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# 1965 FERRARI 275 GTB LONG NOSE ALLOY

## 1965 Ferrari 275 GTB Alloy Long Nose

- Coveted 275 GTB Alloy Long Nose – matching numbers engine
- Ferrari Classiche Red Book and Massini report
- Attractive six-carb competition spec
- Multiple Tour Auto and other appearances
- Outstanding for road and exclusive events

A desirable alloy long nose 275 GTB with matching numbers, in an attractive competition specification, including six-carb induction for the glorious Colombo V-12.

A highpoint in 1960s Maranello motoring, the 275 GTB exudes athleticism and high performance – earning its place in the Ferrari canon with Pininfarina styling evoking the 250 GTO. Attracting owners like Steve McQueen and Clint Eastwood, they were the first touring Ferraris with independent rear suspension and a five-speed rear-mounted transaxle.

A desirable long-nose alloy 275 GTB, chassis 08059 is one of only a handful of highly sought-after alloy examples produced, offering weight savings and a symbolic link to competition Ferraris. The long nose introduced later in 1965 corrected a tendency to lift at speed, with the oval air intake reduced to an ellipse of narrow dimensions.

Delivered new to company ownership by a Bologna pharmaceutical maker (*Stabilimenti Chimico Farmaceutico G. Alberani S.p.A*), she was specified in attention-grabbing *giallo* fly over a blue interior, possibly for the proprietor or a senior executive. While remaining in Italy, records show she was serviced on numerous occasions at the Ferrari factory.

From 1973, she was acquired by U.S. enthusiast Lee Wilson of Fort Wayne Indiana, appearing at numerous Ferrari Club of America meetings, stabled alongside a competition 250 GT SWB California Spyder. In 1986, she joined the California stable of Shin Takei, who remembers her spectacular sound and still regrets selling!

Acquired in 2003 by the well-known Belgian Philippe Lancksweert (a former partner of Jacques Swaters in Garage Francorchamps), she immediately underwent a full restoration to make her ready to tackle historic racing events and rallies. Italian experts Bachelli & Villa took care of the important body restoration, while the interior was done by Luppi. The conversion to competition specification was handed over to Roelofs and included fitment of six-carb Weber induction, outside filler cap, roll protection, a racing fuel tank and 15" wheels – every bit the café racer.

Offered from nearly twenty-years' ownership, she has been enthusiastically campaigned at a wide number of events since the restoration, including at least nine Tour Auto appearances (most recently in 2024), the Modena Cento Ore and Le Mans Classic.

A highly desirable alloy longnose 275 GTB with matching numbers engine and chassis, 08059 is utterly suited for further driving pleasure, a special opportunity for those who enjoy their Ferraris best on the road.

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