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FERRARI ROYALE



Marcel Massini Photograph

THE DISTINGUISHED, AND NEED WE SAY ARISTOCRATIC, CAREER
OF THE 250 GT COUPÉ SPECIALE, S/N 0725 GT.
PRESENTED BY HISTORIAN MARCEL MASSINI.



Marcel Massini Photograph

This subdued but very charming Pinin Farina *Speciale* was designed primarily for Prince Bernhard of the Netherlands, and was placed on a 250 GT chassis, s/n 0725 GT. Photographed during the 2002 Palm Beach Cavallino Classic, at the home of one of the event's Patrons.



Marcel Massini Photograph

Already in the early 1950s, a Ferrari was an important and much sought after symbol of status. It signified, in varying degrees, success, wealth, speed, elegance, sportiness, prestige, and many other often indefinable characteristics. Royalty and expensive motor cars, in fact, seemed naturally to go together, and often became synonymous. His Royal Highness the King Leopold III of Belgium, Prince Bernhard of the Netherlands, the Shah Reza Pahlevi of Persia, the Aga Khan, Emperor Bao Dai of Indo China, Prince Bertil of Sweden, King Faisal of Maroc, King Farouk of Egypt, and Princess Liliane de Rethy of Belgium were all great automobile enthusiasts. They were also all owners of new Ferraris in the 1950s.

HRH Prince Bernhard of the Netherlands, as an example, was a life-long enthusiast of the Ferrari marque. He shared a personal friendship with *Commendatore* Enzo Ferrari, dating back to his first type 212 Inter. This 1957 250 GT, which you see before you here, was the fourth Ferrari owned by the Dutch Prince, a Pinin Farina *Speciale Coupe*, and most significantly, it is the only such design to ever grace a 250 Ferrari chassis. The Prince, indeed, has wonderful memories of his various trips to Modena and Torino, to discuss the details of this beautiful car over dinner with both Enzo Ferrari and Battista "Pinin" Farina.

The year of 1957 was an intensely creative period at Carrozzeria Pinin Farina, seeing a degree of intermixing of styling ideas applied to both the special coupes and the special convertibles. Chassis s/n 0725 GT was an exclusive automobile, a project especially carried out for Prince Bernhard. The result was this highly elegant Ferrari, and it is both intoxicating and addicting – pure Pinin Farina! It has an extremely sober and personalized style to the coachwork, and although it is similar to the body on sister car s/n 0719 GT, this Prince Bernhard edition has many unique details, and is indeed rather individual. For example, "the side vents, spanned by thin bars and placed rather high, take on a new ornamental role." The Pinin Farina markings are positioned quite differently as well. In late 1957, a similar car, s/n 0751 GT, was built for Princess Liliane de Rethy of Belgium, but her Ferrari's lines on the rear fenders were different, less elegant, and less refined than on chassis s/n 0725 GT.

The chassis of s/n 0725 GT entered the Pinin Farina plant in Torino on July 4, 1957, and was sent back to the Factory in the fall, now of course, with that stunningly beautiful body attached, painted in black with a green leather interior. The Factory build sheets indicate that the transaxle assembly, the gearbox assembly and the engine assembly were completed in late October of 1957, and that the engine was then tested soon after. The Factory issued the official certificate of origin on October 23, 1957 and, not unusual in those years, Ferrari had the car registered on Italian license plates of Modena "MO 44844", in the name of Francesco Maletti, a 24 year old resident of Modena. He might have been a Factory mechanic who may have acted as "a man of straw" for the prominent original owner. The Factory assembly sheets give the chassis frame completion date as October 25, 1957.

October 25, 1957 is also the official Factory delivery date to Prince Bernhard and the Royal Palace in Soestdijk. This supremely rare one off Ferrari is pictured in more than twenty five different Ferrari books, and also the 1957 Ferrari Yearbook has a photograph of this Royal Ferrari. In Holland the Ferrari was re-registered on the Prince's traditional Dutch diplomatic plates of "AA 13", and an outside rear view mirror was fitted on the driver's door. For three and a half years it was owned by the Dutch Royal, and he put approximately 35,000 kms on the car.

