
1962 Ferrari 250

Price	USD 395 000	Drive	LHD
Year of manufacture	1962	Condition	Used
Mileage	33 532 km / 20 836 mi	Location	
Chassis number	3547	Car type	Other
		Engine number	3547

Description

Numbers-Matching Example Restored to an Incredibly High Standard. Accompanied by Invoices and Marcel Massini Report. Among the Nicest Examples Extent!1962 Ferrari 250GTE 2+2 Series IIs/n 3547, engine no. 3547Dark Red with Parchment Leather InteriorWhile there have been many fine models offered by Ferrari over the course of their celebrated years crafting exceptional sports cars, the Ferrari 250GTE has more recently become recognized as one of the most versatile and enjoyable 12-cylinder Ferraris from this period. From the day it was introduced, the GTE has been regarded as an enthusiasts car, with the added value of accommodating four passengers. As time went on and prices for collector examples of million-dollar Ferraris utilizing the same 3.0 liter Colombo engine rose significantly, astute enthusiasts realized the GTE offered state of the art capabilities at a fraction of the cost of other cars using the same powertrain. With a top speed of 140 mph, and the engine moved forward in the chassis to allow for more legroom, the capable and capacious GTE represents the least expensive of the legendary 250 Ferraris, MM, TDF, SWB, GTO, California, and LM, all of which vaulted Ferrari to the pinnacle of sports car construction during the heyday of the GT evolution. This 250 GTE represents an opportunity to acquire an example that is rarely seen in such condition, beautifully restored, properly maintained, and ready to enjoy. Over the years, GTEs have become increasingly harder to find as so many have been pilfered for the sake of replicas, sacrificing their cherished matching number drive train.According to the Massini Report accompanying this car, prepared by noted historian and Ferrari expert Marcel Massini, chassis #3547 is the 456th of a total 954 GTE (all series) cars built. It is also the 155th of 300 Series II models constructed. At inception, the chassis was sent to Pininfarina for coachwork in Torino, Italy, March 1962 and subsequently

returned to Ferrari where it was completed by the Ferrari factory in May 1962. Finished in Grigio Fumo over Pelle Beige Connolly leather interior, the car was ordered and delivered to Ferrari dealer M. Castone Crepaldi S.A.S. of Milano. The first buyer is recorded as Mr. Hertel. By 1978 the car is listed by Dutch broker Robert De La Rive Box, a resident of Switzerland. That same year, the car is imported to Crown Point, Indiana by Hilary A. Raab and subsequently sold by Raab, once again that same year to Rob Sellberg a resident of Gary, Indiana. Sellberg retains the car until September 1982 when he sells it for \$9,500.00 to David Smith a resident of Valparaiso, Indiana. At that time, the car was missing the right rear bumper corner and needed a new windshield. That same year, Smith sells the car to Steve Stach of Mount Pleasant, Illinois who retains it until September 1996 when it is offered for sale by John Weinberger's Continental Auto Sports of Hinsdale, Illinois. At that time, the car is finished in red. By 1997 the car is known to have been registered on Florida collector plates "017274" when it is offered for sale in February of that year at a classic car dealership in Naples, Florida, painted Russo Rubino with cream interior with the asking price of \$65,000.00. In July 1997 the car is offered for sale in the Ferrari Market Letter by Shelton Sports Cars, Fort Lauderdale, Florida. In 1997, having patiently waited still with its original engine, #3547 is duly rewarded with a top notch restoration by noted Ferrari experts, with additional work performed by Nick Soprano's Motor Classic and Competition Co., in New York. In 2014, the car is then sold to Jose Romero, Driversource, Houston, Texas and later that year to Bradley Farrell, New York. In addition to the extensive work performed on the car in excess of \$50,000.00 during the 1997 restoration, the car was comprehensively restored by Yang and Sicard, and further updated from 2012-2014, with a fresh coat of paint applied in 2014, during which no expense was spared servicing the car and maintaining it to a very high standard including the following items: replacement of directional switch, replacement of all ball joints, all new suspension bushings, a new driveshaft u-joint, replacement rubber drive ring to driveshaft, four of six control arm bushings replaced, all new spark plugs, two new tie rod ends, new oil filter, new air filter, pinion bearing, new bump stops, and all transmission mounts. A new thermostat was installed, a new heater valve cable, a set of seat belts, a correct Nardi steering wheel, an ANSA exhaust system, and four new tires were mounted. While being serviced, the car also had a left side headlamp dish repaired, trunk latch repair, taillights repaired, parking brake, clutch, throttle linkage, and choke cable adjusted. The carburetors were cleaned, distributors recalibrated, fire wall holes sealed, air restrictor plates fabricated and installed for the intake vents, and a minor fuel leak remedied. The Massini report further details many of these items through the date assigned, November 20, 2019. Today this particularly beautiful car presents as a wonderful example of a properly restored GTE ready for enjoyable use or showing. The dark red paint is excellent throughout displaying beautiful luster and excellent gloss to the deep red finish. Panel fit is quite nice with the doors, hood, and trunk showing excellent closure and latching. Much of the exterior chrome still retains a very nice finish, obviously done to a high standard when restored, but now showing some minor areas of age. The Borrani wheels, are in excellent overall condition, handsomely finished in polished aluminum with bright spokes and chrome plated knock offs, shod with newer Vredestein Sprint Classic tires. The trim, emblems, lighting and lenses are all very nicely preserved or restored as needed. Glass and surrounding trim are also in excellent condition. The impressive parchment interior still presents in very nice condition overall with good surface finish to the seating, though some drivers seat bolster compression is now evident, and a few light creases are present, these all contribute to an aura of comfort and ease for a car that can be enjoyed. The carpeting is also in very good condition with matching parchment beading tracing the perimeter of the floor with slightly darkened driving marks lightly aging the area around the footbox. The dashboard and instruments are beautifully maintained and appear to be original, exhibiting very good clarity considering the age. The wood rimmed Nardi steering wheel is a fantastic touch adding to the sporting nature of this handsome GTE. Finishing off the interior, the headliner, door panels, and dash pad are all correctly restored and properly presented. Overall the various trim, interior components, and details have been addressed with care and integrity, further preserving the originality of this matching numbers car. The trunk compartment has been carpeted and retains a Borrani spare wire wheel shod with a modern Pirelli tire. Under the hood, the original matching numbers 250 series engine delivers a nice, gently settled impression, prepared with correct finishes, proper hoses, lines, and correct fasteners, all of which were part of the Yang, Sicard, and Sorpano

