

Ultimate **FERRARI 365 GTB/4 DAYTONA**

The Definitive History

INTO BATTLE: 1971



The definitive history of Ferrari's greatest GT car, presented in two large-format, limited edition volumes. The result of more than three years research by historic car experts, Ultimate Ferrari 365 GTB/4 Daytona delivers unprecedented detail. Hundreds of period images and spectacular, specially commissioned studio photography bring the story to life.

Ferrari's 365 GTB/4 Daytona is an instantly recognisable icon of the world's most compelling car brand. Launched in 1968 this landmark car introduced a modern, aerodynamic style to Ferrari's road cars and remains, for many enthusiasts, the finest GT car the company has ever built.

Now the complete, fascinating story of the Daytona is revealed in extraordinary detail in this two-volume limited edition, through extensive original research, interviews with key figures and expert analysis.

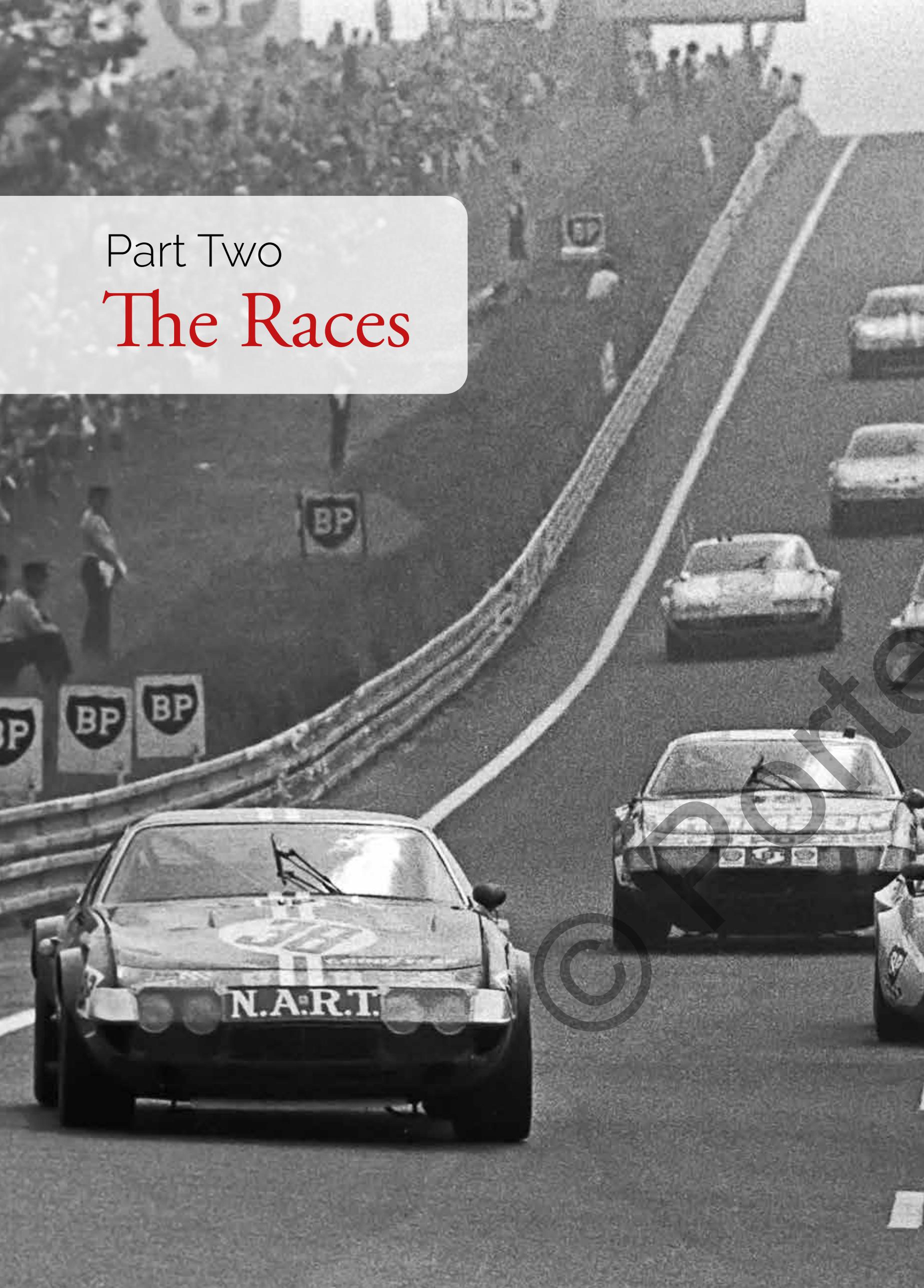


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Part Two

The Races





Chapter 5

INTO BATTLE: 1971

It wasn't until the beginning of 1972 that the turgid text of Article 264 of the CSI's Appendix J turned into reality for the Daytona. Shortly thereafter, the sight of a 365 GTB/4 squaring up against far more exotic mid-engined Group 5 machinery – making it look very much like a model from yesteryear – became a thing of the past once the Ferrari was Group 4 homologated via the new 'Special Grand Touring Cars' classification.

Although not just yet, for in 1971 – the year the world lost both Coco Chanel and Louis Armstrong, Rolls-Royce went bankrupt, lunar astronauts drove around in the 'moon buggy', and Sean Connery made his last official outing as James Bond in *Diamonds Are Forever* – the 365 GTB/4 had to endure one final season of being stranded in the homologation wilderness.

The first 365 GTB/4 to compete in 1971 was the car that spawned the Competizione dynasty: chassis 12547. After being parked by NART due to its unfortunate first two races at Le Mans in 1969 and Daytona in 1970 – where it suffered a

DNS and a DNF – chassis 12547's racing career took a turn for the better at the Sebring 12 Hours.

Chinetti sold chassis 12547 to Harley E Cluxton, who entered it under the NART banner and raced it with Bob Grossman in Group 5. Amongst the differences in the car's appearance were the fitment of wing mirrors and spotlights, and the disappearance of the blue-and-white NART racing stripe.

