

# PROTOTYPE UNVEILED

KENO BROTHERS

Recently discovered documentation sheds light on the significance of 12467 and clarifies it's role in history.

NEWS



GTB/4 Competition- GT Special GR.4 VIN 12467 awaits the start of the 1971 24 Hours of Le Mans

There is no question that Ferrari 365 GTB/4, chassis number 12467, also known as 'The N.A.R.T. Daytona' is significant. Its place as the third Daytona constructed alone is noteworthy. Its performance in the 1971 24 Hours of Le Mans; 5th place overall, behind only the Group 5, 5 Liter Porsche 917s and Ferrari 512s- eight laps ahead of the nearest GT car is extraordinary. However, its listing by Ferrari itself as the 'Gr. 4. prototipi' is what makes it immortal.

In 1970, the FIA announced a new engine formula for the 1972 World Sports Car racing season. A displacement limit of 3 liters meant that the Ferrari's 5-liter 512 would be obsolete and a new car would need to be created to compete successfully. Ferrari made the decision to cease development on the 512, and to focus on the new 3-liter car-- the 312 P(B). Significantly, Ferrari would create the 3-liter WSC cars to be used solely for the Ferrari factory's official racing efforts. With the 5-liter machines obsolete, this meant that there would be no 'client' race cars for valued importers

such as Luigi Chinetti, Charles Pozzi, and Jacques Swatters, who were all racing Ferraris as a central pillar of their business of importing and promoting the Ferrari brand. These privateers consequently would need a new race car, or switch to a different marque, something unthinkable and a massive change to their well-established business models.

The obvious choice for a client race car was the 365 GTB/4, the 4.4 liter, V-12 Berlinetta already in production by Ferrari at that time. Once the 500-unit production mark would be passed in the summer of 1971, Ferrari would be able to apply for FIA Homologation as a Group 4 (GT) car to be raced by importers and valued clients, including Chinetti.

In the spring of 1971, as the homologation number came into sight, it appears that a defined plan was put into action to create the first, or prototype, GTB/4 Competition- GT Special GR.4 car--the chassis number was 12467.

Fig. 1 - Partial Chassis Build Sheet\* (full Build Sheet available at Auction site)

**MODENA Ferrari ITALIA**

**VEETTURA** 12467 365GTB/4/DAYTONA

**TELAIO Tipo** 605 Matr. \_\_\_\_\_

**MOTORE Tipo** 251 Matr. 162/B

**CAMBIO Tipo** 605 Matr. 29

**PONTE Tipo** \_\_\_\_\_ Matr. \_\_\_\_\_

**N° PROGRESSIVO DI MONTAGGIO** 34

DATA 28/4/69  
Apr 28 1969

Built in April of 1969, with a Scaglietti body number of 003, and a build sequence #3, 365 GTB/4 12467 stands in history as the third 365 GTB/4 'Daytona' built.

Fig 2 - Factory Inventory List

1279 Total

365/GTB.4 Berlinetta  
Foglio allestimenti n° 1)

N°	Telaio	Destinazione	Finizione		Particolarità	Str. e Targa
			esterna	interna		
1	12301	Garrison Los Angeles	Giallo Dino 20-Y-348	Blu scuro 3282	Aria condizionata	Km. X USA I
2	12419	Autobecker Dusseldorf	Giallo Fly 20-Y-191	Nero N/P	Stirpe nera	Km. Y D
3	12467	Chinetti SEBRING	ROSSO CHIARO 20/R/190	Nero N/P	Aria condizionata	Km. USA
4	12479	GUIDA SINDONA	Azzurro 106-A-32	Nero N/P	Tappeti grigi Radio Voxson Aria condizionata	Km. F
5	12469	Swaters Bruxelles	Rosso chiaro 20-B-190	Nero N/P	Aria condizionata	Km. B
6	12495	ROSSO CHIARO	Giallo Fly 20-Y-191	Nero N/P	Aria condizionata SAVAF 1001	Km. EH
7	12481	ROSSO CHIARO	Rosso chiaro 20-B-190	Nero N/P	POZZI G	Km. F GA
8	12497	ROSSO CHIARO	Rosso chiaro 20-B-190	Nero N/P	MOTOR SAS	Km. I
9	12507	Motor Sas BOLOGNA	Giallo Fly 20-Y-191	Nero N/P	Radio Voxson Aria condizionata	Km. I
10	12513	Ravasio Verona	Rosso Chiaro 106-A-10	Nero N/P	Tappeti: verni	Km. I
11	12517	SVEA	Argento 106-A-78	Nero N/P	ROMANA 221	Km. I
12	12525	BIANCHI	Argento 106-E-1	Nero N/P	Aria condizionata Radio Voxson	Km. I
13	12537	Valbisagne Genova	Azzurro La Plata 20-L-167	Nero N/P		Km. I
14	12531	Barbetti Perugia	Giallo Fly 20-Y-191	Rosso 101	Radio Voxson - Aria condizionata	Km. I
15	12545	ROSSO CHIARO	Azzurro 106 A-32	Nero N/P	Tappeti: verni	Km. I

