



January 2019

Dear Colleagues,

Please find enclosed the 2019 price list to be charged to the customer for the following services offered by the Classiche department and the Certification of Authenticity/ Certification for competition/ Attestation for vehicles of historic interest.

This price list is effective as of January 1, 2019 and will be applied to all cars presented to the Certification Committee from that date regardless of the date of request for certification.

All prices are without taxes.

We remain at your disposal for any further information you might need.

Best regards,

Vehicle build sheet (2-4 pages)	\$1,250.00
Vehicle build sheet (1 page)	\$625.00
Letter confirming the original car color	\$625.00
Letter confirming the original car color and number	\$875.00
Technical data sheet (for vehicle registration)	\$1,250.00
Certification/attestation book duplicate	\$1,250.00
Re-print certification book internal pages (30+criteria)	\$875.00
Classiche USB key	\$550.00
Chassis number tag	\$625.00
Chassis metallographic test	\$2,500.00
Research cost and documentation	\$7,500.00

Model	Year	Retail Price 2019	Metallographic test (if necessary)	Research fee from Classiche SpA
166 Inter Sport-Corsa	1947-48	\$11,809.55	Charged to client	\$3,542.87
166 Inter	1948-50	\$9,447.64		\$1,771.43
166 MM	1948-50	\$11,809.55	Charged to client	\$3,542.87
195 Inter	1950-51	\$9,447.64		\$1,771.43
195 S	1950	\$11,809.55	Charged to client	\$3,542.87
340 America	1950-52	\$11,809.55	Charged to client	\$3,542.87
212 Export	1951-52	\$10,628.60	Charged to client	\$3,542.87
212 Inter	1951-52	\$9,447.64		\$1,771.43
342 America	1952	\$9,447.64	Charged to client	\$3,542.87
225 S	1952	\$11,809.55	Charged to client	\$3,542.87
250 S	1952	\$14,171.46	Charged to client	\$3,542.87
340 Mexico	1952	\$14,171.46	Charged to client	\$3,542.87
166 MM-53	1953	\$10,628.60	Charged to client	\$3,542.87
250 MM	1953	\$11,809.55	Charged to client	\$3,542.87
625 TF-S	1953	\$11,809.55	Charged to client	\$3,542.87
340 MM	1953	\$14,171.46	Charged to client	\$3,542.87
375 MM	1953-55	\$14,171.46	Charged to client	\$3,542.87
250 Europa	1954	\$11,809.55		\$1,771.43
375 America	1954	\$11,809.55		\$1,771.43
250 Monza	1954	\$14,171.46	Charged to client	\$3,542.87
375 Plus - 375 MM Speciale	1954	\$16,533.37	Charged to client	\$3,542.87
250 GT (Europa)	1954-55	\$9,447.64		\$1,771.43
750 Monza	1954-55	\$11,809.55	Charged to client	\$3,542.87
500 Mondial	1954-55	\$12,990.51	Charged to client	\$3,542.87
500 Mondial II ^a serie	1955	\$12,990.51	Charged to client	\$3,542.87
118 LM (376 S)	1955	\$9,447.64	Charged to client	\$3,542.87
121 LM (446 S)	1955	\$12,990.51	Charged to client	\$3,542.87
410 S	1955	\$16,533.37	Charged to client	\$3,542.87
857 S	1955-56	\$12,990.51	Charged to client	\$3,542.87
250 GT Boano	1955-57	\$9,447.64		\$1,771.43
250 GT Berl.Passo Lungo	1955-59	\$11,809.55	Charged to client	\$3,542.87
500 TR	1956	\$12,990.51	Charged to client	\$3,542.87
625 LM	1956	\$12,990.51	Charged to client	\$3,542.87
860 Monza	1956	\$12,990.51	Charged to client	\$3,542.87
290 MM	1956	\$16,533.37	Charged to client	\$3,542.87
290 S	1956-57	\$15,352.42	Charged to client	\$3,542.87
410 Superamerica I-II-III	1956-59	\$11,809.55		\$1,771.43
500 TRC	1957	\$12,990.51	Charged to client	\$3,542.87

