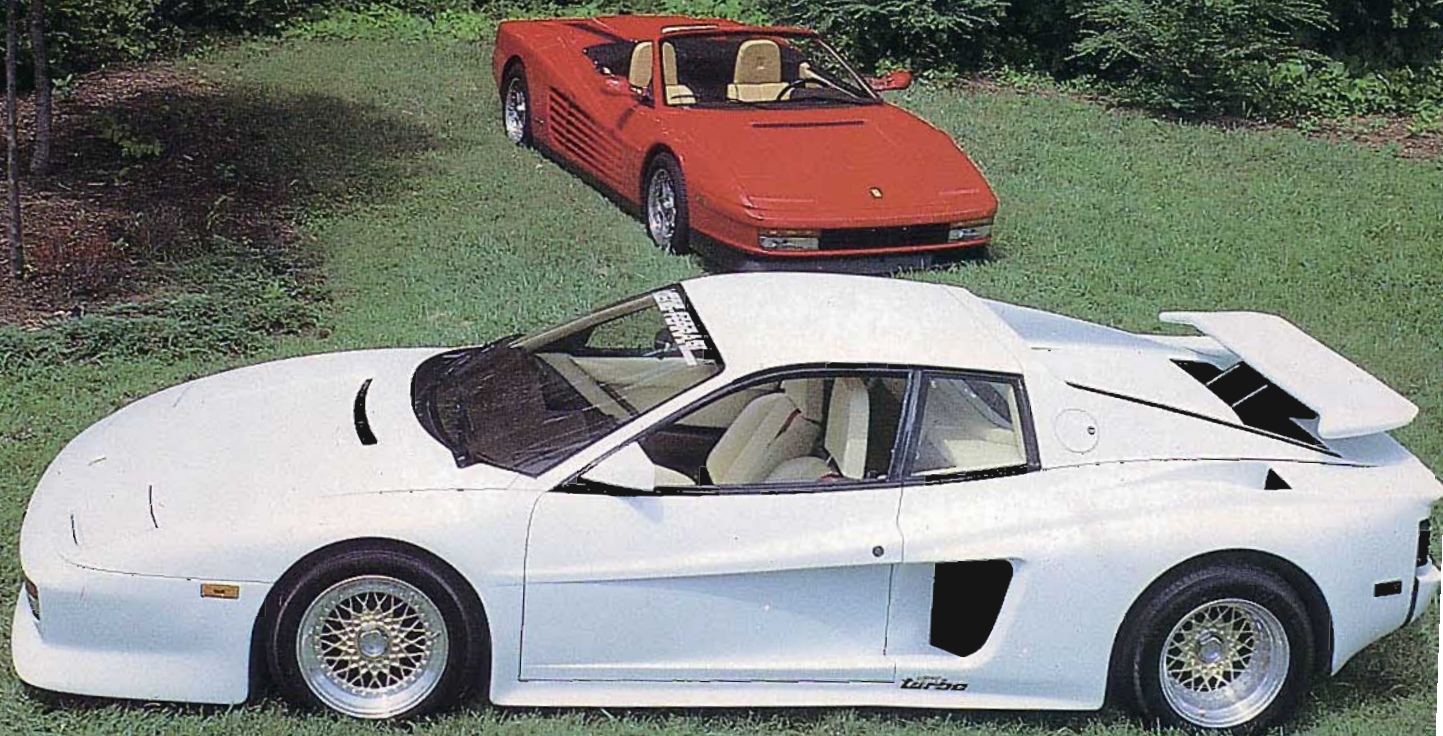


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Three 250 GTE's lined up on a concours field at the 1983 FCA Annual Meeting. Front left to right they are s/n 2031GT (the third of the three prototypes), s/n 3339GT and s/n 2297GT.