On March 30, 1961, Prince Bernhard sold s/n 0725 GT to second owner A. J. M. Dries Van der Lof of Enschede and Haaksbergen in Holland. Van der Lof was an avid automobile enthusiast and owner of a cable manufacturing company. The car was now re-registered



Marcel Massini Photograph

on May 17, 1961, and additional headlamps in the front grill, covered with wire mesh, were added.

The new Dutch owner kept it for eight years and in February of 1969 sold it to Kirk F. White's Auto Enterprises of Philadelphia, Pennsylvania, USA. The Ferrari, still painted black with green leather, had now 98,000 kms on the odometer. 0725 GT was shipped on the vessel "SS Atlantic Saga" from Rotterdam to New York, actually to Port Elizabeth in New Jersey. Kirk White was a legendary exotic car dealer and three days after the arrival in the USA, White sold s/n 0725 GT to Carl Bross of Detroit. Bross had a significant Ferrari collection and owned the Orange Blossom Diamond Ring Jewelry Company. He paid US\$ 7,500 for this automobile. However, he kept it for one year only, and in March of 1970 Bross traded s/n 0725 GT back to Kirk White on a Ferrari 330 P3/4, s/n 0854.

White now began to advertise s/n 0725 GT in his monthly newsletter and the asking price was US\$ 10,000. In May of 1970 the Ferrari was shown during the Ferrari Club of America National Meeting in Philadelphia, and shortly afterwards was sold to John Delamater of Indianapolis. Allen Powell repainted the car maroon-burgundy for Delamater and had a brown leather interior fitted. In the mid-1970s, the car came into the collection of Norman H. Silver, president of the Silver Craft Furniture Company in High Point, North Carolina. Silver was also a great Ferrari collector, and his collection is featured in *Prancing Horse* magazine, issue 40, of 1974. In June of 1977, Paul Pappalardo (another major collector) showed s/n 0725 GT during the 14th Annual Ferrari Club of America National Meet in Watkins Glen, but it was apparently still owned by Silver at this time.

In January of 1982, Alberto Pedretti's dealership, Wide World of Cars, in Spring Valley, New York, advertised s/n 0725 GT in *The New York Times*. He then sold s/n 0725 GT to Greg Garrison, the producer of the Dean Martin Shows and Frank Sinatra Specials in Hollywood, who was also a major Ferrari collector. Garrison fitted the Ferrari with old 1976 Italian license plates of Rome, originally used on a Fiat. In August of 1983, Garrison showed it at the 33rd Annual Pebble Beach Concours d'Elegance in the class for "Postwar European through 1960 Closed Cars" and placed third. One year later, Garrison showed the Ferrari again, this time at the International Ferrari Concours held at Rancho Canada Golf Club in Carmel Valley on August 23, 1984. He placed 1st in the Class "W-X", for one-off salon cars, and also won Best of Show.

In June of 1995, Garrison showed the Ferrari at the Rodeo Drive meeting for the F355 Spider introduction in Beverly Hills, and became the winner of the class "Speciale". In May of 1999, Garrison decided to sell and s/n 0725 GT found a new home in the garage of Lee Herrington on the U.S. East coast. From 1999 to 2001, the car received a complete ground up restoration by leading specialist Paul Russell and Company in Essex, Massachusetts. The owner decided to have it painted in an aristocratic deep blue, rather than in the original black color.

Herrington (a major collector) and Russell showed s/n 0725 GT for the first time in August of 2001 at the 51st Annual Pebble Beach Concours in the Pininfarina Class. For top restorer Russell and for owner Lee Herrington it was a special treat to present the car to Sergio Pininfarina at Pebble Beach. Russell's highlight of that day was meeting Sergio Pininfarina while he admired s/n 0725 GT. The master coachbuilder was visibly excited to see the car and was very complimentary, even going so far as to say "You make me [my designs] look good"! He inspected the car inside and out, and then asked to meet everyone who worked on the car and shook each man's hand personally.

