


CLASSIC DRIVER



1965 Ferrari 275 GTB

Lot sold	USD 0	Drive	LHD
Year of manufacture	1965	Condition	Used
Lot number	163	Location	
		Exterior colour	Other
		Car type	Other

Description

PROVENANCE

Ansano Cecchini, Lucca, Italy (acquired new from Garage La Rotonda in 1965)

Guido Cuzzino, Florence, Italy (acquired from the above in March 1967)

Roberto Baschera, Florence, Italy (acquired from the above in August 1967)

Francesco Manzoni, Novara, Italy (acquired from the above in 1968)

Don Kuhn, Rector, Pennsylvania (acquired in 1974)

Joe Hinton, Hoboken, New Jersey (acquired in 1975)

Archway Motor Imports, Manchester, Missouri (acquired in 1977)

Howard C. Derrick III, Dallas, Texas (acquired from the above in 1980)

Robin Adrian, Los Angeles, California (acquired from the above in 1983)

Robert M. Rubin, New York, New York (acquired by 1987)

Joseph Rosen, Patchogue, New York (acquired in 1987)

Bill Strakosch, Waterbury, Connecticut (acquired in 1987)

Thomas Hamann, Hallandale Beach, Florida (acquired in 1988)

Edmond S. Freis, Las Vegas, Nevada (acquired from the above in 1988)

Alf Östli, Kullavik, Sweden (acquired in 1990)

Gerhard King, Kungshamn, Sweden (acquired from the above in 1991)

Jonas Kämpe, Monaco (acquired from the above in 1997)

Current Owner (acquired from the above in 2014)

RACE HISTORY

500 Kilometers of Mugello, Tuscany, Italy, 1965, Ansano and Giovanni Cecchini, No. 111 (DNF)

Coppa Chianti Classico Hillclimb, Tuscany, Italy, 1965, Ansano Cecchini, No. 310 (3rd in Class)
Coppa della Collina Hillclimb, Tuscany, Italy, 1966, Giovanni Cecchini, No. 414 (2nd in Class)
Pieve Santo Stefano Hillclimb, Tuscany, Italy, 1966, Ansano Cecchini, No. 416 (1st in Class)
Coppa Città di Volterra Hillclimb, Tuscany, Italy, 1966, Ansano Cecchini, No. 444 (1st in Class)
Antignano-Monte Burrano Hillclimb, Tuscany, Italy, 1966, Ansano Cecchini, No. 426 (2nd in Class)
Giro della Toscana, Tuscany, Italy, 1966, Ansano Cecchini, No. 19 (2nd in Class)

LITERATURE

Hilary A. Raab Jr., Ferrari Serial Numbers Part I, chassis no. listed on p. 78
1965 Ferrari Yearbook, pictured
Autosprint, October 1966, pictured on p. 11
1984-1985 Ferrari Membership Directory, pictured

THIS CAR

Ferrari introduced the 275 GTB at the 1964 Paris Auto Salon to replace its seminal 250 series of road-going berlinettas. To create a worthy successor, works driver Michael Parkes participated in development, and the latest race-bred innovations were incorporated. A five-speed transaxle was fitted and, for the first time, independent rear suspension was used on a production Ferrari road car. The 275's profile owed much to the 250 GTO, with its long hood and short Kamm tail. Its engine was a further refinement of Ferrari's classic single overhead cam V-12 but enlarged to 3.3 liters as was done on the 1965 Le Mans-winning 250 LM.

According to the research of historian Marcel Massini, on May 5, 1965, this 275 GTB, chassis 07075, was purchased new by Ansano Cecchini, a resident of Lucca, Italy, for 5,750,000 lire. Cecchini, an amateur racer and just 29 years old at the time, purchased the car through Renato Nocentini's Garage La Rotonda, in Prato, just outside Florence. Records indicate that Cecchini had previously driven Fiat-Abarths and Alfa Romeo Giulias in competition, so it's not hard to imagine the excitement he must have felt awaiting delivery of a new 12-cylinder berlinetta. Even more sporting than a standard 275 GTB, Cecchini's example was equipped from new with a competition roll bar, an 8:32 gear ratio for better acceleration, and the high-performance carburetor option, composed of six Weber 40 DCN/3s. Mr. Massini's research has indicated that 07075 was also slated to receive air outlets in the rear fenders, as equipped to some 275 GTB competition variants, but it was not ultimately produced with this option.

