

# COMPETITIVE

FERRARI

275 GTB/C



57



1966

WHEN PIERRE NOBLET AND CLAUDE DUBOIS STARRED IN THE 1966 24 HOURS OF LE MANS, FINISHING SECOND IN CLASS AND TENTH OVERALL, THE CAR THEY HAD DRIVEN WAS JUST FOUR DAYS OLD. THEY'D COVERED 4172KMS, AVERAGING 174KPH, IN ONE OF THE MOST GRUELLING MOTOR RACES ON THE PLANET – ALL WITHOUT MISSING A BEAT. SUCH WAS THE OUTSTANDING CAPABILITY OF THEIR ECURIE FRANCORCHAMPS FERRARI 275 GTB 'COMPETIZIONE', CHASSIS 09027. ONE OF JUST 12 SERIES II EXAMPLES EVER BUILT, AND RACED HARD AND OFTEN IN ITS YOUTH, THE CAR'S STORY BECAME THAT OF A CELEBRATED WAR-HORSE; DUTIFULLY CARED FOR IN LATER LIFE BY PROMINENT CUSTODIANS IN HONOUR OF ITS EARLY TRIUMPHS. REMARKABLY, SUCH SOLICITUDE HAS KEPT THE KEY COMPONENTS OF THIS 'MATCHING NUMBERS' CAR VERY MUCH INTACT AND, FOLLOWING AN EXQUISITE RESTORATION BY FERRARI CLASSICHE, THE BATON OF CARE IS NOW READY TO BE PASSED ON ONCE AGAIN.



# THE NEW GT10

MODEL BACKGROUND

Introduced by Ferrari in 1965 to combat the Shelby Cobra's dominance of the GT race category, the competition versions of the 275 GTB were produced in two very small series (with the exception of the prototype and three 'speciale' models).

The first was a series of ten cars, each with the 'short-nose' configuration, manufactured in 1965. The second series was produced in 1966, comprising 12 cars, all with a 'long-nose' design to counteract front-end lift at high speed. The factory referred to the first series simply as 275 GTB, with the /C suffix officially applied only to the second series of cars.

To the untrained eye a Series II 275 GTB/C may look similar to a regular long-nose Berlinetta, but its steel chassis frame is lighter and stiffer, the lascivious body is made of wafer-thin 20-gauge aluminium that is half the regular thickness, and the two-cam, 3.3-litre, V12 engine is race tuned, featuring a higher compression ratio, special internals and a dry sump. Behind the outer-laced Borrani wire wheels lies fully race-developed independent suspension.

A grand touring car this may technically have been, but a Series II 275 GTB 'Competizione'

was a thoroughbred racer, intended for those who took their motorsport very seriously. They were also the last GT cars to be constructed in the competition department at Maranello.

The existence of the 275 GTB competition cars is courtesy of a snub by the FIA in 1964, when GT category homologation for the mid-engined 250 LM was refused. Forced to race the LM as a prototype (very successfully so, winning the 24 Hours of Le Mans outright in 1965), Ferrari decided to submit the 275 GTB for homologation in the GT category.

In a typically antagonistic feud between Ferrari and the FIA, however, the papers submitted noted a dry weight considerably below that given in the sales literature for the street model, and the application was rejected in April 1965.





After the unsavoury situation with the 250 LM, Ferrari offered to accept homologation at the weight stated in the sales literature, but the FIA turned the offer down. In pique, Ferrari stated that it would not enter any cars in the GT class that season, but media pressure brought both sides back to the negotiating table. A further submission was made and accepted in June 1965, with a homologated weight virtually midway between the two figures. However, by this time the season was well advanced, and Ferrari's chances of winning the title had all but gone out of the window.

The short-nose examples belatedly approved for homologation that year were very similar to the standard road versions, although all were fitted with aluminium bodies and a six-carburettor set-up, both of which were options on the road car. Mechanically, the

motor retained its wet sump, and the transmission was virtually unchanged.

For 1966, however, Ferrari 'breathed upon' the car to a greater degree with the introduction of the long-nose Series II. Apart from the aforementioned super-light aluminium body, the engine was provided with dry-sump lubrication. Oddly, another error in the submission of the homologation forms for the new car omitted to mention the readily available six-carburettor option, thus the cars had to run with a triple-carburettor assembly. Specific to this series, a glorious trio of twin-choke Weber 40 DFI models were crowned with sculptural, rearward-facing, curved inlet trumpets.



*09027 at Le Mans in 1966. Only 12 Series II 275 GTB Competizione were made, just four of which were right-hand drive.*



*Successor to the 250 GTO, and last of the true, dual-purpose stradale-corsa cars made in the competition department at Maranello.*

The compression ratio in the Tipo 213 competition engine was raised 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, with a flap on the fender to access the filler cap and dipstick, and 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 magnesium alloy.

