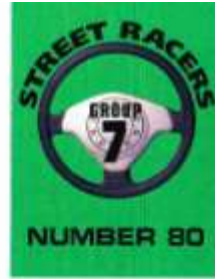




ITALY 1970-1971



# Ferrari 365 GTC/4

In 1970, there was an unusually wide choice of four seaters that were capable of exceeding 150 mph. The strikingly styled 365 GTC/4 proved to be not only practical but also an effective high-speed hauler.

Produced by  
Ferrari S.p.A.,  
Maranello, Italy



## VITAL STATISTICS

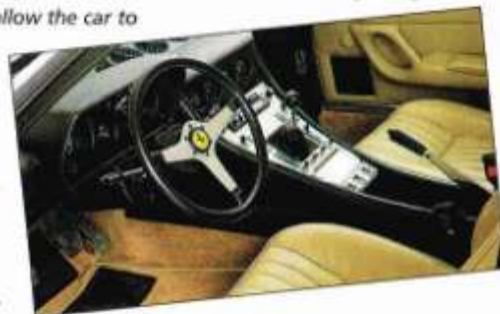
Top speed:	152 mph
0-60 mph:	7.3 sec.
Engine type:	V12
Displacement:	4,390 cc
Max power:	320 bhp at 6,200 rpm
Max torque:	318 lb-ft at 4,000 rpm
Weight:	3,825 lbs.
Gas mileage:	18 mpg
Price:	\$27,500



*"...the power to excite."*

*"The key to the 365 GTC/4 is perfectly composed high-speed comfort. Built with passenger pampering in mind, its suspension is soft enough to give a perfect ride, but still stiff enough to allow the car to corner very fast. The front-mounted transmission shifts easily and cleanly, while the 320 bhp V12 is smooth and well behaved. The 365 GTC/4 is docile when driven slowly but has the power to excite when driven aggressively, providing instant throttle response."*

*The 365 GTC/4 has plenty of room for four and does so without losing the Ferrari look.*



# Milestones

**1967 Enzo Ferrari always** knew there was a market for a big-seater Ferrari and he updates his existing model with the new 365 GT 2+2. It sports a 104.1-inch wheelbase and weighs 3,500 lbs. Power comes from a 4.4-liter V12.



The first 365 GTC had a bigger V12 in the 330 GT chassis.

**1970 With the GT 2+2** looking more 1960s than 1970s, Pininfarina styles a more modern shape in a lightweight version of the Daytona's chassis. The 365 GT 2+2 has the same engine capacity, but power goes up to 320 bhp.



Quintest of all the 365 family was the legendary 365GTB/4.

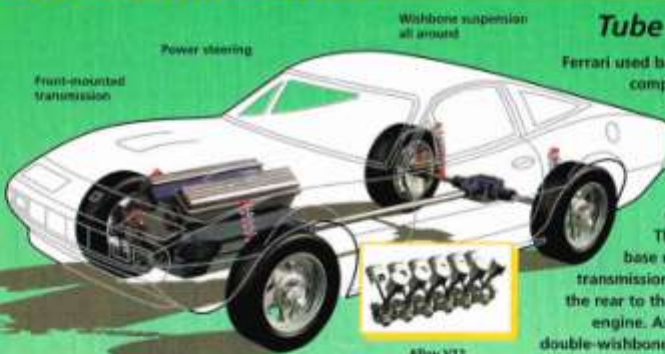
**1971 After 500** 365 GTC/4s have been made, production stops to make way for Ferrari's new four-seater, the 365 GTB 2+2.

## VALUE GUIDE

ORIGINAL PRICE	
1970	\$27,500
CURRENT VALUE	\$40,000-\$75,000

The GTC/4 is no bargain, but it's still half the price of a Daytona.

## UNDER THE SKIN



### Tube network

Ferrari used basically the same complex tubular-steel chassis as in the Daytona—two main tubular chassis rails and a network of smaller tubes. The longer wheelbase required that the transmission be moved from the rear to the end of the V12 engine. As a Ferrari, it had double-wishbone suspension and recirculating ball steering.

### THE POWER PACK

#### Natural evolution

The GTC/4's 320-bhp, 4.4-liter engine can trace its design back to the early 1.5-liter Ferrari V12s. The heads and block are alloy, and the pistons run in cast-iron wet liners. Changing the design from an earlier single overhead cam per bank to quad cams was complicated and used a chain drive although there are still only two large valves per cylinder. Its cylinder head design changed compared with the Daytona, with the intake ports now between the camshafts on each bank.



The GTC/4's sumptuous look will always win it a place in collectors' hearts.

