

CMC Ferrari 275 GTB/C 1966



EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



CMC Ferrari 275 GTB/C Family



CMC Ferrari 275 GTB/C, 1966



Ferrari launched the 275 GTB/C on a unique chassis designed by Mauro Forghieri for the 1966 racing season. Known as the Tipo 590A, this chassis was lighter and stronger than that of the road-legal 275 GTB. A total of twelve 275 GTB/C Berlinettas were built by Ferrari's racing department at Maranello, each featuring a relatively voluptuous styling characteristic of Pinin Farina's designs of the period as well as a body crafted by Scaglietti. The GTB/Cs were equally at home on the street and track – hot-tempered as any thoroughbred racing car of the time and yet completely user-friendly for the open road.

Although the 275 GTB/C superficially resembled the road-legal 275 GTB, no body panel was the same, and underneath, very little remained identical. The wheel arches are flared to make room for racing tires, making the body of the GTB/C wider than a regular production GTB, particularly at the rear, where the fenders widen behind the doors. The alloy body is paper-thin, made of 0.7 mm thick aluminum sheet, which is only half as thick as that of a GTB. To reduce weight further, the windows and rear screen were made of Perspex instead of glass.

Eight of the twelve GTB/C are left-hand drive, and this car or chassis 09015 is one of them. To integrate the gearbox with the rear axle, Ferrari used the transaxle with needle bearings for the first time. There is no fan; natural air intake, along with a water cooler mounted behind a massive oil cooler, serves to keep everything cool even in long-distance conditions. Dry sump lubrication allows the engine to sit lower and further forward for better weight distribution. Power comes from a 3.3-liter V-12 engine with 250 LM-type valves, special pistons, and 3 Weber 40 DF13 carburetors, generating 280 hp at 7,600 rpm. Many engine parts are cast from electron, a lightweight magnesium alloy.

The interior of the 275 GTB/C is equipped with rear braces, and the rear area is reinforced to prevent it from flexing in the event of an impact. With an impressive racing record over the decades, the 275 GTB/C is remembered and honored as one of Ferrari's last true allround racers. For many Ferrari enthusiasts, the 275 GTB/C shares the same characteristics that have made the GTO such a coveted item. In fact, GTB/Cs are basically considered 250 GTOs for 1966, and as such, are extremely sought-after.

Model Description

- Hand-assembled metal precision model consisting of 781 parts
- Authentic and true to scale shaped body
- Hinged bonnet with self-locking holder
- Twelve-cylinder V-engine with wiring/ cabling
- Originally styled dashboard with all round instruments and controls
- Screwable Borrani central locks with right / left thread
- Detailed ventilation slots on the front fenders
- Tank filler neck with opening cap in the trunk
- Functional doors with openable corner windows
- Race-like design of the vehicle interior with racing equipment, such as roll bars and seat belts
- Leather-padded bucket seats and the rest of the interior covered with fine leather
- Authentically reproduced Nardi 3-spoke steering wheel in wood look
- Removable spare wheel in the trunk
- Functional independent suspension on wishbones made of metal on all four wheels
- Consistent replica of the exhaust system on both sides with chrome-plated metal tailpipes
- Movable flap for oil filler neck on the front right fender

Technical Data of the Original Vehicle

- Aluminum body over tubular steel frame
- 12-cylinder-60°-V-engine. One overhead camshaft per cylinder bank, chain-driven
- Dry sump lubrication
- Mixture preparation with 3 Weber carburetors
- Ignition with two coils and one spark per cylinder
- Bore x stroke: 77 x 58.8 mm
- Displacement: 3286 cm³
- Power: 290 hp at 7600 rpm
- Top speed: 275 km/h
- Acceleration 0-100 km / h: 4.9 s
- Wheelbase: 2400 mm
- Track width f/r: 1377/1393 mm
- Total length: 4370 mm
- Total width: 1725 mm
- Total height: 1245 mm
- Empty weight: 1100 kg
- Seats: 2

CMC Ferrari 275 GTB/C

24H France 1966

Giampiero Biscaldi/Michel de Bourbon, #26



As the second 275 GTB/C produced, chassis #09015 was delivered in June 1966, just four days before its first race. Luigi Chinetti's North American Racing Team (N.A.R.T.) entered the car for the 24 hours of Le Mans 1966, where it was driven by Giampiero Biscaldi and Prince Michel de Bourbon -Parma with start number #26. Having completed 218 laps, however, they were compelled to retire in the 20th hour due to a gearbox issue. The car was then sold to Reno-based casino mogul William Harrah, who entered the car for the Road America 500 at Elkhart Lake in September 1966. Raced by Robert Grossman and Denise McCluggage, 09015 finished 12th overall and 7th in class. Equipped with Le Mans gearing, first gear enables the car to attain 74 mph, and fifth gear will have it rev to mid-170 mph and go "like a rocket." Retired from racing after the 1966 season, 09015 has survived in an amazingly original condition.