The Ferrari 250 GTE

Here's a poser for you: Why is it that Ferrari four-seaters have outsold Ferrari berlinettas, spyders, cabriolets, etc. as new cars, but as used cars there seems to be relatively little interest in twelve cylinder 2+2s. at least if measured by the published market value of old 2+2s? Strange? Especially con-

A very early GTE (s/n 2189GT). Note that the trim strip on the hood curves down to the Ferrari badge on the nose. This is a characteristic of the early GTE's only, and was used on the prototypes. PHOTO BY MARCEL MASSINI



A few of the early GTE's were built without the characteristic driving lights located in the grille. This is s/n 2297GT, owned by General Marsh of Elyria, Ohio. PHOTO FROM ALAN BOE COLLECTION

sidering that the starting costs for a 2+2 or, say, a berlinetta or a cabriolet, were roughly the same

Obviously, buyers of new Ferraris are after something in a car that usually doesn't motivate buyers of used Ferraris. If a new Ferrari is acquired for regular transportation and to carry more than two people,

This 250 GTE has won many first place awards for its owner and restorer, General Marsh of Elyria, Ohio

PHOTO BY GENERAL MARSH



by Alan Boe

PHOTOS BY ALAN BOE

The GTE dashboard layout varied between the earlier cars and later models insofar as the arrangement of the smaller gauges, heater controls and console contours was concerned.



2+2 ... Up Close

and Personal

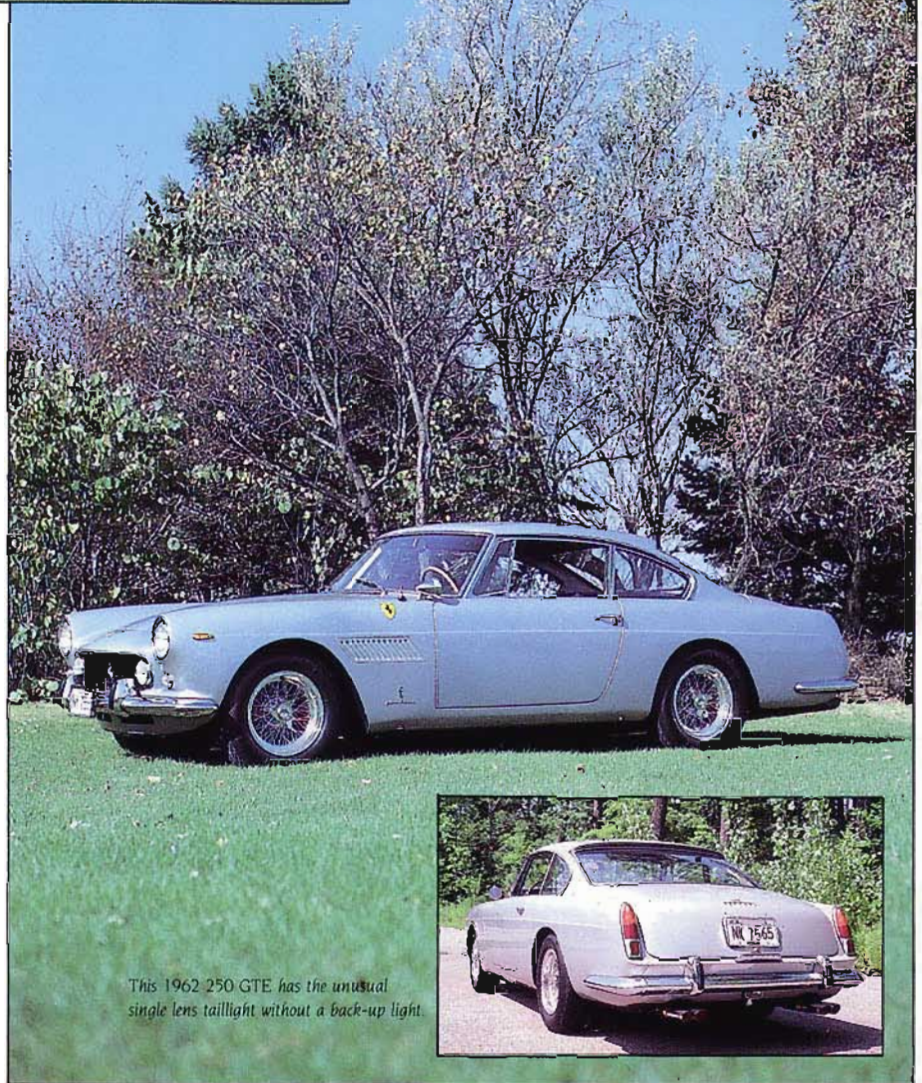


The classic lines of the first production Ferrari with four seats. This is s/n 3339GT. Fewer and fewer of these cars seem to survive as restorers and parts purveyors have cut up the less desirable examples.

shoppers for older Ferraris more often than not are concerned not with the car's ability to haul people and possessions but with its sporting qualities. How else to explain the lower level of desirability associated with Ferrari 2+2s in general? This, however, is not to say that Ferrari 2+2s are not sporty or don't have racy looks.

