

## 1960 Ferrari Pinin Farina Coupe

This is the "short version" of how, in 2006, I decided I wanted to start rallying with my father. I began to look around at various eligible cars and, as an Italian car aficionado and owner, as well as being one of two relatively tall guys wanting to go rally, I decided to find a Ferrari Pinin Farina Coupe. I scoured the country for over a year and actually drove 3 PF's before getting to know Tom Yang. Tom had a friendship with a man in Oregon named Ed Long who purchased both a PF Coupe and Boano in the 1970's and, by 2008, only the PF Coupe remained. (I believe the Boano was purchased from Ed in the mid 1980's.) Ed had rebuffed offers for a few years on his PF, which he had originally used as a daily driver and always worked on himself.

Tom got to know me better and, as he learned what I was looking for in a car, he thought that Ed may be able to be convinced to pass on his PF to me as the next long-term custodian. I flew from Florida to Salem, Oregon to see the car, and I fell in love with it. The car had its original finishes, original leather, and almost all of its original trimmings. It had stacks of papers and documents, from its original Ferrari build-sheet and Ferrari factory service receipts from its first Italian owner, to its shipping pallet tag for its journey to America with a US serviceman, to its photos of Ed on track with it driving his wife around at speed in the 1980's. The car was loved by Ed and had not one spot of corrosion on its body. The car had a very intact soul, and it spoke deeply to me.

That being said, it needed work. I do not think Ed ever brought the car to a professional shop in his 33 years of ownership, and he logged his services on the car since 1975 on a legal pad. I struck a deal with Ed and sent the car to Tom Yang and Francois Sicard's facility in Ridgefield, CT, for a purely mechanical freshening, retaining the natural patina of the PF, from the pitted windshield to the great "old car smell" that remains inside. The car was tuned and prepped for rallying, and, in the early fall of 2009 I tested and sorted the car with Tom and a few friends in New England. I learned when she vapor locked, how well she stopped, and how deeply I could push her into a corner before embarking on the Mountain Mille with my Dad in mid-October 2009. My father and I completed the event, and it remains as one of the automotive highlights of my life. My father passed away in his sleep 6 weeks after the rally.

Since then, I have continued to enjoy the PF Coupe. Over this winter I have been forced to repair the headliner, which I began to support with my head. However, instead of replacing the material, I reused the original with new supports carefully sew in on the back. The only replacement piece is the carpet set, as most of the originals were removed sometime before Ed's ownership, and the 1970's incorrect color carpet had to go. The remnants of the original carpet that remained in the doorjams were used to guide the proper light gray color selection. I am looking forward to bringing our old girl to the FCA Annual Meet in Savannah in June, as she

made her "red carpet" debut at Cavallino in 2010 and the judges and attendants really took to her originality. One of the Cavallino class judges commented on the official judging sheet that he wanted to take photos of her as a restoration reference.

Story and Photos by David Eichenbaum