

## **De Tomaso chassis numbers**

De Tomaso Vallelunga: Vallelungas were raced in various events (principally in Italy), usually without any visible registration plates, and thus today it is impossible to determine exactly which car participated in which event. Extensive documentation would be needed in order to claim a competition history for a particular car. Only three aluminum-bodies cars were built (by Fissore), with the remaining cars receiving fiberglass bodies by Ghia.

## **MANGUSTA**

Chassis Number De Tomaso Private

8MA 758 A 1969 Mangusta, 8MA758, was race-prepared by a car dealer in Atlanta, Georgia for competition in IMSA. It is powered by a Ford Formula 5000 engine, with four-bolt main bearings, a forged crankshaft, roller camshaft, competition cylinder heads, dry sump, and a Shelby Weber induction system. Originally white with two thin blue stripes, it was repainted blue with white stripes, and is currently for sale in Belgium

## **PANTERA PRIVATE Tipo 874**

Chassis Number De Tomaso Pantera Private **Tipo 874**

1107 1972 Sold to Autosalone Piemonte

Original title and registration paperwork available (we have access to the original registration papers)

1116 1972 Sold to Favero Fransesco - Italy

Original title and registration paperwork available  
2005 USA

1128

Silver/Black

1971 Registered to De Tomaso Automobili

Original title and registration paperwork available

2817 White/Black

2846 17 January 1974 Sold to Mark Leuzinger with 2000 miles Modified in GR 4 configuration with parts from Hall Pantera and the factory Raced in various events and Sebring 1977/1978 See 1978 PI Winter July 4 1981 Sold to Mike Allen (down payment for a house ) Joe Sold to Deventer 1981 Colour Red Sold to Marc Van der Deventer 1999 Sold to Colin Haney

2882 1972 Sold to Renna - Italy 1975 Sold to Sweden 1981 Sold to Dan Willy Björkman 1990 Sold to Anders Persson 1995 Sold to WASA SAKFÖRSÄKRING 2004 Sweden

3043 Sold new in USA to Pete Brailler and prepared by Dick Guldstrand (USA well known racer) Raced in SCCA from 1973 to 1977 by Brailler 2004 for sale by Brallier USA (One-Owner Racer)

3314 Sold to Franco Britannic - France Grand National Tour 1972 - Accident Sold to Raoul Scultore who restored and modified the car to Gr 4 specifications

3624 Sold to Italy Original title and registration paperwork available 2005 USA

3628 Sold to Italy Original title and registration paperwork available

4729 Sold To Franco Britannic - France Original title and registration paperwork available

4842 Red/Black 1973 GTS Sold to Carpanelli - Italy Original title and registration paperwork available

4849 1973 Sold to Tondola Ricardo - Italy Original title and registration paperwork available

4864 1973 Sold to Franco Britannic - France Original title and registration paperwork available

4945 Sold to Italy Original title and registration paperwork available

5512 White/Black 1973 Sold to Franco Britannic - France Original title and registration paperwork available 1973 Tour Auto Vinatier/Jaubert "8305 DG 92" 1974 Send to Africa for the 6 Hours of Dakar 1980 Sold to France and put in storage 2005 Needs restoration

5865 White/Black Sold to Italy Original title and registration paperwork available

5940 Red/Black 1975 GTS sold new in Switzerland 1979 rebuilt with Gr 4/5 body in Switzerland by Walter Friedrich and the engine was modified by the factory. Raced in Switzerland by Walter Friedrich

7285 1974 Sold to De Tomaso Automobili Original title and registration paperwork available

7400 White/Black 1975 Sold to Achilli Motors - Italy Original title and registration paperwork available 1981 Sold to Scolari Paolo 1986 Sold to Harry Svensson - Sweden 1998 Sold to Tomas Sundqvist

9628 Pantera SI The car was developed by ADA Engineering ran at Le Mans in 1994 and won the British GT series outright in 1995. It also ran in the BPR series. 2006, in UK.