Underneath Florida's bright blue skies, and on the warm, dry raceway track, Cluxton and Grossman took part in an uneventful race between 11:00am and 11:00pm on 20 March. They finished 12th overall and fifth in class, behind

■ Along with Porsche 917 Ks, the 365 GTB/4 also found itself racing against big American muscle, such as Chevrolet Camaros.

The Revs Institute





■ The first 365 GTB/4 to finish an event was chassis 12547, which completed the Sebring 12 Hours in 1971. Under the NART banner, it was driven by owner Harley E Cluxton and Bob Grossman to 12th overall and fifth in class.
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INTO BATTLE: 1971



■ Entered by NART, chassis 12467 contested the 1971 Le Mans 24 Hours, where Bob Grossman and Luigi Chinetti Jr won the Index of Thermal Efficiency. *The Revs Institute*

such full-blown Group 5 beasts as Porsche 917s and Ferrari 512 Ms. They completed 195 laps in the race – a stark contrast to the race and class winners Vic Elford and Gérard Larrousse, who managed 260 laps – illustrating the absurdity of the 365 GTB/4 having to toil in Group 5.

Of greater importance, though, was the classification of the cars in the class against which the Daytona would soon compete: 2.5-litre-plus GT. Namely, John Greenwood's Chevrolet Corvette, which finished seventh overall and first in class, Dave Heinz's Corvette, which finished 10th overall and second in class, and Jim Locke's Porsche 911 T, which finished ninth overall and first in the 2.5-litre GT class. These were the first promising signs of the potential that had been hoped for with this new customer-run GT racer.

The mighty Le Mans 24 Hours was the venue for the Daytona's next and, arguably, the 365 GTB/4 Competizione's first race outing. Commissioned and entered by NART, chassis 12467 – a prototype and the third Daytona built – was turned into what became the template for the Competizione (and its Group 4 homologation paperwork). Still not homologated for Group 4, the 365 GTB/4C had to run with the big 5.0-litre beasts in Group 5 yet again.

Regarding the 24-hour race itself, considerable changes had been introduced following a successful pilot of a new start procedure. This took place during the three-hour race that concluded the Le Mans Test weekend in April. The traditional running start for the drivers was finally consigned to history; instead, there was a rolling start. Other changes included scrutineering returning to Le Mans' large town square, the Quinconces des Jacobins, and the drivers being allowed to stay seated in the car when refuelling during the race. The 1970 race at La Sarthe was also the swansong of the 5.0-litre sports cars.