The following month, s/n 0725 GT was shown at the Castle Hill Concours held at the Crane Estate in Ipswich, Massachusetts. Here it won its class. At last year's XI Palm Beach Cavallino Classic Concorso at The Breakers Hotel in Palm Beach in January of 2002, this exceptional vehicle was awarded the Coppa per Dodici Cilindri for the Outstanding 12 Cylinder Ferrari. It also won a Platinum Award in Class. In March of 2002, the Ferrari was shown at the 7th Annual Amelia Island Concours at The Ritz-Carlton Hotel in Florida where it won the Ferrari class. Next on the program was the International Concours of the Ferrari Club of America, held on May 23, 2002 in Los Angeles, California. Here it won the Luigi Chinetti Memorial Award for the outstanding Ferrari road car.

This is truly a spectacular one-off Ferrari with an outstanding pedigree.

For more on 250 GT Speciales, please see Cavallinos 52 and 87.

Marcel Massini is a leading Ferrari historian, with an enormous and detailed database at his disposal. He is also a leading researcher, especially for those owners who are restoring a car. He is the author of many articles on Ferrari, and the author of the books "Ferrari 250 LM" and "Ferrari by Vignale."

**THE FERRARIS OF HRH PRINCE BERNHARD OF HOLLAND...
COMPILED BY MARCEL MASSINI**

TYPE	CHASSIS	COLOR	PLATES	BOUGHT
212 Inter Coupe Ghia	0139 E	Black		1951
212 Inter Coupe Pinin Farina	0269 EU	Black	AA 13	1953
250 Europa GT Coupe Pinin Farina	0387 GT*	Black	AA 13	1954
250 GT Speciale Coupe Pinin Farina	0725 GT	Black	AA 13	10-25-1957
250 GT Speciale Coupe Pinin Farina	2613 GT	Dark green	GF-09-10	1961
500 Superfast (four liter engine)	6267 SF	Verde Pino	AA 13	1964
365 GTC/4	114467	Dark green		1971
365 GT4 2+2	17391	Dark green	87-BT-01	1973
400i	44309*	Dark green	JK-69-LN	1982
412	59917*	Dark green	PL-26-BG	1985
456 GT	96771	Dark green	GX-TN-13	1993
456 M GT	115682	Dark green	ZD-GZ-13	1998