Model Description

- Hand-assembled precision metal model from 1,459 parts
- Authentic and true-to-scale body
- Lift-to-open bonnet with self-locking support rod
- 12-cylinder V-engine complete with piping and wiring
- Highly original-styled dashboard with both instruments and controls
- Detachable Borrani spoke-wheels with central locking and right/left thread
- Detailed air vents in the front fenders
- Fuel filler spout with an opening cap in the trunk
- Functional doors with openable corner windows
- Detailed replication of the racing trims, including the roll bar, fire extinguisher and seat belts
- Bucket seats and upholstery covered in brown fabric
- Authentic replication of the Nardi 3-spoke steering wheel
- Removable spare wheel in the trunk
- Functional independent wheel suspension with metal wishbones for all four wheels
- Detailed twin-outlet exhaust system with chromed metal tailpipes
- Flip-to-open flap for the oil filler spout in the front right fender

Technical Data of the Original Vehicle

- Aluminum body over tubular steel frame
- 12-cylinder-60°-V-engine. One overhead camshaft per cylinder bank, chain-driven
- Dry sump lubrication
- Mixture preparation with 3 Weber twin-carburetors and open air-intake pipes
- Ignition with two coils and one spark plug per cylinder
- Bore x Stroke: 77 x 58.8 mm
- Displacement: 3286 cm³
- Power: 300 hp at 7600 rpm
- Top speed: 275 km/h
- Acceleration 0-100 km/h: 4.9 s
- Wheelbase: 2400 mm
- Track width f/r: 1377/1393 mm
- Total length: 4370 mm
- Overall width: 1725 mm
- Overall height: 1245 mm
- Net weight: 1066 kg (with racing trims)
- Seats: 2

CMC Ferrari 275 GTB/C

500 km Mugello 1966

Sinibaldi/Federici, #98



With its extensive racing history and superb provenance, chassis 09051 is one of the finest Ferrari Berlinettas in existence. As the sixth 275 GTB/C produced, it was delivered new in Argento Metallizzato (Silver Metallic) with a black leather interior. The car first competed at the 1966 500 Kilometers of Mugello. Between 1966 and 1970, it participated in over 20 races, enabling its two first owners, Renzo Sinibaldi and Alberto Federici, to achieve numerous class and overall victories. Subsequently, the car became a part of important private collections in the Great Britain and USA. In 2007 it took a 2nd place trophy in its class at the Concours d'Elegance in Pebble Beach.

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- Hand-assembled precision metal model from 1,459 parts
- Authentic and true-to-scale body
- Lift-to-open bonnet with self-locking support rod
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- Highly original-styled dashboard with both instruments and controls
- Detachable Borrani spoke-wheels with central locking and right/left thread
- Detailed air vents in the front fenders
- Fuel filler spout with an opening cap in the trunk
- Functional doors with openable corner windows
- Detailed replication of the racing trims, including the roll bar, fire extinguisher and seat belts
- Bucket seats and upholstery covered in brown fabric
- Authentic replication of the Nardi 3-spoke steering wheel
- Removable spare wheel in the trunk
- Functional independent wheel suspension with metal wishbones for all four wheels
- Detailed twin-outlet exhaust system with chromed metal tailpipes
- Flip-to-open flap for the oil filler spout in the front right fender

Technical Data of the Original Vehicle

- Aluminum body over tubular steel frame
- 12-cylinder-60°-V-engine. One overhead camshaft per cylinder bank, chain-driven
- Dry sump lubrication
- Mixture preparation with 3 Weber twin-carburetors and open air-intake pipes
- Ignition with two coils and one spark plug per cylinder
- Bore x Stroke: 77 x 58.8 mm
- Displacement: 3286 cm³
- Power: 300 hp at 7600 rpm
- Top speed: 275 km/h
- Acceleration 0-100 km/h: 4.9 s
- Wheelbase: 2400 mm
- Track width f/r: 1377/1393 mm
- Total length: 4370 mm
- Overall width: 1725 mm
- Overall height: 1245 mm
- Net weight: 1066 kg (with racing trims)
- Seats: 2

CMC Ferrari 275 GTB/C

Spa Classic 2012 & 2013

Vincent Gaye, #55



Chassis 09057 was ordered by Luigi Chinetti for use with his North American Racing Team (N.A.R.T.) program. It was delivered to Bob Hutchins on September 18, 1966, who sold the car later to Harley Cluxton via Chinetti. By the end of the 1960s, the vehicle had changed hands some 8 times. Dr. John P. Giordano of Cold-Spring Harbor, NY acquired the car in July 1980. Back then, the asking price was between \$20,000 and \$40,000, whereas in 1988, the car was up for sale for 1.5 million dollars.