Wearing number 58 and stripped of its headlight cowls, chassis 12467 was driven by Luigi Chinetti Jr (his first Le Mans drive) and Bob Grossman.

Chinetti Jr recalled the qualification with great candour, 'It was a bit scary from the point of view that I was very slow. In fact, Pierre Louis-Dreyfus, who had been Dad's co-driver [he competed under the pseudonym 'Heldé'] an umpty-dump number of times since before the war, went up to my old man and said, "*Ton fils est trop lent*" ("Your son is too slow"). Well, I was contemplating suicide at that point – the son of Chinetti too slow... That

was really a bad deal, you know... The next day was the last day of qualifying and I was convinced that Pierre Louis-Dreyfus and company, let's say to be kind, fudged the numbers. Now, that's my opinion – it may not have been true. Maybe I really did do it, but I qualified by the skin of my teeth.'

Chinetti Jr and Grossman started the race in 33rd on the 49-car grid. The Daytona was one of four cars that NART entered in the 1971 race. That year, the cars had to be weighed with full fuel tanks, which meant that the sole 365 GTB/4C weighed not 1,396kg but 1,514kg. The best time posted during the Wednesday and Thursday practice sessions was 4m 21.3s – with Chinetti Jr complaining that the Ferrari's frustratingly poor braking performance allowed cars he had overtaken to re-overtake him under braking.

It was a problem Charles Pozzi's Guy Lambert (foreman from the French concessionaire's Rue l'Abbé Rousselot workshop), who was assisting NART, knew all about. This was due to the Daytona's weight and high-speed tests he had undertaken. His solution was to opt for softer compound pads, which shortened the Ferrari's braking distance considerably. Meanwhile, to address the time required to change these softer and higher-wearing pads, he had them adapted in order to make them quicker to fit during race conditions.

At four o'clock on 12 June, chassis 12467 started the 24-hour race with Chinetti Jr doing a double stint. The race began with honorary starter Steve McQueen shooting some of the footage for his film, *Le Mans*, after competing in the previous year's race. As for those first 100 yards around Le Mans, Chinetti Jr remembered thinking, 'What the fuck am I doing here?! The son of a three-time winner...'

The new pads immediately benefitted NART's Daytona, and Chinetti Jr worked his way up the



race order, moving from 33rd to 25th in the first hour. At the first 50-second pit stop, Lambert checked the pads, which were fine, although they needed to be changed at the third stop.

When Chinetti Jr handed the car over to Grossman, they were in 21st – behind the Jean-Claude Aubriet/Jean-Pierre Rouget Corvette in 20th and ahead of the Jean-Pierre Gaban/Willy Braillard Porsche 911 S in 22nd. Up front, the 365 GTB/4C's fellow NART entry, the Mark Donohue/David Hobbs Ferrari 512 M, was busy chasing a trio of Porsche 917 Ls, with Jackie Oliver/Pedro Rodríguez in first, Jo Siffert/Derek Bell in second, and Vic Elford/Gérard Larrousse in third. Meanwhile, NART's 512 S, driven by Masten Gregory/George Eaton, endured a nightmare race – running at the back before eventually succumbing to retirement.

Grossman managed to get a handle on the car's much-improved braking performance, and his lap

■ Chinetti Jr was by no means the first Le Mans novice to find the mighty La Sarthe race intimidating. Its mix of high speeds, slower cars, darkness, and variable weather requires plenty of bravery.

Getty Images



■ Le Mans was a formidable baptism for the 365 GTB/4 Competizione. Early struggles with braking and weight hampered its pace, but switching to softer pads helped it climb to an impressive fifth place overall in 1971.

The Revs Institute



■ The impact of the softer brake pads on chassis 12467 was illustrated by Bob Grossman's lap times, which improved by a significant seven-second margin.
Getty Images

■ Unlike other entries, NART's number 58 Ferrari 365 GTB/4C enjoyed the kind of uneventful race drivers and team owners prefer – if not always the spectators.
Getty Images



times improved by a considerable seven-second margin compared to practice. He managed to record a 4m 14.3s time.