*also numbered 0139 E



Marcel Massini Photograph



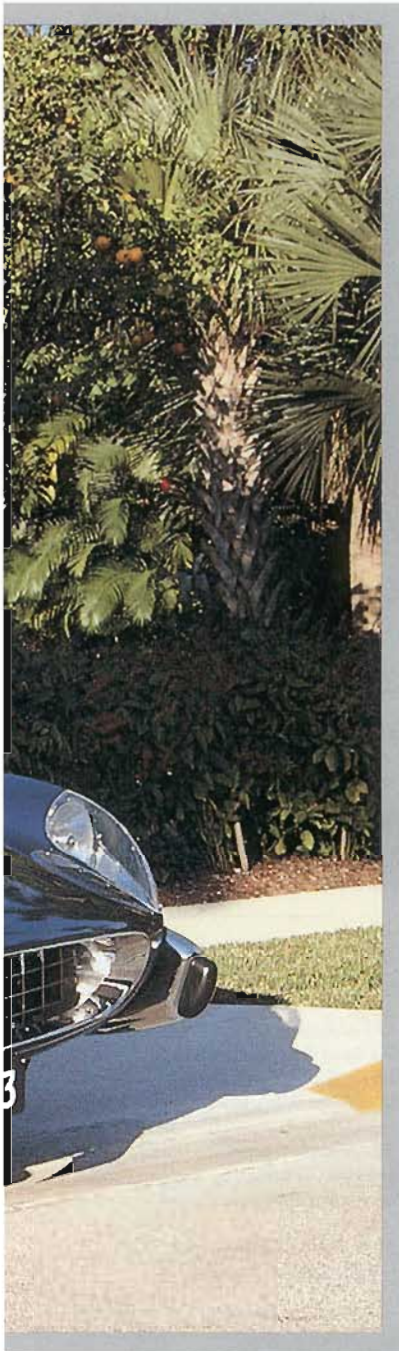
THE HISTORY OF NEW BRITAIN RESEARCH OF HOLLAND



Marcel Massini Photograph



Marcel Massini Photograph



Marcel Massini Photograph

FERRARI ROYALE

Simple and elegant, this special body on s/n 0725 GT incorporated many design items found on several other Pinin Farina bodies of 1957, but only one other body was more or less similar, that on the 410 SA, s/n 0719 SA.



Marcel Massini Photograph



"AA-13" was the traditional Dutch diplomatic plate belonging solely to HRH Prince Bernhard. Here on 250 GT Pinin Farina Speciale, s/n 0725 GT.

**DETAILED HISTORY OF THE 1957 250 GT SPECIALE PININ FARINA, S/N 0725 GT...
COMPILED BY MARCEL MASSINI**

Pinin Farina job #: 15779
 Chassis type: 508 C
 Engine type: 128 MMC, internal number 078 C
 Gearbox type: 508 C, internal number 12 C
 Transaxle type: 508 C, internal number 62 GTC
 Wheelbase: 2600 mm
 Original exterior color: Black
 Original interior color: Green leather number 3113

July 4, 1957 Chassis entered the Pinin Farina plant
 October 10, 1957 Transaxle assembly completed by mechanic Walter Sghedoni, supervised by foreman Amos Franchini
 October 16, 1957 Engine assembly completed by mechanics Guerzoni and Zanasi, supervised by foreman Amos Franchini, engine tested by engineer Taddei
 October 18, 1957 Gearbox assembly completed by mechanic N. Beltrami, supervised by foreman Amos Franchini
 October 23, 1957 Certificate of origin issued
 Registered on Italian plates of Modena MO 44844 in the name of Francesco Maletti, born October 30, 1933 in Modena, resident at Via Giuseppe Gibellini 112 in Modena
 Price officially declared on the PRA document was Italian Lire 3,575,000
 (Maletti was most probably a Factory mechanic and acted as a straw man only)
 October 25, 1957 Chassis frame completion date on Factory assembly sheets, foreman Amos Franchini
 Completed with a very elegant and special one off body similar but not identical to the 4.9 liter Superfast s/n 0719 SA
 • Pictured pages 200 and 201 of Angelo Tito Anselmi's book "Le Ferrari di Pininfarina", published by Edizione Grafiche Mazzuchelli
 • Pictured page 151 of the book "Ferrari-The

Sports and Gran Turismo Cars" by Warren W. Fitzgerald, Richard F. Merritt and Jonathan Thompson
 • Pictured page 171 of Antoine Prunet's book "Ferrari Legend-The Road Cars", shown with chrome wheels and Pirelli tires
 • Pictured page 52 of Serge Bellu's book "Guide Ferrari"
 • Pictured pages 96, 98 and 99 of Etienne Cornil's book "Ferrari Pininfarina", published by Giorgio Nada Editore, shown with painted wheels and Englebert tires
 • Pictured page 62 of Gianni Rogliatti's book "Ferrari & Pininfarina", Pinin Farina photograph #761
 • Pictured page 73 of "Style Auto", issue no. 6 of Spring 1965
 • Pictured page 52 of "Ferrari Pininfarina 1952-1965", Style Auto Reprint by Giorgio Nada Editore
 • Pictured page 144 of Piero Casucci's book "Enzo Ferrari-50 Anni di Automobilismo"
 • Pictured page 99 of the book "Ferrari 1946-1981 Catalogue Raisonné", Volume II
 • Pictured page 151 of the book "Ferrari 1946-1990 Opera Omnia Catalogue Raisonné", Volume III
 • Pictured page 76 of Antoine Prunet's book "Mythos Ferrari", German edition
 • Pictured page 73 of the book "Fantastiques Ferrari" by Antoine Prunet and Peter Vann, French edition
 • Pictured page 49 of the book "Ferrarissima", issue number 24
 • Pictured page 87 of the book "Ferrari Faszination auf Rädern" by Helmut Becker, Manfred Klutmann, and Henryk P. Leschzyk

