Marca	Ferrari
Modello	250 GTE racing by Sport Cars of Piero Drogo
Visibile in	Italy
Regione	Lombardy
Prezzo	Trattativa privata

Descrizione

Ferrari 250 GTE racing rebodied in the mid-60s by the Sport Cars of Piero Drogo in collaboration with Giotto Bizzarrini. Total restoration completed in 2003 and still in splendid condition.

Some Historical: that Ferrari left the line in 1960 and was first sold in July 1961 in configuration 250 GTE 2+2. The GTE, first Ferrari's production 4 seater introduced in 1960, was developed starting from a 250 GT Coupe. Compared to that these new luxurious Gran Turismo were 200 mm longer, 60 mm wider and, perhaps most surprisingly, over 15 mm lower and only 80 kilos heavier.

It didn't retain the GTE configuration for long for it was to be acquired by a famous gentlemen driver to be part of the batch consigned to Piero Drogo and Nembo. Quite a few 250 in all configurations would have been delivered to these workshops across the sixties for different reasons, mostly to be updated, kept competitive and to be fixed after crashes. He, an active gentleman racer since the late fifties, was a good friend of Enzo Ferrari and the whole Maranello/Modena bunch of lads. This obviously included Neri & Bonacini and Piero Drogo.

An article on an issue of "Auto Italiana" from 1963 reports: "… a batch of Ferrari GT are being consigned to customers from a collaboration of Neri & Bonacini and Carrozzeria Sport Cars of Piero Drogo. (…) The 1961 Ferrari engine has 6 carburetors and has been updated with an upgrade and the conversion to dry sump. The chassis has been modified and lightened and the bodywork completely transformed. The new design, suggested from Eng. Bizzarrini, is designed to reduce to a minimum the drag. The new fool loaded heigh is 113cm, 15 less than the original car and total weight reduced by 40kg. The 290hp of the engine is enough to push the car up to around 275-280 km/h and it should qualify easily in the prototype class. According to Bizzarrini's calculations the new body should also guarantee a huge reduction in fuel consumption".

It was then extensively raced up until 1970 when a crash at the Nurburgring took it off the tracks for good. It was in fact acquired by the previous owner (and Ferrari Specialist) that started a meticulous and patient restoration, a restoration that would last almost twenty years. Further info on request.


Gabriele Morosini

Dati principali

Anno costruzione	1961
Cilindrata	2953 cc
Potenza	290 HP

GALLERY











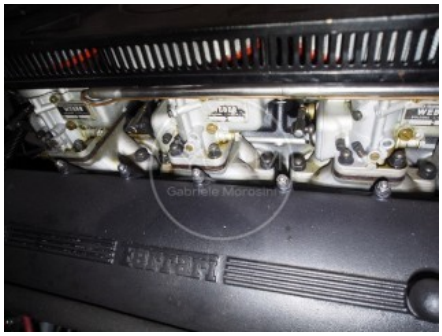













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