

CAVALLINO

THE MAGAZINE FOR FERRARI ENTHUSIASTS

54 NUMBER 31



The 365 GTC/4

At First Overlooked, But Now a Delight —
Power, Beauty and Comfort

By Marcel Massini



Marcel Massini Photograph

Although the official debut of the Ferrari 365 GTC/4 was at the Geneva Motor Show in March, 1971, some photographs and the general specifications appeared earlier. These first exposures showed a completely new body design by Pininfarina. Obviously, it was a Ferrari, but one which shared few design elements with the earlier or contemporary Ferraris, the most obvious relationship being the five pointed star alloy wheels. The body line was very dominant, an unbroken and graceful "S" curve which began at the low frontal air intake, curved up over the front wheel wells, slightly dipped at the line of the cowl and front edge of the doors, to end in a bold upward sweep along the lower edge of the rear quarter windows. Here it met the line which extended the roof in another unbroken plane through the rear window and rear deck lid, before terminating abruptly with the vertical rear panel. The front deck

34 Cavallino

of the C/4, slightly higher than the fender line at the base of the curved and sharply inclined windshield, plunged sharply down to the front air intake. It was lower and shorter than the front deck on the contemporary 365 GTB/4 Daytona.

Pininfarina's press release stated that on the new design the front part was "characterized by the horizontal air intake surrounded by a ring made with polyurethane foam. The whole front part acts therefore as a useful, functional and sure bumper." At both ends of the front air intake were located the fog/driving lights and the parking/turn signal lights. In the center, there was the typical Ferrari egg crate texture grill with the prancing horse emblem. Directly above this bumper and just ahead of the front edge of the forward hinging hood were two pairs of retractable headlights. The hood also contained two warm air outlets for the engine compartment.



Rudolf Hunziker Photograph

At the rear was a recessed vertical panel which was painted matte black. It contained the two sets with three lights each of rear lights. A simple and straight one piece bumper of black polyurethane foam underlined the rear design. Below the rear bumper were the traditional four exhaust outlets which accentuated the aggressiveness of this super sports car from Maranello. The lack of chromed bumpers was part of an effort by Pininfarina to suppress almost all "brightwork" from this new design.

At first glance, it appeared almost stark with the predominant shiny trim being the Ferrari emblems, door handles and window frames. The Road & Track testers perceived in their road test (published July, 1972) that "the Pininfarina body of the 365 GTC/4 looked rather dull in early pictures, but in the steel, it's a subtle design that grows on you." So they soon realized the many little refinements of the new

Ferrari. As a matter of fact, Ferrari perhaps had made a mistake in marketing strategy when they released the first press pictures of the 365 GTC/4, showing a sharp black and white contrast.

The Road & Track testers figured out that "one might say this model is a Ferrari for the mature enthusiast." The plainness of the sides was broken by a dihedral line running the length of the car and the black trim motif was repeated on the rear pillars. Here were louvers serving as air vents for the interior.

Mechanically, the 365 GTC/4 was closely related to both of its predecessors, the 365 GT 2+2 and the 365 GTB/4 Daytona. But it also presented its own innovations. The basic chassis layout of the 365 GT 2+2 was used, with four-wheel independent suspension and disc brakes. But the wheelbase was 2500 mm, shorter than the 365 2+2, but longer than the Daytona's.

The engine was still the long standing Ferrari, 60°, V-12 layout, with the basic dimensions common to the 365 series — bore of 81 mm, stroke of 71 mm, total displacement of 4390 cc or approximately 365 cc per cylinder. The motor was equipped with a brand new carburetion system of six twin choke, side draft, Weber 38 DCOE carburetors. The new system lowered the overall height of the engine and allowed the lower hood line as mentioned earlier. Pininfarina's press release mentioned 340 horsepower and the owners manual 320 hp at 6,200 rpm. Interestingly, the sales brochure did not mention power.

Since the interior was fitted with two additional seats in the rear, it caused some confusion. As the 365 2+2 went out of production before the 365 GTC/4 went into production, some people considered it as a replacement for the four passenger car. They criticized its lack of rear space, which was understandable with the shorter wheelbase. Pininfarina, however, admitted that while the rear compartment was "designed to seat two persons" it could be easily changed "into a wide additional luggage space by lowering the back of the two seats." But it was clear that the rear compartment was designed only in case a child or two wanted to ride along.