Under the ownership of Giordano, 09057 was raced extensively in historic events. Towards the end of 1999 it was resold and made its way to Germany. In February 2010, the car came into possession by Vincent Gaye, a Belgian historic racer, who had it carefully reworked and prepared for historic motorsport events. Finished in a light blue metallic livery, 09057 is one of the fastest 275 GTB/Cs today. With start number #55, Gaye competed in the Spa Classic 2012 and 2013, finishing first in the 2013 Trofeo Nastro Rosso races 1 and 2 respectively.

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- Detailed replication of the racing trims, including the roll bar, fire extinguisher and seat belts
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Technical Data of the Original Vehicle

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- Mixture preparation with 3 Weber twin-carburetors and open air-intake pipes
- Ignition with two coils and one spark plug per cylinder
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- Wheelbase: 2400 mm
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- Net weight: 1066 kg (with racing trims)
- Seats: 2

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Combined Governor's and Tourist Trophy 1966

Pedro Rodríguez, #4



Chassis 09063 is the last LHD, completed in August 1966 at Carozzeria Scaglietti. It was delivered new to Mexican racing driver Pedro Rodriguez in Rosso Rubino (Ruby Red), and the purchase was partially funded by Ennio Gerardi, Chinetti's supporter, in an effort to keep Rodriguez loyal to NART. The new 275 GTB/C was debuted in the combined Tourist Trophy and Governor's Trophy on December 2, 1966 with Rodriguez at its wheel to take a class win and a seventh overall finish.

After the impressive result in Nassau, Rodriguez entered his GTB/C in the 24 Hours of Daytona in February 1967. When he was offered to drive the N.A.R.T. Ferrari 412P, Rodriguez enlisted Carlos Salas Guterrez and Hector Rebaque Sr. to drive his 09063. The GTB/C, however, had to retire early from the race due to an accident. After Daytona, 09063 was repaired, fitted with 6 twin carburetors and repainted in the official colors of N.A.R.T. red with a blue-white-blue center stripe.

Throughout the 1970s and 1980s, 09063 was raced and exhibited extensively in the US, mostly by its subsequent owners at various historic motorsport events. Between 1992 and 1994, the car was completely restored to concours quality and the original Rosso Rubino livery as raced by Rodriguez in the Bahamas.

Since then the beautifully-preserved 09063 has earned a string of awards, including "First in Class," "Finest Competition Ferrari," and "Best of Show" honors. What with its impressive racing history and provenance, 275 GTB/C 09063 is among the most sought-after Ferrari GT cars and belongs in a legendary line of thoroughbreds from Ferrari that include 250 GT TdF, 250 GT SWB, 250 LM, and 250 GTO.

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- Highly original-styled dashboard with both instruments and controls
- Detachable Borrani spoke-wheels with central locking and right/left thread
- Detailed air vents in the front fenders
- Fuel filler spout with an opening cap in the trunk
- Functional doors with openable corner windows
- Detailed replication of the racing trims, including the roll bar, fire extinguisher and seat belts
- Bucket seats and upholstery covered in brown fabric
- Authentic replication of the Nardi 3-spoke steering wheel in wood look
- Removable spare wheel in the trunk
- Functional independent wheel suspension with metal wishbones for all four wheels
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Technical Data of the Original Vehicle

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- Dry sump lubrication
- Mixture preparation with 3 Weber twin-carburetors and open air-intake pipes
- Ignition with two coils and one spark plug per cylinder
- Bore x Stroke: 77 x 58.8 mm
- Displacement: 3286 cm³
- Power: 300 hp at 7600 rpm
- Top speed: 275 km/h
- Acceleration 0-100 km/h: 4.9 s
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- Twelve-cylinder V-engine complete with line routing and wiring
- Highly original-styled dashboard with all instruments and controls
- Detachable Borrani aluminum wheels with central locks featuring right/left thread
- Detailed open-cut air vents on the front fenders
- Fuel filler spout with opening cap in the luggage compartment
- Functional doors with openable corner windows
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- Bucket seats upholstered in the finest leather
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