


CLASSIC DRIVER



1969 Ferrari 365 GTB/4 'Daytona'

Lot sold	USD 491 309 - 631 683 GBP 350 000 - 450 000 (listed)	Drive	LHD
Year of manufacture	1969	Condition	Used
Chassis number	12719 GT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	6	Engine number	12719 GT

Description

From the Maranello Rosso Collection
1969 Ferrari 365 GTB/4 Berlinette Competizione Conversion
Coachwork by Carrozzeria Scaglietti
Registration no. Not registered in the UK
Chassis no. 12719 GT
Engine no. 12719 GT

Here we offer yet another Ferrari of great potential, requiring a new owner after many years as an integral feature of Fabrizio Violati's wonderful Maranello Rosso Collection, in the Republic of San Marino.

This particular Ferrari 365 GTB/4 'Daytona' Berlinetta was No 40 in the factory's assembly sequence and its Scaglietti body number is also very early, 41. The car's Certificato d'Origine was issued on November 10, 1969, and during that month it was delivered new to official dealer Motor Sas di Carla Allegretti e C, in Rome, Italy. They in turn sold the car that month to first owner Ugo Roselli, of the Via Collalto Sabino, Rome. His new Ferrari Daytona was road-registered 'Roma E76365' but by September 1971 those plates had been lost and we are advised by Ferrari authority Marcel Massini that the car was then re-registered 'Roma H31155' on September 2. Sixteen days later '12719 GT' offered here was then sold to its second private owner, Innocenzo Canale of the Via di Corviale in Rome, the price paid being Lire 5,300,000.

On April 28, 1973, the car was re-sold by Signor Canale to Ferranti e Busenti Srl of the Via Confina, Rome, following which on July 30 the car was acquired by fourth private owner Agazio Moiola another Roman resident, this time in the Via Monterotondo. Its revolving-door ownerships then saw it re-sold on September 9, 1975, to Luco dei Marsi of Avezzano, and the car was re-registered we are advised in Aquila but there appears to be no record available of its licence plate numerals.

It was subsequently acquired by Fabrizio Violati's Bellancauto SA company back in Rome and when Violati's Collection was re-organised under the Stelabar SA company name, so ownership appears to have been transferred.

Meanwhile '12719' as offered here had been converted to "Group 4 Daytona Competizione" specification (the extent of which is not known) by the well-known specialist company of Bachelli & Villa, Carrozzeria Auto Sport of Bastiglia (Modena).

Under basic technical inspection in recent months, the car has had its engine oil, twin oil filters and spark plugs replaced, gearbox and rear-axle oil levels checked and adjusted as required and a new battery fitted. The 4.4-litre 4-cam V12 engine has been spun-up for oil pressure and started. During this work the main fuel hose from fuel tank to carburettors has been replaced as required. The six Weber carburettors have been stripped and cleaned as required. Brake system inspection was followed by freeing-off all caliper pistons which are now functional, but as with all these cars offered from many years of static Museum display we recommend full overhaul and rebuild prior to any serious use. The engine was started and ran satisfactorily for some time with no faults being reported.

The concept of manufacturing a 4-cam V12-engined Berlinetta with considerably greater power output than the successful 275 GTB/4 model emerged in 1967, as soon as the 3.3-litre variant was being launched upon a receptive market. The new model would have to meet newly-developed US Federal regulations, which meant a tremendous amount of time-consuming developing work before the new design could be introduced.

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-litre V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted which was a more conventional 4.4-litre with hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-litre unit was lubricated by a dry-sump system with a 14-litre separate tank. Compression ratio was 8.8:1 and with six Weber 40DCN carburettors the unit delivered a muscular 352bhp at 7,500rpm, with 318lbs/ft torque at 5,500rpm enough as one English technical writer of the time described as being "...more than enough to pull your house down".

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis at four points two on the engine and two on the transaxle and the familiar 2.4-metre wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding Berlinettas it was Scaglietti who actually made the bodies in steel (with opening panels in aluminium) for the production examples.

Venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honour of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time. It also displayed the quickest acceleration when pitted against the Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera. Over 400 metres from a standing start the Daytona clocked just 13.8 seconds.

By the end of August, 1971, Daytona production had reached the 500 examples demanded for FIA homologation in the International Group 4 Special Grand Touring car racing category. Initially Maranello had no plans to exploit this opportunity. However, several valued clients demanded a competition version with which to go racing at any level, and it was Chinetti's North American Racing Team which first took the plunge running a car in the 1969 Le Mans 24-Hours.

Manufacture of Competizione versions for customer use then began at the Assistenza Clienti department of the factory in Modena and a succession of three main Competition series of 365 GTB/4 Daytona Berlinettas would emerge into 1973. For homologation purposes, the later Daytona Competizione cars of Series 2 and 3 had to retain steel-panelled bodywork.

It was to compensate for their additional weight, and therefore more problematic vehicle dynamics, that the Series 3 cars of 1973 were equipped with the ultimate in competition 365 GTB/4 engines. These power units featured high-compression pistons, re-profiled cams, re-choked carburettors and 9.9:1 high-compression cylinder heads. They developed an awesome 450bhp, with the additional spread of torque over an extremely wide rev range. Since even this engine was tailored absolutely to the demands of 24-hour endurance racing - as at Daytona and Le Mans - even this state of tune retained such practicable, easily serviced features as standard-sized valves, and even the standard connecting rods were strong enough for safe use in it. Obviously, therefore, the ultimate specification 365 GTB/4 Daytona 'dream car' would be a combination of the Series 1 lightweight alloy bodied chassis unit, with the ultimate 4.4-litre V12 engine, the Series 3.

Late in 1973 the first of the replacement rear-engined 365 GT4/Boxer Berlinetta cars were delivered. But for many the notion of converting a standard production 365 GTB/4 Daytona into at least a look-alike Competizione variant was to prove completely irresistible...

This is the last example of the three Daytonas from the Maranello Rosso Collection to be sold, the others having been sold at Bonhams Quail Lodge in August and Goodwood Revival last September.

Please note this vehicle is subject to the reduced import tax of 5% should it remain in the EU.

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