Next time you happen upon a nice 2+2 Ferrari, say a 250 GTE, step back a bit and view the car in profile. Get objective. Look at the flow of the roofline from the top of the windshield down across the rear window and into the trunk; check the front fender vents, the Borrani wire wheels, the classic egg-crate grille, the bright work and the smooth flow of the Pininfarina design from front to rear. Look at the grille opening in profile, and note the four imposing chrome-tipped exhaust pipes. All very aggressive in the Italian, Pininfarina style. See if you don't agree that you're looking at a pretty neat four-passenger Ferrari. (And you might well come to the same conclusion if your view is of a 330 2+2, a 365 GT 2+2, a 365 GT4 2+2, a 400 GT or a 412. All pretty neat cars.)

And they're not slugs either. Save for the Bertone bodied 308 GT4 of the 1970s and the Mondial, all Ferrari four-seaters are front engined V-12 cars — even today's 412. They will respond with stunning acceleration when desired, accompanied by that spine-tingling, almost siren-like wail from the tail pipes as the rpms rise. It sure beats driving the wife and kids around in a Ford or Chevy. If you hurry you might be able to



This 1962 250 GTE has the unusual single lens taillight without a back-up light.

latch onto a family Ferrari for not many more dollars than for what's available from Dearborn or Warren in four-passenger transportation.

It might come as a surprise to some to know that for the past 27 years the Ferrari model lineup has not been without a four-passenger vehicle. Unusual? Perhaps so for a manufacturer so closely identified with ultra-fast, ultra-rare and ultra-expensive sporting motorcars, but long ago Ferrari identified a market for grand touring transportation designed to accommodate more than two people, and has never abandoned it. Ferraris for four have always sold well, and continue to do so today.

Where did it all start . . . what got the ball rolling on this 27 year journey? Long before Ferrari began production of a genuine, catalogued 2+2, several three- and four-passenger road-going Ferraris had rolled out of the facilities at Maranello, usually draped in body work by Ghia and always powered by a V-12 single overhead cam engine. These early efforts at producing sedan-styled street vehicles often resulted

in ungainly, heavy-looking cars, certainly not from the same mold as the much more exciting barchettas and coupes which were rapidly building Ferrari a world-wide reputation for manufacturing unique, exotic, sporting machinery. From the early 1950s until 1960, though, that's the way Ferrari dealt with the sedan market. By 1959, however, it had become quite apparent that a well-designed, high-performance grand touring car capable of carrying more than two people could and would sell in significant numbers. Jaguar had proven that, so had Aston Martin.

The task of creating, designing and producing Ferrari's first serious attempt at a four-passenger vehicle was turned over to the artisans at Pininfarina in Turin. After working with wooden scale models to refine the eventual shape of the car which had resulted from several design studies, and following tests in Pininfarina's new wind tunnel, a series of three prototypes emerged with rear seating capacity. These cars, chassis numbers 1895GT (burgandy with a natural interior), 1903GT (white with a red interior),

During the production run of the 250 GTE, Ferrari produced a number of sales and parts brochures, as well as an owner's manual. The four-color, ten-page brochure (1) completely describing the GTE, is reproduced in full in Dick Merritt's *Ferrari: Brochures and Sales Literature — A Source Book*, (Barnes Publishing) on pages 197-206. Owners manuals (2) were published in Italian in 1961, English in 1962, and French in 1963. An eight-page (folded) brochure, measuring 14 15/16" x 6 5/8", used red and blue color accents. The front (3) and rear (4) are illustrated. When folded, the red panel is the rear cover; the picture of the car just below becomes the front. The four-color leaflet (5), in French and printed on only one side, was probably produced for the Paris show.