Both 14in- and 15in-diameter road wheels were homologated, with a commensurate increase in width to a maximum of 7in at

the front and 7.5in at the rear, the latter being available only in 15in diameter. These competition models were fitted with the largest homologated size, and this increased the track and necessitated slightly more bulbous front and rear fenders to provide adequate clearance for the Dunlop racing tyres. Another homologation feature was twin fuel tanks fitted low in the trunk, providing the same 140-litre capacity as before, with a gap between them for the then-mandatory suitcase space, the spare wheel being mounted horizontally above them.

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. 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, Plexiglass replaced the glass of the standard model in all but the front screen. Although the interior looked fairly stock, the door panels were

thin coverings with a simple pull, the standard arm rests having been dispensed with, as had the heater and its fan. However, the cabin was fully trimmed and carpeted to maintain a relatively 'standard' appearance. The quest for this standard appearance also meant that the cars were fitted with bumpers, but these were lighter than standard. Instead of being fitted to the chassis frame through holes in the body as on the street car, they were attached directly to the body panels – so don't push or lean on them, as the body will distort.

Despite the days of the dual-purpose street/track car coming to an end, 275 GTB/Cs acquitted themselves extremely well on the international stage, taking class wins at the highest level – including Le Mans, the Targa Florio and in the most prestigious hillclimbs and rallies on the circuit.





**IDENTITY & TECHNICAL  
SPECIFICATIONS**

**1966 FERRARI 275 GTB/C BERLINETTA COMPETIZIONE**

**CHASSIS**

|              |                                |
|--------------|--------------------------------|
| Chassis no.  | 09027                          |
| Type no.     | 590/A                          |
| Construction | Steel frame                    |
| Suspension   | Independent, coil-over dampers |
| Brakes       | Solid steel discs              |
| Wheels       | Borrani outer-laced wire       |
| Tyres        | Dunlop racing tyres            |

**BODY**

|               |                        |
|---------------|------------------------|
| Bodyshell no. | B5                     |
| Design        | Pininfarina            |
| Construction  | Carrozzeria Scaglietti |
| Material      | 20-gauge aluminium     |
| Colour        | Giallo Fly (yellow)    |

**INTERIOR**

|          |                                  |
|----------|----------------------------------|
| Material | Leather/cloth                    |
| Colour   | Pelle Nera (black)/Grigio (grey) |

**ENGINE**

|                   |                               |
|-------------------|-------------------------------|
| Engine no.        | 0014                          |
| Internal no.      | 1132/64                       |
| Type no.          | 213/Comp                      |
| Location          | Front-mounted, longitudinal   |
| Cylinders         | 12 in V-shape configuration   |
| Capacity          | 3.3 litres                    |
| Power             | 280bhp at 7700rpm             |
| Carburation       | Three twin-choke Weber 40 DFI |
| Lubrication       | Dry sump                      |
| Compression ratio | 9.3:1                         |

**DRIVETRAIN**

|               |                        |
|---------------|------------------------|
| Transaxle no. | 672 (magnesium casing) |
| Configuration | Rear mounted           |

|            |        |
|------------|--------|
| Dry weight | 970kgs |
|------------|--------|



**TIMELINE CHASSIS 09027**

**1966**

Purchased new by Jacques Swaters of Garage Francorchamps on June 14. Entered under the Ecurie Francorchamps banner to the 24 Hours of Le Mans; Pierre Noblet and Claude Dubois finish second in class, tenth overall.

Mont Ventoux Hillclimb; first in class, Lucien Bianchi.

84hr Marathon de la Route, Nürburgring Nordschleife; Eric de Keyn/Lucien Bianchi crash while leading at 72 hours (DNF). Repaired by Carrozzeria Scaglietti.



**1967**

Sold to Paddy McNally, repainted silver, registered NJB 612F. Entered under Ecurie Francorchamps to Paris 1000kms at Monthéry; Paddy McNally/Ed Nelson, crash (DNF). Repaired in UK by Maranello Concessionaires, resprayed red.

Sold to Richard Bond/Graham Eden. Sold to John Crowther/Douglas Crowther (father and son).

**1973**

After its starring role in the 1966 24 Hours of Le Mans, chassis 09027 features in the official poster for the 1967 edition.

**1975**

Prescott Hillclimb; Jack Pete, accident. Repaired by TT Workshops, Wiltshire, UK.

**1980**

Sold via Peter Sachs to Hans-Dieter Blatzheim, Bonn, Germany.

**1983**

Sold to Hartmut Ibing, Düsseldorf.

**1985**

Comprehensive restoration by Sport Auto Diena & Silingardi (mechanical) and Carrozzeria Allegretti (coachwork). Sold to Hein Gerike, Düsseldorf. Ferrari Meeting, Nürburgring Nordschleife.

**1986**

Sold via Klaus Werner to Yoshiho Matsuda, Tokyo. Exhibited in Ferrari Museum of Art (Tokyo) for over a decade.

**2000**

Sold to Sir Anthony Bamford (now Lord Bamford), UK.

**2001**

Sold to Jean-Pierre Slavic, Switzerland. Repainted red.

