A close-up photograph of the Ferrari logo, which consists of the word "Ferrari" in a stylized, slanted font. The logo is mounted on a light-colored, possibly metallic, surface. The background of the image is a dark, textured surface with vertical stripes, and a teal-colored area is visible in the bottom left corner.

Ferrari

1970 **FERRARI 365** GTB/4 'DAYTONA' PLEXIGLAS

Chassis no. 13921 | Engine no. B746

MATCHING NUMBERS

ONE OF 40 RIGHT-HAND-DRIVE PLEXIGLAS 'DAYTONAS'

**THE ONLY ORIGINALLY ORDERED IN VERDE PINO
METALLIZATO**

ONLY THREE OWNERS FROM NEW

LESS THAN 64,000 MILES FROM NEW

1970 FERRARI 365 GTB/4 'DAYTONA' PLEXIGLAS





THE FERRARI 365 GTB/4 'DAYTONA'

Some cars were destined to be legends: design legends, performance legends, technological legends. But the most legendary cars are the ones that combine aspects from all three — and the 'Daytona' is one of these.

When the 365 GTB/4 was first introduced at the 1968 Paris Auto Salon, it garnered the attention of both tifosi and the media alike. Its super sleek and modern design was penned by 30-year-old prodigy designer Leonardo Fioravanti for Pininfarina, and the aggressive wedge shapes that debuted on the 365 GTB/4 would go on to be synonymous with Ferrari for years to come. But it wasn't just its handsome design aesthetic that set the 365 GTB/4 apart from its competitors, it was also the incredible performance that laid beneath the bonnet.

Nicknamed by the press as 'Daytona' for Ferrari's 1-2-3 finish at the 1967 24 Hours of Daytona, the car retained the traditional front-engine, rear-drive layout, as well as the Gioacchino Colombo-designed V12 engine that was in nearly every Ferrari built since 1947. However, the engine was fitted with six twin-choke downdraft Weber carburetors and its displacement was increased from 3,286 cc to 4,390 cc. This, combined with all-independent suspension, double wishbones and coil springs all-around, anti-roll bars in the front and rear, four-wheel disc brakes and a five-speed manual gearbox, increased its performance numbers from 300 to 352 brake horsepower and resulted in a 0-60 mph sprint in just 5.4 seconds and a top speed of 174 mph — making it one of the very fastest, highest-performing cars of its era.



This car at the Ferrari factory in Maranello in 1970



THIS 'DAYTONA'

This 365 GTB/4's story started with one very special British tifosi: a Mrs Nancy Hanson of Yorkshire. A devoted customer to Maranello Concessionaires, with a 1968 Ferrari 330 GTS already in her garage, Mrs Hanson took a 'Daytona' for a test drive at the end of March 1970 and was so smitten that she requested Mike Salmon, former Ferrari racing driver and then sales director at Maranello Concessionaires, to place an order for her one of her very own. Initially, she ordered a right-hand-drive 365 GTB/4 in Nocciola Metallizzato with a Luxan Fawn leather interior and specified that it was to be fitted with tinted windows all-round, two head rests, a radio with two speakers, a stereo, an electric aerial, Britax seat harnesses and no air conditioning.

F014727 10th November, 1970

Mrs. M. Hanson,
Whitby,
Don Spalding,
131 Ley,
York.

Dear Mrs. Hanson,

This is to confirm that we have received £3,700 for your 1968 330 Spider and that we will hold this money until your Daytona comes through in December. I can fit it if you would like us to put a cheque for £3,200 to your Telex 8000 deposit on the Daytona, please let us know by return and I would be delighted to do this.

I do hope that you were not too sad at parting with the Spider but know that you will forget all about it when you take delivery of your new car.

Kindest regards,
Yours sincerely,
P.M. Salom.

The car was ordered on 21 May 1970, but after looking more thoroughly through the options list and paint samples, a few changes were made before the car was finished in December of the same year. As Nocciola Metallizzato wasn't available, Mrs Hanson chose to have the car painted in Verde Pino Metallizzato with a complementary Luxan Beige leather interior and Beige carpets. A Voxson radio/slot stereo with an electric aerial was fitted by the factory for an additional £150 — a rarity, as radios were typically fitted by the delivering dealership — two head rests and full Britax seat harnesses.

Tinted windows weren't available, but the windscreen was tinted as standard. Unbeknownst to Mrs Hanson, but due to her swift decision in ordering this car, it would also be one of the very rare (and later very desirable) Plexi 'Daytonas'.

In November, Mrs Hanson traded in her 1968 Ferrari 330 GTS for the 'Daytona', with £3,700 going towards the £8,763 total purchase invoice. Extensive correspondence between Mrs Hanson and Maranello Concessionaires, ensuring that the car was specified just as she wished, can be found in the car's substantial history file.

FERRARI

21.11.70/21/226 41700 Modena, 3 September 1970

Signor
PAULINO COMMERCIALE S.p.A.
Scor Lawrence Biotto
Via S. Giovanni
10120

Attesto in Mr. Salom

Dear Sir,

Re: Your order no. 970 of 27.8.70.