9628

Pantera 90. Car was developed by ADA Engineering  
1994 24 Hours Le Mans

### **PANTERA FACTORY GR 3 Tipo 874**

Chassis Number De Tomaso Pantera GR 3 **Tipo 874**

1070 Chassis 1070 Black/Black Prototype of the GR3

1972 Sold to Auto Club Roma Italy "ROMA KO 9227"

1972 Sold to Ignazio Igino

1973 Sold to Todini Carlo Filippo

1973 Sold to Ital Atlantic Express (Michelangioli)

1975 Sold to Ferrazzi Mario and raced by Marco Curti alia "Spiffero"

1998 Sold to Daminato Luciano

2003 Sold to Lado Niccolo

2005 STPO The Only GR 3 Pantera who have kept his original targa for 33 Years

3595 Red/Black 1972 Gr 3 Sold to Provini Tarquinio - Italy Original title and registration paperwork available 1974 Sold to Giredano Vincenzo 1976 Sold to Rettore Mario 1979 Sold to Bertagni Fabio 1980 Sold to Hanbenhofer 1981 Sold to Schizzi Mario 1982 Sold to Pantaleoni 2005 Seen at Modena (Yellow)

3866 1973 Sold to Lagerlach Industrie - Italy Original title and registration paperwork available  
1983 Sold to Santoro Aramini Roberto 1988 Jan-Erik Rehn Sweden

4079 Silver/Black 1972 Sold to Italy GTS modified in Gr 3 by the factory Original title and registration paperwork available

4421 1973 Gr 3 Sold to Germany

4479 Orange/Black 1973 Gr 3 Sold to Italy Original title and registration paperwork available  
1993 Modified in Gr 4 by Andre Marcel Switzerland

4771 Red/Black 1973 Gr 3 Sold to Franco Britannic - France

4772 Light Blue/Black 1973 Gr 3 Sold to Trenti - Italy Original title and registration paperwork available  
1973 Sold to Moreschi 1975 Sold to Maggiorelli 1976 Sold to "Alebar 1977 Sold to Cardì  
1981 Sold to Govoni 1985 Sold to Stauffer USA 2005 USA

4781 Yellow/Black 1973 Gr 3 RHD Sold to M.T.C Cars England

4795 Green/Black 1972 Gr 3 sold to Franco Britannic - France 1973 Sold to Metral "500 BY 93"  
1974 Stolen in Paris and never found

4803 Red/Black 1973 Gr 3 Sold to Veneta Sport Car - Italy Original title and registration  
paperwork available 1984 Sold to Walsh - USA 1986 Ash 1990 Granauro 2004 Eriksen

4823 Yellow/Black 1973 Gr 3 Sold to Veneta Sport Car - Italy Original title and registration  
paperwork available 1981 Sold to Raineri Vittorio

4831 Red/Black 1973 Gr 3 Sold to Modena Sport Car - Switzerland

4852 Red/Black 1973 Gr 3 Sold to Modena Sport Car - Switzerland 1974 Sold to Frigierio  
Enrico Lugano

4866 Yellow/Black 1973 Gr 3 Sold to Franco Britannic - France Original title and registration  
paperwork available

5006 Green/Black 1973 Gr 3 Sold to Dubois - Belgium 1973 Sold to Bang & Olufsen Racing  
Team for Bernard de Dryver 1974 Raced by Regot 1976 Repainted red by de Dryver and sold  
to Cavan 1980 Sold to USA 1985 Heavy crash on a highway, repaired at the De Tomaso dealer

from NY 2005 USA Dave Adler 2005 Sold to present owner USA

5495 Red/Black 1973 Gr 3 Sold to Wicky Switzerland 2002 Sold to present owner

5518 Yellow/Black 1973 Gr 3 Sold to Franco Britannic - France Original title and registration paperwork available

5519 Yellow/Black 1973 Gr 3 Sold to Wicky - Switzerland Original title and registration paperwork available

5599 Yellow/Black 1973 Gr 3 Sold to Italimport - Germany 1990 Sold to Sweden 1993 Sold to Kari Mäkinen 2001 Sold to Bo Gunnar Jansson 2004 Sold to Kjell Åke Lindqvist

