



SCHALTKULISSE



FERRARI
250 GT ELLENA









KEY FACTS

- Chassis 0869GT
- Believed to be one of around 50 "High Roof" examples
- Delivered new to the USA









HISTORY

At the end of 1957, Mario Boano left his company to establish a styling department at Fiat, leaving his son-in-law, Ezio Ellena, to take over, along with his former partner, Luciano Pollo. The renamed Carrozzeria Ellena continued in Ferrari production and built a further run of fifty 250 GTs, now referred to as "Ellenas" or "High Roof" models, thanks to a two-inch raised roofline that improved headroom and, arguably, body proportions. A standard four-speed gearbox shift pattern was also adopted for these cars, along with larger brakes, a ZF steering system, and the fitment of a single distributor for the engine.

OUR 250 GT ELLENA

According to the Marcel Massini report, our Ellena was delivered new directly to its first caretaker in May 1958. Its first owner, Robert C. Wilke from Milwaukee, USA, was a producer of envelopes and carton boxes, and one of Ferrari's best clients, having purchased no less than seven vehicles from the factory between 1951 and 1960. The Ellena's original engine was used in 212 Export Spider chassis #0172ET in the 1980's, and at some point during the decade, was fitted with 250 GT engine #0701GT as well as a type 212 rear axle. In 1995, the Ellena found its way to Italy where it was rebuilt and repainted red. It wasn't until 2013 than the 250 was sold to Helmut Eberlein in Germany. A few years later, chassis #0869GT found its way to a German collection of Ferrari's, and was stored at specialist Tom Fischer, where it was maintained and serviced regularly but driven very rarely.

As with most early 250's, the original color combination is unknown. The Ellena comes with a wealth of documentation, including a copy of the Foglio Montaggio, several service invoices, and the Marcel Massini report.



Our Engineering department carried out a pre-sale inspection and prepared the Ellena mechanically for the sale. During its stay at the workshop, the brake master cylinder, and rear brake hose were renewed, and the whole brake system was refilled and bled. The carburettors were fully disassembled and rebuilt. The engine was serviced including new spark plugs, and the steering box partially overhauled.

Presented in restored condition and mechanically ready for the occasional weekend drive or long rally through the countryside, the new owner of chassis #0869GT can either decide to keep the current color combination or choose a different one. One of a total of only 50 Ellena's built, this is a great way to enjoy a classic Ferrari for the fraction of the price of a 250 Lusso. The Ellena can be inspected on appointment at our Munich location.







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