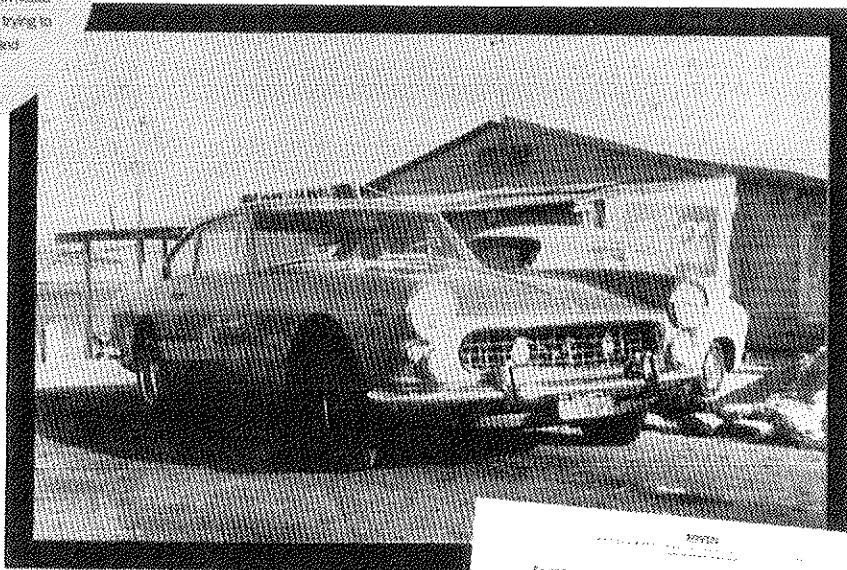


THE HISTORY OF THE PRANCING HORSE IN MALTA

1963: the Ferrari 250GTE Coupe' 2+2 arrives in Malta.

In this second issue of the Ferrari Club Malta magazine 'FERRARIISTI' I will start a series of articles covering all the Ferraris that have been registered in Malta throughout the years, trying to uncover their history and present owners.



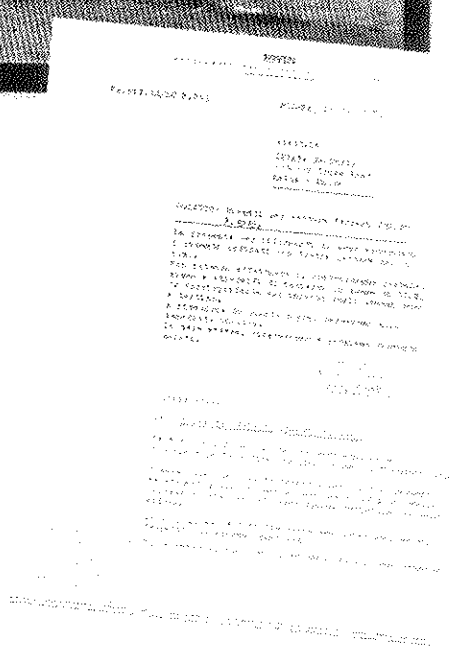
It was way back in 1963 that the first Ferrari set foot, or should I say wheels, in Malta.

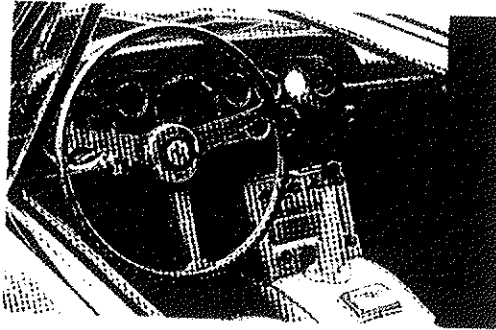
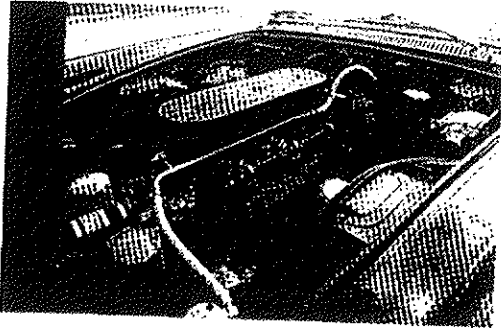
The owner the late Joseph Zerafa, of Attard, had driven all the way down the autostrade from the Ferrari factory in Modena to Sicily before boarding the ship to Malta, turning heads as he drove the brand new prancing horse to it's new stable in Malta. This was non other than the Ferrari 250GTE Coupe' 2+2, which was so successfully launched on the occasion of the 1960 Le Mans 24 hours race, and that Ferrari dominated, snapping seven of the eight top places, with the victory going to Oliver Gendebien and Paul Frers, in the TR 60.

This model was very secretly produced and on the inauguration itself was used as the race director's car. Later that

Above: The 250GTE photographed at Attard, 1963

Right: Official correspondence between Ferrari, Modena and Mr. Zerafa in Malta, regarding the availability of parts.





same year in October at the Paris Salon, the 250 GTE had its world premiere. In a daring display Pininfarina had managed to pull together three very different ingredients. Onto a 2600mm wheelbase he grafted a big twelve cylinder engine in its most modest guise of 240 horsepower, at the same time building a cabin big enough for 4 passengers, without compromising the raciness and class that everyone expects from a Ferrari.

Mr Zerafa's car was one of the last, in a production series of 950 examples ranging over a period of 3 years running from chassis No 2043 GT to 4961 GT. Sporting a dark metallic grey colour, and bearing chassis No 4949, it had a leather interior with a then classic three spoke wooden racing steering wheel. The rather big speedometer indicated a maximum speed of 180 mph, and the engine bay itself left very little doubts about the capability and strength of this machine.

In the early seventies, the world was facing the oil crises, and as an owner who was already in his early seventies, re-

gretfully decided to part with the car. Unfortunately no body seemed interested in buying it locally. In 1977, the car was acquired by a Swedish business woman, who accepted to buy the car for the sum of LM 2000, on condition that she will be allowed to transfer the car to Sweden. Most recently during a visit to the United States a member of the Zerafa family, said that he saw what he believed to be the same car that his late grandfather owned.

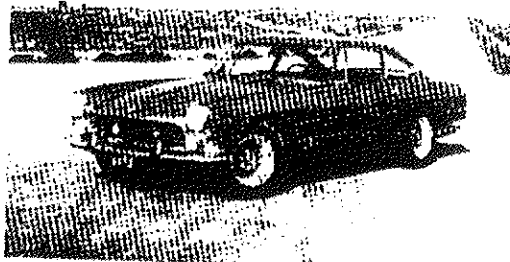
It is a great pity that this car is no longer on our island as it would have been a great museum piece nowadays being the first Ferrari in Malta directly acquired from the factory, although there are more recent examples that have been imported directly.

I would like to personally thank Mr. Joe Zerafa for his patience and time in trying to compile all the information to make this series a successful one, and most of all supplying information to all the readers of this magazine, enabling them to have more knowledge with regards to the Ferrari history in Malta.

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CARS

Mr. Zerafa's FERRARI 330 GT the best representative of Italian perfect machines. Given the chance, it will raise people's hairs on end.

Left: A cutting from the "Malta Driver" Journal, (May 1980) featuring Mr. Zerafa's Ferrari. The caption was actually incorrect, stating that the car was a Ferrari 330 GT.

Above Left: The engine

Above Right: The majestic interiors of the Ferrari 250 GTE.