5632 Red/Black 1973 Sold to Germany 1986 Sold to USA 1990 Sold to Wes 2005 USA

5855

1974 Sold to Wicky Switzerland. Tested by the factory.

1975 Sold to Interauto Italy

1975 24 Hours Le Mans Number 7 - Polese

1975 Giro d Italia

1977 Sold to Kabibo who modified the car in GR 4 configuration, raced by him from 1977 to 1983 in Italy

1985 Sold to France.

2002 Sold to a dealer.

2002 Bonhams Auction

2003 Sold to Sergent

2005 Christies Auction

6107 Red/Black 1973 Gr 3 Sold to Italimport - Germany 1986 Sold to Ulf Nyberg - Sweden 1986 Sold to Sven Mikael Wallin 1997 Sold to Kjell Iseborn 2003 Sold to UK

6112 Red/Black 1974 Gr 3 Sold to Leasing International - Italy Original title and registration paperwork available 1987 Sold to Fabri Carlo

6174 Yellow/Black 1973 Sold to Italy Original title and registration paperwork available 1974 Sold to Bicego 1975 Sold to Montrone 1976 Sold to Pasini 1976 Sold to Ferlito

6183 White/Black 1974 Gr 3 Sold to Dubois - Belgium 1974 Raced by "Davit" (Philippe Bervoet) 1977 Modified by Michel Lameuse Body Shop (Namur, Belgium) with a Gr 5 steel body (Bervoet)

wanted a strong heavy car to race door to door against the "Dutch racers") with a 6200 cc Holman & Moody engine 1981 Sold to Dave Adler - USA 2005 USA

6252 Yellow/Black 1974 Gr 3 Sold to Dubois - Belgium Original title and registration paperwork available 1985 Dubois sold the car to Sweden 1989 Sold to Nivstrand Lars Ragnar 1992 Sold to Hallen Lars Gunnar 1995 Sold to Stig-Ola Nilsson

6840 Red/Black 1975 Gr 3 Sold to Walter Friedrich - Switzerland

7395 White/Black 1974 Gr 3 Sold to Achilli Motors - Italy Original title and registration paperwork available 1976 Sold to Bufaius Anna 1990 Panza Claudio 1996 Sold to Christer Nilson Eslöv - Sweden 2004 Anders Hellberg - Sweden

7483 Yellow/Black 1976 Gr 3 Sold to Automobil Vertriebs - Germany

7490 Red/Black 1976 Gr 3 Sold to Switzerland. Original title and registration paperwork available 1976 Sold to Ernst Bjarsch 1979 Sent to the factory and upgraded with Gr 4 flares, rear hubs, front spoiler, brakes, alloy doors and bonnets 2000 Sold to Stephane Poux - France

8472 Light Blue/Black 1978 Gr 3 Sold to Sedex - France Original title and registration paperwork available 1982 Sold to Dufour

9084 Blue/Black 1978 Gr 3 Sold to AHI - Germany

9123 Red/Black 1979 Gr 3/Gr 4 Sold to AHI Germany for Lindinger who raced it in Germany.

### **PANTERA FACTORY GR4/GT4 Tipo 874 A**

Chassis Number De Tomaso Pantera GR4 & GT4 **Tipo 874 A**

2263-GT4 1972 Sold to De Tomaso Spain

2824-Plate 2342-GT4

1972 Sold to Franco Britannic France.

1972 24 Hours Le Mans - Verrier/Chasseuil "442CV"

2005 USA

2342-GT4

1972 Sold to Valtellina Racing Italy with Gallo

1973 Sold to Gallo

1979 Sold to Dave Walker

1995 Sold to Alan Foster

2000 Sold to Walter Dethier

2005 Speaking with Gallo, the racing driver, he told me that he invented the special paint with many colors, as he was an architect (Nothing to do with Warhol)

2006 Sold to present owner, very bad condition and we have many doubts about the originality of the chassis. We are still searching for more infos.

