


CLASSIC DRIVER



2009 Ferrari F430 - GTC / GT2

GTC / GT2

Preis	Preis auf Anfrage	Lenkung	Links
Baujahr	2009	Zustand	Restauriert
Landesspezifische Mehrwertsteuer	DE	Standort	
Rennwagen	Ja	Kraftstoff	Benzin
Zahl der Sitze	2	Außenfarbe	Weiss
Antrieb	Zweirad	Automobiltyp	Coupé

Beschreibung

Model history:

The Ferrari F430 shared its aluminum chassis with the 360 that preceded it, but its Pininfarina-penned styling charted a new course for Maranello. The F430 channeled Ferrari's past designs with taillights from the Enzo, Testarossa-like side mirrors that stretched out from its A-pillars, and ducts integrated into its sides and front fascia akin to 1960s Formula 1 cars. Pininfarina's Frank Stephenson is credited with the F430's striking design.

Though its styling was eye-catching, the F430's big newsmaker at its debut at the 2004 Geneva Motor Show was under its glass engine cover. The F430 marked the first use of Ferrari's new dual overhead camshaft, 32-valve V-8 engine, codenamed F136 E. The 90-degree V-8 was co-developed with Maserati, but Maranello's version got its own 180-degree flat-plane crankshaft. Chain-driven camshafts replaced rubber belts in the automaker's previous eight-cylinder. The new, modern V-8 was the first clean-sheet design for Ferrari in about half a century. The new engine sent its approximately 490 hp to the rear wheels via either a six-speed manual transmission or the automaker's six-speed F1 gearbox.

It did not take long for Ferrari to take the wraps off a GT2 racing version of the F430. Developed with longtime racing partner Michelotto Automobili, the F430 GTC was eligible for American Le Mans Series racing, the Le Mans Series, the FIA GT Championship, and even the 24 Hours of Le Mans!

The F430 GTC made use of a downsized 4.0-liter version of the new V-8 in order to comply with FIA rules. The F430 GTC's engine was rated at 470 hp, but its impressive power-to-weight ratio meant it was significantly faster than the 550-hp F430 GT3. A six-speed sequential-shift transmission put power to the wheels in rapid fashion.

The F430 GTC featured a big rear wing with an integrated Gurney flap to enhance the design's already impressive downforce plus carbon fiber body panels to reduce weight. Race cars rode on 18-inch center-lock lightweight wheels wrapped in Michelin racing slicks rather than the 19-inch wheels with Pirelli tires on street cars. While the road-going F430 debuted adjustable dampers could be tweaked via a knob on its steering wheel, the F430 GTC's suspension retained garage-only adjustment. Noting the difference between the street F430 and the F430 GTC during a test at Miller Motorsports Park in Utah in 2012, Road & Track wrote that the two Ferraris "are like shades of red: in a similar family, yes, but totally different."

The F430 GTC got off to a strong start by winning the FIA GT2 Manufacturers' Cup and Drivers' title in 2006 and 2007, the ALMS GT2 Manufacturers' Title in 2007, and it won the GT2 class at Le Mans in 2008. Ultimately, the F430 GTC made Ferrari a dominant force in GT racing, and this has continued with the 458 GT2 and 488 GTE. Including the 430 GTC prototype (chassis 2404) that is also owned by us, it is believed that approximately 53 examples were built in total.

Specific history of this car:

The featured car, chassis 2628 was sold new to the Piacenza based team AF Corse of Amato Ferrari, who until today runs all the Ferrari Works cars in the WEC championship.

The car was first entered under the starting number 8 in the 2009 International GT Open championship under the name of the team Megadrive with the two famous Italian GT drivers Marco Cioci and Piergiuseppe Perazzini. Cioci was a Ferrari GT Works driver from 2011 until 2014, while Perazzini won the Italian GT championship in 2003 and 2004 and later drove successfully for AF Corse at races as the 24h of Le Mans and Sebring.

Date Track Race1 Race2

- 19 April Imola 8th 2nd
- 17 May Algarve 6th 3rd
- 28 June Spa-Francorchamps 6th 4th
- 5 July Donington 9th 5th
- 20 September Magny-Cours 8th 3rd
- 4 October Monza 5th 4th
- 1 November Barcelona 5th 4th
- 8 November Algarve DNF 4th

At the end of the 2009 season the team Megadrive finished 5th overall, while Cioci and Perazzini finished the championship 6th position.

For the 2010 season the car was entered under the starting number 5 by team AF Corse in the Italian GT championship, again driven by Cioci and Perazzini.

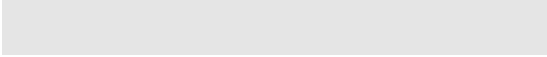
- 25 April Misano 8th 2nd
- 9 May Vallelunga 5th 5th
- 6 June Mugello 2nd (1st in class) 7th
- 4 July Imola 11th 10th

- 25 July Mugello 1st DNF
- 26 September Vallelunga 2nd 2nd
- 24 October Monza 8th DNF

After its active, professional racing career the car was sold by AF Corse to an amateur racer and collector. The car was then mainly used for club racing or track days within Europe.

The car will now be sold with a very interesting and valuable spares package as well as some period documentation.

This is a rare opportunity to purchase a well raced Ferrari racing car at a very reasonable price that is also eligible for the Ferrari Club Competizioni GT, the Masters series of the Peter Auto series only to mention a few.



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