It was also feared that because of the many mechanical similarities of the new 365 GTC/4 and the earlier introduced 365 GTB/4, the latter might be phased out of production in favor of the former. But this was not to be the case, because the two models were intended for two different market segments. The Daytona was the successor to Ferrari's berlinetta tradition, running back through the 275 GTB/4 and 275 GTB. The 365 GTC/4 was the successor to the Ferrari coupe tradition that ran back through the 365 and 330 GTC. This was very obvious in particular considering any sporting aspirations. The much more civilized character of the 365 GTC/4 was carried over into the quality of the finishing of both the body and interior. Since it was built by Pininfarina, it was in general much more nicely done and more durable than the finishing given to the Pininfarina designed but built by Scaglietti 365 GTB/4 Daytona. This means that when comparing examples of both types that have had the same amount of use, the 365 GTC/4 generally shows its age and wear less.

Other comparisons can be made between these two 4.4 litre V-12 engined Ferraris. Naturally, the Daytona with more power and less weight was quicker in acceleration and faster in top speed. But the 365 GTC/4 was certainly not sluggish when it came to performance. It came into its own in everyday use. I mentioned already the better comforts given the 365 GTC/4, but it had also more luggage space, especially considering the space in the rear compartment. Thanks to the standard power assisted steering, it was much easier to drive in city traffic.

36 Cavallino

A drawback, however, was its carburetion system which had to be completely removed before the valve clearances could be adjusted. The factory owners handbook recommended this operation to be performed every 9000 miles or 15,000 kms. The labor and the costs involved led many owners to put off this operation as long as possible. Would be purchasers of a used 365 GTC/4 would therefore be well advised to check the example's maintenance history to be certain that this expensive, but necessary, routine maintenance has been made.

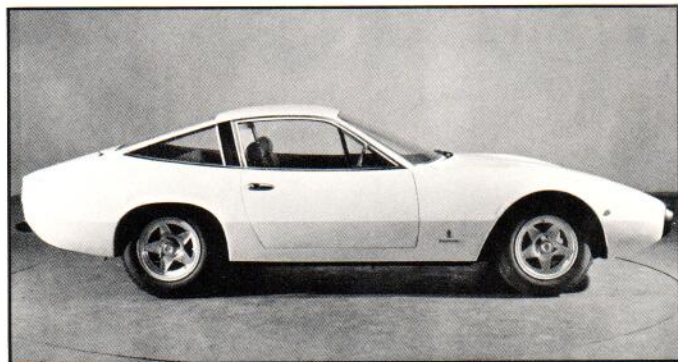
The Ferrari 365 GTC/4 was produced for a short time only, from its introduction in March, 1971, until the early fall of 1973. The serial numbers range from 14179 to 17237 and because 505 examples were produced, the 365 GTC/4 accounted for almost 50 percent of Ferrari's V-12 production in this time span, the remaining cars being the 365 GTB/4 Daytonas. But the Daytona had been introduced earlier and continued in production longer. It's not exactly clear why the 365 GTC/4 had such a short career, but perhaps it suffered too much by comparison with the Daytona and was, therefore, not as successful on the market. The 365 GTC/4 was sold from August, 1971, until November, 1974, and 180 examples of the type found their way to the United States of America. In Switzerland, a total of 31 new GTC/4s had been sold and the British Ferrari Importer, Maranello Concessionaires, sold 34 examples of the new coupe.

Built by Ferrari only as a coupe, the 365 GTC/4 has recently become the object of several cabriolet conversions, as well as some Targas. The first known cabriolet conversion was made by Luigi Chinetti Jr. in 1981 and a second one was completed in early 1984 by Mike Sheehan's European Auto Restoration in Costa Mesa, California. But also Claudio Zampolli's Italia Sports Cars, Inc., of Sherman Oaks, Ca. converted at least three Ferrari 365 GTC/4s into cabriolets or Targas. The contours of the C/4 practically dictate where the new deck for the cabriolet must be.