2343-GT4

1972 Sold to Cazzago("Pooky") Italy.

1972 1000 Km Monza -"Pooky/Casoni 7 OA

1972 Monza Coupe Intereuropa - "Pooky" 6 OA

1972 GT Special Monza "Pooky" 1 OA

1972 24 Hours Le Mans -Number 73 "Pooky"/Casoni/Moretti/Pasolini DNQ "483 CV" 1250 Kg

1973 Sold to Moretti/Manfredini ( MOMO Racing ) "MI S04567"

1973 1000 Km Monza - Manfredini/Moretti 15 OA

1973 Imola - Moretti 23 OA

1975 Sold to Parpinelli

1975 Trento Bondone - Parpinelli.

1975 Mugello - Parpinelli

1975 Varano - Parpinelli

1975 Misano - Parpinelli

1976 modified by Gottifredi and factory in GR5 with Hewland Gearbox "480 CV" "PD 421 831"

950 Kg ( The only GR 5 built by the factory )

1976 Giro d Italia - Parpinelli DNF

2000 Sold to Panizza with original paint.

2006 Sold to Belgium

2007 Sold to England

2344-GT4

1972 Sold to Ford USA. Driven on the street by Mario Andretti.

Sold to Warren Tope (son of Donald Tope Director of Ford Experimental Department USA)

Used by the experimental department for testing suspensions etc.

1973 San Air Transam - Tope

1973 Blackhawk Farms - Tope 1 OA

1973 Watkins Glen - Tope DNF

1973 Ra race - Tope

1974 Pontiac Grand Prix - Tope 1 OA  
1975 Sold to Miller Kenper  
1975 6 Hours Watkins Glen - Miller  
1975 Daytona IMSA - Miller  
1980 Sebring - Miller  
1986 Sold to Richard Conway  
1989 Sold to Alex Quattlebaum  
2005 USA  
2006 Sold to Belgium  
2007 Under restoration in Holland

2823-GT4  
1972 Sold to De Bavaria Germany

1972 24 Hours Le Mans

2824-GT4 1972 .See 2342

2858-GR4 1972 Sold to Achili Motors Italy

2859-GR4  
1972 Sold to Muller Switzerland

1972 24 Hours Le Mans "441 CV"

2860-GR4  
1972 Sold to Dubois Belgium.  
1972 24 Hours Le Mans - Jacquemin/Deprez 16 OA  
1975 24 Hours Le Mans  
2005 in USA

2861-GR4 1972 Sold to Janda Schulze Germany

2862-GR4  
1972 Sold to Jolly Club Italy  
Sold to Michangeli/Pietromarchi and raced by them in Italy  
1976 Modified by Sala with GR5 Body for Michangeli - Raced in Italy.

Mid "70, Sala built 2 cars from chassis 2862, one was race in Gr5 specifications , the other one

was race in Gr4 specifications

1981 The Groupe 5 was Sold to Portugal (original invoice ).. This new fact is quite interesting and now we clearly understand why now in 2008, we have 2 cars with the same number. It's difficult to make a decision because it look like that the car was split in 2. After the Gr5 Candy have been remodified in Gr4 specs and carry the same chassis number. Candy car was sold in USA

1982 Send to Italy to be remodified in GR4 Body.

1985 Pereira sold to USA

.2005 Not original body as modified many times

2872-GR4 1972 Sold to Jolly Club Italy

2873-GR4

1972 : Sold to Jolly Club Italy.

1977 : Sold to Govoni

1972 to 1977 : Kept by the factory and raced as factory car

1984 : Sold to Guy Anderson USA

1998 : Sold to Switzerland

2005 : Europe. Not original dashboard, front gaz thank not original, interior modified

2013 : Fully restored by current owner

Original car own by Marc Davis.

WARNING a replica in Italy use the same number

2874-GR4 1972 Sold to Italy

xxxx-GR4 1975 Sold to Saudi Arabia

xxxx-GR4 1977 Sold to Italy but for Japan

## **PANTERA GR 5**

Chassis Number De Tomaso Pantera GR 5

001 Gr 5 built by Sala/Marvetti for Michelangeli/PietroMarchi from a new chassis given by the factory in 1977 (no serial number) Body made by Mauro Sacchetti (ex Fantuzzi)

1977,78,79,1980 Raced in Italy and in Europe 1981, car was send to Auto Elite Modena and modified in Gr C specifications 2004 Sold to USA without engine or gearbox, and car needs restoration

Gr 5 RHD Car built by Kleinpeter USA - Chassis 1603 One of the most developed Panteras with a detachable front and rear body As the importer of ZF gearboxes, Hugh Kleinpeter kept the original gearbox, but everything else was done to upgrade this winning car 1983, car was crashed heavily, killing the driver 2006 : Destroyed by fire (for sale on ebay)