Re: reference to Mr. Salom's letter of the 23rd August, regarding the above order, we wish to confirm that we have reconfirmed this car for Mrs. Hanson in color Verde Pino.

Delivery is expected for next December as originally planned.

Yours very truly,
P.M. Salom



The extensive history file contains many copies of correspondence between Mrs Hanson, Maranello Concessionaires and the Ferrari factory



Above: The view of Mont Blanc from the cockpit of this car whilst being driven home from the factory

Right & far right: This Plexi 'Daytona' being driven back to the UK after collection from the Ferrari factory by the first owners sons



The car was registered on the private UK registration plate of '800 BWW' and Mrs Hanson's sons, John and Paul, travelled to the factory at Maranello to collect the car in person and drove it back to Yorkshire. The impressive history file accompanying this 'Daytona' contains several period images of the factory collection, and the drive back from Maranello to the UK.

Having arrived in the UK, the car was collected by Maranello Concessionaires in December, with 2,020 miles on the clock, for a road test and a thorough check before being returned to Mrs Hanson. Along with the car, Mike Salmon wrote a note to Mrs Hanson stating, "I know you will not believe me but I can honestly say that your 'Daytona' is quite the best in the country and really comes in handy for my business."

1970 FERRARI 365 GTB/4 'DAYTONA' PLEXIGLAS

A believer of driving cars how they were meant to be driven, Mrs Hanson steadily added miles on to its odometer, with regular service invoices from Maranello Concessionaires in the car's history file, showing the car had 3,363 miles on 25 January 1971, 7,933 miles on 30 April 1971, 12,292 miles on 30 July 1971, and 16,540 miles on 29 October. A true tifosi, Mrs Hanson was always looking to acquire the latest and greatest model on offer, and when a Dino 308 GT4 was made available to her in March 1973, she traded in the 'Daytona'.

On 8 May 1974, Mr James "Jimmy" Matsumiya purchased the car for £5,850 from HR Owen. At the time, Jimmy was living above the HR Owen showroom on Brompton Road in London and saw the car one night as he was coming home from work. The Daytona now had 38,401 miles on the clock and was registered on plates 'KWU 523J' (Mrs. Hanson retained her private plate), which Jimmy would later re-register on his own personal plates '36 JMY', which remain with the car to this day.

INVOICE

HR OWEN LTD No: 22
A member of the FERRARI MOTOR GROUP

Please remit to

J.R. Matsumiya, Inc., 79 Milton Court, Old Eton Road, London, S.W.7.	25 FALMOUTH ROAD, MILTON COURT, S.W. LONDON, S.W.7.
-------------------------------------------------------------------------------	-----------------------------------------------------------

Date: 9th May, 1974.

To: One used Ferrari 365 GTB/4 Daytona
Exterior finished in Verde Dino Metallic
Interior finished in beige hide
Fitted with Puchsystem 8 track and Electric Aerial

Chassis No.	83954
Registration No.	KWU 523J
Date first registered	December 1970
Colour	13921
Engine No.	13921

Expenditure owing at time of sale \$0.00

As seen, used and approved at the agreed price of: £50

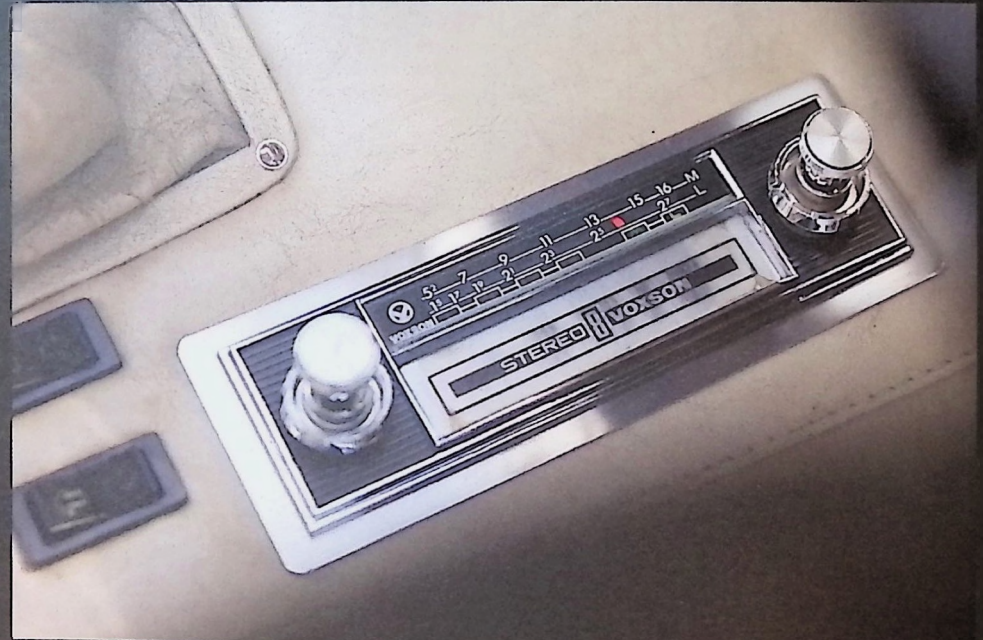
Sold without warranties, written or implied

