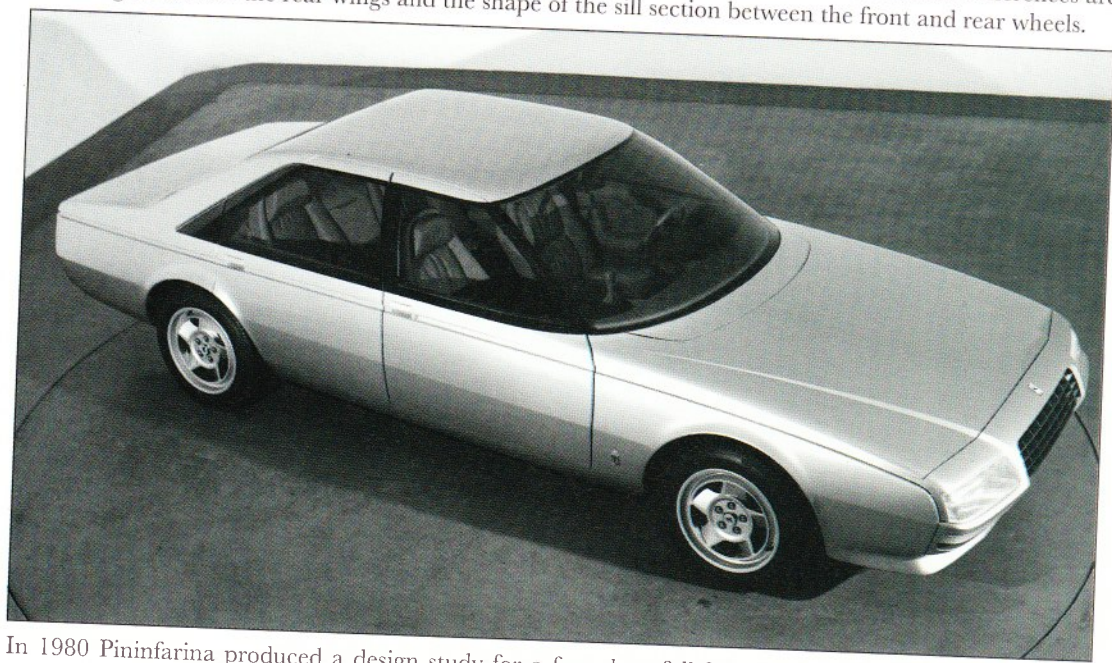


As with the 36567B/4 Daytona, it was the American Ferrari importer, Luigi Chinetti, who introduced the berlinetta boxer to competition when he prepared a 365GT4/BB, chassis number 18095, for the 1975 season. This car started as a lightly modified road car but was gradually developed over the next two years and was eventually fitted with a 5-litre engine. This exercise prompted the French and Belgian importers to prepare cars for the Le Mans 24 Hour Race in 1978. The next evolution was wind-tunnel studies by Pininfarina which resulted in radically different bodywork for a series of cars built at Ferrari's Assistenza Tecnica in Modena during 1979. These were given the name 512BB/LM, the LM referring to Le Mans, which was the race that they had primarily been built for. Between 1980 and '82 a second series of these cars was built, one of which is seen here, that differed slightly in body detail from the first series of 1979. The main visible differences are the profile of the brake cooling intakes on the rear wings and the shape of the sill section between the front and rear wheels.



In 1980 Pininfarina produced a design study for a four-door full-four-seat (as opposed to the previous 2+2) Ferrari to mark their fiftieth anniversary, which they called the Pinin. The car was fitted with the 5-litre flat-twelve engine of the berlinetta boxer mounted at the front, although it never developed beyond the prototype stage. The use of aerodynamic spokes on the road wheels would be used again, in modified form, on the 348 series and F512M, while some details were used on other Pininfarina designs, such as the narrow full-length body side crease that featured on the Alfa Romeo 164 and Peugeot 405.