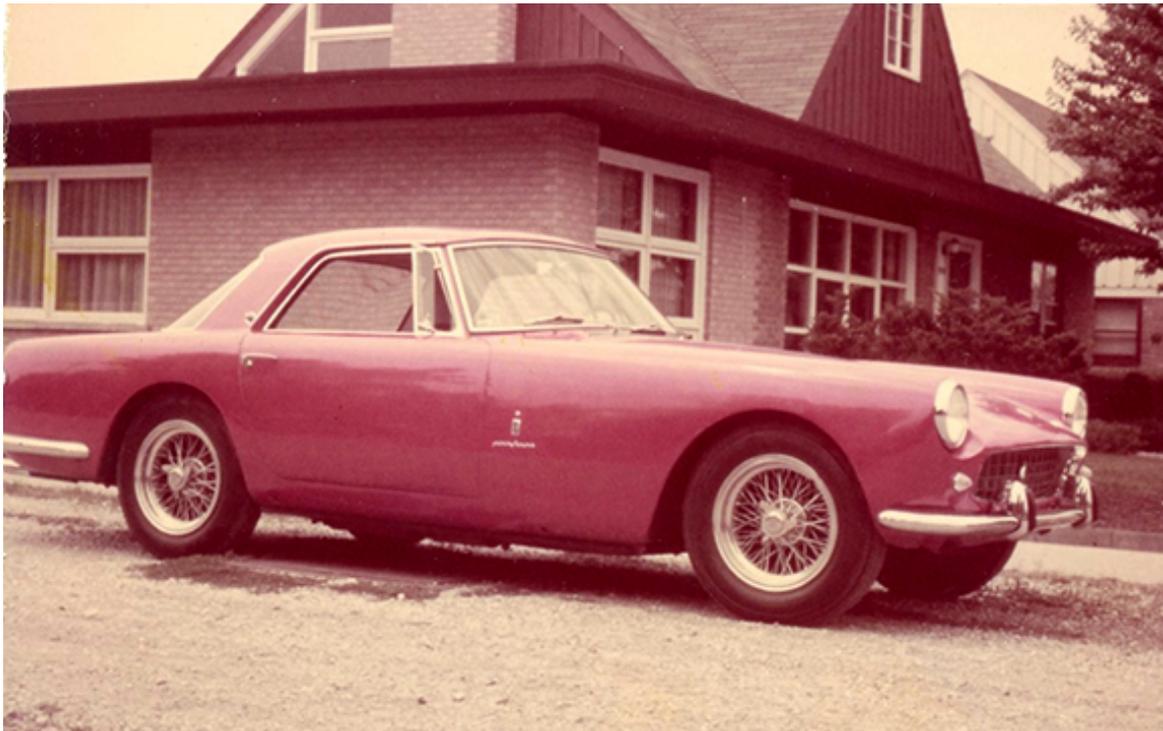


# FERRARI 250 GT PININFARINA COUPES



## FERRARI 250 GT PININFARINA COUPES



### 1958 250 PF Coupe red

*“This was my very first Ferrari. I bought it from my brother. He called me one day and said ‘Carl, I took this 250 in on trade on a Packard and you can have it for \$3k’. I said okay. It looked beautiful. How did it drive? I don’t remember and I didn’t give a damn how it drove. I was motivated by looks. Cars, women, architecture. I used to say this many times, I didn’t care if there wasn’t a motor in it, I loved just looking at it. It was a Pininfarina built car, it was beautiful.”*

*“I had it for a year or so. I can’t remember who I sold it to. There are two good days in owning a car (like a boat), the day you buy ’em and the day you sell ’em.”*

The Pininfarina bodied 250 GT coupe was a result of Ferrari's desire to sell road cars to finance his racing efforts. Basically, it was built on the same chassis and running gear as the then current 250 GT Berlinetta "Tour de France" and the 250 GT open Californias, those two usually bodied by Scaglietti.

Pininfarina also built some other 250 GT Cabriolets on this chassis and there was a run (most of them pre-dating the PF coupes) of Boano built bodies on the same, Tipo 112 and 508 chassis. All were powered by the inside plug V12, of 2953 cc, which had originally been designed by Ing. Colombo in 1945-47, as a 1.5-liter engine. Aurelio Lampredi had later developed this engine into the powerful and reliable power plant that it became, Tipo number 128. Subsequent bore increases had increased the capacity up to the 3 liters that the 250 GT line represented.

Introduced in 1958, approximately 300+ PF coupes were built and sold. In subsequent years, the rusting remains of many became the basis of many Tour de France and Testa Rossa replicas but that has increased the value of the survivors...

### **250 PF Coupe with covered headlights**

*Carl: "This was my second Ferrari 250 GT Pininfarina coupe and I bought it from Kirk F. White, the well known dealer in exotic cars. In those days (the 1970s) he had got on to a line about buying old Ferraris and Maseratis from Italy and selling them to nuts like me over here. Ed Niles did the same sort of trade, he was in L.A."*

*"Anyway, Kirk asked me how I'd like the car and I told him that I just loved the covered headlights on Tour de France 250s and the California open cars. So he put covered headlights on this 250 PF coupe and sent it from Italy. I remember going with my wife, from my home in Great Lakes, Chicago, to the docks to pick it up. There I was, nose pressed against the fence surrounding the port and saying excitedly to my wife: 'There it is! Can you see it?' I can't remember who I sold this one to."*



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