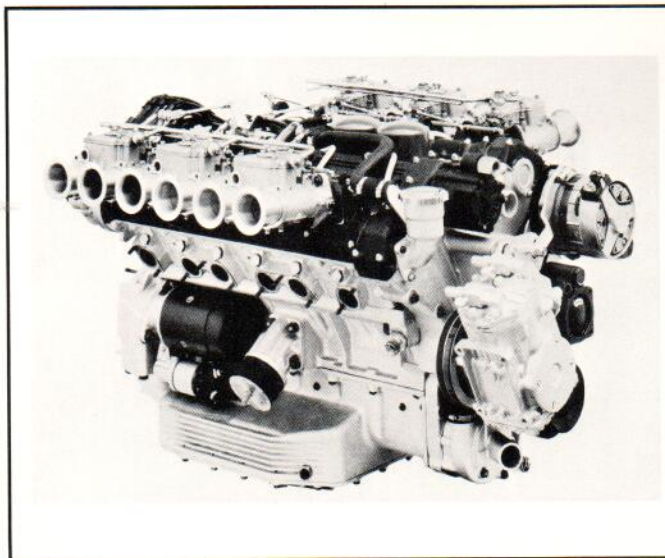
In co-operation with the Italian design firm Michelotti, the Swiss Willy Felber converted already in 1976 two 365 GTC/4s, one into a "Beach Car" called "spyder" and one into a station wagon.

Not all Ferrari customers perceived the qualities of the 365 GTC/4 and the men at Maranello had to take some criticism about the unusual but enthusiastic body design. The Italians therefore soon nicknamed the 365 GTC/4 "Il Gobbone", which means "the humpback." But the Ferrari 365 GTC/4 has certainly not deserved this bad predicate. Since it's hard to define aesthetic appeal, you either like the 365 GTC/4 design, or you don't. It is not aggressive as a Ferrari 365 GTB/4 Daytona but it's the epitome of simple, understated elegance.

This is part of the brochure supplied by Ferrari for the 365 GTC/4 in 1971; quite an elaborate affair with a fold out folder and a variety of pull out photographs. There were three printings: unnumbered, number 50/71, and number 55/71.

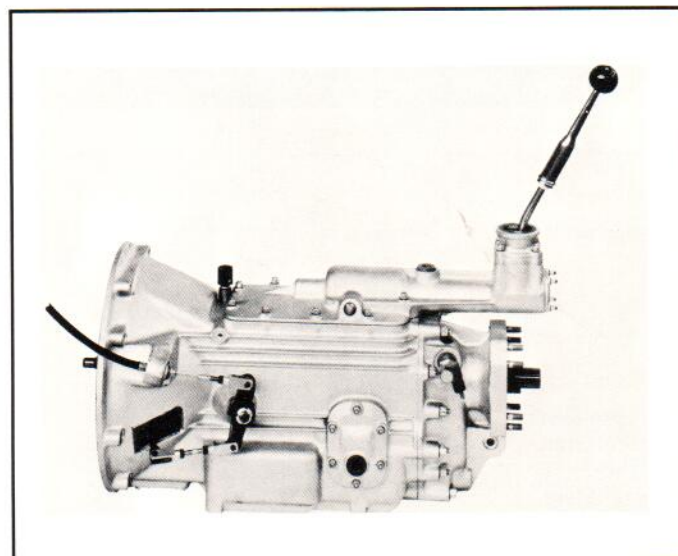


The GTC/4 in the Pininfarina photo studio.

