

# CLASSIC DRIVER

## Fantuzzi's redesigned Ferrari 250 GT Lusso is a masterclass in coachbuilding

### Lead

Boasting gorgeous styling and early coachwork modifications by Fantuzzi in the style of the 330 LMB, this 1963 Ferrari 250 GT/L Berlinetta Lusso stands tall amongst a plethora of the brand's most loved models heading to RM Sotheby's Cliveden House Sale on June 12th.



However you like your classic Ferraris, the 250 GT stands just that little bit taller than its siblings, with a line-up of variations designed for just about any driving, be it in anger on the race track, or a gentle cruise along the French Riviera. Sitting between Ferrari's more overtly sporting models and its larger luxury cars, the 250 GT/L Berlinetta, or often referred to as the "Lusso", was the very last road-going derivative Ferrari's stable of 250 GTs. While we can all collectively agree Pininfarina did perhaps their greatest work with the 250 GT Lusso, creating a car that is widely regarded as one of the most elegant shapes ever to wear the Prancing Horse badge. Epitomised by its sweeping lines and curved rear screen that effortlessly flowed into the fastback "Kamm" tail finish, many would agree there isn't a single crease line or rivet that they'd change about the car's design, but that didn't stop some, creating machines such as this Fantuzzi-modified example, designed in the style of the 330 LMB.



In its from-factory guise, the 250 GT Lusso boasted all the hallmarks of an instant classic, even when it was first unveiled as a prototype back in 1962. Power came from Ferrari's glorious Colombo V12, with a single overhead camshaft per cylinder bank, mated to a four-speed, all-synchromesh gearbox, a set up that was tuned more for road use versus other Ferrari 250 models, which all changed when a privateer car finished 13th overall in the 1964 running of the Targa Florio endurance road race. While the 250 GT had proved itself as a wonderful driver's road vehicle, being one of the most powerful production cars of the time, with 240 bhp, enough to rocket the Lusso to a top speed just shy of 150 mph, that racing success had laid the foundations of future entrees into some of the world's toughest races.



The tale of this example is an interesting one, and was the 16th of the 350 Lussos constructed, leaving Maranello in March of 1963, where it was originally painted in Grigio Argento over a Nero Connolly leather interior. It was supplied to Ferrari's official dealer, Società Italiana Veicoli Agricoli e Motori, in Bologna in early April, where just five days later it was snapped up for the princely sum of 5,750,000 Italian lire to first owner, Luciano Pederzani. He and his brother Gianfranco were the co-founders of the Tecno Racing Team, known originally for building racing go-karts, and later becoming manufacturers of some extremely successful Formula 3 cars, one of which driven by future Ferrari Formula 1 race winner and charismatic gentleman, the one and only Clay Regazzoni.

The 250 GT Lusso remained in its factory-fresh form until 1965, where it was then fitted with a later 250 GT Lusso engine. Once complete, Pederzani went to the person styling his Tecno creations and asked him to partially rebody his road car. Thankfully, his designer wasn't your average sketcher, but Ferrari's race car designer Medardo Fantuzzi, who was based in Modena. He modified the coachwork to resemble that of the 330 LMB competition model, which included adopting a smaller, rounded grille, switching to two bumperettes instead of the usual three, as well as setting the headlights further back in the wings, cloaking them with Plexiglass covers. Interestingly, it would be over a decade until the rest of the modifications were made to the car, where after it was imported to the USA, a Texas-based owner commissioned the addition of three 250 GTO-style intakes above the front grille, plus vents behind the rear wheel arches inspired by the same model and repainted the car to Rosso.



After 28 years residing in the sun-filled paradise of Hawaii, in 2011, the Lusso was sent to the UK for a full restoration at DK Engineering, finished to a concours standard. Original 250 GTO moulds and drawings were precisely scaled to authentically finish the one-off bodywork. It has become a symbol of style at many of the UK's concours events and boasts a truly unique history thanks to the work of Fantuzzi. This fine example will go under the hammer at RM Sotheby's upcoming sale at Cliveden House on June 12th, with a plethora of incredible Ferrari's alongside it, one of which we just had to briefly touch upon.

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Likely to be the auction's standout sale, with an estimate of £5,000,000 to £6,000,000, this 1960 Ferrari 250 GT SWB Berlinetta has led a six-decade life of being thoroughly enjoyed both on the racetrack and the open road, boasting victories in multiple historic motorsport events around Europe. Now, it is finished in impeccable condition and represents a wonderful opportunity to acquire what is one of Ferrari's greatest road and track machines. [Check out this, as well as the other lots in RM Sotheby's Sale here.](#)

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