- In addition to those illustrated, other factory literature included:
- A pinned brochure, with a red and grey cover, containing three single-sided pages and one black & white glossy photo
 - "Listino Prezzi Autotelaio," large postbound, 9 pages
 - Overdrive manual

Pininfarina also published two Body Parts manuals, one for October 1960 to December 1962 production (s/n 2031 to s/n 4081), and the other covering production from December 1962 to October 1963 (s/n 4093 to s/n 5725).

Producers of model cars in various scales catered to the 250 GTE owner or enthusiast. Illustrating the variations in "Ferrari Red" are (counter-clockwise from top right in photo 6): a 1/20 tin GTE from Bandai with a friction motor, a 1/24 plastic GTE from Clifford (this has a friction motor, and a similar toy with a remote control is known); a 1:32 GTE from an unknown maker (but the box describes it as a "Ferrari 220SE"); and GTE's in plastic (1/41) by Poliglas and diecast metal (1/43) by Solido.

Probably the most commonly accepted scale for "collector's" models is 1/43, and several GTE models were produced in this scale. In photo 7, the first row (from left) pictures GTE's by French Dinky, Solido (with jewel headlights), and Solido again, with cast and painted headlights. From left in the top row are models by Dannini Modelli (built from a "white-metal" kit and equipped with photo-etched wire wheels), Glamour, Verem, and Glamour again (the "Squadra Mobile" version). Verem, a French company, produces both the Verem and Glamour



The first two 250 GTE prototypes are illustrated in these photographs by Carrozzeria Pininfarina from the David Robidoux collection. The car above (s/n 1895GT) was the first prototype, and was used as the course car at the 1960 LeMans race, the first public appearance of the GTE. In many ways this car was closer to the production version than the second prototype (s/n 1903GT), illustrated below.



and 2031GT (silver with a black interior), each carried distinctive styling characteristics. The first of the three prototypes probably more closely resembled the eventual production GTE than did the second and third cars except that it did not receive the GTE front fender vents. Finished on June 15, 1960, 1895GT was sent immediately to LeMans where it debuted at the 24-hour race as the course marshal's car. Quite a coup for Ferrari.

The white car was used in Ferrari publicity photographs and is featured in the factory GTE sales brochure, while the silver car went to the Turin Auto Show. All three cars

GTE 2+2 LITERATURE AND MODELS

by Dave Robidoux



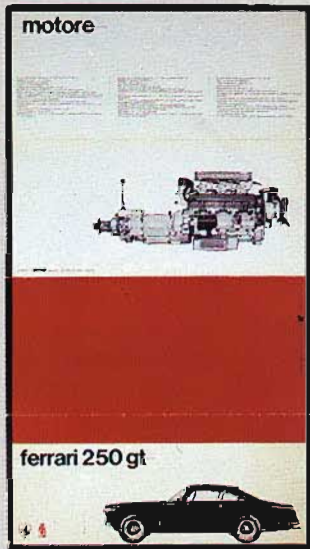
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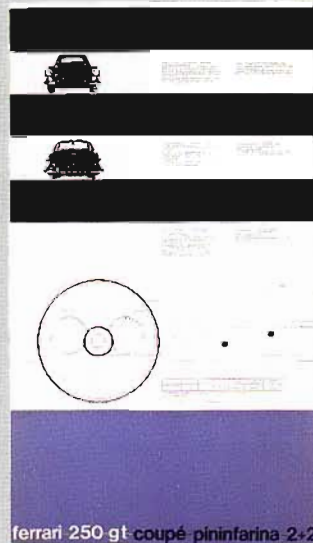
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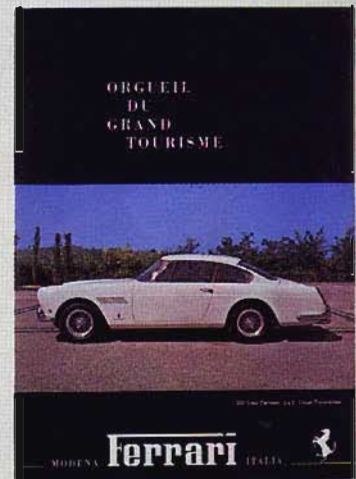


3.