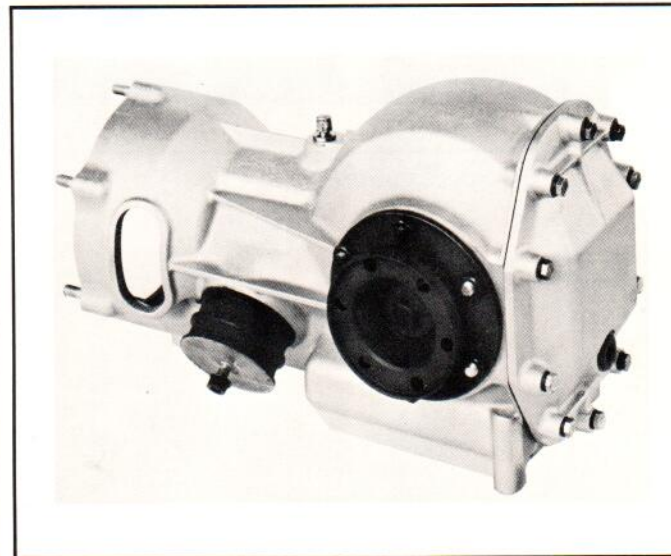


Brochure courtesy of David Robidoux

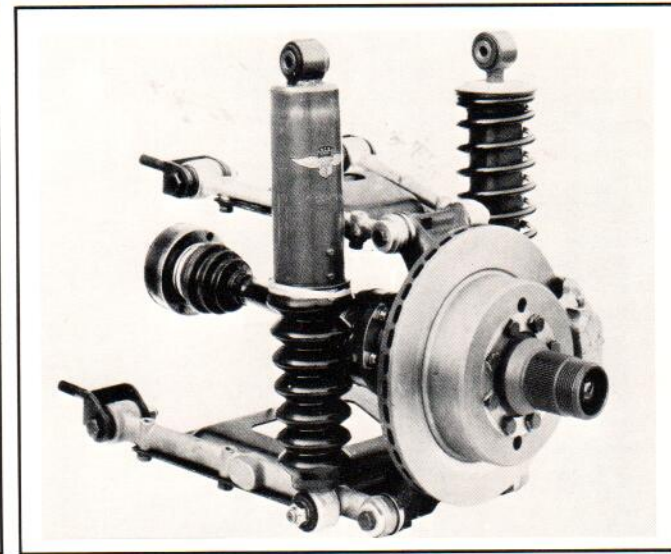
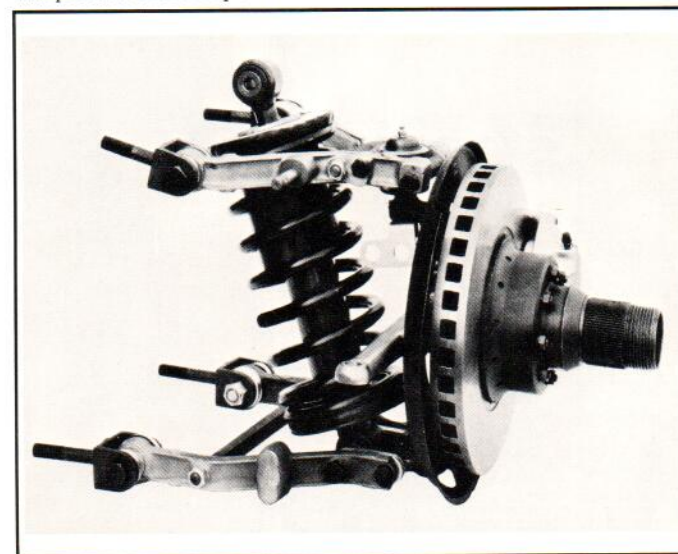
The big and powerful 4.4 litre 365 engine with six sidedraft Webers.



The ultra smooth, synchromesh 5 speed gearbox.
Independent front suspension.



The solid and hefty differential.
Independent rear suspension with self-levelling device.





David Edgerton Photograph

365 GTC/4 Specifications

Years made:	1971-1973
Engine type:	F 101 AC
Cylinders:	12, in 60° V
Bore:	81 mm/3.19 in
Stroke:	71 mm/2.79 in
Capacity:	4390 cc/268 cu in
Compression ratio:	8.8 to 1
Horsepower:	
Europe:	340 bhp/6200 rpm
U.S.:	320 bhp/6200 rpm
Maximum torque:	318 ft lbs/4000 rpm
Camshafts:	4, DOHC
Valves:	2 per cylinder
Ignition:	Marelli distributor
Sparkplugs:	1 per cylinder, Champion or Marelli, 14 mm
Fuel system:	Left side: 3 Weber 38 DCOE/59 (suffix "A" for U.S.) Right side: 3 Weber 38 DCOE/60 (suffix "A" for U.S.)
Lubrication:	Wet sump
Cooling:	Water
Clutch:	Single dry plate
Gearbox type:	Manual, all synchromesh
Gears:	5 forward, 1 reverse
Chassis type:	Tubular steel
Body:	Two door coupe
Designer:	Pininfarina
Body: length:	4550 mm/179.27 in
width:	1780 mm/70.13 in
height:	1270 mm/50.04 in
Wheelbase:	2500 mm/98.5 in
Track: front:	1480 mm/58.31 in
rear:	1480 mm/58.31 in
Weight:	1730 kg/3820 lb (dry)
Steering:	Rack and pinion, power

Suspension: front:	Independent, unequal A arms, coil springs, hydraulic shock absorbers, stabilizer bar
rear:	Independent, unequal A arms, helical springs, hydraulic shock absorbers, anti-roll bar, oil pneumatic self-leveling system
Brakes: front:	Ventilated disc, hydraulic
rear:	Ventilated disc, hydraulic Parking brake, manual
Tires: front:	Michelin 215/70 VR 15X radials Michelin FR 70 VR 15
rear:	Michelin 215/70 VR 15X radials Michelin FR 70 VR 15
Wheels: front:	Cast light alloy, 7.5 x 15
rear:	Cast light alloy, 7.5 x 15