315 S	1957	\$16,533.37	Charged to client	\$3,542.87
335 S	1957	\$16,533.37	Charged to client	\$3,542.87
250 GT Ellena	1957-58	\$9,447.64		\$1,771.43
250 TR	1957-58	\$16,533.37	Charged to client	\$3,542.87
250 GT Cabriolet 1ª serie	1957-59	\$11,809.55		\$1,771.43
312 S (412 S)	1958	\$16,533.37	Charged to client	\$3,542.87
250 TR 58	1958	\$17,714.33	Charged to client	\$3,542.87
250 GT Coupè Pininfarina	1958-60	\$9,447.64		\$1,771.43
250 GT California Passo Lungo	1958-60	\$11,809.55	Charged to client	\$3,542.87
250 GT California Passo Lungo Competizione Alluminio	1958-60	\$14,171.46	Charged to client	\$3,542.87
250 GT Berlinetta Interim	1959	\$11,809.55	Charged to client	\$3,542.87
Dino 196/246 Sport	1959-60	\$12,990.51	Charged to client	\$3,542.87
250 TR 59-60	1959-61	\$15,352.42	Charged to client	\$3,542.87
250 GT Cabriolet 2ª serie	1959-62	\$9,447.64		\$1,771.43
400 SA	1959-62	\$10,628.60		\$1,771.43
250 GT Berlinetta Passo Corto	1959-62	\$11,809.55	Charged to client	\$3,542.87
250 GT Berl. Competiz. Passo Corto	1959-62	\$12,990.51	Charged to client	\$3,542.87
250 TRI 60	1960	\$16,533.37	Charged to client	\$3,542.87
250 GTE	1960-63	\$7,085.73		\$0.00
250 GT California Passo Corto	1960-63	\$11,809.55	Charged to client	\$3,542.87
250 GT California Passo Corto Competizione Alluminio	1960-63	\$12,990.51	Charged to client	\$3,542.87
250 TRI 61	1961	\$16,533.37	Charged to client	\$3,542.87
246 SP	1961-62	\$11,809.55	Charged to client	\$3,542.87
196 SP	1962	\$11,809.55	Charged to client	\$3,542.87
248 SP	1962	\$9,447.64	Charged to client	\$3,542.87
268 SP	1962	\$11,809.55	Charged to client	\$3,542.87
286 SP	1962	\$9,447.64	Charged to client	\$3,542.87
250 GTO	1962-63	\$16,533.37	Charged to client	\$3,542.87
250 GT Lusso	1962-64	\$9,447.64		\$0.00
400 SA 2ª serie	1962-64	\$10,628.60		\$0.00
330 America	1963	\$5,904.78		\$0.00
250 P	1963	\$15,352.42	Charged to client	\$3,542.87
330 LM "B"	1963	\$15,352.42	Charged to client	\$3,542.87
275/330 P 64	1964	\$15,352.42	Charged to client	\$3,542.87
250 GTO 64	1964	\$16,533.37	Charged to client	\$3,542.87
250-275 LM	1964-65	\$15,352.42	Charged to client	\$3,542.87
500 Superfast 1ª-2ª serie	1964-66	\$9,447.64		\$0.00
275 GTB	1964-66	\$9,447.64		\$0.00

275 GTS	1964-66	\$8,266.69		\$0.00
275 GTB Comp. "Clienti"	1964-66	\$10,628.60	Charged to client	\$3,542.87
330 GT 2+2	1964-67	\$5,904.78		\$0.00
275-330 P2	1965	\$14,171.46	Charged to client	\$3,542.87
365 P	1965	\$12,990.51	Charged to client	\$3,542.87
Dino 206 S	1965-67	\$12,990.51	Charged to client	\$3,542.87
275 GTB/C	1966	\$12,990.51	Charged to client	\$3,542.87
365 P2 - 365 P2/3	1966	\$14,171.46	Charged to client	\$3,542.87
330 P3	1966	\$15,352.42	Charged to client	\$3,542.87
365 California	1966-67	\$9,447.64		\$0.00
330 GTC - GTS	1966-68	\$8,266.69		\$0.00
275 GTB/4	1966-68	\$10,628.60		\$0.00
Dino 206 GT	1966-69	\$7,085.73		\$0.00
412 P (330 P3/4)	1967	\$15,352.42	Charged to client	\$3,542.87
330 P4	1967	\$15,352.42	Charged to client	\$3,542.87
275 GTS/4 NART	1967-68	\$12,990.51		\$0.00
365 GTC - GTS	1968-69	\$7,085.73		\$0.00
365 GT 2+2	1968-71	\$5,904.78		\$0.00
350 Can Am	1968-71	\$15,352.42	Charged to client	\$3,542.87
612 Can Am	1968-71	\$15,352.42	Charged to client	\$3,542.87
712 Can Am	1968-71	\$14,171.46	Charged to client	\$3,542.87
365 GTB/4	1968-73	\$8,266.69		\$0.00
212 E (0862)	1969	\$10,628.60	Charged to client	\$3,542.87
312 P (0868,0870,0872)	1969	\$14,171.46	Charged to client	\$3,542.87
512 S/M	1969-71	\$11,809.55	Charged to client	\$3,542.87
365 GTS/4	1969-73	\$9,447.64		\$0.00
Dino 246 GT - GTS	1969-74	\$7,085.73		\$0.00
365 GTC/4	1971-72	\$5,904.78		\$0.00
365 GTB/4 Comp.	1971-73	\$10,628.60	Charged to client	\$3,542.87
312 PB	1971-73	\$11,809.55	Charged to client	\$3,542.87
365 GT4 2+2	1972-76	\$5,904.78		\$0.00
365 GT4 BB	1973-76	\$5,904.78		\$0.00
Dino 308 GT4	1973-80	\$5,904.78		\$0.00
308 GTB (vettoresina)	1975-77	\$5,904.78		\$0.00
Dino 208 GT4	1975-80	\$5,904.78		\$0.00
400 GT - GT Automatic	1976-79	\$5,904.78		\$0.00
512 BB	1976-81	\$5,904.78		\$0.00
308 GTB/GTS	1977-80	\$5,904.78		\$0.00
308 GTB Michelotto	1978-85	\$7,085.73		\$0.00

