

# Sports Car Market™

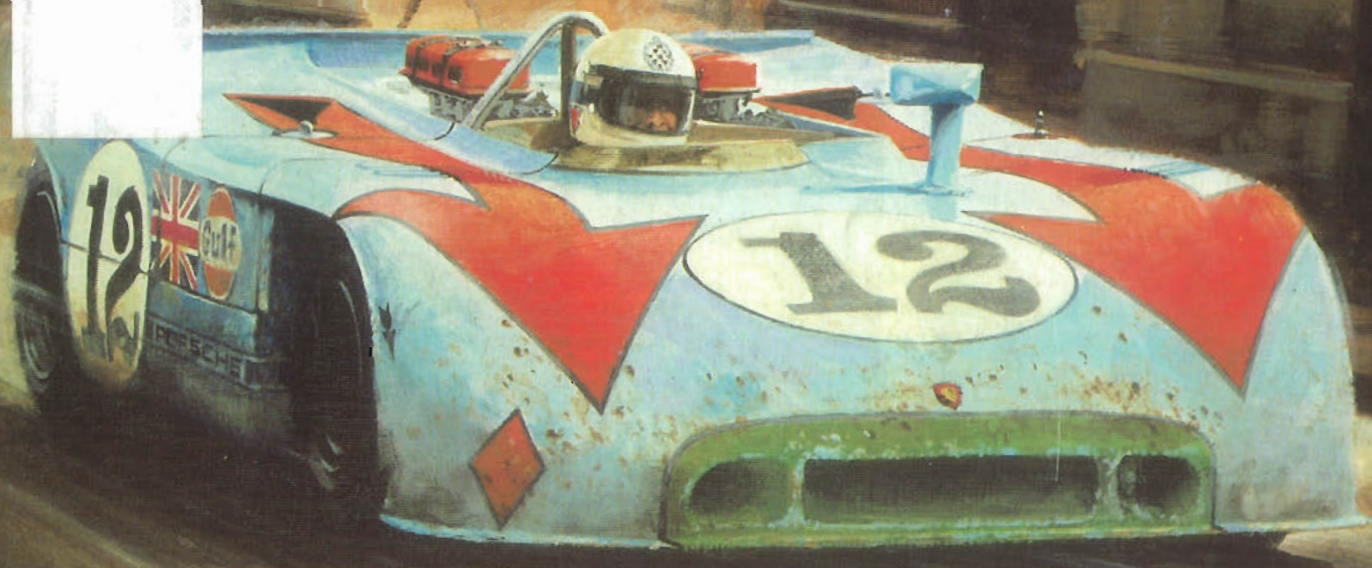
Volume 8, Number 9

September, 1996

\$4.95

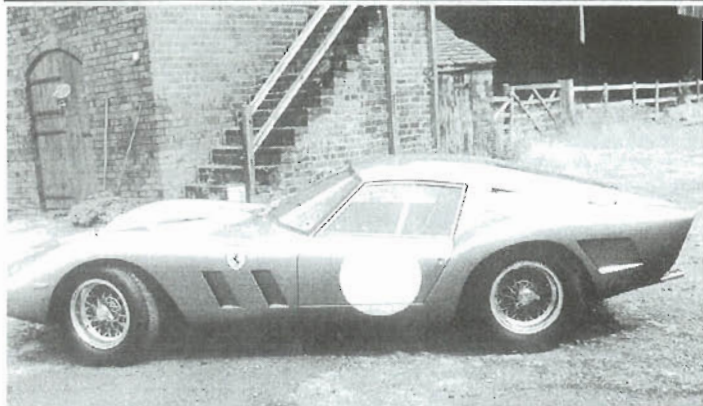
## Inside Info For the Serious Collector

VALUED READER SINCE 1994  
CUST. ID# 9462 EXPIRES: 09/97  
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**Porsche 356A Cabriolet Bargain at \$18,650** ♦ **World Record \$23,100 for a '73 Lotus Elan Coupe** ♦ **Lancia Prices on the Move - B20 GT makes \$47,950** ♦ **One-owner Daytona Brings \$112,300** ♦ **Marque Focus : Porsche** ♦ **Mini-profiles: Ferrari 250 GT Drogo, Maserati 6 CM Monoposto, Austin Mini Cooper S, more...**  
*And always 500 collector cars FOR SALE inside.*

# Ferrari Market Review



## '62 250 GT Drogo The Ex-Moss SWB Re-Creation

**Chassis Number: 3611 GT**  
**Engine Number: 07677 GT**  
**Cylinders/Capacity: 12/3286cc**

On May 30th 1961, Rob Walker, on behalf of Dick Wilkins, took delivery of the only right-hand drive Competition 250 Short Wheelbase Berlinetta, 2735 GT, for that greatest of British racing drivers, Stirling Moss.

Entered under the NART banner and with Graham Hill co-driving, the car's first event was the Le Mans 24 hour race where, having run as high as 3rd overall and leading the GT class by miles, 2735 GT was put out by a fan blade shearing a water pipe.

Moss went on to win every other event for which 2735 GT was entered in 1961, including the illustrious Tourist Trophy at Goodwood.

At the end of that year, the berlinetta was sold to the BRP/UDT Laystall team. Driven by Innes Ireland it retired from the 1962 Daytona 3 hours with a broken brake disc and was fourth after a slight 'off' at Oulton Park.

2735 GT was then sold to Chris Kerrison, a keen amateur driver, and he was second in his first race with the car at Goodwood. However, disaster struck during the 1962 Tourist Trophy when Robin Benson, Kerrison's co-driver, spun the car into Surtees' already beached GTO causing severe damage to both the SWB's bodywork and the GTO.

