

CLASSIC DRIVER

Is this period-raced 250 GT LWB Berlinetta 'Tour de France' Ferrari's golden child?

Lead

With multiple races, hillclimbs and concours entries adding to its belt notches, this golden 250 GT LWB Berlinetta 'Tour de France' truly is a jewel to crown any Ferrari lover's collection. Now is your chance as it heads to RM Sotheby's upcoming Arizona sale on January 24th.



Ferrari's ability to thread the needle between outstanding design and competitive dominance seems to know no bounds, and the brand's 250 dynasty is perhaps the greatest achievement of the highly ambitious Maranello outfit. We all know, admire and drool over iterations of the 250 like the Lusso, GTO and California, but the story of the 250 GT LWB Berlinetta 'Tour de France' is one filled with triumph, making it one of the world's most desirable cars. This figuratively and physically golden example is heading to [RM Sotheby's star-studded Arizona sale in January 24th of next year](#), and will no doubt create some headlines once more!

Developed in 1956 from the 250 GT road car and created to rival Jaguar's XK and the Mercedes-Benz 300 SL, it featured a refined 3.0-litre V-12 engine with triple Weber carburetors and stunning Scaglietti coachwork crafted from lightweight aluminium. Power-to-weight was the golden ticket to the 250's success, and this variant pushed the limits of weight-saving during a time when few others had even considered it. Featuring perspex glass and a stripped-down cockpit, the TdF achieved its goal and claimed overall victory in the gruelling 3,600-mile Tour de France endurance rally, a result that impressed Enzo Ferrari so much that the name Tour de France, or TdF, stuck with the car.



After two more wins at the Tour de France in 1957 and 1958, the machine was well and truly worthy of the name, especially as Scaglietti further streamlined the car from 1958. Reducing the bodywork to a single louver in the sail panels, a mere 36 examples were built in this configuration, with the final editions featuring key mechanical upgrades like a new gearbox, a revamped intake manifold, and several engine enhancements. As so many examples were built for outright victories alone, many teams rightly saw the car as a mere tool for speed and agility, which left many cars damaged or written off entirely.



This example, chassis 0933 GT, is therefore one of the very few to have escaped entirely unharmed from its storied competition career. Without a single significant shunt or battle scar to taint its beautiful alloy coachwork, the car has its early owner to thank, who shielded it from additional years of intense racing across Europe after its first taste of action, most notably in the first round of the 1960 World Sportscar Championship at the 1000 KM Buenos Aires, where it finished 3rd in class and 11th overall.



After its time on the race track, this example lived a lavish life as the crown jewel in several of the most distinguished Ferrari collections, including Pierre Bardinon's Mas du Clos, Comte Frederic Chandon de Briailles, Michel Seydoux, and nearly 20 years with the current consignor. Delivered new in the stunning one-off colour combination of Oro Chiaro over Bordeaux leather, the car now sports an impeccable tan interior, but has its original leather upholstery available to be reinstalled should you desire, an incredibly rare and highly desirable option to have! As iconic as prancing horses come, this truly is a golden opportunity to acquire what is the pure definition of art on wheels.

[VIEW CAR](#)

Gallery