October 25, 1957	<ul style="list-style-type: none"> • Pictured page 86 of the book "Ferrari", published 1989 by Car Graphic in Japan 	June 10-12, 1977	Displayed by P. Paul Pappalardo during the 14th Annual Ferrari Club of America National Meeting at Watkins Glen, NY, apparently still owned by Silver, using New York dealer plates "79 746"
	Factory delivered to HRH Prince Bernhard, Soestdijk, Holland, still on the first Italian plates MO 44844 (despite the Dutch address: His Royal Highness Prince Bernard der Nederlanden, Paleis Soestdijk, Amsterdamsestraatweg 1, NL-3744 AA Baarn, The Netherlands)	January 1, 1982	Advertised for sale in <i>The New York Times</i> by Alberto Pedretti's Wide World of Cars, Spring Valley, NY
	<ul style="list-style-type: none"> • Pictured in the 1957 Ferrari Yearbook • Pictured page 38 of the book "Ferrari-Che Macchine" published by Ruoteclasse • Pictured on page 59 of the book "Ferrarissima New Series", number 6 • Pictured pages 108 and 109 of Frans Vrijaldenhoven's book "de Automobielen van Prins Bernhard" • Photo displayed in the "MO like Modena" exhibition held at the Public Gardens Palace in Modena during the unveiling of the Ferrari 360 Modena on March 3, 1999 	1982	On consignment from Silver to Alberto Pedretti's Wide World of Cars, Spring Valley, NY
		1982	Sold by Pedretti to Greg Garrison, the producer of the Dean Martin Shows and Frank Sinatra Specials in Hollywood, resident in Studio City, CA
		August 28, 1983	Garrison fitted the car with old 1976 Italian license plates Roma S 97792 originally used on a Fiat Shown by Garrison at the XXXIII Annual Pebble Beach Concours d'Elégance, in the class "Postwar European Through 1960 Closed", placed 3rd
1957	Re-registered on Dutch diplomatic plates "AA 13", fitted with an outside rear view mirror on the driver's door	August 23, 1984	Shown by Garrison at the International Ferrari Concours d'Elégance at Rancho Canada Golf Club in Carmel, CA, placed 1st in the Class W-X for one off salon cars and won Best of Show
	<ul style="list-style-type: none"> • Pictured page 22 of the Ferrari Club Netherlands magazine "Gli Amici della Ferrari", issue 10 of Summer 1985 • Pictured page 109 of Frans Vrijaldenhoven's book "de Automobielen van Prins Bernhard" 		<ul style="list-style-type: none"> • Pictured on pages 75 and 85 of Stanley Nowak's book "Ferrari-Forty Years on the Road" • Color pictured page 24 of the book "Ferrari Owners Club Monterey 1984" • Color pictured pages 24 and 68 of the book "California Ferraris", authored by Alfred S. Cosentino; photo on page 68 printed the wrong way round • Pictured page 22 of Prancing Horse magazine, issue number 75, dated September 1984 • Color pictured page 18 of Prancing Horse magazine, issue number 76, dated December 1984 • Pictured page 19 of the Ferrari Club Netherlands magazine "Gli Amici della Ferrari", issue number 7 of 1984 • Pictured page 1/cover of Ferrari Market Letter, Volume 9, Number 18, dated September 8, 1984
March 30, 1961	Sold by HRH Prince Bernhard of Holland to second owner A. J. M. Dries Van der Lof, Enschede and Haaksbergen, Holland	1990s	Garrison moved from Studio City, CA to Thousand Oaks, CA and later to Lakeside, MT
May 17, 1961	Re-registered on regular Dutch plates DD-65-74, additional headlamps in front grill covered with wire mesh	June 24, 1995	Shown by Garrison at the Ferrari at Rodeo Drive meeting and F355 Spider introduction at Beverly Hills, CA, winner of the class "Speciale"
