RECENTLY ARRIVED · 1957

# Ferrari 250 “Tour De France” 14 Louvre



*Red exterior, black interior, 14 louvre, Ferrari Classiche Certificate, Mille Miglia Eligible*

PRICE

## €POA

Chassis number, complete documentation, condition report and pricing are shared privately with qualified enquiries. Inspection by appointment.

## SPECIFICATION

| | |
|---|---|
| ENGINE CAPACITY | 2953cc |
| FUEL | Petrol |
| TRANSMISSION | Manual |

| | |
|---|---|
| BODY STYLE | Berlinetta |

THE MODEL

## The Ferrari 250 “Tour De France” 14 Louvre

The Ferrari 250 GT Tour de France took its name from victory rather than from a marketing department. After Alfonso de Portago won the 1956 Tour de France Automobile, the name stayed with the berlinetta that made it possible. Designed by Pinin Farina and built by Scaglietti, it was a road car conceived for competition, with lightweight aluminium bodywork over the 3-litre Colombo V12. Furthermore, the cars evolved quickly. The second series, from 1957, is identified by the fourteen louvres cut into each sail panel. Moreover, that same year a Tour de France finished third overall at the Mille Miglia, ahead of far more specialised sports racers. As a result, a Ferrari 250 Tour de France for sale is one of the most significant opportunities in the classic Ferrari market.

THIS EXAMPLE

## About this example

This 1957 Ferrari 250 GT Tour de France, offered for private sale, belongs to the second series and carries the distinctive fourteen-louvre sail panels. It is presented in red over a black interior, the classic Maranello specification for a competition berlinetta. Furthermore, Ferrari Classiche certification is in place, confirming the authenticity of its chassis, engine and major components. Moreover, the car is eligible for the Mille Miglia, the event that helped define the model's reputation. As a result, it offers both historical significance and access to the most prestigious historic events in the world.

> Inside, the black cabin of this Ferrari 250 Tour de France reflects its competition intent: lightweight seats, a large wood-rimmed steering wheel and a clear row of instruments, with nothing that does not serve the driver. Under the long bonnet sits the 2,953 cc Colombo V12, fed by three Weber carburettors and paired with a four-speed gearbox. Furthermore, in period it delivered around 240 to 260 CV, making the TdF one of the fastest GT cars of its day. Moreover, the sound of the Colombo V12 at full song remains one of the defining experiences in motoring. As a result, the car rewards its driver on the road and on historic events in equal measure.

## IN DETAIL







### PRIVATE ENQUIRIES

## To discuss this automobile, please contact us directly.

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