An inventory sheet, credited to Ferrari shows the car was created for 'Chinetti-Sebring' and painted Rosso Chiaro, with black leather upholstery, air conditioning and a Voxson radio. So while it was equipped as a road car, it may have been destined for conversion to racing from the start. This undated Ferrari document may be

the link to the notion that Luigi Chinetti purchased the car in 1969. This may be the case, but no other historical document to record this appears in the public domain and no importation documentation exists to show the car ever came to the US before it raced at Le Mans.

Fig. 3 - Partial Engine Build Sheet (full Build Sheet available at Auction site)

COMPOSIZIONE MOTORE		MT.
A DISTINTA BASE		EXTRA
DENOMINAZIONI	MATRICOLE	
Docamento <i>Block</i>	251/100682 A/B	
Coppa olio <i>Sump</i>	251/111339	
Albero motore	209/12513	
Pistone Borgo <i>Pistoni</i>	69457/3	
Napp. <i>8.8 Fess gr. N10</i>		
Anelli tenuta <i>Compressi</i>	33.1819.002.5408	
Anelli raschiaolio <i>Oil Scrapers</i>	336420	
Biella <i>209/140019 no gr. 556</i>		
Uscinotti di banco e biella <i>bancofrione-biella Wanderwell</i>		
Pompa acqua <i>Water pump</i>	209/26679	
Tasto cilindri	251/161438	
Coperechi testa cilindri <i>Cylinder Heads</i>	251/161296-97/98/99	
Guarnizione testa <i>DINING</i>	245/100504	
Valvola aspirazione <i>Intake Valve</i>	251/161466	
Valvola scarico <i>Exhaust Valve</i>	251/161467	
Albero distribuzione D. <i>RIGHT</i>	251/161415/418	
Albero distribuzione S. <i>LEFT</i>	251/161416/419	
Alzata		
Scatola distribuzione <i>Valve Train</i>	251/220282	
Pompa mandata olio <i>Oil Pump</i>	251/240418	
Pompa di recupero <i>Scavenger Pump</i>	251/240567	
Pompa benzina <i>Fuel Pump</i>	Bendix 476087	
Filtro benzina regolatore <i>Fuel Filter</i>	Piapa 3037.06	
Carburatore tipo <i>Weber Carb.</i>	40DCN20	
n° 6		
Pressa d'aria	251/181030	
Alternatore <i>Alternator</i>	GCA/113/A	
Ventilatore <i>Voltage Regulator</i>	Marelli MTX/7B	
Spinterogeni n° 2 Tipo	8/85/F	
Fuso D.C.S. <i>45/46 AA</i>	88/46	
Fuso S.C.S. <i>45/46 AA</i>	38/46	
Cartuccia filtro aria <i>Air Filter</i>		
Cartuccia filtro olio <i>Oil Filter</i>	PH 41.385.991	
Rinvio contagiri	50.0557.990	
Cinghie tipo 1 <i>Continental Ultraflex 12.5x 0x875</i>		
Regolatore	BTT 101/0	
Ciochi albero motore	0,09	
Punteria	0,20x0,25	
Molle valvole interne	251/161346	
Molle valvole esterne	251/161347	
DATA MONTAGGIO <i>2/9/69</i>		
SALA PROVE		

Fig 4 - Manufacturer's Statement of Origin

MANUFACTURER'S STATEMENT OF ORIGIN TO A MOTOR VEHICLE

The undersigned CORPORATION hereby certifies that the new motor vehicle described below, the property of said CORPORATION, has been manufactured since NOVEMBER 72 in the State of NEW YORK.