	<ul style="list-style-type: none"> • Pictured page 21 of Prancing Horse magazine, issue number 34 of 1972 • Pictured pages 33/34 of Prancing Horse magazine, issue number 67 of September 1982 • Pictured page 29 of the Ferrari Club Nederland magazine "Gli Amici della Ferrari", issue number 29 	1999	For sale by Garrison, asking price US\$ 1,250,000
1961-1969	Owned by Van der Lof	May, 1999	Sold by Garrison to Lee Herrington, Bow, NH
September 24, 1968	Offered by Van der Lof to William S. Jackson of Antique Automobile in PA, USA	1999 to mid-2001	Underwent complete ground up restoration by Paul Russell and Company, Essex, MA
October 24, 1968	Offered by Van der Lof to Kirk F. White, Auto Enterprises of Chestnut Hill, Flourtown, PA, USA		It was discovered that the engine block is numbered "0274 C" which is not the correct original block
February, 1969	Car now had 98,000 kms or 62,000 miles	August 19, 2001	Shown by Herrington and Russell at the 51st Annual Pebble Beach Concours d'Elégance in the Pininfarina class
March 24, 1969	Sold by Van der Lof to Kirk F. White's Auto Enterprises of Philadelphia, PA	September 23, 2001	Shown by Herrington at the Castle Hill Concours d'Elégance held at the Crane Estate in Ipswich, MA, placed 1st in Class
March, 1969	Shipped on vessel SS Atlantic Saga from Rotterdam to New York, Port Elizabeth, imported into the United States, still painted black with green interior	January 26, 2002	Shown by Paul Russell for Lee Herrington at the Palm Beach Cavallino Classic XI Concorso at The Breakers in Palm Beach, FL; winner of <i>La Coppa per Dodici Cilindri</i> (Outstanding 12 Cylinder Ferrari) and a Platinum Award in Class
	Three days after the arrival in USA, White re-sold it to Carl Bross of Detroit, MI, who paid US\$ 7,500	March 7-10, 2002	Shown at the 7th Annual Amelia Island Concours d'Elégance at the Ritz-Carlton Hotel, Amelia Island, FL, winner of the Ferrari Class
	Bross had a significant Ferrari collection and owned the Orange Blossom Diamond Ring Jewelry Company	May 23, 2002	<ul style="list-style-type: none"> • Color pictured page 68 of Forza magazine, issue number 39 of August 2002
March, 1970	Bross traded s/n 0725 GT back to Kirk F. White for Ferrari 330 P3/4 Spyder, s/n 0854	June, 2002	Shown at the Ferrari Club of America International Concours d'Elégance at Los Angeles, CA, winner of the Luigi Chinetti Memorial Award for the Outstanding Ferrari Road Car
March/April, 1970	Advertised for sale in Kirk F. White's Newsletter, asking price US\$ 10,000	February, 2003	Color featured in the Japanese magazine "Scuderia", issue number 39
May, 1970	Shown by White during the Ferrari Club of America Annual Meeting in Philadelphia, PA		Salon featured in Cavallino magazine, number 133
Late 1970	Sold by White to John Delamater of Indianapolis, IN		• Color pictured on the cover and on pages 32, 33, 36, and 37
1972	Repainted by Allen Powell of Mishawaka, IN, maroon-burgundy for John Delamater, fitted with a brown leather interior		
Mid-1970s	Sold by John Delamater to Norman H. Silver, President of the Silver Craft Furniture Co. in High Point, NC		
	Registered on North Carolina plates BBY 490		
	<ul style="list-style-type: none"> • Pictured pages 28 and 30 of Prancing Horse magazine, issue number 40 of 1974 		