						
		2dr Cab (open HL)	\$2.8 mil	\$3.2 mil	\$3.9 mil	\$4.3 mil
		2dr Cab (closed HL)	\$3.65 mil	\$3.9 mil	\$4.3 mil	\$4.65 mil
<i>+\$50,000 for factory hard top on cab.</i>						
1961	250 GT	2dr SWB Cpe	\$8.4 mil	\$9.4 mil	\$10 mil	\$10.8 mil
		2dr SWB Alloy Cpe	\$13.9 mil	\$14.8 mil	\$15.4 mil	\$16.2 mil
1961	250 GTE	2dr Cpe 2+2	\$320,000	\$390,000	\$455,000	\$505,000
1961	250 California	2dr SWB Spider (open HL)	\$9.9 mil	\$11.2 mil	\$12 mil	\$12.5 mil
		2dr SWB Spider (closed HL)	\$13.3 mil	\$14.1 mil	\$15.3 mil	\$16.4 mil
		2dr SWB Alloy Spider	\$17.9 mil	\$19.5 mil	\$21 mil	\$23.7 mil
<i>+\$50,000 for side vents. +\$50,000 for hard top.</i>						
1961	250 SII	2dr Cab	\$1.2 mil	\$1.3 mil	\$1.4 mil	\$1.5 mil
<i>+\$50,000 for hard top.</i>						
1961	400 Superamerica	2dr Cpe	\$2.75 mil	\$3.1 mil	\$3.45 mil	\$3.7 mil
<i>+\$50,000 for factory hard top on cab. -10% for open headlights on cpe.</i>						
		2dr Cab (open HL)	\$2.8 mil	\$3.2 mil	\$3.9 mil	\$4.3 mil
		2dr Cab (closed HL)	\$3.65 mil	\$3.9 mil	\$4.3 mil	\$4.65 mil
<i>+\$50,000 for factory hard top on cab.</i>						
1962	250 GT	2dr Lusso Cpe	\$990,000	\$1.1 mil	\$1.25 mil	\$1.45 mil
		2dr SWB Cpe	\$8.4 mil	\$9.4 mil	\$10 mil	\$10.8 mil
1962	250 GTE	2dr Cpe 2+2	\$320,000	\$390,000	\$455,000	\$505,000
1962	250 California	2dr SWB Spider (open HL)	\$9.9 mil	\$11.2 mil	\$12 mil	\$12.5 mil
		2dr SWB Spider (closed HL)	\$13.3 mil	\$14.1 mil	\$15.3 mil	\$16.4 mil
		2dr SWB Alloy Spider	\$17.9 mil	\$19.5 mil	\$21 mil	\$23.7 mil
<i>+\$50,000 for side vents. +\$50,000 for hard top.</i>						
1962	250 SII	2dr Cab	\$1.2 mil	\$1.3 mil	\$1.4 mil	\$1.5 mil