4. ferrari 250 gt coupé pininfarina 2+2

Literature and models are from the Dave Robidoux collection, with photography by Raymond Doucet.



5.



7.



8.

ESDO in 1/43 scale and mounted on a clear base. There are also other variations (produced in Spain and Brazil) of the Solido GTE, but the range of GTE models permits the GTE owner to have an accurate, well-detailed miniature of his car, and the model collector, with a bit of searching, can possess the complete range of Ferrari 250 GTE models.

ranges from the original Solido dies.

One could almost justify collecting only the boxes as a part of the modeling hobby. Frequently the "box art" is done to a high standard (better than the model inside, in some cases!) and the boxes are often printed in vivid colors, to attract attention in a retail environment. Pictured (8) clockwise from top left are the boxes for GTE models from Clifford, the unknown maker who produces the "Ferrari 220SE," two different boxes for the Solido GTE model, and a box which contained the French Dinky model.

There were a few other models produced of the GTE, notably a well-detailed, fully finished model by

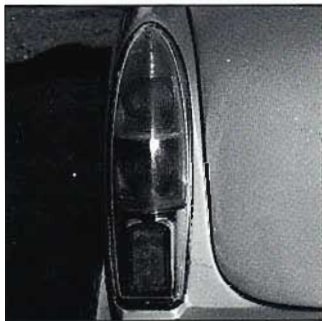
varied only slightly from the soon-to-be-purchased 250 GTE in looks, one of those variations being that the prototypes carried their amber front fender marker lights lower on each fender than did the production cars. Also, the front fender louvers were cut into the actual fender on the prototypes, rather than being in a panel affixed to a cut-out as found on GTE production models. No rubber inserts were used on the prototypes' bumper guards; a grab handle was located on the transmission tunnel between the front seats to aid rear seat passengers in exiting the car (grab handles were located at the roofline — two on the passenger's

side and one on the driver's side — on production examples) and the rear license plate lights and back-up light were of a shape different from the production units.

Mechanically, the 250 granturismo coupe Pininfarina 2+2, as it was originally called, came equipped with the now classic 60° V-12 engine displacing 2953 cubic centimeters and capable of turning out 240bhp at 7,000rpm. Brakes were discs by Dunlop on all four wheels, the gearbox was a four-speed with Porsche-patented synchromesh, plus when in fourth gear, an electrically-operated Laycock de Normanville overdrive. The 2600 millimeter wheelbase

chassis was constructed of steel tubing by Vicari, typical for the V-12 cars of the late 1950s, and was identified as the 508E chassis, the latest development of the 508 chassis. (The "E" in GTE is taken from the 508 chassis type number.)

Three Weber carbs, fed by both an electric and a mechanical fuel pump, supplied the fuel/air mixture to the engine. The front suspension was independent using A-arms with helicoidal springs and Koni telescopic shock absorbers, while at the rear the suspension consisted of a solid axle with lateral radius rods, semi-elliptic leaf springs and Koni shocks (Some GTEs built in 1963 came



Ferrari 250 GTE's used three different taillight designs during the car's production run. Probably the most commonly seen style is the three lens model (top) as in 2297GT1 with the reflector above the amber turn signal and red taillight. The later GTE's used the single lens style (center, as in 3103GT) with a back-up light just above the red reflector. The third style was used on only a handful of mid-production GTE's and features an amber lens over a red lens with a red reflector below, as on 3339GT shown.

equipped with coil springs around their rear Konis.)

What's it like to live with one of these joys from Maranello? Well, mine came to roost in my garage almost nine years ago and has returned its owner many hours of pleasure — others have said it, but it's true — it's probably the best thing I've ever bought for myself. Sure, it doesn't have the soft, flowing, unsurpassed beauty of a Lusso or a GTB, the pure racing excitement of an old Testa Rossa or the investment potential of a GTO or SWB, but the GTE certainly has that Ferrari look — which ain't all bad.

