



SCHALTKULISSE



FERRARI 250
GT SWB BERLINETTA

Chassis 2667GT







KEY FACTS

- FERRARI CLASSICHE CERTIFIED
- MATCHING NUMBERS ENGINE AND DIFFERENTIAL
- ORIGINALLY FINISHED IN THE BEAUTIFUL AND ELEGANT COLOR OF GRIGIO
- IN THE SAME GERMAN OWNERSHIP FOR ALMOST 20 YEARS
- PAINSTAKINGLY MAINTAINED BY SPECIALIST TOM FISCHER IN GERMANY SINCE 2003
- FULLY RESTORED IN THE MID-90'S AND CURRENTLY PRESENTS IN BEAUTIFUL CONDITION
- DOCUMENTED WITH FOGLIO MONTAGGIO, MASSINI REPORT AND SEVERAL INVOICES







	TIPO	TIPE	TYPE
	250 - GT		
	MOTORE	MOTEUR	ENGINE
	168		
AUTOTELAIO		CHASSIS	
250GT		2667	

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DM FISCHER

250 2667





HISTORY

Built as an evolution of their highly successful 250 GT Berlinetta Tour de France, the 250 GT Passo Corto Berlinetta, famously known as SWB for Short Wheel Base, was unveiled at the Paris Salon in October 1959. The newest 250 sported much more than its shorter wheelbase, as it was the first Ferrari to have disc brakes as standard equipment to all four wheels, while tubular Miletto or Koni shock absorbers were mounted at the front. From factory, you could order the SWB either as a Lusso or as a Competizione. Including both versions, only 165 Berlinetta SWB were ever made, of which around 89 were built for street use.

OUR 250 GT Berlinetta SWB

Presented here is chassis 2667GT, born as a Berlinetta Stradale in July 1961 and finished in the elegant and timeless shade of Grigio. It is the 86th of 165 Ferrari 250 GT SWB Berlinetta ever built. Upon completion, the SWB was delivered to its first owner, Dr. Cesare Marchi from Italy, on July 15th. According to Marcel Massini, the 250 would stay in his ownership until being passed on to Nick Dioguardi from Los Angeles in the 70's and subsequently Dick Tschudin from Malibu. Robert Panella from Stockton acquired 2667GT in 1982 and while under his ownership, the Ferrari received a full restoration in Oakland in the mid-90's. It was painted red with natural leather interior, 40 DCL Weber carbs, coldair box, ribbed gear box, split Testa Rossa style exhaust headers, single-layer aluminium floor, and a 9.5 to 1 competition ratio. In December 1995, after the restoration but still in the middle of the engine rebuild, the SWB would find its new caretaker Bernard Carl from Washington D.C. through Ron Spangler. Panella would



provide the remaining parts for the subsequent engine rebuild works. Less than three years later, in September 1998, the 250 was advertised for sale by Bruce Trener's Fantasy Junction in Emeryville, California. The asking price at the time was 795,000 USD. It was only on June 27th 1999 that the car would finally find its way back to Europe, under the ownership of John Bosch from Zaandam in the Netherlands. His registration plate on the SWB read: AE-55-71. From 2003 onwards, the car found a new home in Germany, where it remained until now. During this last ownership and since 2003, the car was regularly serviced and maintained by specialist Tom Fischer in Brannenburg, Bavaria. According to the Ferrari Classiche certificate and the factory Foglio Montaggio, the car was finished in Grigio, but the interior colour is unknown. Another missing information from the factory is the original gearbox number, which doesn't appear on the Foglio Montaggio and therefore couldn't be confirmed by Ferrari Classiche. Still, the Ferrari Classiche Certificate confirms that the engine and differential are the original matching numbers units, but since the original gearbox number is unknown, Ferrari couldn't confirm that the gearbox is the original to the car.

Accompanying the car is a folder full of invoices from the last two decades documenting the works and maintenance that have been carried out by the team at Tom Fischer, a Ferrari Classiche Certificate confirming that the engine and differential are matching numbers, the factory Foglio Montaggio documenting the car's specification, the Massini report, and old FIA documents. Currently in exquisite condition inside and out, as well as mechanically up-to-date, this 250 GT SWB is ready to be enjoyed by its new owner, whether he or she decides to turn it back into its original Grigio colour or drive it as is in its beautiful red dress. The original interior colour be-













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