# Ferrari

Year	Model	Body Style	4	3	2	1
						<i>+\$50,000 for hard top.</i>
1962	250 GTO	2dr SI Cpe	\$50 mil	\$56.5 mil	\$64 mil	\$68.8 mil
1962	GTO SII 330	2dr Cpe	\$37 mil	\$41 mil	\$46 mil	\$51.5 mil
1962	400 Superamerica	2dr Cpe	\$2.85 mil	\$3.2 mil	\$3.5 mil	\$3.75 mil
			<i>+\$50,000 for factory hard top on cab. -10% for open headlights on cpe.</i>			
		2dr Cab (open HL)	\$3 mil	\$3.4 mil	\$4.1 mil	\$4.5 mil
		2dr Cab (closed HL)	\$3.7 mil	\$3.95 mil	\$4.4 mil	\$4.8 mil
			<i>+\$50,000 for factory hard top on cab.</i>			
1963	250 GT	2dr Cab SII	\$1.25 mil	\$1.4 mil	\$1.5 mil	\$1.65 mil
			<i>+\$50,000 for hard top.</i>			
		2dr Lusso Cpe	\$990,000	\$1.1 mil	\$1.25 mil	\$1.45 mil
		2dr SWB Cpe	\$8.4 mil	\$9.4 mil	\$10 mil	\$10.8 mil
1963	250 GTE	2dr Cpe 2+2	\$333,000	\$400,000	\$465,000	\$510,000
1963	250 California	2dr SWB Spider (open HL)	\$9.9 mil	\$11.2 mil	\$12 mil	\$12.5 mil
		2dr SWB Spider (closed HL)	\$13.3 mil	\$14.1 mil	\$15.3 mil	\$16.4 mil
			<i>+\$50,000 for side vents. +\$50,000 for hard top.</i>			
1963	250 LM	2dr Cpe	\$16.8 mil	\$18 mil	\$19 mil	\$21.3 mil
1963	250 GTO	2dr SI Cpe	\$50 mil	\$56.5 mil	\$64 mil	\$68.8 mil
1963	GTO SII 330	2dr Cpe	\$36 mil	\$40 mil	\$45 mil	\$49.5 mil
1963	330 LMB	2dr Cpe	\$28 mil	\$30 mil	\$31 mil	\$33.5 mil
1963	330 America	2dr 2+2 Cpe	\$400,000	\$460,000	\$514,000	\$565,000
1963	400 Superamerica	2dr Cpe	\$2.85 mil	\$3.2 mil	\$3.5 mil	\$3.75 mil
			<i>+\$50,000 for factory hard top on cab. -10% for open headlights on cpe.</i>			
		2dr Cab (open HL)	\$3.1 mil	\$3.5 mil	\$4.2 mil	\$4.65 mil
		2dr Cab (closed HL)	\$3.8 mil	\$4.05 mil	\$4.5 mil	\$4.9 mil
			<i>+\$50,000 for factory hard top on cab.</i>			
1964	250 GT	2dr Lusso Cpe	\$990,000	\$1.1 mil	\$1.25 mil	\$1.45 mil
1964	275 GTB	2dr Cpe	\$1.6 mil	\$1.75 mil	\$1.9 mil	\$2.05 mil
			<i>+10% for 6-carb.</i>			
1964	275 GTS	2dr Spider	\$1.1 mil	\$1.4 mil	\$1.5 mil	\$1.65 mil
			<i>+\$50,000 for hard top.</i>			
1964	330 GT	2dr SI Cpe 2+2	\$190,000	\$217,000	\$239,000	\$285,000
			<i>+\$5,000 for 5-spd.</i>			
1964	330 America	2dr 2+2 Cpe	\$400,000	\$460,000	\$514,000	\$565,000
1964	400 Superamerica	2dr Cpe	\$3.05 mil	\$3.45 mil	\$3.75 mil	\$3.95 mil
			<i>+\$50,000 for factory hard top on cab. -10% for open headlights on cpe.</i>			
		2dr Cab (open HL)	\$3.1 mil	\$3.5 mil	\$4.15 mil	\$4.5 mil
		2dr Cab (closed HL)	\$3.7 mil	\$3.95 mil	\$4.4 mil	\$4.8 mil
			<i>+\$50,000 for factory hard top on cab.</i>			
1964	500 Superfast	2dr SI Cpe	\$2.3 mil	\$2.65 mil	\$3 mil	\$3.2 mil
			<i>+\$100,000 for a/c.</i>			
1964	250 LM	2dr Cpe	\$16.8 mil	\$18 mil	\$19 mil	\$21.3 mil
1964	250 GTO	2dr SII Cpe	\$39 mil	\$40.35 mil	\$44 mil	\$50 mil
1965	275 GTB	2dr Cpe	\$1.6 mil	\$1.75 mil	\$1.9 mil	\$2.05 mil
		2dr Alloy Cpe	\$2.6 mil	\$2.85 mil	\$3 mil	\$3.4 mil