The race remained dry, retirements were aplenty, and with just a third of the race's time expired, it turned into a battle between two teams running Porsche 917s – JW Automotive's Richard Attwood/Herbert Müller chasing Gijs van Lennep/Helmut Marko in the Martini International Racing Team car – with five laps separating them.

Whilst the circulating cars were thinned out by fate, accidents, and breakdowns, chassis 12467's race stayed rather uneventful. Dodging problems, the number 58 Ferrari quietly and efficiently worked its way up through the placings as the clock ticked away. Overnight, and during the early hours, the Daytona broke into the teens, and by the 17th hour, it was in the top 10. 'As the day and the night wore on, though, things got to be pretty good, and the one thing I learned right on was to stay out of everybody's bloody way,' recalled Chinetti Jr.

As *Motor Sport* writer Andrew Marriott reported, 'The Ligier spent over three hours in the pits having its gearbox rebuilt, and so the smooth-running front-engined Ferrari 365 GTB/4 driven by Bob Grossman/Luigi Chinetti Jr took over fifth spot ahead of a Porsche 907, which was struggling round, and a similar 908, which was also on its last legs...'

The Daytona held its fifth position for seven hours, remaining there at the chequered flag. It also placed fifth in the 5.0-litre Sport class, beaten only by a brace of 917s and 512s, completing 314

laps and 2,621.41 miles (4,218.75 kilometres). However, the 365GTB/4 also beat the Group 4 GT class-winning 911 S of Raymond Touroul and André Anseime by one place, and it won the ACO's perplexing Index of Thermal Efficiency – a notable achievement for the Competizione and Chinetti Jr's first Le Mans 24 Hours.

'Dad never told me anything about racing other than one word: "smooth",' said Chinetti Jr. 'So, I never broke a gearbox in my life – I just don't know how. Shifting gears was my particular domain, if you like. I loved it, I was good at it, and I never, ever missed a gearchange... Now that sounds a little silly, but the big deal there was, if you put a little, tiny pause – a 10th of a second – in neutral, don't jerk the thing back.'

He added, 'Remember, we beat all the Porsches, all the GT cars, all of that. We were fifth, right behind a 512 M and every damn Porsche in the world was behind us – GT cars... I'm sure they were good or better in the curves; however, the Daytona happened to be really quick on the straight. Initially, people didn't believe me – or at least the ones who knew less than I – that between Mulsanne and Indianapolis, we were as fast as going on the Mulsanne. It was just about within a couple hundred revs of Mulsanne.'

The Competizione's next outing was another gruelling French event, albeit one with a very different approach: the non-championship Tour de France Automobile. Held from 15 to 17 September, it was the turn of two of Europe's Ferrari concessionaires to send their 365 GTB/4Cs into the fray. These Daytonas tackled

■ The Pozzi 365 GTB/4 Competizione, chassis 14407, lines up alongside its Filipinetti sister car, chassis 14437, at the start of the 1971 Tour de France Automobile.
GP Library



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■ The Elford/Kingsland Filipinetti 365 GTB/4C (chassis 14437) races amid a sea of Porsche 911 variants, a reminder of how dominant they were in period. On the straight, six cylinders may have been good – but 12 cylinders were better.
GP Library

the 16th running of the demanding event that was once dominated by their 250 GT ancestors. However, these new front-engined Ferrari GTs were still competing in Group 5, against more powerful, purpose-built racing opposition.

There was an entry from Ecurie Charles Pozzi, chassis 14407, and one from Scuderia Filipinetti, chassis 14437. Both ran on Michelin tyres and had to contend with a 3,231.13-mile (5,200-kilometre) course that looped through seven stages and wound its way around France and into parts of Germany, Alsace, and Spain. The event consisted of one timed road section, eight circuit races, and 10 hillclimbs.

