

FERRARI 365 GTB/4 DAYTONA SPYDER

Year	1973	Style:	2 door Berlinetta
Color:	Red (Rossa Corsa)	Engine:	4390cc Alloy V12
Price:	P.O.A..	Chassis #:	17071

History:

A very nice, well-respected, and very late Daytona Spyder. This is the second to the last production Daytona Spyder ever made! Delivered to a Mr. Hendrix in 1973, it went through the hands of a few other Florida collectors before being acquired by the famed Hong Kong collector, Chip Connor, in 1994. The car was mildly damaged by Mr. Connors mechanic on a test drive but was carefully and thoroughly repaired by Bill Stoessel at Coachcraft in California, and was acquired by the current owner after that. The US-specification car was driven sparingly, has only 57,000 original miles since new. It has been maintained indoors throughout its entire life.

Condition:

Excellent factory condition throughout. The car has its original engine, body, gearbox and wheels. The body is very nice, with no indication of rust anywhere. Interior is also very nice, with the headliner, dash, door seals and glass being all in excellent condition. The drivers seat has some very mild scuffing. The engine has strong compression and runs very well. Transmission and clutch both work well and the car comes complete with beautiful Borrani wires, a factory tool kit and original manuals. This car is an excellent candidate for a nice-weather driver and with some minor attention to detail, could be an award-winning show car. It is available for inspection in the Seattle area.



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Body Design	Pininfarina	Body Built By	Scaglietti
Chassis No.	17071	Engine No.	17071
Engine Type	V-12 60°	Material	Alloy block & heads
Size	4.4 Liters	Bore & Stroke	81mm x 71mm
HP	352bhp & 318 ft lbs torque	Valve Train	SOHC
Transmission	5-speed Ferrari manual with single-plate Borg & Beck dry clutch		
Carburetion	6 We 40 DCN-20 carburetors		
Chassis	Steel tubular frame with steel and alloy body		
Suspension	Front & rear: independent, double wishbone w/coil-over springs & shocks		
Steering	Rack & pinion		
Brakes	290mm front & 297mm rear ventilated disc brakes with servo assist		
Wheels	7.5" x 15.0" Borrani Chrome Wire Wheels		
Tires	215/70 VR 15 Michelin XWX radials		
Overall Length	4343mm	Wheelbase	2400mm
Rear Track	1425mm	Front Track	1440mm
Dry Weight	3639lbs	Power/Weight	1:7.5
Top Speed	278 km/h (173 mph)	Total Built	1284

The 365 Daytona is generally regarded as one of Ferrari's greatest ever GT's. A combination of enormous performance, stunning Pininfarina bodywork and its place in history as the last front-engined Ferrari GT that Fiat had no hand. Therefore it occupies a special place in Maranello history. The press in recognition of the prancing horse's stunning 1-2-3 victory unofficially conjured up the world famous Daytona name at 1967's Daytona 24 Hours. Rumors persist that Ferrari was actually intending to name their new model as such but for some reason they never officially used this evocative title themselves.

There were two prototypes (chassis number 10287 and 11001) built. Styling refinements continued until the current style of the present car. The early cars had the headlights covered with a plastic band called perspex. The Daytona was a stopgap model between Ferrari's outgoing 275 GTB/4 and their mid-engined 365 GT4 Berlinetta Boxer, the development of which was running well behind schedule. Influenced by the fact they were beginning to suffer a number of financial problems, Ferrari decided to produce what was essentially an updated version of an existing model. However, despite the troubled background to its inception, Daytona's themselves were in no way affected, Ferrari producing what became the definitive GT of its time. A traditional welded tubular steel chassis designated Tipo 605 bore many similarities to the Tipo 596 of the 275 GTB/4, including its 2400mm wheelbase. Some important developments were made though, Tipo 605 frames most obviously having their inner tub now formed from fiberglass. A family lineage extended to the engine, Daytona's running what was essentially an enlarged Tipo 226 60° V12 from the outgoing 275, designated Tipo 251, Output was also significantly higher with 352bhp at 7500rpm. This meant that, despite being an undoubted heavyweight at over 3600 pounds, the Daytona became the world's fastest production car.

A top speed of 175mph and zero to sixty-sprint time of 5.3 seconds were enough to eclipse every other manufacturer, even Lamborghini. Meanwhile, as had become normal practice since the mid fifties, Ferrari commissioned Turinese carrozzeria, Pininfarina to design the Daytona's bodywork.

Exuding power from every angle, the Daytona remains one of the most jaw-dropping post war GT's to this day. Panels were fabricated by Scaglietti of Modena who used hand-formed and hammer-welded small sections of steel for everything other than the doors, bonnet and boot lid, these being light alloy.

The effortlessly long bonnet and chiseled nose housed a full width cover over the headlights, the rakish cabin being set well back and accentuating the wild front end, both cockpit and wings leading seamlessly into the taught, muscular tail. Inside, the cabin was just as impressive and despite featuring nothing revolutionary, was nevertheless wonderfully styled and finished in the finest Connolly leather, all-round visibility proving very good. The dash covering on the earliest Daytona's was black vinyl, this soon getting replaced by an "anti-dazzle material" often called mousehair. The new model was launched during October 1968's Paris Salon and won enormous praise.

It was the fastest production road car available and would be the last of Ferrari's front-engined GT's, a fact not lost on writers at the time. Relatively few official options were available including air conditioning (\$885.00), and either a Voxson (\$285.00) or Blaupunkt(\$390.00) radio. Later upgrades included Borrani wire wheels, wider Cromodora wheels and metal nose guards.

Shortly after debuting the gorgeous GTB/4 Spyder, a number of important revisions were introduced on both versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. All subsequent examples featured retractable headlights. As production went on, Ferrari made changes to the indicator lenses. Later cars came more often than not with uniform orange lenses whereas earlier examples tended to get combination lenses. There was also a switch from aluminum to steel doors (these providing a little more side impact protection) and the arrival of a smaller-diameter leather-rimmed steering wheel. Production continued in both Berlinetta and Spyder forms until late 1973. The Daytona was discontinued in 1973 to make way for the overdue mid-flat-12-engined 365 GT4 Berlinetta Boxer. By this time, Ferrari had completed 1284 GTB/4's, 179 of which were right-hand drive.

Photos of this remarkable example. More photos available at www.dobsonmotorsport.com