# Ferrari

Year	Model	Body Style	4	3	2	1
						<i>*10% for 6-carb.</i>
1965	275 GTS	2dr Spider	\$1.1 mil	\$1.35 mil	\$1.5 mil	\$1.65 mil
						<i>+\$5,000 for hard top.</i>
1965	330 GT	2dr SI Cpe 2+2	\$190,000	\$217,000	\$239,000	\$285,000
						<i>+\$5,000 for 5-spd.</i>
1965	500 Superfast	2dr SI Cpe	\$2.3 mil	\$2.65 mil	\$3 mil	\$3.2 mil
						<i>+\$100,000 for a/c.</i>
1965	250 LM	2dr Cpe	\$16.8 mil	\$18 mil	\$19 mil	\$21.3 mil
1966	275 GTB/2	2dr Longnose Cpe	\$1.75 mil	\$1.9 mil	\$2 mil	\$2.15 mil
		2dr Longnose Alloy Cpe	\$2.15 mil	\$2.25 mil	\$2.4 mil	\$2.55 mil
						<i>*10% for torque tube. *10% for 6-carb.</i>
1966	275 GTB/4	2dr Cpe	\$2.15 mil	\$2.25 mil	\$2.4 mil	\$2.55 mil
		2dr Alloy Cpe	\$4.6 mil	\$4.9 mil	\$5.3 mil	\$6 mil
1966	275 GTS	2dr Spider	\$1.2 mil	\$1.45 mil	\$1.6 mil	\$1.85 mil
						<i>+\$50,000 for hard top.</i>
1966	330 GTC	2dr Cpe	\$525,000	\$590,000	\$632,000	\$665,000
						<i>-\$5,000 w/o wires. +\$50,000 for factory a/c.</i>
1966	330 GT	2dr SII Cpe 2+2	\$205,000	\$237,000	\$265,000	\$305,000
						<i>*10% for factory a/c. *6% for pwr strng. +\$12,500 Borrani wire wheels.</i>
1966	330 GTS	2dr Spider	\$2 mil	\$2.2 mil	\$2.4 mil	\$2.6 mil
						<i>+\$60,000 for factory a/c. +\$50,000 for hard top. -\$10,000 w/o wires.</i>
1966	365 California	2dr Spider	\$3.9 mil	\$4.1 mil	\$4.2 mil	\$4.4 mil
1966	500 Superfast	2dr SII Cpe	\$2.7 mil	\$2.9 mil	\$3.15 mil	\$3.35 mil
						<i>+\$75,000 for pwr strng. *10% for factory a/c.</i>
1967	Dino 206 GT	2dr Cpe	\$515,000	\$580,000	\$629,000	\$685,000
1967	275 GTB/4	2dr Cpe	\$2.15 mil	\$2.25 mil	\$2.4 mil	\$2.55 mil
		2dr Alloy Cpe	\$4.6 mil	\$4.9 mil	\$5.3 mil	\$6 mil
1967	275 GTS/4	2dr NART Spider	\$19 mil	\$20 mil	\$22 mil	\$23.6 mil
1967	330 GTC	2dr Cpe	\$525,000	\$590,000	\$632,000	\$665,000
						<i>-\$5,000 w/o wires. +\$50,000 for factory a/c.</i>
1967	330 GT	2dr SII Cpe 2+2	\$205,000	\$237,000	\$265,000	\$305,000
						<i>*10% for factory a/c. *6% for pwr strng. +\$12,500 Borrani wire wheels.</i>
1967	330 GTS	2dr Spider	\$2 mil	\$2.2 mil	\$2.4 mil	\$2.6 mil
						<i>+\$60,000 for factory a/c. +\$50,000 for hard top. -\$10,000 w/o wires.</i>
1967	365 California	2dr Spider	\$3.9 mil	\$4.1 mil	\$4.2 mil	\$4.4 mil
1968	Dino 206 GT	2dr Cpe	\$515,000	\$580,000	\$629,000	\$685,000
1968	275 GTB/4	2dr Cpe	\$2.15 mil	\$2.25 mil	\$2.4 mil	\$2.55 mil
		2dr Alloy Cpe	\$4.6 mil	\$4.9 mil	\$5.3 mil	\$6 mil
1968	275 GTS/4	2dr NART Spider	\$19 mil	\$20 mil	\$22 mil	\$23.6 mil
1968	330 GTC	2dr Cpe	\$525,000	\$590,000	\$632,000	\$665,000
						<i>-\$5,000 w/o wires. +\$50,000 for factory a/c.</i>
1968	330 GTS	2dr Spider	\$2 mil	\$2.2 mil	\$2.4 mil	\$2.6 mil
						<i>+\$60,000 for factory a/c. +\$50,000 for hard top. -\$10,000 w/o wires.</i>
1968	365 GTC	2dr Cpe	\$595,000	\$640,000	\$695,000	\$745,000
1968	365 GTB/4	2dr Daytona Cpe	\$540,000	\$590,000	\$629,000	\$665,000
		2dr Daytona Alloy Cpe	\$805,000	\$860,000	\$917,000	\$945,000

# Ferrari

Year	Model	Body Style	4	3	2	1
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
			<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>			
1968	365 GT	2dr Cpe 2+2	\$160,000	\$199,000	\$231,000	\$265,000
1968	365 GTS	2dr Spider	\$2.3 mil	\$2.6 mil	\$2.75 mil	\$2.9 mil
			<i>+\$50,000 for factory a/c.</i>			
1969	Dino 206 GT	2dr Cpe	\$515,000	\$580,000	\$629,000	\$685,000
1969	Dino 246 GT	2dr Cpe	\$210,000	\$255,000	\$290,000	\$325,000
			<i>+\$4,000 for pwr wndws. \$4,000 for leather interior.</i>			
1969	365 GTC	2dr Cpe	\$595,000	\$640,000	\$695,000	\$745,000
1969	365 GT	2dr Cpe 2+2	\$182,000	\$216,000	\$260,000	\$302,000
1969	365 GTS	2dr Spider	\$2.6 mil	\$2.8 mil	\$3 mil	\$3.2 mil
			<i>+\$50,000 for factory a/c.</i>			
1969	365 GTB/4	2dr Daytona Cpe	\$540,000	\$590,000	\$629,000	\$665,000
		2dr Daytona Alloy Cpe	\$805,000	\$860,000	\$917,000	\$945,000
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
			<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>			
1969	365 GTS/4	2dr Daytona Spider	\$1.85 mil	\$2 mil	\$2.1 mil	\$2.2 mil
			<i>-\$50,000 for no a/c.</i>			
1970	Dino 246 GT	2dr Cpe	\$170,000	\$210,000	\$280,000	\$310,000
1970	365 GTC	2dr Cpe	\$595,000	\$640,000	\$695,000	\$745,000
1970	365 GT	2dr Cpe 2+2	\$203,000	\$246,000	\$285,000	\$320,000
1970	365 GTS	2dr Spider	\$2.6 mil	\$2.8 mil	\$3 mil	\$3.2 mil
			<i>+\$50,000 for factory a/c.</i>			
1970	365 GTB/4	2dr Daytona Cpe	\$540,000	\$590,000	\$629,000	\$665,000
		2dr Daytona Alloy Cpe	\$805,000	\$860,000	\$917,000	\$945,000
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
			<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>			
1970	365 GTS/4	2dr Daytona Spider	\$1.85 mil	\$2 mil	\$2.1 mil	\$2.2 mil
			<i>-\$50,000 for no a/c.</i>			
1971	Dino 246 GT	2dr Cpe	\$170,000	\$210,000	\$280,000	\$310,000
1971	365 GTC/4	2dr Cpe	\$170,000	\$205,000	\$230,000	\$257,000
			<i>+\$8,000 for wire wheels.</i>			
1971	365 GT	2dr Cpe 2+2	\$203,000	\$246,000	\$285,000	\$320,000
1971	365 GTB/4	2dr Daytona Cpe	\$540,000	\$590,000	\$629,000	\$665,000
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
			<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>			
1971	365 GTS/4	2dr Daytona Spider	\$1.85 mil	\$2 mil	\$2.1 mil	\$2.2 mil
			<i>-\$50,000 for no a/c.</i>			
1972	Dino 246 GT	2dr Cpe	\$170,000	\$210,000	\$280,000	\$310,000
1972	Dino 246 GTS	2dr Spider	\$245,000	\$284,000	\$310,000	\$340,000
			<i>-20% for no a/c.</i>			
1972	365 GTC/4	2dr Cpe	\$170,000	\$205,000	\$230,000	\$257,000
			<i>+\$8,000 for wire wheels.</i>			
1972	365 GT4	2dr Cpe 2+2	\$44,000	\$55,000	\$70,000	\$95,000

