TOM HARTLEY JNR



1966 FERRARI 275 GTB/C

Rosso Chiaro with Blue

SOLD

Mileage	N/A miles	Engine Capacity	3285cc
Body Style	Coupe	Fuel	Petrol
Transmission	Manual	Chassis No.	09041

A 9000 series competition 275 is the only variant to carry the official GTB/C model designation from the factory. Only 12 of these special cars were ever produced, the bodies were constructed from 20 gauge aluminium, which is approximately half the thickness of a normal alloy-bodied car. The engine was provided with dry sump lubrication, although a believed error in the submission of the homologation forms for the new car omitted to mention the six carburettor option, thus they had to run with only a triple carburettor assembly. However, the carburettors were specific to this series of cars, being a trio of twin choke Weber 40 DF13 models without cold start choke assemblies, featuring elegantly formed rearward curved intake trumpets. The compression ratio was raised slightly from the standard 9.2:1 to 9.3:1 using special pistons, connecting rods and crankshaft, whilst Nimonic steel inlet and exhaust valves were fitted, the latter being sodium filled to aid heat dissipation. A larger bore exhaust system, with two separate pairs of free flow manifolds per bank, aided hasty exhaust gas passage. The

dry sump catch tank was mounted in the front fender on the opposite side to the steering column, with a flap on the fender top to access the filler cap and dipstick, plus an oil cooler was mounted forward of the water radiator. The transaxle was provided with a magnesium alloy casing, close ratio gears and a strengthened limited slip differential. To further reduce weight the sump cover, bellhousing, timing chain and camshaft covers were also cast in a magnesium alloy. A 140-litre fuel tank was fitted and naturally the car was devoid of any sound deadening material, and further weight saving was achieved by drilling the hood, trunk and door support frames, whilst inside the floor pan was thin aluminium with the special lightweight seat frames bolted through the floor to extra brackets provided on the chassis frame, also the glass of the standard model was replaced by Plexiglass in all but the front screen.

275 GTB/Cs had very successful race results including class wins at the 1966 and 1967 24 hours of Le Mans which in turn unfortunately means that very few of these cars still retain many of their original major components due to their racing lives. This particular example, however, is one of the most original of the 12 cars produced, having never been subjected to competition throughout its life. It can still boast all of its original major components including its original body as confirmed within its Ferrari â€˜Red Bookâ€™ Classiche certification. This is the 5th of the 12 cars produced and is 1 of only 4 right-hand drive examples.Â Complete with a spare engine and modern racing seats, plus a very well documented history file.