RESTORATION



250 GTL
4607

Ferrari



HISTORY



BARE METAL



MECHANIC &
ELECTRIC

UPHOLSTERY



INSPECTION



ASSEMBLY





HISTORY

The very first Lusso appeared in October of 1962 at the Paris Salon and generated lots of interest with its exquisite proportions. It became instantly recognizable with a sweeping side profile, full-length fenders, slim pillars, a truncated tail, and an odd three-piece bumper.

Inside, the Lusso was well appointed with ample room for two and a luggage area in behind with retention straps. This was possible because the Lusso used the earlier SWB chassis, but with its engine mounted much more forward to increase passenger space. Around 350 examples of the Lusso were constructed with the same steel body designed by Pininfarina and executed by Scaglietti with aluminum doors, boots and hoods.

After being shipped to Italy, this car underwent a comprehensive bare-metal restoration. It took 24 months and over 3,000 hours until the Ferrari Lusso 250 GTL #4607 made its way back to the USA completely restored under Ferrari Classiche specifications.

CLASSICHE



This LHD was built in September 1963. Just a month later it was delivered to Luigi Chinetti Motors from New York, USA. In the 80s it was purchased by Wayne Sparling from Alva, Florida, where Chassis 4607 was fitted with a 3.3-litter Colombo V12 from a 1965 Ferrari 275 GTS. In 2021 the Wayne Sparling Revocable Trust sold the car to its current owner Classic Tech Ltd. Soon after, the car was shipped to Italy to be fully restored and certified by Ferrari Classiche.

BARE METAL

The full restoration took place under the strict supervision of Emiliano Torkar, a renowned Ferrari specialist.

A group of highly specialized professionals with many years of experience working with Classic Ferraris overtook the task of bringing this car back to its original beauty while in Italy.

The car was stripped to the bare metal ensuring a full inventory was made of all parts. After removing the paint, the thoroughly original bodywork was revealed.

Subsequent inspections by Emiliano Torkar took place confirming all the metal panels were original and intact without any damage. These panels were in excellent condition, having to only change the floor panel which had some rust, and the right door. All the other parts of the car remained original. Proof of these are the stamped Scaglietti numbers that can be seen on the front and rear panels as well as on both doors.



































MECHANIC & ELECTRIC

The Lusso was sent to Officina Classiche by Eros Zanoletti in Cremona, Italy for a complete engine inspection. At this facility, all the electrical, suspension, gearbox, and trans-axle systems and parts were inspected, tested, and fully restored as per Ferrari Classiche specifications.

Ferrari provided the right 168U original stamped engine for this car. Emiliano Torkar, a Ferrari specialist, was in charge of the supervision all along the process.

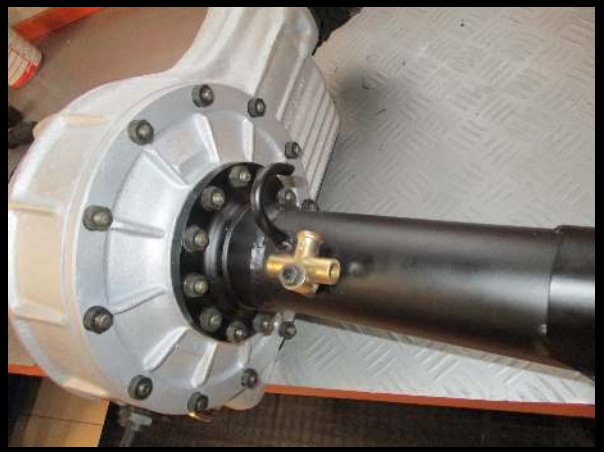
Once the engine 168U had passed the inspection and the Dyno test, all the suspension and the mechanic were fully assembled and tested by Officina Classiche.