# Ferrari

Year	Model	Body Style	4	3	2	1
1972	365 GTB/4	2dr Daytona Cpe	\$540,000	\$590,000	\$629,000	\$665,000
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>						
1972	365 GTS/4	2dr Daytona Spider	\$2 mil	\$2.15 mil	\$2.3 mil	\$2.4 mil
<i>+\$8,000 for wire wheels.</i>						
1973	Dino 246 GT	2dr Cpe	\$170,000	\$210,000	\$280,000	\$310,000
<i>+20% for factory a/c.</i>						
1973	Dino 246 GTS	2dr Spider	\$245,000	\$284,000	\$310,000	\$340,000
<i>-20% for no a/c. +20% for flares and chairs. +5% for chairs no flares.</i>						
1973	365 GT4	2dr Cpe 2+2	\$44,000	\$55,000	\$70,000	\$95,000
1973	365 GTB/4	2dr Daytona Cpe	\$590,000	\$620,000	\$665,000	\$690,000
		2dr Daytona Cut Spyder	\$350,000	\$395,000	\$440,000	\$505,000
<i>+\$8,000 for wire wheels. -\$25,000 for no a/c.</i>						
1973	365 GTS/4	2dr Daytona Spider	\$2 mil	\$2.15 mil	\$2.3 mil	\$2.4 mil
<i>+\$8,000 for wire wheels.</i>						
1974	Dino 246 GTS	2dr Spider	\$303,000	\$320,000	\$353,000	\$375,000
<i>-20% for no a/c. +20% for flares and chairs. +5% for chairs no flares.</i>						
1974	Dino 308 GT4	2dr 2+2	\$37,000	\$50,000	\$63,000	\$82,000
		Cpe				
<i>+\$2,000 for sunroof.</i>						
1974	365 GT4	2dr Cpe 2+2	\$44,000	\$55,000	\$70,000	\$95,000
1974	365 GT4 BB	2dr Cpe	\$390,000	\$465,000	\$515,000	\$550,000
1975	Dino 308 GT4	2dr 2+2	\$37,000	\$50,000	\$63,000	\$82,000
		Cpe				
<i>+\$2,000 for sunroof.</i>						
1975	365 GT4	2dr Cpe 2+2	\$44,000	\$55,000	\$70,000	\$95,000
1975	365 GT4 BB	2dr Cpe	\$390,000	\$465,000	\$515,000	\$550,000
1976	Dino 308 GT4	2dr 2+2	\$39,900	\$52,500	\$67,000	\$88,500
		Cpe				
<i>+\$2,000 for sunroof.</i>						
1976	308 GTB	2dr Cpe (fiberglass)	\$120,000	\$148,000	\$171,000	\$200,000
		2dr Cpe (steel)	\$52,500	\$70,000	\$115,000	\$140,000
1976	400 GT	2dr Cpe	\$24,000	\$31,000	\$38,000	\$47,000
<i>+40% for 5-spd.</i>						
1976	512 BB	2dr Cpe	\$176,000	\$208,000	\$263,000	\$290,000
1977	Dino 308 GT4	2dr 2+2	\$39,900	\$52,500	\$67,000	\$88,500
		Cpe				
<i>+\$2,000 for sunroof.</i>						
1977	308 GTB	2dr Cpe	\$51,000	\$66,300	\$109,000	\$131,000
<i>+10% for non-catalyst US-spec steel carbureted cars.</i>						
1977	400 GT	2dr Cpe	\$24,000	\$31,000	\$38,000	\$47,000
<i>+40% for 5-spd.</i>						
1977	512 BB	2dr Cpe	\$176,000	\$208,000	\$263,000	\$290,000
1978	Dino 308 GT4	2dr 2+2	\$41,000	\$54,000	\$72,000	\$90,000
		Cpe				
<i>+\$2,000 for sunroof.</i>						

