

F E R R A R I

F430 GTC

Ch.2472



CORSE E STRADA







THE ART

The F430 GT is the most successful endurance racecar built by Ferrari since the inception of the GT race program in the early 90's. The F430 GT production started in 2006 with Chassis 2408 and continued until February 2010. All 66 units built were assembled at the Michelotto factory in Padua, Italy.

The F430 GT came on the scene in 2006 to compete in the GT2 category of the FIA GT Championship, the American Le Mans Series and the 24 Hours of Le Mans.

It was an immediate commercial success, building on the achievements of the 360 GTC. The F430 GT's impressive agility, capability and reliability delivered the ability to break the Porsche's dominance in the GT Class. The icing on the cake came in 2008 at Le Mans where the GT Class was dominated by the Ferrari F430 which swept the podium. Chassis 2606 won the 24 Hours classic followed by Chassis 2616 in P2, Chassis 2612 in P3 and Chassis 2450 in fourth position.

Designed and built by Michelotto, the F430 GT marked a real leap forward in technical terms and in production capacity. The first completely CAD-designed car was prepared using simulation software before it even entered the racetrack. At its heart it is powered by an Aluminum alloy 90° V8 cylinder engine, 3.996 cm³ which develops 465 CV @ 7.000 rpm with two 28.6 mm mandated air restrictors. It features the last version of the Marelli engine management system, a sequential

6 speed mechanical shifter; it weighs 1.100 Kg chassis thanks to extensive use of aluminum, carbon and Kevlar bodywork. The car was continuously developed during its life span in all areas: aerodynamic, engine and electronics. The most notable steps were the engine evolution introduced in 2008, when it became the F430 GTC, and the 2010 introduction of wider tires and bodywork.

The unprecedented success of the F430 GT is understandable by reviewing the results achieved:

- FIA GT Championship (2006, 2007, 2008)
- Intercontinental Le Mans Cup (2010)
- American Le Mans Series (2007)
- European Le Mans Series (2007, 2008)
- Asian Le Mans Series (2007, 2009)
- GT Open Championship (2006, 2008, 2009, 2010)
- Italian GT Championship (2006, 2007, 2008, 2010)
- British GT Championship (2006)
- Spanish GT Championship (2006, 2007, 2008, 2009, 2010)
- Brazilian GT Championship (2009)
- Le Mans 24h (2008, 2009)
- Spa 24h (2006, 2008, 2009)
- Sebring 12h (2007, 2009, 2010)
- Petit Le Mans (2008, 2009)





















THE TECHNIQUE

ENGINE:

Type F136

90° V8, 4 camshafts, 4 valves per cylinder

Aluminum block, aluminum cylinder heads

Capacity: 3.996 cm³

Bore x Stroke: 95 x 75.15 mm

Maximum power (with 2 x 28.6 mm air restrictor): 465 HP

a 7.000 rpm Engine management system: Magneti Marelli

Marvel 8

GEARBOX:

Type Hewland MGT

Longitudinal 6 speed + reverse, sequential with manual gearshift Clutch: sintered 5 1/2, triple plate

Adjustable differential

Hewland DGN type gears

CHASSIS:

Aluminum monocoque

Fuel tank: FT3 material, 90 liters capacity

Mechanical steering rack with electrical power steering

Independent Front suspension: triangular wishbones

Independent Rear suspension: triangular wishbones

Adjustable front and rear anti-roll bars

Front brake system: 6 piston calipers, steel brake discs 380

x 32 mm Rear brake system: 4 piston calipers, steel brake

discs 332 x 32 mm Rims: front 11 x 18, rear 10.75 x 18

Tires: front 27/65/18, rear 28/71/18

Data acquisition system: Magneti Marelli RDL

Bodywork: aluminum / carbon / kevlar

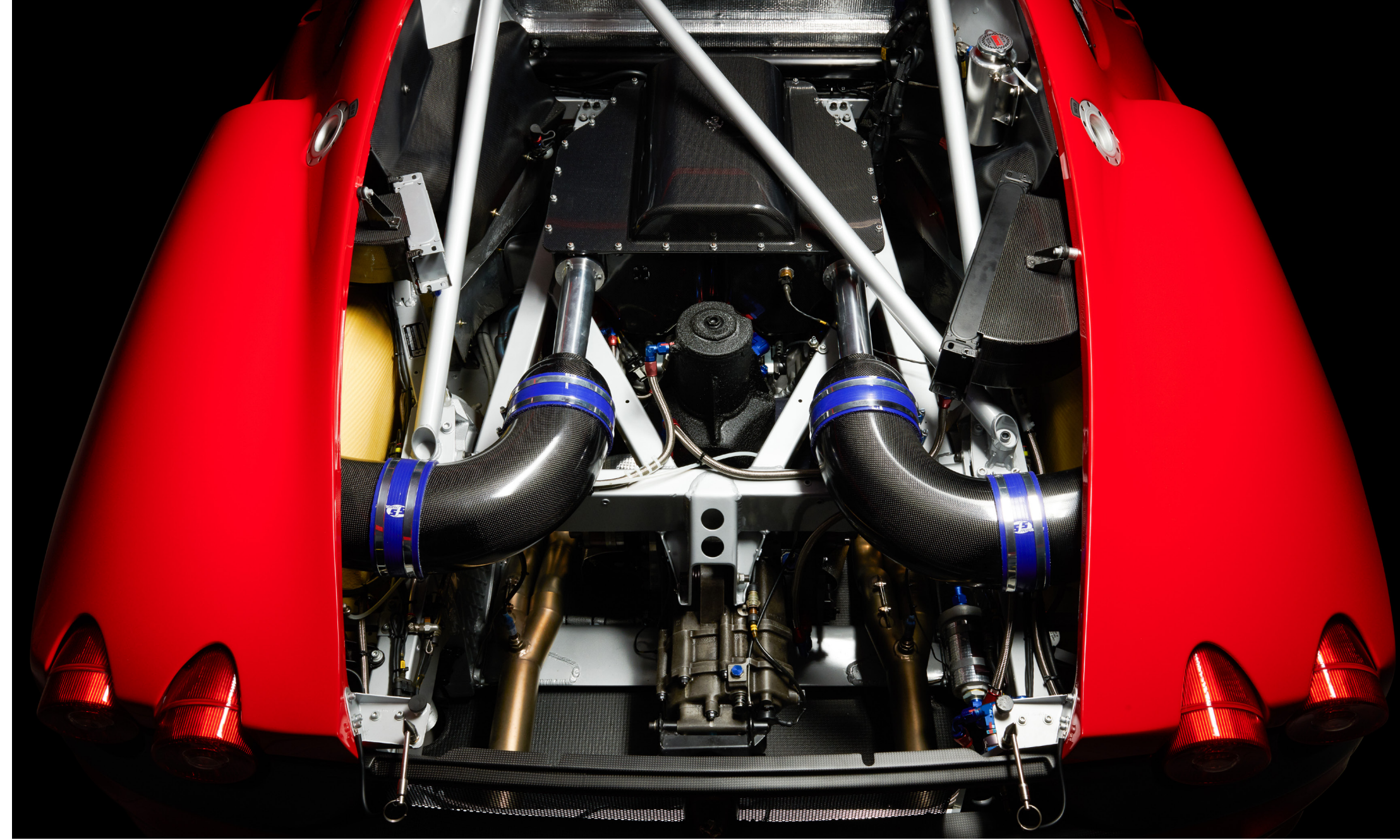
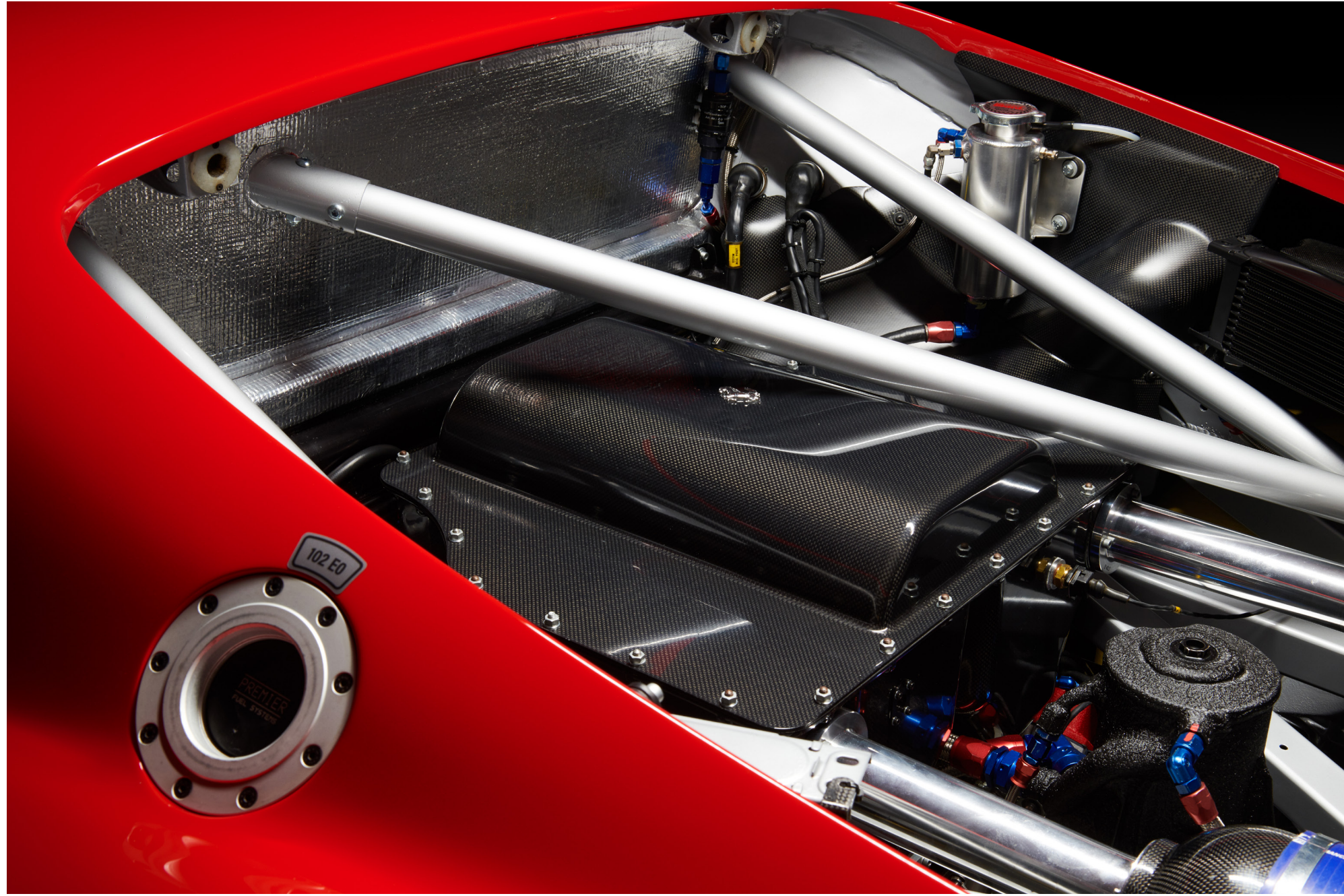
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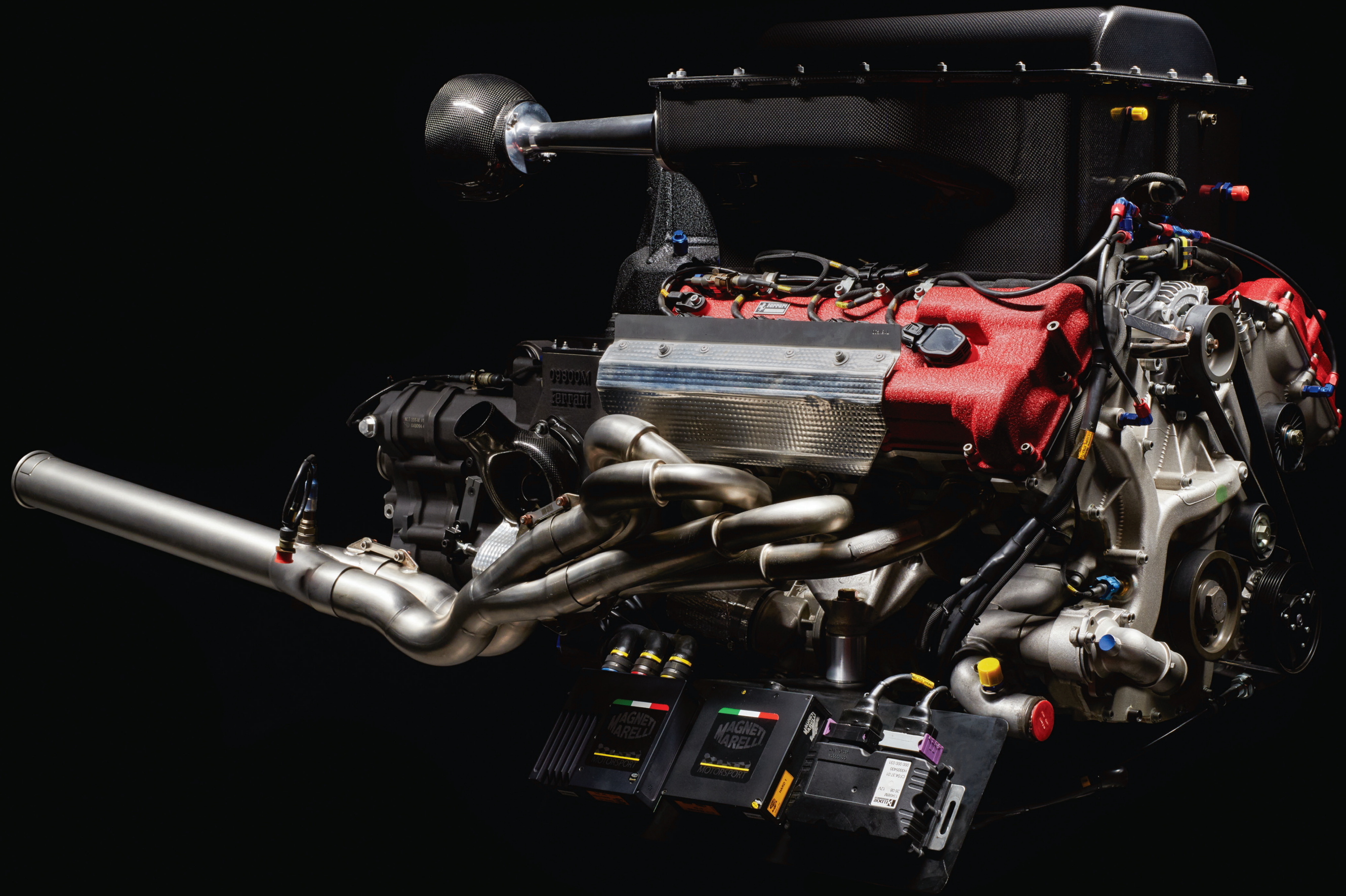
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Length: 4.512 mm