Sent back to Piero Drogo's body shop in Modena, 2735 GT emerged in the spring of 1963 with the stunning berlinetta coachwork shown here.

Four inches lower and 40 kilos lighter than a GTO, and with Bizzarrini derived dry sump, six-carburetor GTO set up, the engine also moved back ten inches and lowered by four, 2735 GT was a worthy contender in GT events even though it retained the four-speed gearbox and did not incorporate the rear suspension modifications of the GTO. Indeed, 2735 GT placed 8th in the Nurburgring 1000 Kms and 5th in the Spa 500 Kms.

During the sixties the car passed through several owners and, in 1980, was dismantled prior to a complete rebuild when the Drogo bodywork was discarded and 2735 GT reverted to its original SWB type bodywork.

On a shortened and 'GTO-ized' GTE chassis, 3611 GT, the ex-Moss berlinetta in its Drogo bodied form has been re-created. Just like 2735 GT, the car has its engine fitted with six carburetors and dry-sumped and it has also been moved back and down as in the original car. A 275 GTB unit has been fitted as this develops some 280-300bhp,

as per the original competition SWB, and looks identical. The opportunity has also been taken to give the rear suspension a Watts linkage, a la GTO, to improve handling while retaining, as per the original, a four-speed gearbox. 3611 GT made its competition debut at the Spa 'Trophee des Ardennes' this year where it won its class.

This car represents a genuine 1960s Ferrari 250GT clothed in one of the most exciting bodies of its era. It comes with full FIA papers.

*Shame on the FIA and the Bernie-boys for allowing this reboddy on a cut chassis, with an incorrect engine and modified rear suspension, to have their sacred papers.*

*At the Coys Silverstone Auction on 3rd August of this year, 3611 GT was unsold despite a certainly-high-enough bid of \$78,520. In the words of Contributing Editor Michael Duffey "Cars that have stories attached to them are tough to sell," and it would take a more than a minute to explain this car to a potential buyer.*

*Let us reiterate that SCM has nothing against rebodies, replicars and whatever other strange and unusual things owners decide to do to the sheetmetal and engines they own.*

*However, when looked at purely from an investment perspective, no reboddy or recreation, no matter how well done, has ever held its value over time. - ED. Photo and data courtesy Coys. ♦*

## Ferraris For Sale

(\*indicates first time listed or just renewed)

**52 BARCHETTA**, Faithful, hand-crafted, alloy bodied recreation using Ferrari 330 motor and running gear. Red/black. Strong running and very fast. Successfully completed several important vintage rallies. \$115,000. 708-655-3535. IL *Sep*

\*55 750 MONZA, 0530, red/black, totally proper car, ex-Targa Florio. \$650,000 please call for info. 619-454-1800. FAX 619-454-1890 CA

**55 250 EUROPA GT**, 1 of 35 2nd Series Europas with Columbo engines, wonderful untouched original car with later 250 engine, orig paint, perfect body, complete. light grey with pumpkin int. \$160,000. 714-650-3445. CA

**55 750 MONZA**, SN 0530, red/black, totally proper car. Ex-Targa Florio. \$650,000. 618-454-1800. FAX 618-454-1890 CA *Sep*

**55 121-LM**, Great history, freshly rebuilt original engine. Will trade for SWB California Spyder, covered headlights. Selling: Ferrari large scale models, racing posters, memorabilia. 516-234-1400 (x185)work. FAX 516-367-3260 NY *Sep*

**56 250 GT BOANO**, low roof coupe, dark bronze metallic with tan leather. lhd, eight year old restoration, just finished the 1996 California Mille, ideal for classic road/rally events. \$75,000. 510-653-7555. FAX 510-653-9754 CA

\*57 410 SUPER AMERICA, one-off body, excellent mechanically, 34K original miles, an original survivor. \$250,000 or Mercedes trade. 614-464-4444. OH

\*57 410 SUPER AMERICA, 17K miles, all original, excellent condition, call for details. \$450,000. 815-469-6265. IL

**59 250 PF SERIES II**, cabriolet, red/black, nice, original clean example. \$125,000. 206-467-6531. FAX 206-467-6532 WA

**59 PF COUPE**, SN 1975, Chevy Conversion, new brakes, tires, paint, wiring harness, CDI rebuilt engine, 200 miles on \$50,000 restoration, completed June 1996, #2 car perfect. Doug McKee. 770-844-7400. *Sep*

**61 250 PF SERIES II**, cabriolet, burgundy w/black leather. fully restored southern car, all correct equipment. \$112,500 asking/irids welcome. 519-352-4575. CANADA

**61 250 GT SWB COMP.**, SN 2439, red/red, ultra-rare factory comp."SEFAC" Hot-Rod. \$1,300,000. 618-454-1800. FAX 618-454-1890 CA *Sep*

**61 250GTE**, Rubino w/Tan leather. Just finished meticulous concourse quality restoration. Must be the best available. \$54,900. 708-655-3535. IL *Sep*

**63 250GT "LUSSO"**, Black w/cream leather. Totally restored to the highest standard. Absolutely beautiful. \$159,900. 708-655-3535. IL *Sep*

\*64 250 GT LUSSO, red, black interior, fully restored in 1989, a beautiful example. \$129,000. 954-493-5211. FL

**65 330 GT**, 2+2 very nice example finished in red with black interior, fresh paint, fully detailed engine bay. \$26,500. 510-653-7555. FAX 510-653-9754 CA

\*66 330 GT, 2 plus 2, black with new tan leather, single headlight, Campagnolo wheels, California car, 43K mi, immaculate restoration with rebuilt engine, western states Concourse winner. \$55,000. 603-323-7982. NH

**66 330GT**, 2+2, double headlight, complete, needs rebuild. \$17,500 OBO. James Wallace, 206-548-9390. WA *Sep*