# Ferrari

Year	Model	Body Style	4	3	2	1
1978	308 GTB	2dr Cpe	\$49,000	\$65,000	\$107,000	\$128,000
1978	308 GTS	2dr Spider	\$31,000	\$48,000	\$81,300	\$111,000
1978	400 GT	2dr Cpe	\$24,000	\$31,000	\$38,000	\$47,000
<i>+40% for 5-spd.</i>						
1978	512 BB	2dr Cpe	\$176,000	\$208,000	\$263,000	\$290,000
1979	Dino 308 GT4	2dr 2+2 Cpe	\$43,000	\$56,000	\$74,000	\$92,000
<i>+\$3,500 for sunroof.</i>						
1979	308 GTB	2dr Cpe	\$49,000	\$65,000	\$107,000	\$128,000
1979	308 GTS	2dr Spider	\$31,000	\$48,000	\$81,300	\$111,000
1979	400 GT	2dr Cpe	\$24,000	\$31,000	\$38,000	\$47,000
<i>+40% for 5-spd.</i>						
1979	512 BB	2dr Cpe	\$176,000	\$208,000	\$263,000	\$290,000
1980	308 GTBi	2dr Cpe	\$28,000	\$39,000	\$48,500	\$59,000
1980	308 GTSi	2dr Spider	\$24,000	\$34,000	\$43,000	\$61,000
1980	Mondial	2dr 8 Cpe	\$18,000	\$23,500	\$29,000	\$38,000
1980	400i	2dr 2+2 Cpe	\$22,000	\$28,500	\$34,900	\$45,500
<i>+35% for 5-spd.</i>						
1980	512 BB	2dr Cpe	\$176,000	\$208,000	\$263,000	\$290,000
1981	308 GTBi	2dr Cpe	\$28,000	\$39,000	\$48,500	\$59,000
1981	308 GTSi	2dr Spider	\$24,000	\$34,000	\$43,000	\$61,000
1981	Mondial	2dr 8 Cpe	\$18,000	\$23,500	\$29,000	\$38,000
1981	400i	2dr 2+2 Cpe	\$22,000	\$28,500	\$34,900	\$45,500
<i>+35% for 5-spd.</i>						
1981	512 BB	2dr Cpe	\$194,000	\$218,000	\$271,000	\$305,000
1982	308 GTBi	2dr Cpe	\$28,000	\$39,000	\$48,500	\$59,000
1982	308 GTSi	2dr Spider	\$24,000	\$34,000	\$43,000	\$61,000
1982	Mondial	2dr 8 Cpe	\$18,000	\$23,500	\$29,000	\$40,000
1982	400i	2dr 2+2 Cpe	\$22,000	\$28,500	\$34,900	\$45,500
<i>+35% for 5-spd.</i>						
1982	512 BBi	2dr Cpe	\$168,000	\$200,000	\$243,000	\$268,000
1983	308 GTB	2dr Quattrovalvole Cpe	\$37,000	\$60,000	\$75,000	\$99,000
1983	308 GTS	2dr Quattrovalvole Spider	\$31,000	\$53,500	\$69,500	\$95,000
1983	Mondial	2dr Quattrovalvole 2+2 Cpe	\$18,100	\$25,000	\$31,000	\$41,000
		2dr Quattrovalvole 2+2 Cab	\$16,000	\$20,500	\$29,100	\$35,000
1983	400i	2dr 2+2 Cpe	\$22,000	\$28,500	\$34,900	\$45,500
<i>+35% for 5-spd.</i>						
1983	512 BBi	2dr Cpe	\$170,000	\$205,000	\$248,000	\$300,000
1984	308 GTB	2dr Quattrovalvole Cpe	\$39,000	\$63,000	\$79,000	\$116,000
1984	308 GTS	2dr Quattrovalvole Spider	\$31,000	\$53,500	\$69,500	\$95,000
1984	Mondial	2dr Quattrovalvole Cpe	\$18,100	\$25,000	\$31,000	\$40,000
		2dr 2+2 Cab	\$16,000	\$20,500	\$29,100	\$35,000
1984	400i	2dr 2+2 Cpe	\$22,000	\$28,500	\$34,900	\$45,500
<i>+35% for 5-spd.</i>						
1984	512 BBi	2dr Cpe	\$184,000	\$213,000	\$252,000	\$306,000