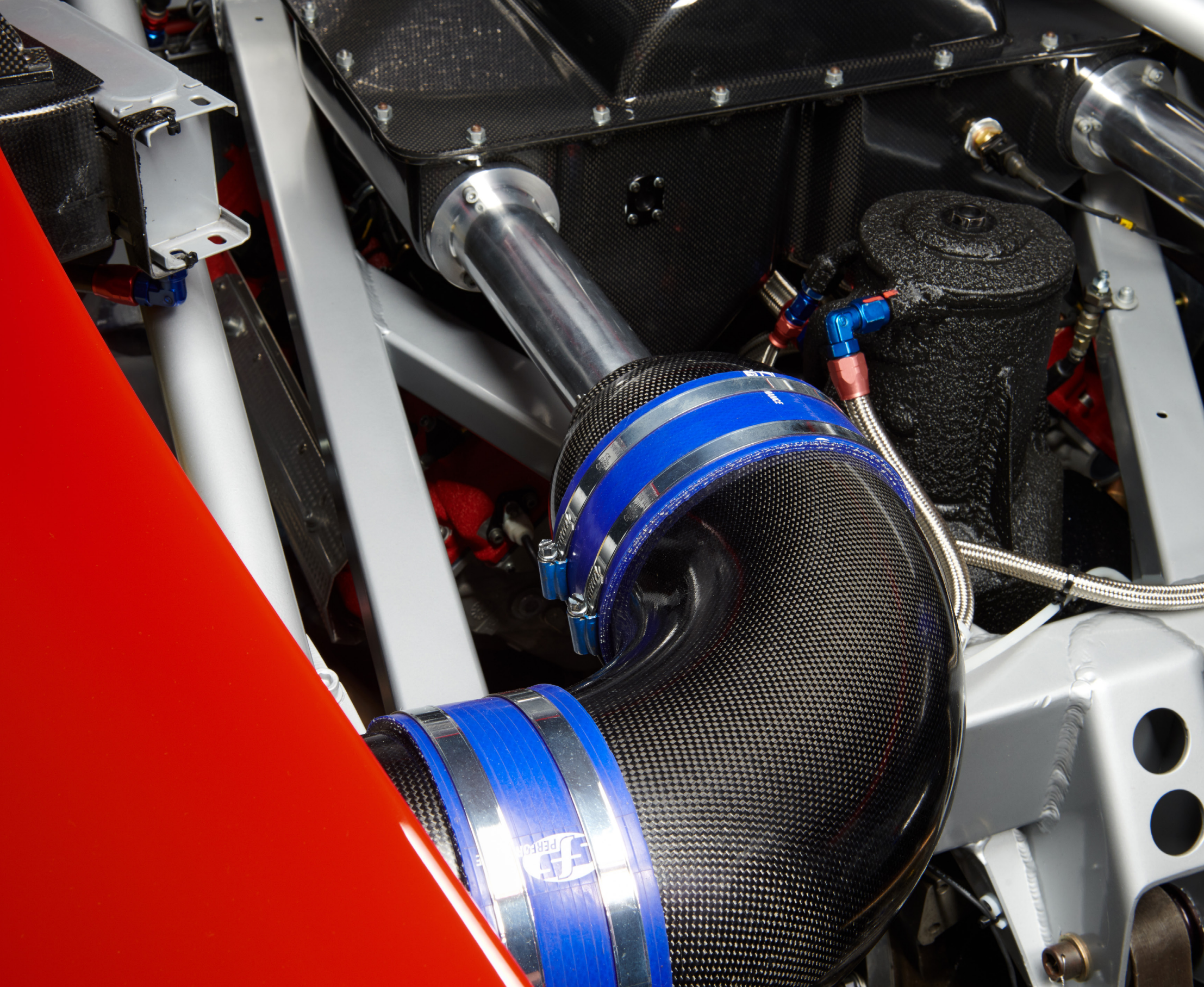
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THE HISTORY

