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**

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'.

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NEWS

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

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

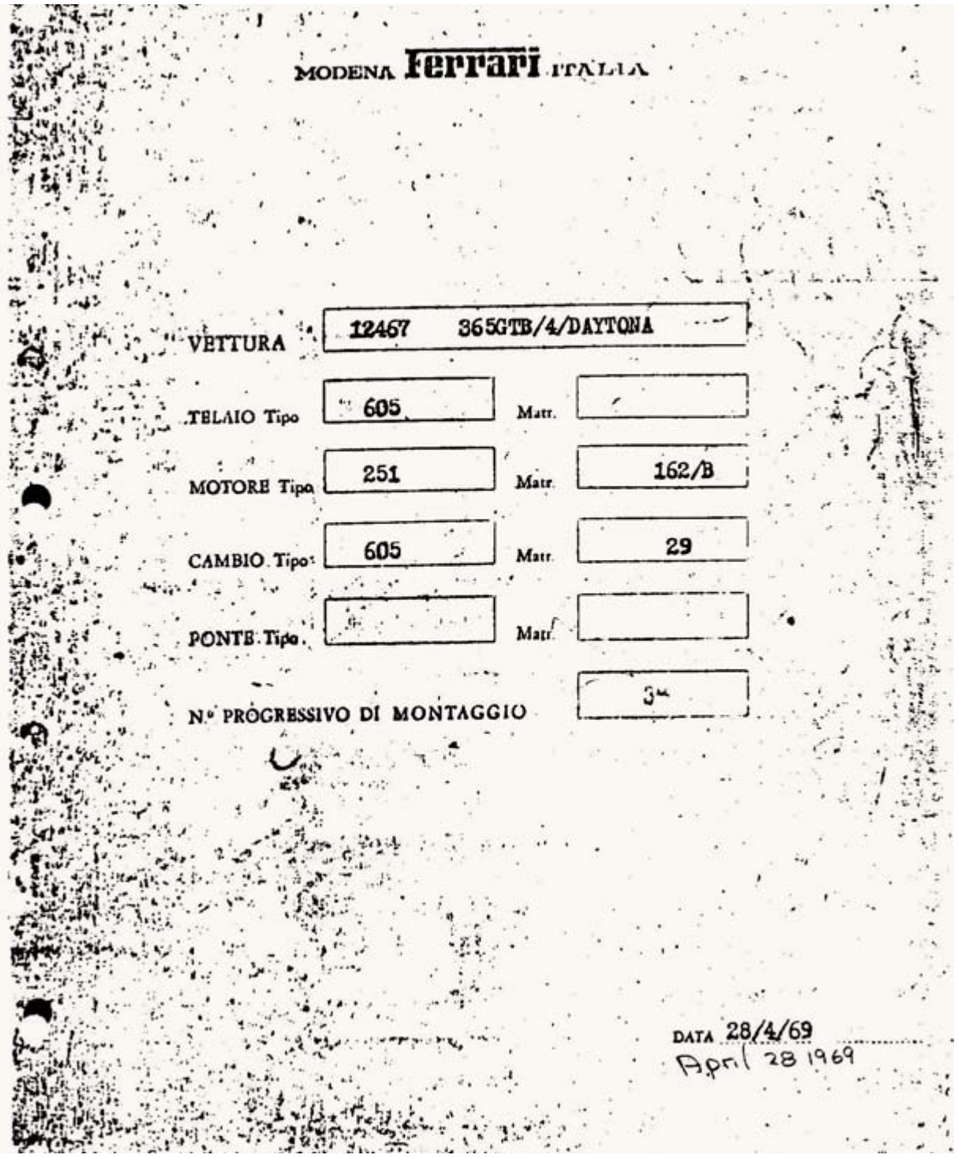
There is no question that Ferrari 365 GTB/4, chassis number 12467, also known as 'The N.A.R.T. Daytona' is significant. Its place as the third Daytona constructed alone is noteworthy. Its performance in the 1971 24 Hours of Le Mans; 5th place overall, behind only the Group 5, 5 Liter Porsche 917s and 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

VETTURA 12467 365GTB/4/DAYTONA

TELAIO Tipo 605 Matr.