## Ferrari

Year	Model	Body Style	4	3	2	1
1984	Testarossa	2dr Cpe	\$55,200	\$70,600	\$103,000	\$115,000
1984	288 GTO	2dr Cpe	\$1.9 mil	\$2.1 mil	\$2.35 mil	\$2.85 mil
1985	308 GTB	2dr Quattrovalvole Cpe	\$39,000	\$63,000	\$79,000	\$116,000
1985	308 GTS	2dr Quattrovalvole Spider	\$31,000	\$53,500	\$69,500	\$95,000
1985	Mondial	2dr 2+2 Cab	\$16,000	\$20,500	\$29,100	\$35,000
		2dr Quattrovalvole Cpe	\$18,100	\$25,000	\$31,000	\$40,000
1985	400i	2dr 2+2 Cpe	\$23,500	\$30,000	\$35,500	\$46,000
<i>+35% for 5-spd.</i>						
1985	412i	2dr 2+2 Cpe	\$33,500	\$40,000	\$48,500	\$60,000
<i>+30% for 5-spd.</i>						
1985	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1985	288 GTO	2dr Cpe	\$1.9 mil	\$2.1 mil	\$2.35 mil	\$2.85 mil
1986	328 GTB	2dr Cpe	\$44,000	\$62,000	\$95,500	\$133,000
1986	328 GTS	2dr Spyder	\$51,000	\$62,500	\$70,000	\$80,000
		2dr Spider	\$35,000	\$47,300	\$75,000	\$104,000
1986	3.2 Mondial	2dr 2+2 Cpe	\$17,500	\$23,000	\$30,500	\$40,500
		2dr 2+2 Cab	\$16,900	\$22,600	\$26,900	\$35,300
1986	412i	2dr 2+2 Cpe	\$33,500	\$40,000	\$48,500	\$60,000
<i>+30% for 5-spd.</i>						
1986	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1987	328 GTB	2dr Cpe	\$44,000	\$62,000	\$95,500	\$133,000
1987	328 GTS	2dr Spider	\$53,500	\$64,000	\$73,500	\$85,500
1987	3.2 Mondial	2dr 2+2 Cpe	\$17,500	\$23,000	\$30,500	\$40,500
		2dr 2+2 Cab	\$19,100	\$24,900	\$28,700	\$37,300
1987	412i	2dr 2+2 Cpe	\$33,500	\$40,000	\$48,500	\$60,000
<i>+30% for 5-spd.</i>						
1987	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1987	F40	2dr Cpe	\$960,000	\$1.1 mil	\$1.2 mil	\$1.35 mil
1988	328 GTB	2dr Cpe	\$44,000	\$62,000	\$95,500	\$133,000
<i>+10% for ABS.</i>						
1988	328 GTS	2dr Spider	\$35,000	\$47,300	\$75,000	\$104,000
<i>+10% for ABS.</i>						
1988	3.2 Mondial	2dr 2+2 Cpe	\$18,800	\$26,400	\$33,300	\$44,200
1988	412i	2dr 2+2 Cpe	\$33,500	\$40,000	\$48,500	\$60,000
<i>+30% for 5-spd.</i>						
1988	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1988	F40	2dr Cpe	\$960,000	\$1.1 mil	\$1.2 mil	\$1.35 mil
1989	328 GTB	2dr Cpe	\$44,000	\$62,000	\$95,500	\$133,000
<i>+10% for ABS.</i>						
1989	328 GTS	2dr Spider	\$35,000	\$47,300	\$75,000	\$104,000
<i>+10% for ABS.</i>						
1989	Mondial	2dr T 2+2 Cpe	\$24,000	\$32,000	\$38,900	\$49,300
		2dr T 2+2 Cab	\$22,000	\$29,000	\$36,500	\$48,000
1989	348 tb	2dr Cpe	\$33,800	\$45,500	\$55,800	\$68,700
1989	348 ts	2dr T-Top	\$29,400	\$38,600	\$47,300	\$56,200
1989	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1989	F40	2dr Cpe	\$960,000	\$1.1 mil	\$1.2 mil	\$1.35 mil
1990	Mondial	2dr T 2+2 Cpe	\$24,000	\$32,000	\$38,900	\$49,300