Climb on board and you'll catch a whiff of the rich leather interior as the door is opened. Survey your new environment. In front of you is the beautifully wood-rimmed steer-

LIFE WITH MY 250 GTE'S

by Sam Smith

GTOs, GTB's, California Spyders and Testa Rossas are all great and surely I'd love to own some, but budget permitting, a 2+2 Ferrari will share my garage. I've owned two 250 GTE's (4701 GT and now 3579 GT) and they've both been great cars — practical, reliable, and exciting. What other Ferrari would permit a trip to the movies with my two daughters and two of their friends on a rainy night, and allow me to finish third (behind a Turner and a Bugatti!) in my first-ever race?

I once owned a 250 PF Cabriolet, but sold it to help finance a house. By the time that "new homeowner shock" had worn off, Ferrari prices had just about doubled, and my banker couldn't understand my request for \$20,000 for a used car! I just missed another PF Cabriolet, but did purchase a derelict 330 quad-headlight 2+2, on which restoration costs would have rivaled those of the Statue of Liberty. It became a parts car, and I learned a lesson: Only buy a running car.

My first GTE, 4701, was found in New Philadelphia, Ohio. The Cabriolet had been "Fred the Ferrari," so the 4701 became "Son of Fred;" It fitted the dark red (black interior) Series III GTE. The owner and I took a ride around town and all seemed to be in order (the clock didn't work but the overdrive and fuel gauge did), so I was ready to start for the FCA Annual Meeting in Atlanta. It took only 20 miles to realize that Son of Fred was leaving a smoke screen resembling a Navy destroyer, so it was home instead to solve one of the most common Ferrari problems. Other than the oil burning, the oil leaking, and the severe rust in the driver's door, Son of Fred was pure fun. Wife and daughters traveled to visit relatives, we went on family vacations, ran errands, took kids to University of Maryland games, movies, parties, and generally used any excuse to get this good-looking mild-mannered old Ferrari out of the garage. Son of Fred was a good choice for my family, where we could have only one sports car at a time. We drove Son of Fred to dozens of FCA events, and on our annual pilgrimage to Watkins Glen each October for the U.S. Grand Prix, where two or three of us would usually take a lap or two around the original Watkins Glen street course.

I wrecked 4701 coming home from our FCA region's first track event — brain fade and loose tie rod ends. He made it to several more shows and gatherings, but his left front fender was smashed, and even 50-weight oil and STP in equal proportions wouldn't stop the smoking problem. An engine teardown revealed detonation "nibbles" on the pistons and some valve seat problems, so I sold Son of Fred (for a bit less than I paid for him) to Mike Wren. Mike promises that 4701 will be in pristine original condition one day soon; what he's done so far is impressive.

"Alfonso" (3579) has been a part of the Smith family since 1983. He was named by FCA member Parker Hall, who has owned Fred since the 1977 Annual Meet at Watkins Glen. Alfonso came to us from Tommy Thompson with lots of little problems: bad brakes, tires, tie rod ends, kingpins, brake booster, fuel gauge, clock, fog lamp lenses . . . but he runs great! (The motor was rebuilt at Chinetti's by a previous owner.) The engine is kinda' neat: the block is from 4397GT (probably another GTE), with unusual heads (individual exhaust ports, small front water outlets, electron cam covers painted red when I got the car, and small round breathers where the knobs usually are found). Even with small 38DCS Webers this engine loves to pull strongly to 6500 (my limit as rebuilds are now expensive!), and this engine doesn't smoke.

Many of Alfonso's problems have been cured, although it does tend to leak oil; better an oil leak than smoke, I guess. I've added Goodyear 215/70 HR15 Goodyear Eagle GT tires (with some clearance problems in the back), and I love the tires. "Fon" tracks comfortably and straight down the road, and the VSCCA is more than happy to let me race on these tires. Fon has a new interior, and perhaps this winter, a new paint job (in Cobra light metallic blue), Daytona wheels, a new exhaust system, cure for some of the oil leaks . . . did you ever know a hobby that wasn't expensive?

Fon has become an important part of my life. He does all the things that Son of Fred did, and my kids are clearly delighted when we "take the Ferrari." It helps them to understand my enthusiasm. It was my car at the Mid-Atlantic FCA National Meet, it has been my race car, and my car to drive in the high speed touring at the Lime Rock Fall Festival (to replace the trip to the USGP at Watkins Glen). And now that I have my Snell-approved helmet and nomex suit, I may have to get the rules changed to accept HR tires in racing on these old cars, and sneak \$500 out of the paint budget for racing expenses . . .