GM with Compliments

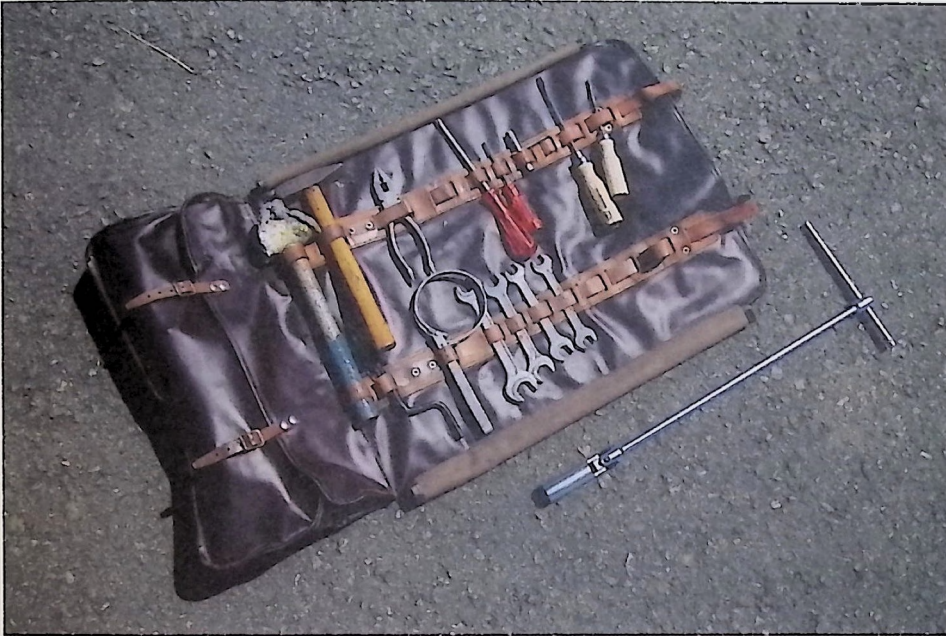
By order of the Director, we warrant that the above description is correct and that the car is in the condition described. We warrant that the car is of the make and model described and that the odometer reading is correct. We warrant that the car is of the make and model described and that the odometer reading is correct. We warrant that the car is of the make and model described and that the odometer reading is correct.

R.A.O.E.

The Voxon stereo as fitted by the Ferrari factory to this 'Daytona'. Usually fitted by a supplying dealer, but not on this car which was collected by the first owner's sons directly from the Ferrari Factory in Maranello



A scan of the HR Owen invoice to Mr Matsumiya in 1974



As Mrs Hanson had done, Mr Matsumiya continued to have the 'Daytona' serviced at Maranello Concessionaires, with invoices on file from 15 March 1977, when the car had 49,133 miles, and 9 December 1977, when the car had 52,952 miles. In the 1980s, Mr Matsumiya decided to paint his 'Daytona' red — because who didn't want a red Prancing Horse in the 1980s? He would show off his fresh 'Daytona' from 1980 to 1987, with tax discs covering this time period on file, until it was taken off the road and

stored within Mr Matsumiya's garage just outside of London — and there it would stay until 2013, when the current owner discovered it and purchased it to add to his impressive stable of automobiles.

Fortunately, the car had been stored in a dry garage for over 25 years and still looked well, with just 63,769 miles on its odometer. Showing signs of age, the current owner embarked on a complete restoration to bring it back to its original specification and standards.

1970 FERRARI 365 GTB/4 'DAYTONA' PLEXIGLAS



The body was stripped to bare metal and sent for minimal bodywork — there was very little corrosion on the body shell, with all major panels remaining original, and just a small amount on the sills and rear wheel arches — and a repaint back to the car's original Verde Pino Metallizzato. Whilst the car was being painted, the engine, gearbox and suspension were rebuilt. O'Rourke Trimmers undertook the time-consuming job of preserving and retaining the original Luxan Beige leather — a 200-hour task that was worth every second.

Fresh from restoration, this 'Daytona' is accompanied by its original leather folder, driver's handbook and extremely rare warranty card; the original tool roll and jack; and an extensive history file, with correspondence from Maranello Concessionaires, photographs, and all restoration invoices. A right-hand-drive Plexi 'Daytona' is rare indeed, but this one, which has only three owners from new, under 64,000 original miles on its clock, and is finished in its original Verde Pino Metallizzato and retaining its original Luxan Beige interior — the only to be finished as such — is all the more special.

Specification:

4,390 cc, Colombo V12 engine

Six twin-choke downdraft Weber carburettors

Five-speed manual gearbox

0-60 mph in 5.4 seconds

Weight: 1,200 kg

Please note that whilst every effort has been taken to ensure the information contained within this document is verified and correct,

