



SCHALTKULISSE



FERRARI
250 GT LUSO







KEY FACTS

- The 90th Lusso built by the factory
- Matching numbers engine and gearbox
- Offered in beautiful, freshly restored condition
- Accompanied by a restoration folder and 2024

Marcel Massini Report









HISTORY

Built as the last iteration of the 250 GT range, the 250 GT/L, also referred to as Lusso, benefitted from years of engineering, improvements, and refinements gained on the race cars and previous models. Presented to the world during the Paris Salon in 1962, it sported the ultimate development of the short-block Colombo 3.0 litre V12, four-wheel disc brakes, and coil over shock absorbers at all four corners. The elegant and timeless design was signed by Pininfarina, but the body was built at Scaglietti. The Lusso was built as a luxurious GT for the driver and his passenger, while being able to carry all their luggage and devour long distances comfortably. It was a hit among businessmen and celebrities, such as Steve McQueen, but still built in very limited numbers, with only 350 examples leaving the factory.

OUR 250 GT LUSSO

Chassis 4825GT was completed by the factory in August of 1963. Finished in Grigio Argento over a Nero leather interior, it was delivered new to official importer Franco-Britannic Autos limited in Paris, France. The first owner would take delivery of it in the same month and register in Paris under the plates "3325 PB 75". By July 1966, the car showed almost 35,000km from new and was maintained by Ferrari Factory Assistenza Clienti in Modena. In 1978, the Lusso was fully restored and repainted in red in France. Four years later, the 250 was owned by Jean-Pierre Delarue, a French resident. He used the Ferrari, notably during the Ferrari France Club Meeting in 1983 and the 20th 250 GT Lusso Anniversary event in the same year. He kept it till 1998, by which time he sold it to its next caretaker. Its last owner, a German car collector, bought 4825GT and entrusted it to Modena Classic Works in Italy



to carry out a restoration on the car, with the aim of returning the car to its original colors of silver with a black interior. In 2020, he would entrust Joe Macari with carrying some works on the car, including changing the spec on the car to a deep metallic blue over a cream/tan leather interior. A comparison with the internal numbers listed in the Marcel Massini Report suggests that chassis 4825GT is matching numbers engine and gearbox.

Today, chassis 4825GT presents in beautiful freshly restored condition, with documentation of the works carried out at Modena Classic Works and an up-to-date Marcel Massini report from 2024. Available for immediate purchase at our Munich showroom, this is a truly fantastic example of one of Ferrari's most coveted classics, with a design and charm that will never go out of fashion. ■







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