Model: GRANDSLAM MOTOR CAR CORPORATION  
 (Manufacturer, make and model)  
 Make address: 336 ROUTE 33  
 (City, State and Street)  
 WEST HAVEN, NEW YORK  
 COMPETITION  
 Trade Name: FERRARI (Type: R1 Series or Model) RACING CAR

Body Type: COUPE No. Cylinders: 12

Engine No. 12467 Serial No. 12467

HP (SAE) 312 Shipping Weight: 2650

If Truck or Commercial Car, give capacity: N/A

The CORPORATION further certifies that this was the first transfer of such new motor vehicle to a motor vehicle dealer.

LUIGI CHINETTI MOTORS, INC.  
 600 WEST PUTNAM AVENUE,  
 GREENWICH, CONNECTICUT 06830

*Ivo Brillo*  
 IVO BRILLO MANAGER

Fig. 5 - Ferrari Assistenza Clienti Invoice for Race Preparation

FERRARI SOCIETA' PER AZIONI ESERCIZIO PARRIFICHE AUTOMOBILI E CORSE PARTALE SOCIETA' DI RILIEVO

OFFICINA DI MODENA C.C.I.A.A. n° 88483

Modena, 27 luglio 1971  
 RATTURA N. 324AC

Prop. no Sig. CHINETTI LUIGI GREENWICH Connecticut

Vettura FERRARI 365GTB/4 matric. 12467

Lavori effettuati per preparazione vettura alla 24 Ore di Le Mans

Sistemazione impianto elettrico, forniture impianto estinzione incendi, prova alla messa a punto su strada

Materiali impiegati:

mt. 12	Gottli da 200 41360 001	Lit	4124
" 12	Gottli da 160 41120 001	"	1380
" 12	Diffusori da 34 34914 019	"	6900
" 1	Coperechio 31716099	"	31050
mt. 1,50	Tubo rovine 21X31	"	2250
n. 1	Volante in pelle # 400	"	42000
" 1	Impianto estintore tipo 512/M	"	270500
" 2	Manicotti 561/820351	"	13800
" 4	Fascette 95032	"	2760
mt. 5	Tubo acciaio ZMO 45X40	"	3200
363116	Scatto 40% riconosciuto	"	374.964
1t.116	Supercarburante immessi per prove	"	149.986
	Mano d'onore	"	224.978
			18.792
			67.600
			311.370
			3.737
			50
			315.157
			S.P. & O.