F430 GTC Chassis 2472 was in 2007 the only Ferrari 430 GT2 car racing in Japan. Run by Team Kawamura, it was all-conquering in the Japan Le Mans Challenge. Driven by owner/collector Kouji Aoyama, Shin'ichi Takagi and Morio Nitta, it was taking class pole position at every race and the class win in all but one of the four rounds.

Chassis #2472 was next entered in the Japanese Super GT series in 2009, run by Team Daishin. The car changed from its white-blue livery in 2007 into orange/red with silver roof. The car was competitive in the GT300 class, with class victories in Round 7 at Fuji Speedway and Round 9 at Montegi. In 2009, Chassis 2472 was also entered in the Asian Le Mans Series, where it finished 3rd in its class at the Okayama International Circuit (which was the only race of the 2009 ALMS).

After a sabbatical year for the car in 2010, renowned Team Tysan returned the car in 2011 to the Japanese Super GT championship and the car was repainted in Rosso Corsa red. The F430 GTC remained competitive over the season in the GT300 class, but could not challenge new generation cars like the Ferrari 458 GT.

Without any doubt and with all the results to support it, F430 GTC Chassis 2472 is not only one of the most successful of all Ferrari GT race models in Asia and Japan, but also a true racer and collector's utopia by any means.

It was retired after the Japanese Super GT 2009 and it has never been driven since which makes it a true racing treasure.

During 2019 and 2020, Chassis 2471 has been fully restored to the highest standards for racecars by Michelotto in Padua, Italy. The car has received all latest 2009 spec upgrades and the rebuild engine is at full power without restrictors.

DATE	CHAMPIONSHIP	RACE TRACK	RACE EVENT	TEAM	RACE N°	DRIVERS	RESULT
13/05/2007	Japan Le Mans Challenge	Sportsland SUGO (J)	Sugo 1000km	Kawamura (J)	27	Kouji Aoyama (J) / Shin'ichi Takagi (J) / Morio Nitta (J)	1st in GT2, 5th overall
02/06/2007	Japan Le Mans Challenge	Fuji Speedway (J)	Fuji 1000km	Kawamura (J)	27	Kouji Aoyama (J) / Shin'ichi Takagi (J) / Morio Nitta (J)	1st in GT2, 3th overall
21/07/2007	Japan Le Mans Challenge	Twin Ring Montegi (J)	Montegi 1000km	Kawamura (J)	27	Kouji Aoyama (J) / Shin'ichi Takagi (J) / Morio Nitta (J)	1st in GT2, 3th overall
27/10/2007	Japan Le Mans Challenge	Okayama International Circuit (J)	Okayama 1000km	Kawamura (J)	27	Kouji Aoyama (J) / Shin'ichi Takagi (J) / Morio Nitta (J)	2nd in GT2, 6th overall
22/03/2009	Super GT Series Japan	Okayama International Circuit (J)	Okayama 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	12th in GT300, 24th overall
19/04/2009	Super GT Series Japan	Suzuka (J)	Suzuka 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	6th in GT300, 18th overall
04/05/2009	Super GT Series Japan	Fuji Speedway (J)	Fuji 400km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	2nd in GT300, 16th overall
21/06/2009	Super GT Series Japan	Sepang (Mal)	Sepang 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	DNS
27/07/2009	Super GT Series Japan	Sportsland SUGO (J)	Sugo 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	4th in GT300, 18th overall
23/08/2009	Super GT Series Japan	Suzuka (J)	Suzuka 1000km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J) /Kouji Aoyama (J)	8th in GT300, 19th overall
13/09/2009	Super GT Series Japan	Fuji Speedway (J)	Fuji 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	1st in GT300, 15th overall
18/10/2009	Super GT Series Japan	Autopolis (J)	Autopolis 300km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	18th in GT300, 30th overall
08/11/2009	Super GT Series Japan	Twin Ring Montegi (J)	Motegi 250km	Daisin (J)	81	Takayuki Aoki (J) /Tomonobu Fujii (J)	1st in GT300, 14th overall
01/11/2009	Asian Le Mans Series	Okayama International Circuit (J)	Okayama 1000km	Daisin (J)	71	Takayuki Aoki (J) /Tomonobu Fujii (J)	3rd in GT2, 12th overall
01/05/2011	Super GT Series Japan	Fuji Speedway (J)	Fuji 400km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Hiroshi Koizumi (J) / Shogo Mitsuyama (J)	9th in GT300
22/05/2011	Super GT Series Japan	Okayama International Circuit (J)	Okayama 250km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Hiroshi Koizumi (J)	9th in GT300
31/07/2011	Super GT Series Japan	Sportsland SUGO (J)	Sugo 250km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Hiroshi Koizumi (J)	12th in GT300
21/08/2011	Super GT Series Japan	Suzuka (J)	Suzuka 1000km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Hiroshi Koizumi (J)	17th in GT300
11/09/2011	Super GT Series Japan	Fuji Speedway (J)	Fuji 250km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Hiroshi Koizumi (J)	21st in GT300
16/10/2011	Super GT Series Japan	Twin Ring Montegi (J)	Motegi 250km	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J) / Mineo (J)	DNF (Mechanical)
12/11/2011	Super GT Series Japan	Fuji Speedway (J)	Fuji Sprint Cup Race 1	Taisan Cinecitta (J)	41	Jun'ichirou Yamashita (J)	15th in GT300
13/11/2011	Super GT Series Japan	Fuji Speedway (J)	Fuji Sprint Cup Race 2	Taisan Cinecitta (J)	41	Shin'ichi Yamaji (J)	13th in GT300



