


CLASSIC DRIVER



1959 Ferrari 250

Price	USD 525 000	Drive	LHD
Year of manufacture	1959	Condition	Used
Mileage	37 957 mi / 61 086 km	Location	
Chassis number	1147GT	Car type	Other
		Engine number	1147GT

Description

Matching Numbers, Massini Report, Recent Repaint in the Original Color, Fresh Engine by Patrick Ottis & Co. 1959 Ferrari 250 GT Series I Pinin Farina Coupes/n 1147GT, Engine no. 1147 (internal no. 0218D) Grigio Scuro with Black Interior Introduced in 1958, the 250GT Pininfarina Coupe represented Ferrari's shift toward standardized production road cars, both to showcase the technology tested in racing, and to provide consistent income to support racing. The cars were elegant, understated, and luxurious, and were available as both open and closed variants. Fitted with the venerable 3-litre V-12, the 250 GT is in many ways the quintessential classic Ferrari, and with generous space for both passengers and luggage, PFs have always been excellent touring cars. This particular car's history is well known, thanks to a comprehensive summary by Ferrari historian Marcel Massini: October 24, 1958: Chassis frame sent to Carrozzeria Pinin Farina in Torino February 12, 1959: Rear axle assembly completed by mechanic Walter Sghedoni, supervised by foreman Amos Franchini February 14, 1959: Gearbox assembly completed by mechanic Beltrami, supervised by foreman Amos Franchini February 14, 1959: Engine assembly completed by mechanics Zanasi and Fossati, supervised by foreman Amos Franchini February 16, 1959: Engine dyno tested by mechanic Pinelli, supervised by engineer Russo February 17, 1959: Chassis frame completion date on factory build sheets, signed by foreman Amos Franchini 1959: Delivered to official Ferrari importer Italauto SA of Lausanne, Switzerland, a company owner and managed by race driver and Baron Emmanuel "Toulo" De Graffenried of Switzerland 1959: Sold by Italauto SA to first owner Guinness, resident in Switzerland. As a Series I

car, equipped with drum brakes, an offset shifter, and finished in grigio scuro with beige leather interior. Likely equipped with a Series II discs brake assembly early in s/n 1147GT's existence, possibly at Ferrari, as the entire system including the rare proportioning valve is identical to that of a Series II. By late 1977:Exported to the USA and owned by James B. Wise of Oklahoma City, OK.By 1980:Owned by Merle H. Mickley Mishne of Cleveland, OHBy late 1999:Sold to Brian De Vries of Grand Rapids, MIJune 2000:Sold to Walter Giovanelli, Hauppauge, NYBy 2002:Sold to Simon De Giula Botta, Oakland, CABy 2003:Sold to the current ownerRecently the car has seen considerable restoration work, both cosmetic and mechanical. This work included an engine rebuild by Patrick Ottis & Co. which included a new water pump, and a rebuilt starter, and generator. Once completed, the engine was dyno-tested to confirm 212 horsepower and 194 ft/lbs of torque. A new clutch and flywheel were installed as the engine was re-installed. A comprehensive brake system overhaul was also performed, as was a repaint in the original and striking shade of grigio scuro. Many other smaller works were carried out to ensure the car is in fully operable trim mechanically, and this is confirmed by its excellent road manners. The car employs a driver level cosmetic presentation. The recent repaint is in good order, but not done to show standards. It would likely polish up a bit with a careful but comprehensive color sand. The brightwork is straight, generally complete, and free of major pitting, but with hazing and some light weathering present. The glass and lenses show some age in select areas, primarily the windshield, which has some wiper marks. The car sits on Borrani RW 3598 5.5x400 wire wheels, which are shod with newer Michelin 185 X Series tires. The interior, which appears to have been partially reupholstered in 2000, also employs a nice driver presentation. There are no tears or holes in the leather, although there is some drying evident on the dash pad and center console. The carpets are older, but in serviceable order. The gauges are all present and appear to be operational, although some of the under dash switchgear may not be totally original. The headliner is in very good shape. The trunk is upholstered, but generally unrestored in its presentation. The engine bay is partially restored, primarily the engine itself, which is quite correct in its details, and makes a fresh presentation. The inner fenderwells, and some of the ancillary components have an unrestored presentation. The equipment present is quite correct, including the brake booster, remote oil filter housing, air cleaner and related wing nuts, yellow fuel lines, horns and compressor, and the fuse panel.The underside of the car is generally solid, but in unrestored condition. There are some areas of perforation in splash areas behind the wheels. The car runs and drives well. The engine starts easily and pulls strong making good power over a wide RPM range, with virtually no smoke. Acceleration is brisk, thanks in part to its low final drive ratio. The transmission shifts smoothly, with good synchros, both when warm and cold. The disc brakes are effective, pulling the car down straight, which is not always the case with drum brake fitted cars. The suspension is generally in good order, although there is some noise present at back when going over rough road surfaces, likely related to the level-style rear shock absorbers. Offered with a Marcel Massini report, a copy of the build sheets, records supporting the restoration works, a second set of keys, and a very smart modern production tool roll with select original tools, this Series I PF Coupe will appeal to the Ferrari enthusiast who recognizes the value of the two passenger 250 Series cars, but is not looking to spend upwards of \$1,000,000 USD. With the engine completed, the heavy lifting is done, making this car an ideal example which could be taken to the "next level" by its next custodian. s/n 1147GT is a rational purchase for the investment-minded owner looking for a car where they can benefit financially from a sweat equity labor of love, or alternatively, it could be enjoyed with a clear conscious, exactly as it is now.

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