

# CLASSIC DRIVER



## 1970 Ferrari 365 - GTB/4 Daytona - Classiche Certified

GTB/4 Daytona - Classiche Certified

Preis	<b>USD 699 000</b>	Lenkung	Links
Baujahr	1970	Innenfarbe	Beige
Kilometerstand	10 626 km / 6 603 mi	Zustand	Restauriert
Getriebe	Schaltgetriebe	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Anzahl der Türen	2	Außenfarbe	Blau
Leistung	347 BHP / 352 PS / 259 kW	Automobiltyp	Coupé
Antrieb	Zweirad	Markenfarbe außen	Ferrari Blu
Innenausstattung	Leder	Elektrische Fensterheber	Ja

### Beschreibung

Officially, it was the 365 GTB/4. But after it managed a clean 1-2-3 sweep at Daytona beach in 1967, this drop-dead gorgeous grand tourer has been only been called by one name since.

Another Pininfarina masterpiece, the Daytona was styled by Leonardo Fioravanti – a man whose CV stretches from the 246GT to the world-conquering F40. The 'Tipo 251' version of the glorious Colombo V12 boasted 347bhp at an ear-shattering 7500rpm and 318lb/ft of torque – enough to propel the Daytona from 0 to 100kph in under six seconds and on to a top speed of 174mph (280kph) – heady stuff for 1970.

Few Daytonas come as well as documented as this Blu 1970 example. Fully Ferrari Classiche certified and with an extensive history from noted marque historian Marcel Massini, Chassis 13465 was originally delivered in May 1970 to a Mr Pelloni in Bologna, where it serenaded the hills under licence plate BO 419239. Befitting an early Daytona, 13465 comes with the more desirable plexiglass headlight covers (as opposed to the later pop-up versions) and a wooden steering wheel.

Massini's expert detective work reveals a rich seam of maintenance by Ferrari Factory Assistenza Clienti at Viale Trento Triesta in Modena for 4415kms of its early life. In the early 1980s, the car left its European homeland and travelled across the vast oceans to a quiet life in the land of the Rising Sun.

In 1990, then-owner Shigeru Usui steps out of the shadows to become its most prominent custodian. In 1996, he ensures the car had prime placing in Japanese publication "Scuderia", as well as an appearance at the Ferrari Days Japan Concours D'Elegance at Okayama International Circuit.

By now, Chassis 13465 was registered on Japanese plate (33) 607 - and with this licence number, it achieved a strong third place showing at the 10th Anniversary Ferrari Club meeting at Suzuka circuit in 1999. It's distinctive dark blue paint became the focus of "Ferrari and the Story" by Tipo Magazine Collection #003 (Neko Mook) and a substantial six-page article in issue #15 of "Ferrari Daytona: Libreria Scuderia."

Today, Chassis 13465 rests safely within our secure walls, ready for its next owner. With a full Modenese restoration under its belt in the early 1990s, it is not hyperbole to suggest that this is as close as one can get to a brand-new 365GTB/4 Daytona.

## Tomini Classics



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