


CLASSIC DRIVER

1978 Ferrari 400 GT Series 1

- Lot sold
USD 47 506 - 55 006
GBP 38 000 - 44 000 (listed)
Year of manufacture 1978
- **Gearbox** Manual
- **Chassis number** 26265
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 313
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 26265
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Description

Guide price: ??38000 - ??44000.

- 1 of only 27 RHD 400GT 340bhp, 6-carburettor, 5-speed manual gearbox cars
- Four previous owners (two from one family) and less than 45,000 miles
- Smartly presented in silver grey over red and black leather
- Recent service and set up, including timing chains, valve clearances, replacement clutch, fresh fluids
- Full history dating back to day one. Mileage log from 2013-present listing every journey
- Power steering, electric windows, AM/FM radio, all books, tools and wallets present

The F101 Tipo was first introduced in 1972 in the form of the 365 GT4 2+2, a Pininfarina-penned, three-box design significantly different from the fastback look of its older sisters. By 1976, it had evolved into the 400GT which now utilised a massive 4.8-litre four-cam V12 free from pollution controls and fitted with six twin-choke Weber DCOE carburettors, producing 340bhp and 347 ft/lbs of torque. Ferrari's splendidly equipped new 2+2 also featured self-levelling independent rear suspension, power-assisted steering, electric windows and air conditioning. The 400GT was the first Ferrari to offer an automatic gearbox option which proved so popular, in period, that manual gearbox cars are now a rare find. Just 147 examples of the 5-speed manual 400GT were produced from 1977 until 1979 with very few in RHD and even fewer destined for the UK. The Series 2 was launched in 1979 and was fuel injected which brought the power down from 340 bhp to 310 bhp, a reduction of almost 10%. The 400 GT offered here, chassis number 26265 was built in November 1978 and ordered by Brighton Car Concessionaires to be finished in Silver Grey with black striped red leather. It was specified with air conditioning, electric windows, twin mirrors, and a radio. They sold the car in June 1979 to its first proud owner, a Mr Claridge who was a prominent Ferrari and Frazer Nash collector and who already owned a 275 GTB, 250 GTE, 275 GTB4 and Dino 246 GT. On delivery of the 400, he instructed Lancaster Ferrari to rustproof the car and the original Ziebart guarantee and bungs are still present. Invoices in the file show that Maranello Concessionaires serviced the car until Mr Claridge's death in 1995 and a V5 Certificate, dated February 1996, indicates that the Ferrari was then transferred to the estate who instructed a broker to arrange its sale. It was sold to a Mr Lawson, the third registered keeper, who had the 400 maintained at a specialist. The penultimate keeper, Mr Pinkerton bought this big GT in 1999 and instructed legendary Cotswold specialists, Bob Houghton Ferrari, to look after the car during his long-term ownership until 2013. Although never

publicly available or advertised, a number of conversations over a period of a few months, led our vendor towards this remarkable car. The amount of history with this car is extraordinary and a mileage log has been kept from 2013 until now to further support it. It has recently been serviced and set up, including the replacement of the timing chains (as recommended at this mileage), valve clearance service, blow-by system refurbishment, and a replacement clutch assembly along with new fuel lines. All oils and fluids were refreshed along with a host of other work. The original parts that were removed have been kept aside to accompany the car together with a collection of invoices. This is an incredibly rare opportunity to purchase 1 of 27 RHD 400 GT carb/manual cars worldwide, a UK car from new, with an unbroken history portfolio including early correspondence from the dealer to the factory, an abundance of additional paperwork including copies of historic V5 certificates, photographic documentation of the most recent service and other work. It's also accompanied by its tool kit, original Neiman keys, a spare set of four tyres, and book pack.

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