restoration. While the engine compartment has settled a bit since the restoration was completed, the engine exhibits a handsome and honest representation of the hallmark 250 V12 including the correct air cleaner, proper carburetion, beautifully finished textured black cam covers, orange oil filters, and correctly traced wiring and lines. Even the correct style air cleaner wing nuts are in place along with the proper air filter screen and yellow letter decal. The car starts easily and warms up to idle smoothly, delivering a sweet and tight V12 sound with just the right amount of exhaust burble. Oil pressure is good, and both the water and ampere meters function. The 4-speed gearbox engages easily while the clutch takes up smoothly as the accompanying sonorous acceleration immediately rises on throttle. The recent servicing and mechanical work are clearly evident in the responses revealed while driving. Acceleration is brisk as the power comes on as the engine properly delivers with each gear change. On the highway, when the overdrive is engaged, the car reveals the GT heritage with excellent cruising comfort and plenty of power on tap. Braking is very good, coming down from higher speeds with excellent pedal pressure, even tracking, and responsive suspension. Of particular note is the impressive steering feel, also benefiting from recent service. Driving manners are quite rewarding from a car of this era, delivering an exhilarating motoring experience of both performance and luxury. The underside of the car is clean and well-tended, showing no visible evidence of structural compromise. The floors, exhaust, suspension, and engine castings are in very good condition and appear to be period correct, consistent with the cohesive visual and mechanical integrity of the car, further validating the cadre of restoration experts who have prepared the car. This GTE is accompanied by a matching Borrani wire wheel and select records, mainly a Marcel Massini Report. Supported by a Massini report, known history, and recent restoration, this matching numbers Ferrari 250 GTE Series II is a wonderfully presented car with excellent paint and beautiful exterior presentation. One of only 300 Series II examples constructed, this elegant Pininfarina bodied Ferrari is every bit worthy of the 250 V12 heart that beats within it. With thousands of dollars of expert services already performed to a high standard, this beautiful 250 GTE is ready to deliver superlative performance, four passenger comfort, and spirited touring pleasure for the next fortunate owner to drive, show, and enjoy just as Ferrari originally intended.



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