ORDINE DI ACCENSIONE DEI CILINDRI
1-7-5-11-3-9-6-12-2-8-4-10
SENSO DI MARCIA-DIRECTION OF WATCH
CYLINDER IGNITION ORDER
1-7-5-11-3-9-6-12-2-8-4-10
FERRARI
168





DYNO TEST







INSPECTION'S EXTRACTS

Engine specification	
Engine type	168U
Year of production	1963
Internal number	2263 / 62E
Distributor	Marelli S85A
Coil	N.2 Marelli Superpotente B5
Generator	Marelli DN63B
Mechanic fuel pump	N. 1 Fispa
Carburetors	N.3 Weber 36 DCS
Airbox	Fispa Fat 4101

Gearbox specification	
Gearbox type	539 U
Year of production	1963
Internal number	92
Ratio	9 x 34
N. of gear	4





Rear differential specification	
Gearbox type	539 U
Year of production	1963
Internal number	95
Ratio	9 x 34
Case casting number	539U - 600414



Suspension and brake specification	
Front suspension type	Koni 82 - 1216
Rear suspension type	Koni 82 – 1253L
Front brake	Dunlop Disc type
Rear brake	Dunlop Disc type
Wheels	Borrani RW 3690
Tires	Pirelli Cinturato 185 x 15
Steering box type	ZF





UPHOLSTERY

The Lusso was sent to Interni Auto Maieli in the Region of Lombardy in Italy. The specialists in charge were the owners, Stefano and Andrea Maieli.

The leather selected for this exclusive restoration was Connolly which has been used by many exclusive car manufacturers including Ferrari, Aston Martin, Bentley, Jaguar, Morgan, Rolls-Royce, and Maserati.

Vaumol's™ unique combination of patina, aroma, and natural grain made it the first choice, particularly when the grain was subtly enhanced by the use of a second color, as in the Luxan version. The natural origins of this unique product are individual hallmarks to be treasured.

This unique and exclusive leather along with the exquisite choice of color selected by the Lusso's owner: Vaumol VM 3218 Luxan Fawn and the expert hands of the Maieli brothers resulted in this masterpiece.