512 BB LM	1979-80	\$12,990.51	Charged to client	\$3,542.87
400 i -Automatic	1979-84	\$5,904.78		\$0.00
208 GTB/GTS	1980-82	\$5,904.78		\$0.00
308 GTBi/GTSi	1980-82	\$5,904.78		\$0.00
Mondial 8	1980-82	\$5,904.78		\$0.00
512 BB i	1981-84	\$5,904.78		\$0.00
208 Turbo (GTB/GTS)	1982-85	\$5,904.78		\$0.00
308 GTB/GTS quattrovalvole	1982-85	\$5,904.78		\$0.00
Mondial quattrovalvole	1982-85	\$5,904.78		\$0.00
288 GTO	1984-85	\$9,447.64		\$0.00
Testarossa	1984-91	\$5,904.78		\$0.00
GTO Evoluzione	1985-86	\$8,266.69		\$0.00
412	1985-89	\$5,904.78		\$0.00
3.2 Mondial	1985-89	\$5,904.78		\$0.00
328 GTB/GTS	1985-89	\$5,904.78		\$0.00
GTB/GTS Turbo	1986-89	\$5,904.78		\$0.00
F40	1987-92	\$9,447.64		\$0.00
F40 GT-LM	1989-94	\$11,809.55		\$0.00
Mondial T - Cabriolet	1989-93	\$5,904.78		\$0.00
348 TB/TS	1989-94	\$5,904.78		\$0.00
512 TR	1991-94	\$5,904.78		\$0.00
456 GT	1992-98	\$5,904.78		\$0.00
348 GTB/GTS	1993-94	\$5,904.78		\$0.00
348 Spider	1993-95	\$5,904.78		\$0.00
348 Challenge	1989-94	\$5,904.78		\$0.00
348 COMPETIZIONE	1993-94	\$5,904.78		\$0.00
F355 Berlinetta	1994-98	\$5,904.78		\$0.00
333 SP	1994-95	\$9,447.64		\$0.00
F512 M	1994-96	\$5,904.78		\$0.00
F50	1995-97	\$7,676.21		\$0.00
F355 GTS	1995-99	\$5,904.78		\$0.00
F50 GT	1996-97	\$10,628.60		\$0.00
550 Maranello	1996-01	\$5,904.78		\$0.00
550 Barchetta	2000-01	\$5,904.78		\$0.00
ENZO	2002-03	\$9,447.64		\$0.00
360 GT-GTC	2003-04	\$5,904.78		\$0.00
Challenge Stradale	2003-04	\$7,085.73		\$0.00
575M Superamerica	2004-05	\$5,904.78		\$0.00
F430 GT	2006-07	\$7,085.73		\$0.00
575 GTC	2005-06	\$7,085.73		\$0.00

FXX	2005-06	\$5,904.78		\$0.00
612 Sessanta	2007	\$5,904.78		\$0.00
Scuderia Spider 16M	2009-10	\$5,904.78		\$0.00
599 GTO	2010-11	\$5,904.78		\$0.00
599 GTB Fiorano China	2012	\$5,904.78		\$0.00
SA Aperta	2010-11	\$5,904.78		\$0.00
F430 GTC	2008-10	\$7,085.73		\$0.00
458 GT	2011-13	\$7,085.73		\$0.00
458 Speciale A	2014-15	\$5,904.78		\$0.00
F1 single seaters	All	\$5,904.78		\$0.00