I.G. 1,20% Bollo Lit 50  
 TOTALE Lit 315.157

I.G. 1,20% corrisposto in modo virtuale presso l'Ufficio I.G. di Modena

27/7/71

11/10

315157000 +  
 315157000 =  
 623 :  
 50537 =

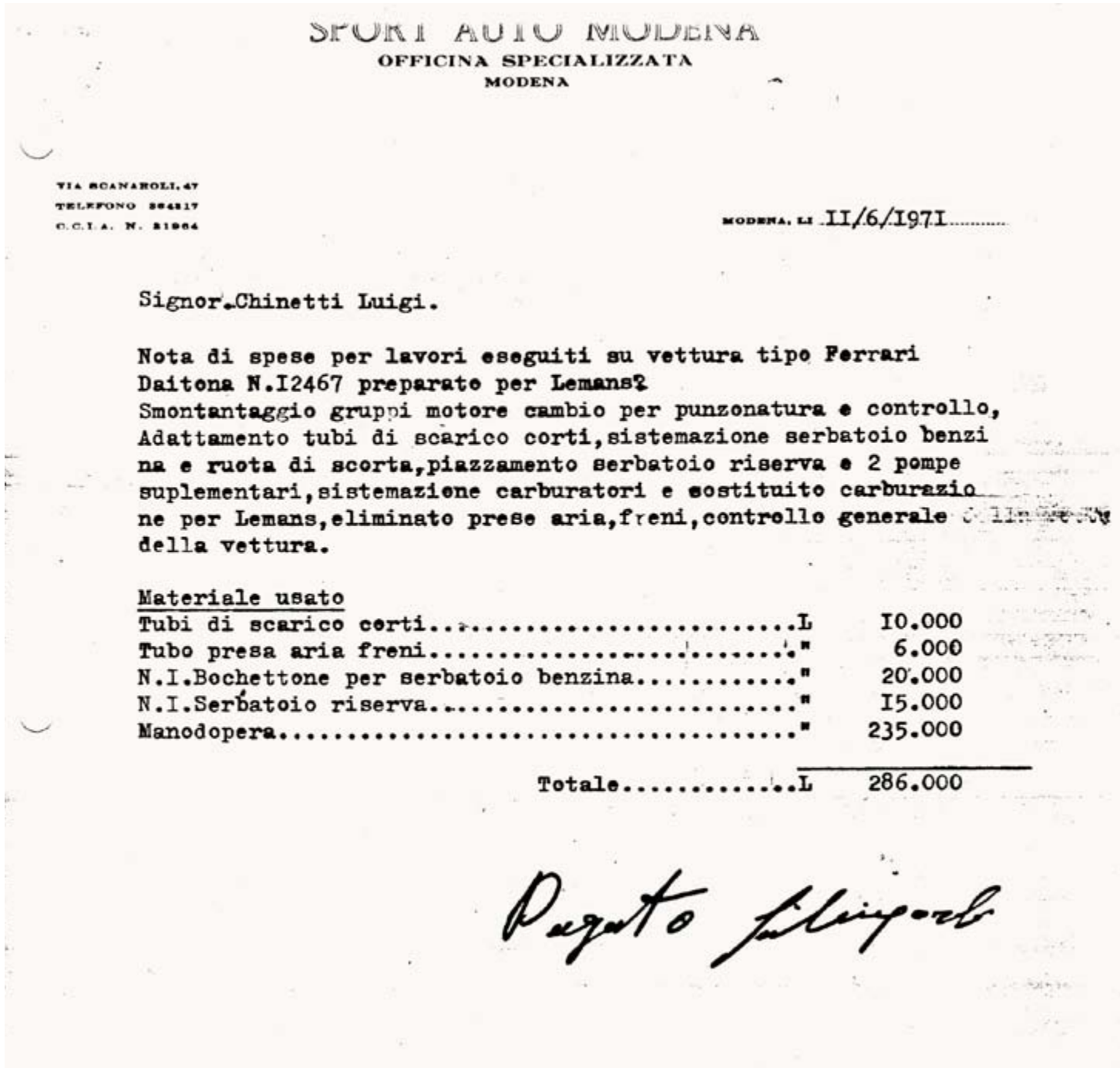
Ferrari per procura

The construction of 12467 was incomplete, as the engine was manufactured five months later, in September 1969 (Fig. 3). Well after Le Mans, on November 17, 1971, a "Manufacturers Statement of Origin to a Motor Vehicle" (Fig. 4) was issued to "Grossman Motor Car Corporation", for "COMPETITION FERRARI, 1971, 365 GTB-4 RACING CAR, Serial Number 12467."

In April, 1971, the car was known to be at Ferrari Factory Assistenza Clienti. From here it was sent to Sport Auto Modena, founded and owned by Gianni Dena and Aldo Silingardi. History suggests that Dena and Silingardi performed the work on behalf of Ferrari. However, notably, Chinetti is invoiced by Ferrari (Fig. 5) for work done by Sport Auto Modena on July 27, 1971, only

after taking 5th place overall at Le Mans. This Ferrari invoice to Luigi Chinetti states "lavori effettuati per preparazione vettura alla 24 Ore di Le Mans", translation: "work(s) done to prepare the vehicle for the 24 Hours of Le Mans". Along with so many technical modifications, Ferrari charges Chinetti 18,792 lire for the gas used in the track tests.