### Last of its kind

The 365 GTC/4 was in production for such a short period there was no time to come up with revised models. Ferrari assumed buyers would want either the two-seater Boxer or the four-seat GT4 rather than a 2+2, so the 365 GTC/4 was the last of its kind.

NOSE TO NOSE				Lamborghini Espada • Iso Lele • Ferrari 365 GTC/4
TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
150 mph	8.0 sec.	350 bhp	3,858 lbs.	LAMBORGHINI ESPADA
132 mph	7.3 sec.	325 bhp	3,045 lbs.	ISO LELE
152 mph	7.3 sec.	320 bhp	3,825 lbs.	FERRARI 365 GTC/4

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# Ferrari 365 GTC/4

With the 365 GTC/4, Pininfarina wanted to style a car big enough for four people that still looked like a sports car. He managed it almost perfectly, with only the cutoff nose and black bumper spoiling the look.

## V12 engine

In the usual Ferrari way, there are 365 cc in each of the 12 cylinders. The 365 GTC/4 and the Daytona marked Ferrari's shift to quad-cam engines for its road cars.



## Tubular-steel chassis

There is nothing simple about the 365 GTC/4's chassis. There are two main tubular chassis members, but onto those are added a complex network of smaller section tubes to hold the body.

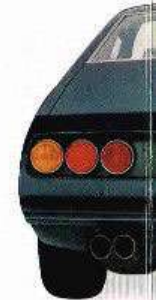
## Pop-up lights

By the time it designed the 365 GTC/4, Pininfarina had decided that pop-up headlights were more modern and stylish than the fixed round headlights used before. Each pod holds one high- and one low-beam light.



## Vented discs

This steel-bodied 2+2 is a heavyweight high performer and requires a powerful braking system. Ferrari's solution was four-wheel vented discs.



## Steel bodywork

Weight was not an issue with the 365 GTC/4, so all the Pininfarina-designed bodywork is in steel rather than alloy, as with some previous Ferraris.



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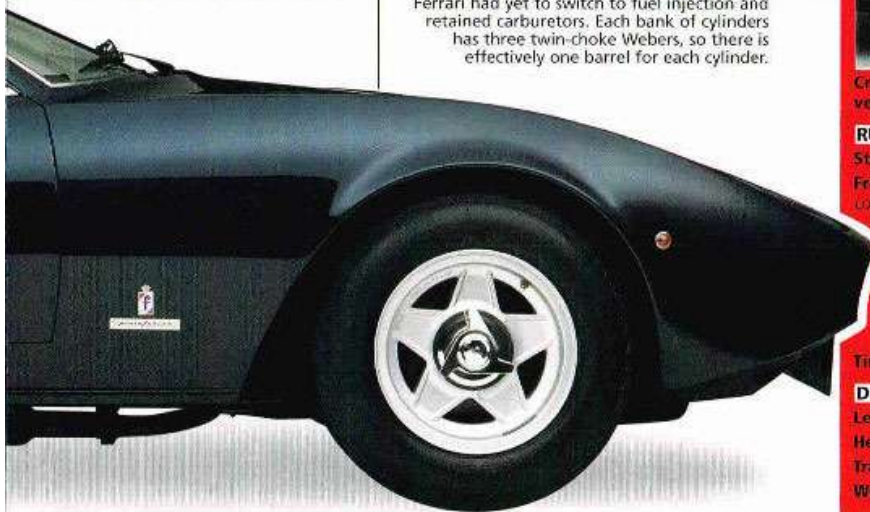
#### Wishbone suspension

Main difference between the front and rear suspension is that the rear wishbones are spaced further apart to allow room for the driveshafts. For the same reason, the coil-spring units are mounted above the top wishbone.



#### Six carburetors

Ferrari had yet to switch to fuel injection and retained carburetors. Each bank of cylinders has three twin-choke Webers, so there is effectively one barrel for each cylinder.



## Specifications

### 1971 Ferrari 365 GTC/4

#### ENGINE

**Type:** V12

**Construction:** Alloy block and heads

**Valve gear:** Two valves per cylinder, operated by double crank-driven overhead camshafts per bank of cylinders

**Bore and stroke:** 3.19 in. x 2.79 in.

**Displacement:** 4,390 cc

**Compression ratio:** 8.8:1

**Induction system:** Six Weber side-draft carburetors

**Maximum power:** 320 bhp at 6,200 rpm

**Maximum torque:** 318 lb-ft at 4,000 rpm

#### TRANSMISSION

Five-speed manual

#### BODY/CHASSIS

Separate tubular-steel chassis with steel two-door 2+2 body

#### SPECIAL FEATURES



Resembling the legendary Daytona, the GTC/4 features a triple taillight cluster.



Cromadora alloy wheels had become very popular on Ferraris by 1970.