Filipinetti's chassis 14437 (registration number GE 2868) had been delivered prior to the event on 9 September, but Pozzi's chassis 14407 was delivered to the event's start in Nice aboard a Scuderia Ferrari transporter. The Pozzi car (registration number 459XQ75), painted red with white roundels and Ferrari shields on each door, was accompanied by Assistenza Clienti's Gaetano Florini and over a dozen or so mechanics. The reason that they were there was that chassis 14407 was mechanically incomplete. So Florini's mechanics worked on the final touches, with the 365 GTB/4C being attended to by Daniel Marin, who supervised the application of the Charles Pozzi Tricolore racing stripe and sponsorship decals.

Driving for Pozzi was Jean-Claude Andruet, who was paired with co-driver Claude Roure from Aix-en-Provence. Andruet, who was more accustomed to driving Alpine Renaults – and was still wearing his liveried overalls – drove chassis 14407 (his first 365 GTB/4) for the first time the day before the Tour de France Automobile started, which was when it had been completed.

In a later interview with Marc Sonnery, Andruet said, '[The Tour de France Automobile] was our first rally together, and yes, indeed, coming out of an Alpine, I was shocked seeing the length of the bonnet. I spent several hundred kilometres asking Claude how far I was from the edge of the road on the right, because I felt as though I was driving some oversize rig, and this, of course, was on tiny B- and C-roads. It took me a while to gain confidence in knowing where I should place my wheels, because I really had this impression that it was enormous. It may not seem to be nowadays, but back then, coming out of an Alpine, I was wide-eyed in it.'

Andruet realised that to recce all of the Tour de France Automobile was an impossibility, but Daniel Marin had appointed one of Pozzi's agents, Bernard de Sait-Auban, to take Andruet wherever he wanted in his private plane. On his acclimatisation drive, Andruet soon came to terms with the new Ferrari.

Chassis 14437, the Filipinetti car, was also red but sported Filipinetti's broad blue-and-white racing stripe, the Grandson Castle coat of arms on the front wings, sponsorship decals, and a pair of large-diameter driving lamps. Crewing the Swiss Competizione was the English pairing of Vic Elford and rally driver Max Kingsland.

In their Group 5 class, the Competizione were up against the Escuderia Montjuich Ferrari 512 M of Jean-Pierre Jabouille/José Maria Juncadella/Jean-Claude Guénard. Beyond Group 5 were Group 6 machines, such as two Mas du Clos Matra-Simca MS650s of Gérard Larrousse/Johnny Rives and Bernard Fiorentino/Maurice Gélín, as well as the Ford Germany works GT70 of François Mazet/Jean Todt. Then, of course, there was the bountiful gaggle of Group 4 Porsche 911 Ss, which were always eager to demonstrate how they could outperform larger, more powerful machinery with their compact dimensions and nimble handling.

The first stage of the Tour de France Automobile was the 4.3-mile (6.9-kilometre) hillclimb on Course de Côte de Gourdon-Caussols, and there, the faster 365 GTB/4C honour went to Andruet, who posted the seventh fastest time, with Elford finishing 21.3 seconds behind in 14th place. The next stage took place

at midday the following day, at the Circuit Paul Ricard, and involved 25 laps, which meant a race distance of nearly 91 miles (147 kilometres). It was a circuit with which Andruet was not familiar, so he asked for advice and was assured that the Signes Corner could be taken flat out...

As Andruet recalled, 'At the time, I had quite a fiery driving style... So, we arrived at Paul Ricard. I took the start behind the Matras, and at the end of the main straight at the other end of the circuit, I was right up their exhaust pipes. I really went for it from the get-go and was right with them, so I was really pushing. Then, there was a corner. I tried to stay with them but spun across the entire track and a driveshaft let go... So, we were classified last, with something like a two-hour deficit to the others, as the rules counted the repair time before resuming the rally, and so, we were last at that point.'

Representing a considerable reversal of fortune compared to the previous day, Elford finished fourth in chassis 14437 – only beaten by Larrousse's MS650, the Jabouille/Juncadella/Guénard 512 M, and Mazet's GT70. Luckily for Andruet, his Competizione's transaxle was replaced in the time allocated for repairs – and lamps were also fitted – allowing him to complete the night-on 790-mile (1,271-kilometre) stage to

■ Andruet and Roure piloted Pozzi's chassis 14407 in the Tour de France Automobile. Given Andruet was accustomed to Alpines, he found the 365 GTB/4C's sheer size on rural roads rather daunting.

McKlein Photography

