

# ESTIMATE

\$950,000 - \$1,200,000

## HIGHLIGHTS

- Full alloy body conversion by Carrozzeria Auto Sport of Modena, Italy
- Engine and gearbox rebuilt to Competition Daytona specs in the late 1990s/early 2000s by a former Chinetti N.A.R.T. team mechanic
- Power steering from a 365 GTC/4
- 4.4L V-12 engine
- Six carburetor model
- 5-speed manual transmission
- Corsa Rossa with Tan interior
- Working factory air conditioning
- Power windows
- Borrani 8 and 9 inch wire wheels
- Michelin XWX tires
- Reproduction owner's pouch with handbook
- Tool roll
- Known ownership history to 1977

A year after the Ferrari Daytona's debut at the Paris Motor Show, a convertible version, the 365 GTS/4, was shown at the Frankfurt show. Ferrari would eventually build just 121 Spider versions, with the predictable result that they are the most coveted of the approximately 1,300 Daytonas built. As demand outstripped supply, several firms in both America and Europe began offering so-called Spider conversions. The most prominent of these firms was Franco Bacchelli's Carrozzeria Auto Sport of Bastiglia, Italy, which performed more conversions than any other shop. Bacchelli began his career during the late 1950s at Piero Drogo's Carrozzeria Sports Cars in Modena, and worked with Roberto Villa, an aluminum-forming expert from Carrozzeria Scaglietti. Their conversions are acknowledged by Ferrari experts as absolutely faithful to the factory-original Spiders. This 1972 Ferrari 365 GTB/4 Daytona, serial number 15689, is one of only two 1972 Daytonas converted at considerable extra expense with a full-alloy Spider body by Carrozzeria Auto Sport. While the car was in Italy, a former N.A.R.T. mechanic rebuilt the engine and transmission to Competition Daytona specifications, resulting in superior performance and an extra serving of those lovely V-12 engine sounds. It was also fitted with factory power steering from a 365 GTC/4, giving it a lighter, more user-friendly feel. The car has been expertly maintained without regard for cost over its history, which is documented back to its 1977 importation. It features the very desirable 8-inch front and 9-inch rear chromed Borrani wire wheels with Michelin XWX radial tires, and is accompanied with a very nice reproduction owner's pouch with owner's handbook, plus an original tool roll with a combination of original and reproduction tools. A delight to the senses, this very exclusive alloy-bodied Daytona Spider conversion delivers all the handling and power that characterizes these wonderful Italian thoroughbreds.