365 GTC/4

Factory-issued literature

50/71	365 GTC/4 Sales Brochure
54/71	365 GTC/4 Owners Manual
55/71	365 GTC/4 Sales Brochure (same as 50/71)
56/71	365 GTC/4 Consumer Information
57/71	365 GTC/4 Additional Instruction
59/71	365 GTC/4 Parts Catalogue, October 1972
63/72	365 GTC/4 Additional Instruction, USA
79/73	365 GTC/4 Shop Manual

365 GTC/4 Coupe Serial Numbers

13143	14733	14983	15249	15485	15709	15991	16175
14179	14743	14985	15251	15487	15711	15993	16213
14181	14745	14987	15253	15489	15713	15995	16225
14419	14749	15025	15255	15491	15715	15997	16227
14433	14751	15029	15257	15493	15759	15999	16233
14435	14757	15031	15259	15495	15761	16001	16235
14447	14759	15033	15261	15497	15763	16003	16237
14455	14785	15037	15263	15499	15765	16005	16239
14459	14787	15039	15265	15501	15767	16007	16241
14461	14791	15041	15267	15503	15769	16009	16243
14467	14797	15043	15269	15505	15771	16011	16245
14477	14799	15045	15307	15507	15773	16013	16247
14479	14801	15047	15309	15509	15775	16015	16249
14485	14807	15049	15311	15511	15777	16017	16251
14493	14809	15051	15313	15513	15779	16019	16253
14499	14811	15053	15315	15515	15781	16021	16255
14503	14815	15073	15317	15539	15783	16023	16257
14515	14833	15075	15319	15541	15785	16025	16259
14519	14835	15077	15321	15543	15787	16027	16261
14527	14837	15079	15323	15547	15789	16029	16263
14533	14841	15081	15325	15549	15791	16051	16265
14535	14843	15083	15327	15551	15793	16053	16267
14545	14845	15085	15329	15553	15795	16055	16269
14551	14869	15087	15331	15557	15797	16057	16271
14555	14871	15089	15333	15559	15799	16059	16273
14559	14873	15091	15335	15561	15801	16061	16275
14561	14877	15093	15337	15563	15803	16063	16277
14567	14879	15095	15339	15565	15805	16065	16279
14573	14883	15097	15341	15607	15807	16067	16281
14579	14887	15119	15343	15609	15809	16069	16283
14583	14891	15121	15345	15611	15811	16071	16285
14587	14895	15123	15347	15613	15813	16073	16287
14591	14897	15125	15349	15615	15815	16075	16289
14597	14899	15127	15351	15617	15817	16077	16737
14599	14917	15129	15353	15619	15819	16079	16907
14603	14919	15131	15355	15621	15821	16081	17237
14607	14921	15133	15357	15623	15823	16083	
14611	14923	15135	15359	15625	15849	16085	
14615	14925	15137	15361	15627	15853	16087	
14619	14927	15139	15363	15629	15855	16089	
14621	14929	15141	15365	15631	15857	16091	
14625	14931	15143	15391	15633	15859	16093	
14629	14933	15145	15395	15635	15861	16095	
14633	14935	15147	15397	15637	15863	16097	
14637	14937	15149	15399	15639	15865	16127	
14641	14939	15181	15401	15641	15867	16129	
14651	14941	15183	15403	15643	15869	16131	
14655	14943	15185	15405	15645	15871	16133	
14657	14945	15187	15407	15647	15873	16135	
14661	14947	15189	15409	15649	15881	16137	
14667	14949	15191	15411	15651	15883	16139	
14673	14951	15193	15413	15653	15885	16141	
14675	14953	15195	15415	15655	15887	16143	
14679	14955	15197	15457	15657	15889	16147	
14681	14957	15199	15459	15659	15891	16149	
14685	14959	15201	15461	15661	15897	16151	
14687	14961	15203	15463	15663	15921	16153	
14691	14963	15205	15465	15665	15925	16155	
14695	14965	15207	15467	15691	15927	16157	
14703	14967	15209	15469	15693	15929	16159	
14705	14969	15211	15471	15695	15931	16161	
14707	14971	15213	15473	15697	15933	16163	
14713	14973	15215	15475	15699	15977	16165	
14715	14975	15217	15477	15701	15983	16167	
14721	14977	15219	15479	15703	15985	16169	
14723	14979	15245	15481	15705	15987	16171	
14727	14981	15247	15483	15707	15989	16173	

365