


CLASSIC DRIVER



1972 Ferrari 365 - GTC/4

GTC/4

| | | | |
|-----------|--------------|--------------|---------------------------------------------------------------------------------------|
| Lot sold | USD 0 | Zustand | Gebraucht |
| Baujahr | 1972 | Standort |  |
| Losnummer | 139 | Außenfarbe | Sonstige |
| | | Automobiltyp | Sonstige |

Beschreibung

Estimate:

\$250,000 - \$325,000

- Retained by its original Californian owner for nearly forty years, two subsequent owners since
- Carefully restored in 2015, with emphasis placed upon preserving originality
- Incredible original color combination of Grigio Argento over Nero Cogolo with red inserts
- Retains its original engine and gearbox

Penned by Filippo Sapino of Pininfarina, the 365 GTC/4 marked a step change in design ideology for Ferrari; gone were the traditional swooping 1960s lines and chrome bumpers of the 365 GT 2+2 and in came the sharp-edged fastback profile of the 365 GTC/4 and 365 GTB Daytona.

Under their similar silhouettes, however, the differences between the Daytona and 365 GTC/4 are notable. Whereas the Daytona was a hard-edged two-seater, the GTC/4 was aimed at enthusiasts who desired a softer grand tourer for travelling long distances. As such, power steering was installed as standard, spring rates were softened and the transaxle gearbox installation was dropped in favor of a conventional five speed layout with an easier Borg and Beck clutch. On the inside, air-conditioning was fitted as standard and the cabin was adorned with swathes of leather, a new instrument cluster and foldable rear seats to complement the already generous luggage space.

Under the bonnet, the four-cam V-12 engine produced 340 bhp, giving the GTC/4 fantastic continent crossing ability and ample performance to keep up with far more focused supercars of the time. Conspicuously, the carburation was changed to side-draft Webers to allow the bonnet to be even

more raked than that of the Daytona.

Despite this enticing mixture of supercar performance with true Grand Touring capability, production of the C4 lasted just eighteen months and amounted to only 501 cars.

This fantastic example was sold new via Luigi Chinetti Motors of Connecticut in 1972, specified in Grigio Argento Metallizzato over a black leather interior with rare red tartan inserts and red carpets. The 95th 365 GTC/4 built; it was sold new to Robert Moe of San Francisco that same year. Moe clearly loved the car and he cherished it for thirty years before starting a process of light restoration to repay it the years of joy it had provided. Sadly, he passed away before completing the work and it was bought from his estate by its second owner in 2011, who thankfully completed the task beautifully, carefully preserving the cars authenticity. Passing through one subsequent owner, the car remains in exceptional condition throughout. Importantly, the car retains its original engine and gearbox, but its rear axle has been replaced with a later axle of the correct type.

Although the 365 GTC/4 has historically been overshadowed by its big brother, there are many tifosi who would argue that it is the more competent machine of the two and certainly just as desirable. This low mileage example's condition, provenance and specification make it remarkable; a fully-fledged, highly collectible, grand touring thoroughbred.

To view this car and others currently consigned to this auction, please visit the RM website at rmsothebys.com/en/auctions/mo20.

RM Auctions Ltd



Vorname Augustin

Nachname Sabatie-Garat

39-42 New Bond Street

London

W1S 2SQ

Vereinigtes Königreich

Telefonnummer +1 (519) 352-4575

<https://rmsothebys.com>

<https://www.classicdriver.com/de/car/ferrari/365/1972/772103>

© Classic Driver. All rights reserved.