#### RUNNING GEAR

**Steering:** Recirculating ball

**Front suspension:** Double wishbones with coil springs, telescopic shock absorbers and anti-roll bar

**Rear suspension:** Double wishbones with coil springs, telescopic shock absorbers and anti-roll bar

**Brakes:** Vented discs (front and rear)

**Wheels:** Alloy, 7.5 x 15 in.

**Tires:** Michelin, 215/70 VR15

#### DIMENSIONS

**Length:** 179.0 in.

**Width:** 70.0 in.

**Height:** 49.9 in.

**Wheelbase:** 98.2 in.

**Track:** 58.2 in. (front and rear)

**Weight:** 3,625 lbs.



## ITALY 1970-1971

# Ferrari 365 GTC/4

In 1970, there was an unusually wide choice of four-cylinder sports cars capable of exceeding 100 mph. The relatively light 365 GTC/4 proved to be the only practical car also an effective high-speed cruiser.



### VITAL STATISTICS

Top speed	150 mph
0-60 mph	7.3 sec
Weight	3,800 lbs
Price	\$21,000

**"...the power to excite."**

The 365 GTC/4 has plenty of power for four-wheel drive, an interior using the finest leather, and a 200-hp engine to take the car to 150 mph in 7.3 seconds. It's a real sports car.

### UNDER THE SKIN

**Tube network**

The 365 GTC/4's chassis is a masterpiece of engineering, featuring a tubular steel frame that provides exceptional strength and rigidity. This design allows for precise handling and a smooth ride, even at high speeds.

**Natural evolution**

The 365 GTC/4's 4.4-liter engine is a natural evolution of Ferrari's racing heritage. It features a high-revving design with a 10,000-rpm redline, delivering 200 horsepower and 211 lb-ft of torque. The engine is mated to a 5-speed manual transmission and a 2.75:1 axle ratio.

**Last of its kind**

The 365 GTC/4 is the last of its kind—a four-wheel-drive sports car that can also cruise comfortably at high speeds. It's a true all-rounder, combining the performance of a sports car with the practicality of a grand tourer.

### NOSE-TO-NOSE

TOP SPEED	0-60	POWER	WEIGHT	RIVAL CARS
150 mph	7.3 sec	200 hp	3,800 lbs	
142 mph	7.3 sec	211 hp	3,841 lbs	
132 mph	7.3 sec	190 hp	3,820 lbs	

## Ferrari 365 GTC/4

With the 365 GTC/4, Pininfarina wanted to style a car big enough for four people that still looked like a sports car. He managed it almost perfectly, with only the rufflet nose and black bumper spoiling the look.



**V12 engine**

In the world's most powerful V12, there are 360 cc in each of the 12 cylinders. The 365 GTC/4 and the highest-ranked Ferrari's 365 GTB/4 are the only V12s to have 360 cc in each cylinder.

**Tubular-steel chassis**

There's nothing simpler about the 365 GTC/4's chassis. It's a tubular-steel chassis, but with a complex network of cross and other tubes to hold the load.

**Steel bodywork**

Pininfarina was not so happy with the 365 GTC/4 as all the Pininfarina-designed bodywork. It is steel rather than aluminum, with a steel inner chassis frame.



**Four-up lights**

By the time it was designed, the 365 GTC/4 had the four-up lights that give it the look of a sports car. The front and rear lights are round and set in a black bezel. Each side has one high and one low beam light.



**Worked steel**

The rear worked steel is a lightweight high performance and requires a general cooling system. Ferrari's custom steel four-wheel control discs.

**Multiple suspension**

Between the front and rear suspension, the front and rear suspension is for the rear suspension are spaced further apart to clear the rear suspension. For the same reason, the self-spring coils are spaced about the top coil frame.

**Six carburetors**

Ferrari has six carburetors to feed the 12 cylinders and six carburetors. Each bank of carburetors has three jets of carburetors, and there is a carburetor jet for each cylinder.

### Specifications

**1971 Ferrari 365 GTC/4**

**ENGINE**

Configuration: V12, 360 cc per cylinder  
 Displacement: 4.4 liters  
 Compression ratio: 11.5:1  
 Horsepower: 200 hp @ 5,800 rpm  
 Torque: 211 lb-ft @ 4,000 rpm

**TRANSMISSION**

Configuration: 5-speed manual  
 Gear ratios: 1st: 3.25:1, 2nd: 2.25:1, 3rd: 1.75:1, 4th: 1.35:1, 5th: 1.0:1

**AXLES**

Configuration: 2.75:1 axle ratio

**CHASSIS**

Configuration: Tubular-steel chassis

**WHEELS**

Configuration: 15-inch wheels

**PRICE**

As shown: \$21,000