Fig. 6 - Sport Auto Modena Invoice



On June 11, 1971, Sport Auto Modena invoices Luigi Chinetti (Fig. 6) for extra work in preparation for Le Mans. This document appears to include the term “Pagato”, meaning ‘paid’ and a signature that looks to be that of Aldo Silingardi’s. Race preparation work began which included: clearing car of fuel; removing the stock gear and installing a 120-liter fuel tank. The car was then fitted with a

racing electrical system, carburetor jets, aerodynamic aids and a new, leather steering wheel. Additional preparation occurred prior to Le Mans including installing Plexiglas windows, an Aluminum hood and trunk lid, slightly flared wheel arches to accept wider wheels and racing tires and a racing fascia installed.

Fig. 7 - Verified check by Luigi Chinetti for “Full Payment of 365 /Daytona #12467 for Le Mans”



On June 5, 1971, two days before Ferrari ships 12467 to Le Mans, Luigi Chinetti paid \$11,630 to “Ferrari Automobili Modena” for the purchase of the “365/Daytona” bearing VIN # 12467. On the check, Chinetti writes “Daytona,” which is not the official name of the car but the nickname that the public dubbed the car. On

the shipping document, the Ferrari factory correctly calls it a 365 GTB4. It is completely conceivable for Chinetti, a man of sports and living in America to refer to the car as a “Daytona” while the factory would refer to the car by its official designation.

Fig. 8 - Ferrari Invoice for Shipping from Factory to Le Mans



On June 7, 1971- Chinetti was invoiced 200,000 Italian lire by Ferrari for the shipping of his car to Le Mans. The wording on the document is clear: “Your vehicle 365 GTB/4 VIN # 12467 from our Factory in Maranello to Le Mans.” “Vs.” is a contraction for

“Vostra” (Yours) with the capital “V” used as a courtesy in formal correspondence. Likewise, “ns.” means “nostro” (ours). So “Your vehicle” means Chinetti’s; and “our factory,” means the Ferrari factory in Maranello.

The pieces of documentary evidence for 12467 dating from April of 1971 through July of 1971 help clarify the preparation for the historic 5th place result in the 24 Hour of Le Mans. The final piece of the puzzle kindly provided to KBFAA by Marcel Massini, clarifies the role of 12467 in the evolution of the GTB/4 Competition- GT Special GR.4, otherwise known as the Daytona Competition.

On May 1, 1973, Ferrari took an inventory of all Daytona Comps built to date with a document titled Vettura Situazione del 1-5-1973 GTB/4 Competizione- GT Speciale GR.4 Totale 18- 4/71-6/73. Translation: Car Situation May 1, 1973 GTB/4 Competition- GT Special GR.4 Total 18 4/71-6/73.

A portion of this document existed with the car, and was provided by the consignor to the Keno Brothers, but the 'NOTE' and 'CLIENTE' columns were missing.

Once the full document, provided by Massini, was examined by KBFAA, the significance of 12467 was recognized. 12467 is the first car listed on this accepted inventory of Ferrari-recognized 365 GTB/4 GR 4 Competizione cars. 12467 is listed, and confirmed, by Ferrari itself as the "Le Mans 1971 come Gr. 4 Prototipi (si tratta di vettura normale con 1.modifica)" Translation: Le Mans 1971 as Group 4 Prototype (it is a normal (road) car with the first modification)".

Fig. 9 - Partial Vettura Situazione GTB/4 Competizione- GT Speciale GR.4 Totale 18 4/71-6/73

VETTURA - 365 GTB/4 Competizione.			
TELAIO	CARROZZERIA	MATERIALE	DATA COSTRUZIONE
12467	SCAGLIETTI	ACCIAIO NORMALE	APRILE 1971
13855	SCAGLIETTI	ACCIAIO NORMALE	APRILE 1972
14407	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	LUGLIO 1971
14429	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	APRILE 1971
14437	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	LUGLIO 1971
15225	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972
15373	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972
15667	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972
15681	SCAGLIETTI GUIDA D.	ACCIAIO E VETRO	GIUGNO 1972
15685	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972
16343	SCAGLIETTI	ACCIAIO E VETRO	GENNAIO 1973
14885	SCAGLIETTI	ALLUMINIO E VETRO	GENNAIO 1972
14889	SCAGLIETTI	ALLUMINIO E VETRO	FEBBRAIO 1972
14141	SCAGLIETTI	ACCIAIO E VETRO	
16363	SCAGLIETTI	ACCIAIO E VETRO	MARZO 1973
16425	SCAGLIETTI GUIDA D.	ACCIAIO E VETRO	MARZO 1973
16367	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1973
16407	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1973

