


CLASSIC DRIVER



1970 Ferrari 365 GTB/4 'Daytona'

Lot sold	USD 298 450 - 358 140 EUR 250 000 - 300 000 (listed)	Drive	LHD
Year of manufacture	1970	Interior colour	Black
Gearbox	Manual	Condition	Used
Chassis number	13313	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	2	Exterior colour	Grey
Drivetrain	2wd	Car type	Coupé
Interior type	Leather		
Lot number	348		

Description

French title

Chassis n° 13313

- From the Albert Prost collection
- Very powerful, front-engined Ferrari icon
- Nice patina, original upholstery
- In Prost family ownership for the last 34 years

It was, perhaps surprising that Enzo Ferrari, a racing enthusiast and always looking for ways to improve performances, didn't follow the path taken by the Lamborghini Miura in 1967 : the new Ferrari, replacing the 275 GTB/4, remained faithful to the front-engined V12. Launched at the Paris Motor Show in 1968, it was given the name Daytona to commemorate Ferrari's 1-2-3 finish at that circuit in 1967. Rather imposing - it was 20cm higher than the Miura - the styling of the Daytona was

impressive, with its long bonnet and compact cockpit positioned at the rear. Designed by Fioravanti for Pininfarina, it had a line of four lights at the front, nestled behind a wide "display window" that ran across the entire width of the car. Despite its rather outdated configuration, it had nothing to fear from its competitors in terms of performance, and was one of the fastest road-going cars in the world at that time. The fabulous V12 4.4-litre engine, with four overhead cams and dry sump lubrication, gave it a character second to none. It was adaptable and powerful, smooth and ferocious. It delivered, with a wonderful sound, 352 bhp at 7,500 rpm, propelling this large coupé to 270 km/h with a stability that wasn't exclusive to its sister and rival at Lamborghini. The Daytona enjoyed an interesting career in competition, which included first and second in the 1972 Tour de France Auto, won by the Andruet/Biche team in Pozzi colours. At the Le Mans 24 Hour Race, the best result achieved by a Daytona was second overall, by François Migault and Milt Minter in 1972. On this front, the Ferrari dominated, with the Miura largely absent from the circuits...

First registered on 19 October 1970, this car was sold new by the importer Charles Pozzi to Mr Stouff on 22 May 1970 in Paris, under the registration number 1197WT 75. The latter kept the car until April 1972, while the second owner registered the car only one year later in the south of France (les Bouches du Rhône). Then the car changed hands in 1974, becoming the property of an enthusiast from the Lyon area, who sold the car on 25 October 1978 to the collector Franck Strepsat, also from Lyon. It was from the latter that Albert Prost bought it in February 1980. Probably at the start of the 1980s, Prost sent the car to Italy for a thorough cosmetic and mechanical restoration. The list of parts that were replaced is included in the file. The car was subsequently maintained regularly and in 2000, the exhaust was replaced, and the brakes were overhauled in 2002.

This beautiful Daytona displays a well-preserved metallic grey livery, lightly patinated and showing a few small spots of superficial corrosion. The interior is in nice condition, with patinated black leather seats, barely worn grey carpets, sporty dashboard, wooden steering wheel and flawless headliner. It has electric windows, period radio and air conditioning. The odometer reads 48,570 km and the car comes with its manuals.

This is a lovely example of one of the most iconic Ferrari models, the last in the first series of front-engined V12 berlinettas. It has been in the hands of the same owner for 34 years, a sign that it has been carefully preserved.

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Title Mr

First name Artcurial

Last name Motorcars

7 rond-point des Champs-Élysées

75008Paris

France

Phone +33-0142992056

Fax +33-0142991639

http://www.artcurial.com/en/departments/classic_and_racing_cars/