# Ferrari

Year	Model	Body Style	4	3	2	1
		2dr T 2+2 Cab	\$22,000	\$29,000	\$36,500	\$48,000
1990	348 tb	2dr Cpe	\$33,800	\$45,500	\$55,800	\$68,700
1990	348 ts	2dr T-Top	\$29,400	\$38,600	\$47,300	\$56,200
1990	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1990	F40	2dr Cpe	\$960,000	\$1.1 mil	\$1.2 mil	\$1.35 mil
1991	Mondial	2dr T 2+2 Cpe	\$24,000	\$32,000	\$38,900	\$49,300
		2dr T 2+2 Cab	\$22,000	\$29,000	\$36,500	\$48,000
1991	348 tb	2dr Cpe	\$36,100	\$47,600	\$57,900	\$71,100
1991	348 ts	2dr T-Top	\$31,800	\$40,800	\$49,600	\$58,200
1991	Testarossa	2dr Cpe	\$59,000	\$68,000	\$100,000	\$110,000
1991	F40	2dr Cpe	\$960,000	\$1.1 mil	\$1.2 mil	\$1.35 mil
1992	Mondial	2dr T 2+2 Cpe	\$25,800	\$34,000	\$40,900	\$51,100
		2dr T 2+2 Cab	\$25,000	\$31,000	\$38,500	\$52,000
1992	348 tb	2dr Cpe	\$38,200	\$48,400	\$58,700	\$72,700
1992	348 ts	2dr T-Top	\$31,800	\$40,800	\$49,600	\$58,200
1992	512 TR	2dr Cpe	\$111,000	\$134,000	\$161,000	\$187,000
1992	F40	2dr Cpe	\$1.05 mil	\$1.15 mil	\$1.25 mil	\$1.4 mil
1993	Mondial	2dr T 2+2 Cpe	\$26,500	\$35,700	\$42,000	\$53,000
		2dr T 2+2 Cab	\$25,000	\$31,000	\$38,500	\$52,000
1993	348 tb	2dr Cpe	\$38,200	\$48,400	\$58,700	\$72,700
1993	348 ts	2dr T-Top	\$31,800	\$40,800	\$49,600	\$58,200
		2dr Serie Speciale T-Top	\$40,000	\$50,900	\$61,200	\$76,400
1993	348 GTS	3405/320 2dr Spider	\$41,900	\$51,400	\$62,600	\$77,300
1993	512 TR	2dr Cpe	\$118,000	\$140,000	\$165,000	\$193,000
1994	348 tb	2dr Cpe	\$39,100	\$50,500	\$59,400	\$74,900
1994	348 ts	2dr T-Top	\$33,000	\$42,200	\$51,600	\$59,200
		2dr Serie Speciale T-Top	\$40,000	\$50,900	\$61,200	\$76,400
1994	348 GTS	3405/310 2dr Spider	\$41,900	\$51,400	\$62,600	\$77,300
1994	512 TR	2dr Cpe	\$118,000	\$140,000	\$165,000	\$193,000
1995	348 GTS	2dr Spider	\$41,900	\$51,400	\$62,600	\$77,300
1995	F355	2dr Berlinetta Cpe	\$39,000	\$47,800	\$53,000	\$66,500
		2dr GTS T-Top	\$39,000	\$47,800	\$53,000	\$66,500
		2dr Spider Conv	\$42,000	\$50,500	\$59,100	\$73,600
* \$30,000 for 6-spd.						
1995	456 GT	2dr 2+2 Cpe	\$37,000	\$48,000	\$76,000	\$89,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1995	512 TR	2dr Cpe	\$122,000	\$150,000	\$174,000	\$205,000
1995	F512 M	2dr Cpe	\$243,000	\$320,000	\$373,000	\$405,000
1995	F50	2dr Cpe	\$1.65 mil	\$1.8 mil	\$2.1 mil	\$2.5 mil
1996	F355	2dr Berlinetta Cpe	\$39,000	\$47,800	\$53,000	\$66,500
		2dr GTS T-Top	\$39,000	\$47,800	\$53,000	\$66,500
		2dr Spider Conv	\$42,000	\$50,500	\$59,100	\$73,600
* \$30,000 for 6-spd.						
1996	456 GT	2dr 2+2 Cpe	\$37,000	\$48,000	\$76,000	\$89,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1996	456 GTA	2dr 2+2 Cpe	\$34,800	\$39,000	\$51,500	\$62,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1996	F512 M	2dr Cpe	\$243,000	\$320,000	\$373,000	\$405,000