**2002**

Sold to Gregor Fischen.

**2004**

Sold to Lord Laidlaw, UK via Bonhams.

**2013**

Sold to current owner via RM auction.

**2017-2018**

Comprehensively restored to original period specification by Ferrari S.p.A – Maranello, Italy, between 2017-2018. 'Red Book' issued by Ferrari Classiche.

# CAR CHASSIS 09027 HISTORY

Chassis 09027 is the third of just 12 Series II 275 GTB/Cs to be produced and one of only four in right-hand-drive configuration. It was sold new to Jacques Swaters of Belgium on June 14, 1966.

A close friend of Enzo Ferrari's, and a successful concessionaire of the marque in his home country, Jacques Swaters was perhaps best known for his celebrated Ecurie Francorchamps motor-racing team. Competing in Formula One and sportscar racing throughout the 1950s, '60s and '70s, Ecurie Francorchamps was highly decorated, with overall podiums and multiple class wins at Le Mans and beyond.

On the instruction of Jacques Swaters, 09027 was rushed immediately from Maranello to Le Mans, where its first breaths would be taken in the opening practice sessions at Circuit de la Sarthe. So hasty was the car's debut, that ad-hoc modifications had to be made in the paddock to improve cooling and lighting (as can be seen in the archival images). However, an heroic performance in mixed conditions throughout the race by Pierre Noblet and Claude Dubois resulted in an outstanding tenth-place finish overall and second position in class.

Just a week later the car was in Provence for the Mont Ventoux Hillclimb, where this time it won its class in the hands of Lucien Bianchi – uncle to the late grand prix driver, Jules Bianchi. A few months on, Eric de Keyn joined Lucien Bianchi for the extraordinary 84-hour Marathon de la Route at the Nürburgring Nordschleife. Powerful, strong, versatile and reliable, 09027 was in its element, and it was leading overall after 72 hours until Eric de Keyn crashed out of the race at the famous Karussell.

After repairs in Italy by Carrozzeria Scaglietti to the original Pininfarina design, the car stayed with Ecurie Francorchamps for a further year before being passed on to a series of prominent custodians from the collecting community, some of whom continued to race and rally it.





*After five decades, an exacting restoration by Ferrari Classiche has restored chassis 09027 to its original splendour.*

First among the illustrious was the then-prominent motorsport journalist and future Formula One marketing mogul, Paddy McNally. Racing under the Ecurie Francorchamps banner in 1967, he and Ed Nelson competed at Montlhéry in the Paris 1000kms. Resprayed in silver for the event and newly registered NJB 612F, the car was put out of the race by a minor crash, and it was sent to Maranello Concessionaires in the UK for repairs. There it was resprayed red, in which colour it remained until 2004.

That same year, the baton then passed to Richard Bond and Graham Eden, who soon sold the car on to John Crowther and son Douglas. The Crowthers fully enjoyed their ownership, campaigning the Ferrari in a variety of hillclimbs, rallies and races. Driven by Jack Pete at Prescott in 1973, it suffered damage from an accident, which was repaired by Wiltshire-based TT Workshops. The Crowthers appeared with the car at Spa-Francorchamps in 1975 for a Ferrari meeting, before selling 09027 on to US-based Frenchman, Serge Demanian.

In 1980, the car passed via Peter Sachs to Hans-Dieter Blatzheim of Bonn, Germany, who in turn sold it to Hartmut Ibing in 1983 for inclusion in his Düsseldorf-based collection. Mr Ibing commissioned the first of the car's comprehensive restorations in 1985, entrusting Sport Auto Diena & Silingardi with the mechanical work, and Carrozzeria Allegretti with the coachwork.

Post restoration, ownership transferred to Hein Gerike, also of Düsseldorf. He sent 09027 to a Ferrari meeting at the Nürburgring Nordschleife, returning it to the scene of what so nearly was its greatest triumph some 19 years earlier in the Marathon de la Route.

With the assistance of Klaus Werner, Yoshiho Matsuda of Tokyo purchased the car in 1986 for inclusion in his Ferrari Museum of Art, within which 09027 would star for over a decade. Continuing the roll call of esteemed custodians, Sir Anthony Bamford (now Lord Bamford), of the United Kingdom, purchased the car in 2000 to add to his world-class collection.

Under Jean-Pierre Slavic's ownership in

Switzerland, the car was repainted red in 2001, in which colour it remained when purchased by Gregor Fiskens. In 2004, via a Bonhams auction, the car entered the celebrated collection of Lord Laidlaw of Rothiemay in the UK. Here it remained until RM's September auction of 2013, when 09027 passed to its current owner.

Under this most recent custodianship, 09027 was treated to a full 'nut-and-bolt' restoration by Ferrari's Classiche department between 2017-2018, during which it returned to its original Giallo Fly livery and was granted its authenticating 'Red Book'.

After some 50 years of competitive use and occasional abuse, this celebrated warrior has been returned to its original splendour and awaits its next custodian.





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