

# FERRARI 365 GTB/4 DAYTONA

Cross-country touring never looked so grand

The strip of eastern Florida beach known as Daytona is widely considered the mecca and birthplace of American motorsport: first for stock car racing, then for endurance. Daytona International Speedway's steeply banked tri-oval witnessed the birth of fresh legacies and unexpected upsets. In that year, Ford had dominated in 1966, winning the Triple Crown of endurance racing: Daytona, Sebring, and Le Mans, the latter with a famous 1-2-3 finish. Ferrari was defeated, yet remained resolute. At the 1967 running of the 24 Hours of Daytona, the *scuderia* took its revenge with a 1-2-3 finish of its own. Not only did all six Ford GT40s drop out or finish 300 miles (480 km) behind, but one of the winning Ferrari drivers was Chris Amon—who had won the 1966 event with Ford.

Consequently, when Ferrari introduced its newest grand touring car the following year, it was all too fitting to connect the 365 GTB/4 to this compelling victory, albeit unofficially. Bearing the heritage of Italian artistry, Ferrari's iconic Daytona would receive recognition on the opposite shore of the Atlantic: it was named in America, and would establish its reputation there.

Pininfarina's Leonardo Fioravanti took the lead on the Daytona's design, building off an impeccable body of work with the Dino 206 GT sports car he created only one year earlier. This time, he imbued the new GT with a sharply angled front end, while retaining the smooth curves of his earlier Dino, as if anticipating designs to come. Although the seventies would be defined by its angles and wedges, for now, the Daytona was a blend of the past

and the future. Some contemporary styling features such as sharp angles, a compact cockpit, and hidden headlights were seamlessly melded together by the soft curves of the sixties. (Early models hid their four headlights behind delicate acrylic glass, anticipating a possible U.S. ban on sunken headlights, but as the ensuing decade proved, that legislation never came to fruition.) Overall, the look was more domineering and more menacing than the wide-mouthed 275 GTB/4.

Enzo's traditional engine placement was in keeping the 347-horsepower Colombo V-12 defiantly upfront. The world had caught a glimpse of the supercar future in the mid-engine Lamborghini Miura, but Enzo was stubborn: this race car influence would be too dangerous for the road, he believed. Since the 12-cylinder GT cars were the greatest essence of Ferrari they must be protected. To maintain a sleek form, the mile-long hood, and the dramatic view before the windshield was to preserve Ferrari's pedigree on high-speed endurance.

Grand touring, indeed. When *Car and Driver* journalist Brock Yates launched the inaugural Cannonball Run with Dan Gurney, who won the 1967 24 Hours of Le Mans, they chose a Daytona to drive coast-to-coast, racing from New York to Los Angeles in the shortest time possible. Over the course of nearly 36 hours, the Daytona averaged 80 mph (130 km/h), hardly skipping a beat, even when the police caught up to them one time. Upon their arrival in California, Gurney jokingly remarked: "We never once exceeded 175 mph [282 km/h]."