Fig 10 - Full Vettura Situazione GTB/4 Competizione- GT Speciale GR.4 Totale 18 4/71-6/73

VETTURA - 365 GTB/4 Competizione - GT SPECIALE GR.4 SITUAZIONE DEL : 1-5 - 1973 Tot. n° 18 4/71-6/73.					
TELAIO	CARROZZERIA	MATERIALE	DATA COSTRUZIONE	NOTE	CLIENTE
12467	SCAGLIETTI	ACCIAIO NORMALE	APRILE 1971	LE MANS 1971 COME GR. 4 PROTOTIPI. (SITUAZIONE DI VETT. NORMALE CON 1° MODIFICA)	CHINETTI (DIENA)
13855	SCAGLIETTI	ACCIAIO NORMALE	APRILE 1972	LE MANS 1972 - VETTURA USATA TRASFORMATA DA DIENA.	CHINETTI (TORTORA)
14407	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	LUGLIO 1971	TOUR DE FRANCE 1971 - TR. SFORNATA IN GT GR.4 PER LE MANS 1972 E TOUR 1972	POZZI
14429	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	APRILE 1971		DOTT. MARIANI
14437	SCAGLIETTI	ALLUMINIO/ PLEXIGLAS	LUGLIO 1971	TOUR DE FRANCE 1971 TR. SFORNATA IN GT GR.4 PER LE MANS 1972.	FILIPPINETTI
15225	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972	LE MANS 1972 E TOUR 1972.	FILIPPINETTI
15373	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972	LE MANS 1972	SWATERS
15667	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972	LE MANS 1972 E TOUR 1972	POZZI
15681	SCAGLIETTI GUIDA D.	ACCIAIO E VETRO	GIUGNO 1972	LE MANS 1972 E TOUR 1972	COLL. HOARE - BANFORD.
15685	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1972	LE MANS 1972	CHINETTI
16343	SCAGLIETTI	ACCIAIO E VETRO	GENNAIO 1973	DAYTONA 1973	CHINETTI DETROIT
14885	SCAGLIETTI	ALLUMINIO E VETRO	GENNAIO 1972	DAYTONA 1972	CHINETTI
14889	SCAGLIETTI	ALLUMINIO E VETRO	FEBBRAIO 1972	SEBRING 1972 DAYTONA 1973	CHINETTI FONG
14141	SCAGLIETTI	ACCIAIO E VETRO		DAYTONA 1973	TRASFORMATA IN AMERICA
16363	SCAGLIETTI	ACCIAIO E VETRO	MARZO 1973	PROVE LE MANS 1973 (MOTORE SPECIALE)	POZZI
16425	SCAGLIETTI GUIDA D.	ACCIAIO E VETRO	MARZO 1973	1000 Km SpA 1973 (MOTORE SPECIALE)	SWATERS
16367	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1973	24 ORE LE MANS 1973 (MOTORE SPECIALE)	MIR
16407	SCAGLIETTI	ACCIAIO E VETRO	GIUGNO 1973	24 ORE LE MANS (MOT. SPEC.) 1973	CHINETTI



12467 After taking 5th overall at 1971 24 Hours of Le Mans wins the Index of Thermal Efficiency



Documents provided by owner of Ferrari Daytona VIN 12467 include Fig. 2, Fig. 4, Fig. 5, Fig. 6, Fig. 7, Fig. 8 and Fig. 9. Other documents, kindly provided to Keno Brothers Fine Automobile Auctions by Marcel Massini are Fig. 1, Fig. 3 and Fig. 10.

For a full write up on 12467, please visit [www.kenobrothers.com](http://www.kenobrothers.com)

*Editorial Note: KBFAA is aware of the role of 365 GTB/4 Competizione VIN 12547 as the first prototype 'Daytona Comp.' Our conclusion, based on Ferrari documentation, here within, is that 12467 is, as Ferrari notes, specifically the 'Group 4 prototype'.*

**KENO  
BROTHERS**  
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