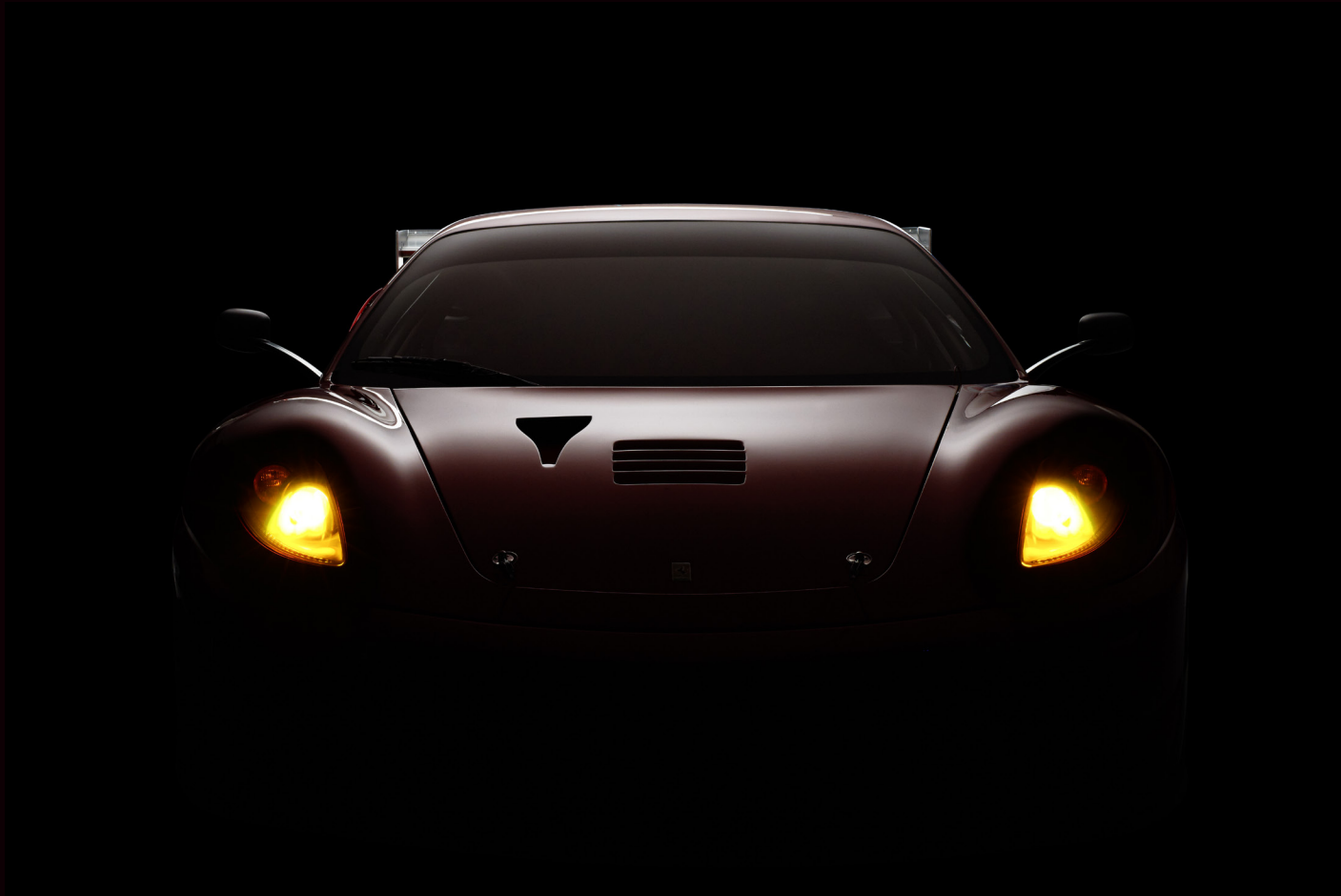


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