Enzo, I know you were motivated by economics to build these 950 GTE's (against 36 GTO's, 167 SWB Berlinettas, 50 SWB Californias and 200 or so of the rest) from 1960 to 1963, and I want to take this opportunity to say "Thank you!" They are beautiful and fun cars, they have all the right parts, and they have made it possible for many of us to enjoy that which is Ferrari.

ing wheel, large in diameter and thin to the feel by today's standards. Just behind the aluminum spokes of the steering wheel are the big speedometer and tachometer with the smaller oil pressure gauge located between them. Gauges for oil temperature, water temperature, fuel level and, on all but the first 100 or so cars, a voltmeter are located in the center area of the dash fascia along with a clock. Warning lights are also provided for low fuel level, to indicate a malfunctioning generator, to indicate the defroster fan is running, and to denote that the electric fuel pump is on.

Go ahead, slip the ignition key into its slot and turn it 180° to activate the electrical system. Flip on the electric fuel pump and wait for its chatter to subside. Tug on the manual choke located under the dash, stab the accelerator pedal a time or two and then push the ignition key inward to activate the starter motor. If all is well, you'll be greeted in a few seconds by the magic Ferrari V-12 clatter. Give the water and oil time to gain some heat and then engage first gear and commence to move. Even the most jaded Ferrari owner will enjoy the moments rising, exhaust note increasing, acceleration driving you and the car forward.

How fast? *Sports Cars Illustrated*, in their January 1961 issue managed to get their GTE to 60mph in a tad over eight seconds, but with three people on board and a full tank of gas behind. The car's quarter-mile

The driving lights on the late 1962 and 1963 GTE's were placed in the front fenders below the headlights. The 1960 and 1961 cars carried the driving lights in their grilles.



to be followed by exactly 50 330 America 2+2s... GTE bodies with four-liter V-12s inside. Production ran from 1960 into late 1963. Exactly 1,000 cars!

As might be expected, there are styling differences between early and later examples. Specifically, some of the earliest cars did not get driving lights, and those that did had them located at each end of the grille opening. By mid-1962, the driving lights had been relocated outside the grille and just below and just inboard of the headlights.



This is the next-to-last 250 GTE 2+2 built, s/n 4959GT. Note the location of the driving lights.

PHOTO BY DAVID PALMETTI R

The chrome trim ring around the headlights changed about the same time, and deep-dished Borrani wire wheels were adopted. Other styling variations can be seen in the tail light design and instrument layout on the dashboard. A handful of the cars came equipped with hood scoops in lieu of the typical GTE hood trim strip and, for the first time, electric windows were available on a Ferrari.

With the price of many older Ferrari models exceeding six figures in today's market, the GTE remains one of the few 12-cylinder Ferraris still within the financial reach of most enthusiasts. Although the number of GTEs left has been dwindling as more and more of the cars are parted out or sacrificed to produce a replica of a more valued model, there still is a decent selection of GTEs available to the potential buyer. If you don't yet have your first Ferrari, or if you'd just like to add twelve more cylinders to what you already have, consider the 250 GTE 2+2. You'll get the Ferrari sound and mystique, Pininfarina's design and craftsmanship and a vehicular investment that should appreciate in years to come. What more could the Ferrari enthusiast wish?



time was 16.3 seconds and its speed topped out at 136mph. *Autosport* testers recorded a zero to 60 time of 7.6 seconds and covered a quarter-mile in 15.9 seconds at 89mph in a 1961 right-hand-drive GTE. *Road & Track* saw 60mph in eight seconds in the GTE they tested, and they zipped across a quarter-mile in 16.3 seconds at 89mph from a standing start. Respectable times indeed!

Factory records reveal that 950 GTEs were built, all but 53 being left-hand-drive cars,

GTE's can be driven in a spirited manner, and can produce respectable (and competitive!) track times if desired. GTE s/n 4919GT is illustrated at Imola, Italy, above. The GTE in action in the photo at right is s/n 3841GT. PHOTOS BY MARCEL MASSINI

