TOM HARTLEY JNR



1972 FERRARI 365 GTB/4 DAYTONA

Giallo Fly with Brown Leather

£595,000

Mileage	33,919 miles	Engine Capacity	4390cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	15913

Ferrari and racing have always been inseparable, and a select few of the road cars carry that bond in their very names. The 250 MM took its title from the Mille Miglia, the 250 GT 'Tour de France' from the event it came to dominate, and the 365 GTB/4 became the Daytona in honour of Ferrari's crushing 1-2-3 victory at the 1967 24 Hours of Daytona. Each race the name recalls, and each model that wears one, holds a place of its own in the Maranello story.

It is a fitting name for a car that sits between two worlds. On one side, the Daytona stands among the last of the great Ferraris to be clothed by hand, its body formed in steel and aluminium by Scaglietti's craftsmen in Modena â€“ the end of a coachbuilding tradition that had run unbroken since the marque's earliest days and given shape to the icons of the 1950s and 60s. On the other, it looks forward: penned by Leonardo Fioravanti, the young designer at Pininfarina who would go on to draw two of Ferrari's greatest, the 288 GTO and the F40. The Daytona is at once an ending and a beginning â€“ and one of the most revered front-engined Ferraris ever built.

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Powered by a 4.4-litre V12 descended from Gioacchino Colombo's legendary design, the Daytona combined effortless grand touring refinement with genuine supercar performance, establishing itself as one of the defining Ferraris of its generation.

Chassis 15913 is one of only 158 right-hand-drive examples supplied new to the United Kingdom and it was ordered by Anthony Bamford, today Lord Anthony Bamford, chairman of JCB and one of the worldâ€™s most important car collectors. He personally chose Giallo Fly over a brown leather interior and requested factory fitted air conditioning, a rare option on a UK delivered car. The car's first registration was very fittingly JCB 123.

A few years later, the Daytona was subsequently sold to a London purveyor of fine motor cars, with whom it remained for almost 23 years until the Bamford family bought it back in 1999, where it has remained ever since.

Maintained by Ferrari specialists including Terry Hoyle and Bob Houghton, it comes fresh from a service and is ready to be driven and enjoyed. The accompanying history file contains correspondence recording Lord Bamfordâ€™s personal commission before the car was built. Chassis 15913 also featured on the cover of Octaneâ€™s May 2008 collectorsâ€™ edition celebrating 40 years of the Daytona. Today, the Daytona is presented in its original colour combination and retains its full matching number status, including its chassis, body, engine and gearbox.