Only a small number of 275 GTBs were specified from new with competition in mind, making Cecchini's example quite special indeed. Its appearance was striking, finished in the rich, bright shade of Rosso Cina over a black interior and equipped with Starburst alloy wheels. Chassis 07075 is currently fitted with a rare magnesium transaxle that the consignor believes was installed early in the car's history.

A month after his purchase, Cecchini entered his new car in the 500 Kilometers of Mugello, consisting of eight laps around a 66.2-km public road circuit through the hills of the Tuscan countryside. Unfortunately, Cecchini and his new Ferrari did not finish the race, and according to a photographer at the event, 07075 retired after six of the eight laps. This was the international competition debut for the 275 GTB after its recent homologation, and another 275 GTB entered in the race, chassis 06021, won the over 2.5-liter GT class. In 1965 and 1966, Cecchini competed in at least six hill climbs and races throughout Tuscany, with the car being driven by Giovanni Cecchini on at least two occasions. Ansano often raced as "Ans"; using pseudonyms was a common practice for the time, as drivers attempted to hide their motor sports activities from their families. In these races, 07075 finished 1st in Class at the Pieve Santo Stefano and the Coppa Città di Volterra; 2nd in Class at the Coppa della Collina, the Antignano-Monte Burrano, and the Giro della Toscana; and 3rd in Class at the Coppa Chianti Classico. Ansano Cecchini and his 275 GTB were featured in the 1965 Ferrari yearbook, and his outings are pictured in numerous high-quality photos of the car racing in period, prints of which accompany the sale.

Cecchini kept the car until 1967, at which point it passed among several Italian owners. It was exported to the US in 1968 and traded hands several times before being sold to Robin Adrian of Los Angeles in 1983. By 1997, the car was owned by Jonas Kämpe of Monaco. Starting in 1998, Mr.

Kämpe had a bare-metal restoration completed in Maranello by Egidio Brandoli, who had worked at Scaglietti during the period when 07075 was built. Mechanical components of 07075 were restored in Germany. In 2014, the consignor, a close family friend of Mr. Kämpe, purchased the 275 and decided to send it back to Maranello, perfecting it with an even more detailed restoration. The 275 was stripped to bare metal, the mechanical components removed, and the bodywork examined by Brandoli. The paintwork was refinished in the original color by Pietro Cremonini in the correct nitrocellulose lacquer. Cremonini also applied the correct satin black finish to the chassis, engine bay, trunk, and under-body parts. The mechanical and electrical components were entrusted to Ferrari specialist Toni Auto, located across from the Ferrari factory. The interior was re-trimmed by Auto Maieli in VM 3218 Connolly leather. This tan leather was chosen to brighten the interior over the original black. A large coffee table-style book documenting the 275's history and restoration accompanies the sale, as does an extraordinarily detailed report totaling over 100 pages by Klaus Kukuk.

At the end of the restoration, the 275 was Ferrari Classiche Red Book certified, confirming its matching-numbers engine and the competition features fitted to the car when new. Chassis 07075's magnesium transaxle is currently fitted with a 9:32 gear ratio for optimal street driving, but a 7:32 ratio gear-set accompanies the car, along with a set of restored Borrani wire wheels and a three-carburetor setup. The 275 is additionally accompanied by handbooks, tool kit, luggage, a 1965 Ferrari yearbook, Ferrari Classiche Certification Red Book, Massini report, and restoration receipts. Vinyl lettering applied to 07075 re-creates the livery it wore on its way to its 1st in Class at the Coppa Città di Volterra. On most outings, the 275 ran with the yellow ARPA stickers, which represented a local paving company based in Mr. Cecchini's city of Lucca. A highly engaging and well-restored 275 GTB with factory competition features, 07075 has a compelling and well-documented history. The opportunity to acquire a 275 GTB with this sort of provenance does not often arise, and interested parties will be rewarded in looking carefully through the large file and multitude of period photos and items that accompany the sale.

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