



1973 FERRARI 365 GTB/4 DAYTONA
Rosso Chiaro with Nero Leather
£550,000

Mileage	17,480 miles	Engine Capacity	4390cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	16581

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 – 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 – and one of the most revered front-engined Ferraris ever built.



TOM HARTLEY JNR

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.

One of only 158 right-hand-drive examples supplied new to the United Kingdom, chassis 16581 was delivered in June 1973 in Rosso Chiaro over a black leather interior, with factory-fitted air conditioning. Its first owner was Ernest Philip Rushton Scragg CBE, the well-known racer and hill climber. It later joined The Patrick Collection, the celebrated Birmingham motor museum, where it was displayed alongside Graham Hill's World Championship-winning BRM V8 and Nigel Mansell's Formula One Lotus 92.

Today, chassis 16581 displays only 17,480 miles which is believed to be its original mileage from new. It has been cared for by Bob Houghton's respected Ferrari workshop since 1995 and has covered fewer than 1,000 miles since a full engine rebuild. Awarded its Ferrari Classiche 'Red Book' certification in 2015, which confirms it retains its original chassis, body and engine. A well-documented history file, original handbooks and tool roll accompany the car, which is distinguished by its low mileage, museum history and three decades of specialist care.