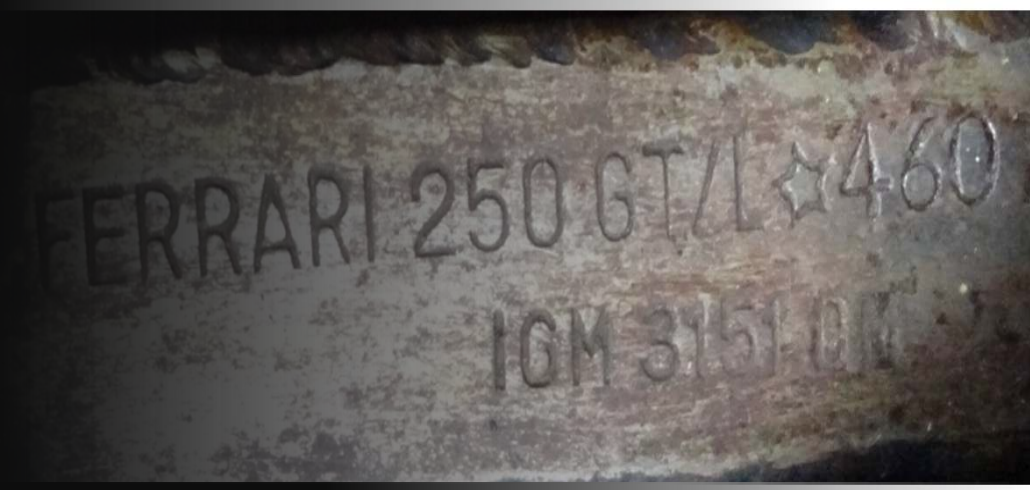


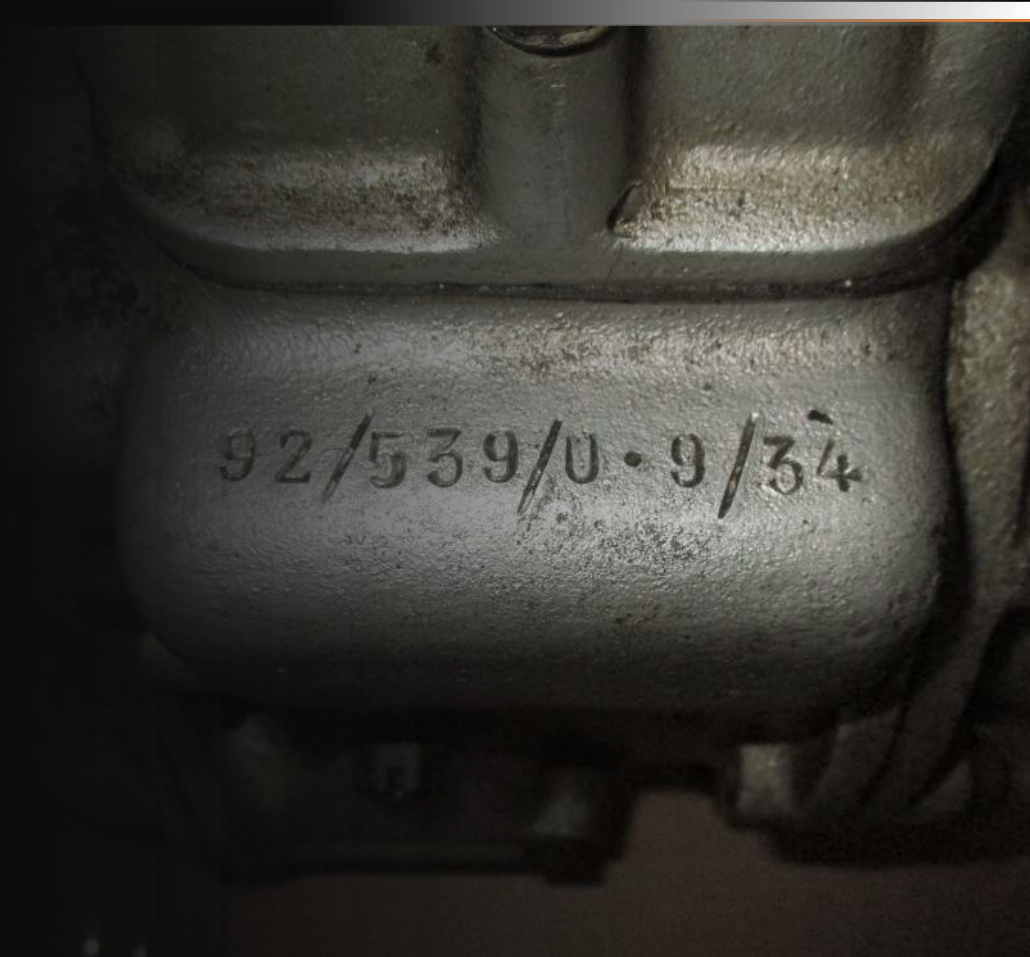

CONNOLLY
LUXAN GRAIN
3218

INSPECTION

The Ferrari Lusso 250 GTL, VIN 4607 is an original car with Scaglietti numbers stamped on the front and back panels, as well as on both doors.

It has a certified stamped Ferrari engine. The restoration process was inspected and closely followed by renowned Ferrari specialist Emiliano Torkar to meet all the requirements of the Ferrari Classiche specifications.





General information	
License plate	N/A
Year of production	1963
Brand	Ferrari
Model	250 Berlinetta Lusso
Chassis number	4607
Body type	Pininfarina
Body number	4607
Exterior color	Grigio Argento Italver
Interior color	Pelle Nera Vm 8500
Engine number	2263 / 62E
Gearbox number	92
Rear end number	95