# Ferrari

Year	Model	Body Style	4	3	2	1
1996	F50	2dr Cpe	\$1.65 mil	\$1.8 mil	\$2.1 mil	\$2.5 mil
1997	F355	2dr Berlinetta Cpe	\$39,000	\$47,800	\$53,000	\$66,500
		2dr GTS T-Top	\$39,000	\$47,800	\$53,000	\$66,500
		2dr Spider Conv	\$42,000	\$50,500	\$59,100	\$73,600
<i>+\$30,000 for 6-spd.</i>						
1997	456 GT	2dr 2+2 Cpe	\$37,000	\$48,000	\$76,000	\$89,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1997	456 GTA	2dr 2+2 Cpe	\$34,800	\$39,000	\$51,500	\$62,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1997	550	2dr Maranello Cpe	\$61,000	\$78,500	\$108,000	\$129,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1997	F50	2dr Cpe	\$1.65 mil	\$1.8 mil	\$2.1 mil	\$2.5 mil
1998	F355	2dr Berlinetta Cpe	\$39,000	\$47,800	\$53,000	\$66,500
		2dr GTS T-Top	\$39,000	\$47,800	\$53,000	\$66,500
		2dr Spider Conv	\$42,000	\$50,500	\$59,100	\$73,600
<i>+\$30,000 for 6-spd.</i>						
1998	456 GTA	2dr 2+2 Cpe	\$39,500	\$46,000	\$57,500	\$67,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1998	550	2dr Maranello Cpe	\$63,500	\$83,000	\$114,000	\$135,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
1999	F355	2dr Berlinetta Cpe	\$39,000	\$47,800	\$53,000	\$66,500
		2dr GTS T-Top	\$39,000	\$47,800	\$53,000	\$66,500
		2dr Spider Conv	\$42,000	\$50,500	\$59,100	\$73,600
<i>+\$30,000 for 6-spd.</i>						
1999	550	2dr Maranello Cpe	\$66,000	\$87,500	\$120,000	\$141,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
2000	360	2dr Cpe	\$53,900	\$62,000	\$70,800	\$79,000
<i>+\$50,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.</i>						
2000	550	2dr Maranello Cpe	\$68,000	\$90,000	\$131,000	\$149,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
2001	360	2dr Cpe	\$53,900	\$62,000	\$70,800	\$79,000
		2dr Spider Conv	\$76,000	\$88,500	\$98,000	\$114,000
		2dr Spider F1 Conv	\$58,500	\$69,000	\$78,500	\$87,000
<i>+\$50,000 for 6-spd on cpe. Lack of verifiable owner and service history can greatly affect value.</i>						
2001	550	2dr Maranello Cpe	\$73,000	\$96,000	\$137,000	\$155,000
		2dr Barchetta Pininfarina Conv	\$328,000	\$390,000	\$430,000	\$465,000
<i>Lack of verifiable owner and service history can greatly affect value.</i>						
2002	360	2dr Cpe	\$59,000	\$64,000	\$76,500	\$84,200
		2dr Spider Conv	\$79,900	\$94,000	\$106,000	\$121,000
		2dr Spider F1 Conv	\$58,500	\$69,000	\$78,500	\$87,000
<i>+\$50,000 for 6-spd on cpe. Lack of verifiable owner and service history can greatly affect value.</i>						
2002	575M	2dr Maranello Cpe	\$88,500	\$112,000	\$140,000	\$163,000
<i>+\$125,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.</i>						
2003	360	2dr Cpe	\$59,000	\$64,000	\$76,500	\$84,200
		2dr Spider Conv	\$79,900	\$94,000	\$106,000	\$121,000

# Ferrari

Year	Model	Body Style	4	3	2	1
		2dr Spider F1 Conv	\$58,500	\$69,000	\$78,500	\$87,000
			* <sup>\$</sup> 50,000 for 6-spd on cpe. Lack of verifiable owner and service history can greatly affect value.			
2003	575M	2dr Maranello Cpe	\$88,500	\$112,000	\$140,000	\$163,000
			* <sup>\$</sup> 125,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.			
2003	Enzo	5999/660 2dr Cpe	\$2.1 mil	\$2.4 mil	\$2.8 mil	\$3 mil
2004	360	2dr Cpe	\$62,500	\$70,500	\$83,000	\$90,000
		2dr Challenge Stradale Cpe	\$178,000	\$209,000	\$262,000	\$340,000
		2dr Spider Conv	\$82,000	\$94,500	\$109,000	\$125,000
			* <sup>\$</sup> 50,000 for 6-spd on cpe (exc Challenge Stradale). Lack of verifiable owner and service history can greatly affect value.			
		2dr Spider F1 Conv	\$62,000	\$73,000	\$82,000	\$96,000
			* <sup>\$</sup> 50,000 for 6-spd on cpe. Lack of verifiable owner and service history can greatly affect value.			
2004	575M	2dr Maranello Cpe	\$88,500	\$112,000	\$140,000	\$163,000
			* <sup>\$</sup> 125,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.			
2005	360	2dr Cpe	\$65,000	\$74,000	\$86,000	\$98,000
			* <sup>\$</sup> 50,000 for 6-spd (exc F1). Lack of verifiable owner and service history can greatly affect value.			
		2dr Spider F1 Conv	\$66,000	\$76,000	\$88,000	\$104,000
			* <sup>\$</sup> 50,000 for 6-spd on cpe. Lack of verifiable owner and service history can greatly affect value.			
2005	575M	2dr Maranello Cpe	\$88,500	\$112,000	\$140,000	\$163,000
			* <sup>\$</sup> 125,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.			
2005	Superamerica	2dr Conv	\$335,000	\$401,000	\$450,000	\$485,000
			* <sup>\$</sup> 100,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.			
2006	575M	2dr Maranello Cpe	\$96,500	\$120,000	\$150,000	\$171,000
			* <sup>\$</sup> 125,000 for 6-spd. Lack of verifiable owner and service history can greatly affect value.			
2011	FF	2dr Shtg Brk	\$127,000	\$150,000	\$171,000	\$200,000
2012	FF	2dr Shtg Brk	\$127,000	\$150,000	\$171,000	\$200,000
2013	FF	2dr Shtg Brk	\$131,000	\$153,000	\$176,000	\$205,000
2014	FF	2dr Shtg Brk	\$141,000	\$167,000	\$185,000	\$209,000
2014	LaFerrari	2dr Cpe	\$2.9 mil	\$3 mil	\$3.1 mil	\$3.45 mil
2015	FF	2dr Shtg Brk	\$149,000	\$175,000	\$198,000	\$223,000
2015	LaFerrari	2dr Cpe	\$2.9 mil	\$3 mil	\$3.1 mil	\$3.45 mil