MOTORE Tipo 251 Matr. 162/B

CAMBIO Tipo 605 Matr. 29

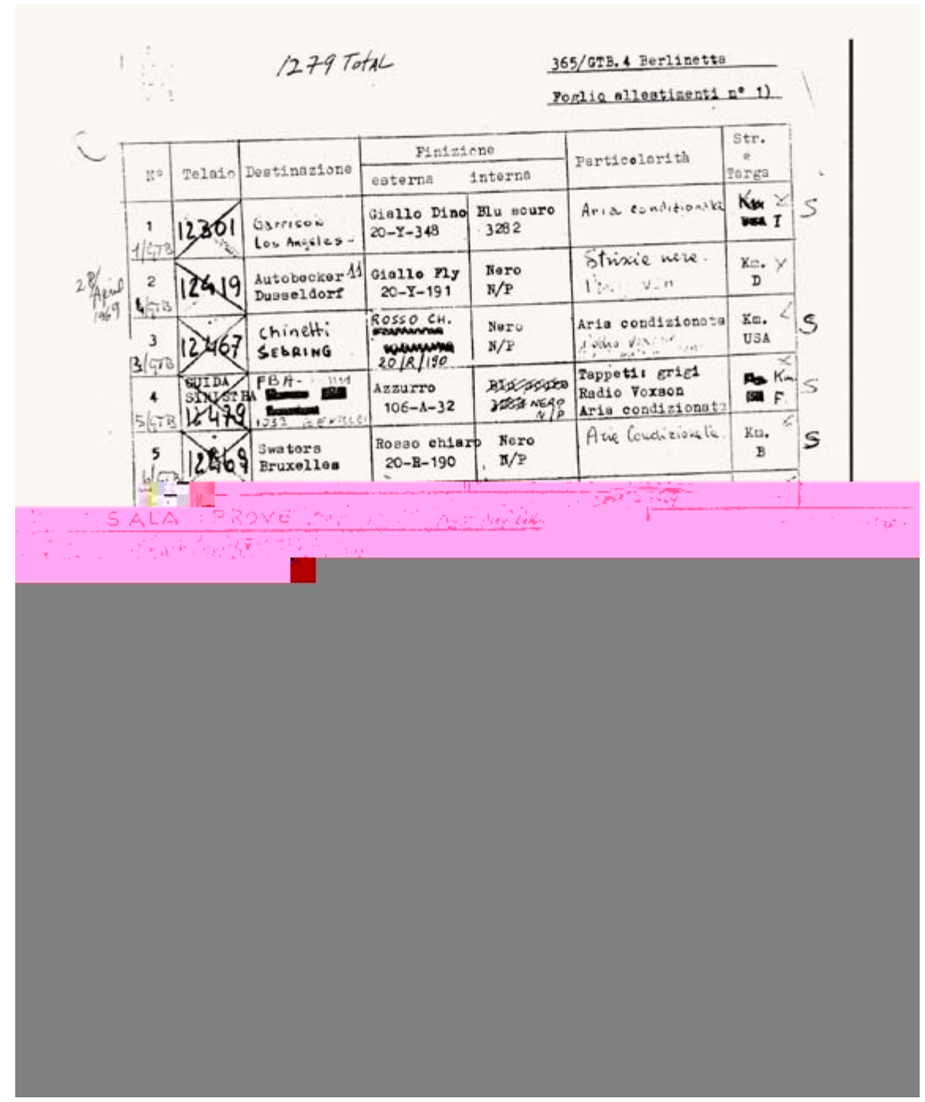
PONTE Tipo Matr.

N° PROGRESSIVO DI MONTAGGIO 3ª

DATA 28/4/69
April 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)

Nº	Telaio	Destinazione	Finizione esterna	Finizione interna	Particolarità	Str. e Targa
1 1/GTB	12301	Garrison Los Angeles -	Giallo Dino 20-Y-348	Blu scuro 3282	Aria condizionata	Km. X USA I S
2 4/GTB	12419	Autobecker Dusseldorf	Giallo Fly 20-Y-191	Nero N/P	Strisce nere	Km. Y D
3 3/GTB	12467	Chinetti SEBRING	Rosso CH. 20/R/190	Nero N/P	Aria condizionata	Km. USA S
4 5/GTB	12479	GUIDA SINISTRA FBA-	Azzurro 106-A-32	NERO N/P	Tappeti: grigi Radio Voxson Aria condizionata	Km. F S
5	12469	Swaters Bruxelles	Rosso chiaro 20-R-190	Nero N/P	Aria Condizionata	Km. B S

SALA PROVE

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.