Chassis number stamped on main frame



Body number on door panel



Body number on interior removable part

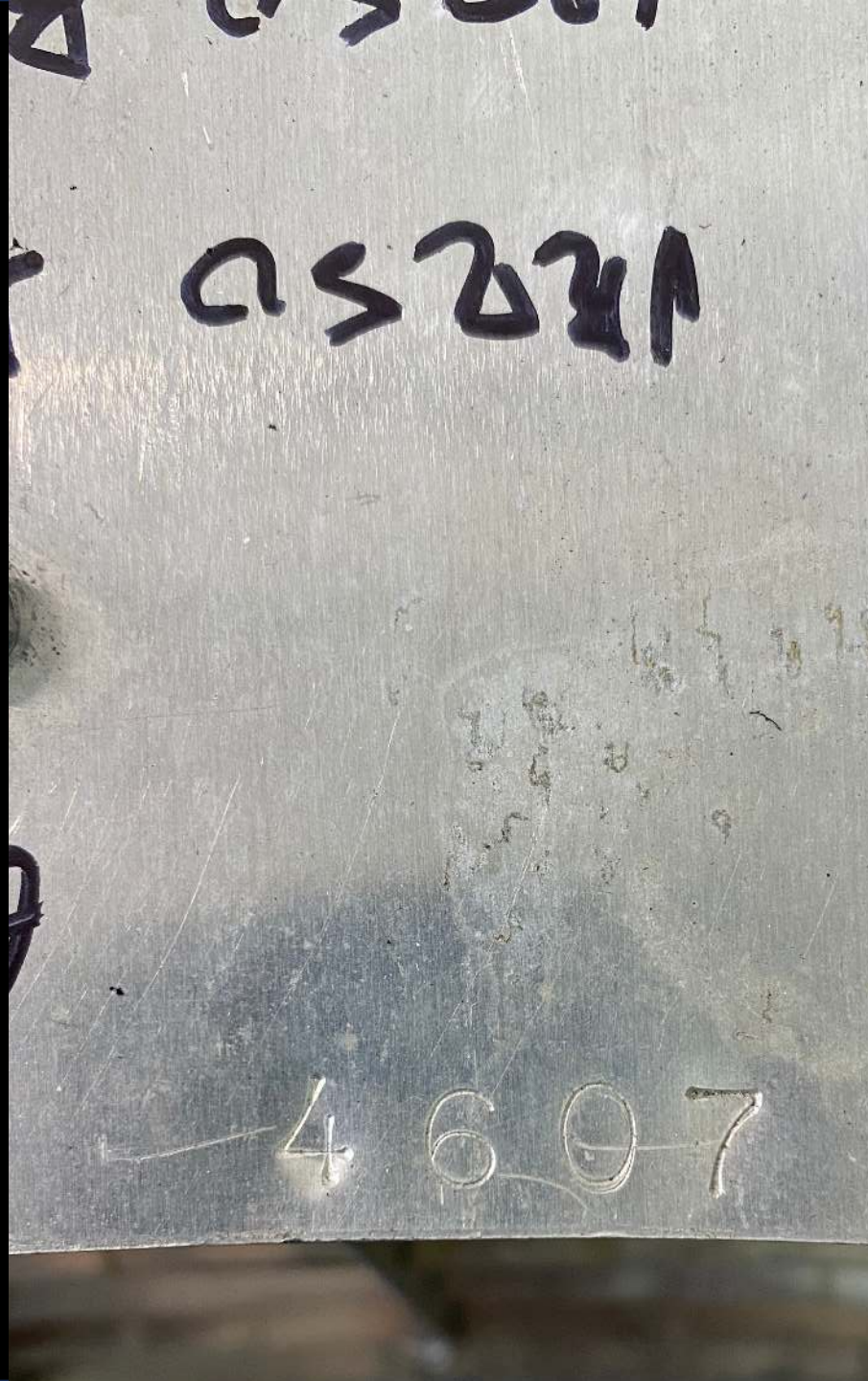


Body number on front bumper



Body number on rear bumper







PAINT & ASSEMBLY

This last step takes place at Carrozzeria Europa in Modena, Italy. The performance of this part of the restoration process was carefully performed and managed by the expert hands of Massimo and Michele.

Carrozzeria Europa's expertise in this field can be appreciated in the finishes and excellent paint and assembly work performed.
















12
STULTS RD
SPEED LIMIT
10
SLOW


THANK
YOU