

# 365 GTC4

## The Mystery Ferrari

Seldom Seen, But Considered A "Sleeper" Investment



By Wallace A. Wynn

Wallace Wynn's 365 GTC4 S/N 14801.

If there is a "mystery V-12" Ferrari, it has to be the GTC/4, which was apparently an interim model made for only two years—1971 and 1972. Immediately following it was the 365GT4 2+2, which has, after at least four minor restylings, become today's 412.

Although the 365GTC/4 was billed originally as a 2+2, it is hardly any larger than the Daytona in size, so it really is a 2-seater with two "occasional" seats good only for very short-legged people for very short distances.

The C4 had the same basic block as the Daytona, being a 4-cam with 4390 cc displacement. But, even though it had six carburetors like the Daytona, it was six side-drafts like a Lamborghini Espada, and this seemed to prevent it from breathing as well as a Daytona. Also, it had a low 8.8 to 1 compression ratio and a usually-quoted power rating in the U.S. of 320 hp

@ 6200 rpm, which is some 30 horsepower below the Daytona's usual 352 hp. rating (Some Daytonas with "A" labeled engines had even more power).

The C4 differed from the Daytona in another way besides carburetion layout—it had the transmission connected directly to the engine instead of mounted in conjunction with the rear-mounted differential like the Daytona. While this seems more convenient at first, in practice, the C4 has annoying access problems and it is necessary to drop the trans to do some things that in a Daytona are easier.

The same access problem occurs with the distributors. (Some C4's, incidentally, have only one distributor, though most have two). They are tucked up under the windscreen and there is no access hatch to reach them. One gets the impression that Pininfarina designed a body and Ferrari approved of the installation of that body on a chassis that didn't quite fit.

So far we have described a car that has less power than a Daytona, and is harder to work on (the horizontal carburetors meant you had to remove them to get at the lower set of valves). So where's the benefits? Well, first of all power steering. This car is relaxing to drive where a Daytona might have you sweating with exertion.

The next advantage to a GTC/4 is relative exclusivity, in that only about 470-to-570 were made in total, compared to over 1200 Daytonas.

A third unique claim is, like the 400 and 412, they are not only designed by Carrozzeria Pininfarina but built by Pininfarina, with the coachwork shipped by truck 200 miles to Maranello where each body was installed on a chassis. Whether a Pininfarina-built body is any better than a Scaglietti-built body, we'll leave up to the experts.

How fast is the GTC/4? Well, very few were ever road-tested by magazines. Like we say, it is a "mystery car" with apparently not enough around for the Press ever to be loaned one. But *Road & Track* did test one, reporting on it in their July, 1972 issue, where they reported it went 0-to-60 mph in 7.3 seconds, and had a top speed of 152 mph at 6350 rpm—still 650 rpm short of the redline. But that was Nevada car collector Bill Harrah's personal car, and Mr. Harrah was famous for juicing up his own personal cars. So it is safer to assume that most GTC/4's will still be 20 mph shy of the top speed of a 365GTB/4 "Daytona."

The driving of the GTC/4 was praised by *Road & Track* who noted that it had "just the right amount of puff from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V-12 song." They did note that it did "only 150 mph," and was slower than the 300GTC in acceleration. But since it was intended to be a luxury Ferrari, they still were not disappointed.

*Road & Track* said that the GTC/4 cost \$27,500 in 1972, which is about \$5,000 more than the 305GTB/4 Daytona cost back then. Now, due perhaps to the more "macho" image of the Daytona, they are worth approximately 40-50% more than a GTC/4. True, some GTC/4's are advertised for \$65,000, but those must be exceptional low-mileage specimens.

The GTC/4 will come to be appreciated as a connoisseur's car, if only because people that really know Ferraris—and who could afford to own almost any one built—seem to own them, such as Richard Straman of Costa Mesa, Calif. who regularly creates 400 convertibles, and Ewing Hunter, co-owner of FAF, in Atlanta, the south's largest Ferrari dealership.

It may be that GTC/4 owners won't have that "instant recognition" that attends the driving of a Daytona, but perhaps you could think of them as enjoying the same relationship of Bentley owners vs. Rolls owners. A Rolls says: "Look, I'm rich" while a Bentley is a trifle more discreet. . . .

#### Editor's Note:

The 305 GTC/4, a short lived model (1971 to '72) did leave it's mark. The bumper/grille design found its way to many Chrysler products in the 70's, and who will forget the Chevrolet Monza introduced in 1975 with, for all intents and purpose, the same body design. Once again a Pininfarina design led the way for others.

Even today, questions continue about this low volume Ferrari. Were cloth interiors European offerings or special order? How many were imported into the U.S.? If you have a 305 GTC/4 write the editor as we, too, wonder just how many are in the states.

Front view of Moultry's 305 GTC/4 S/N 15107, reveals the bumper grille design. Similar front end designs showed up on some Chrysler products in the 70's.



Photos By Wyss

Note the original Pininfarina body design which showed up on the Chevrolet Monza in '75.



**AN OWNER UP DATES HIS**



# 365 GTC/4

## "An Owner Updates His 'Driver' And Now Everybody Wants To Look At It"

By Howard Payne

Of the submissions that cross your editor's desk this article really turned on this writer. Since the interior design of Sam Attenberg's 365 C4 and the editor's car, a 365 Gt4 2+2 are practically identical. My immediate thoughts were 'how would my Ferrari look with these improvements?' The answer is, great!

In 1976 Sam Attenberg of Rhode Island purchased a 365 C4 S/N 15213 and proceeded to drive his Ferrari just as one should. Sometime later a minor fender bender put the C4 in the body shop. While awaiting a new front fender and a nose clip Sam was infected with the "improve the breed bug". He just had to improve his Ferrari. Full ground up body repairs were started. A fresh roof panel was ordered from Pininfarina so the C4 could be targaized. Sam was conscious of maintaining the Ferrari feeling and appearance of his vehicle. In this interest 308 hardware and mouldings were used to maintain the Ferrari look. The modification really looks Ferrari.

As the pictures reveal the interior is the area which lent itself to the most updating and gave Sam a chance to really "improve the breed". For those readers not familiar with the interiors of the 365 C4 and the look-alikes 365 Gt4 2+2 and the 400's they are rather bland. A black instrument panel and console, with black plastic instrument housings really create a very dark, bland panel. Except for the later 400 models, most of the aforementioned vehicles have a wood grain console which livens up the dark interior. Normally, the door panels and seats, although of adequate design are rather lackluster in appearance. Sam counselled with Frank Segreto of East Coast Auto in New Rochelle, New York.

Photos By Sam Attenberg



Together they came up with the revised seat trim styles and the genuine olive, elm burl veneers for the instrument, gauge housings and the console cover. Then to tie it all together the door panel inserts were replaced with matching wood grain panels.

Not content, Sam added power doorlocks, power mirrors, a Blaupunkt stereo and a remote 'Escort' radar detector. Polished Borraris and Goodrich Comp/TA tires complete Sam's driver.

We could wax on and on about the revisions. However, we will let you savor the photos, see if they excite you as much as they did me.

Our congratulations to Sam Attenberg on a fine Ferrari revision and update of his 365 C4.





*Although designers wish they could come up with the next instrument panel accent material, wood grain still reigns as the class look.*

*The wood rim Nardi wheel, cluster and console raise the level of Sam's interior. Note the Escort radar detector in the windshield header and the windshield-mounted rear view mirror.*





*Redesign of the seat trim styles updates the interior to 1985 standards. Door panel design remains original except for the wood grain insert which lightens the door's appearance.*



*Photos By Samuel Attenberg*