

CMC Ferrari 250 LM

Ferraris revolutionary race car



EXTRAORDINARY
IN A CLASS OF THE EXQUISITE





M-261 CMC Ferrari 250 LM winner Reims 1964, Graham Hill / Jo Bonnier, #7

This 250 LM was sold as a new car to the Ferrari representative in the United Kingdom, Maranello Concessionaires, who first entered the vehicle for Roy Salvadori at the 1964 Coppa InterEuropa in Monza. In the same year, Hill / Bonnier won the Reims endurance race, and the CMC model depicts the winning car at that time. Chassis 5895 has been in Italian ownership since the 1980s. **Limited edition 1500 pieces.**



The lack of competitiveness of the 250 GTO series required a new development. In order to be at the forefront, it was clear that a successor model, based on the 250 P, had to have a mid-engine. This first departure from the front engine at Ferrari was viewed very ambivalently internally.

One inconsistency still hangs over the 250 LM: With the exception of the only prototype built, which actually had a displacement of 250 cubic centimetres per cylinder, all 31 cars built thereafter were built with the 3.3 I V 12 engine, so according to Ferrari's typology they should actually bear the type designation 275.

The 250 LM was never used as an official Ferrari works car in the World

Sports Car Championship. Despite the aforementioned stumbling blocks, the 250 LM performed extremely well, with numerous private teams such as Scuderia Filipinetti, Team David Piper and Maranello Concessionaires – general importer for Ferrari in Great Britain – entering the car in numerous races worldwide. The drivers often held their own against the powerful prototypes and achieved podium finishes in important races such as Le Mans, Reims, Monza, Nassau and Daytona.

Even today, the Ferrari 250 LM is a frequent and extremely welcome participant in classic circuit races; nobody talks about the "unloved child" anymore. Quite the opposite: in 2025, the vehicle with chassis number 5893 was auctioned off in Paris for around 35 million euros.

IN A WAY, THE FERRARI 250 LM WAS THE "UNLOVED CHILD" AT FERRARI.

Another point that caused headaches was the fact that the 250 Le Mans was originally designed as a road-legal vehicle. However, the number of 100 vehicles required for homologation as a GT racing car was not reached. Ferrari therefore decided to let the 250 LM compete against the prototypes; this had the advantage of being able to dispense with the burden of homologation. Would Ferrari's new development still be able to assert itself?

After all, numerous design features were radically improved compared to the previous 250 GT / GTO: the rigid axle with leaf springs gave way to elaborate double wishbones with coil springs and independent suspension, and the disc brakes were moved towards the centre axle to minimise the unsprung masses.

M-262 CMC Ferrari 250 LM, Reims 1964, John Surtees / Lorenzo Bandini, #8

The car with chassis number 5909 spent most of its time in the United States. After being used for a short time by Luigi Chinetti's North American Racing Team, it was owned by Bob Grossman of 'Scuderia Bear', who raced it throughout 1964. Following an accident at the 2008 Le Mans Classic, it was completely restored and celebrated its rollout after the restoration at the Concours d'Elegance in Pebble Beach in 2013. **Limited edition 1500 pieces.**



M-263 CMC Ferrari 250 LM, Winner Le Mans 1965, Rindt/Gregory, #21, Longnose

The car was originally sold to Luigi Chinetti's North American Racing Team (NART), Ferrari's representative in New York. NART entered the car with chassis number 5893 for Masten Gregory and Jochen Rindt in the 1965 24 Hours of Le Mans. The NART 250 LM won the race ahead of the faster prototypes from Ferrari and Ford and thus achieved the last overall victory for Ferrari at Le Mans for the time being, before Ferrari did not become overall winner again until 2023. In 2025, the car was auctioned off in Paris for around 35 million euros. **Limited edition 1500 pieces.**





M-265 CMC Ferrari 250 LM, Le Mans 1965, Spoerry / Boller, #27

This 250 LM was sold together with several others to the Swiss privateer and his Scuderia Filipinetti. The car had its first outing at the 1000km race in Monthléry in 1964. In 1965, it finished sixth overall at Le Mans and won its class at the Swiss Championship in Monza. The former Scuderia Filipinetti 250 LM with chassis no. 6119 was taken into a collection from the Middle East in 2010 and then completely restored by Ferrari. **Limited edition 1500 pieces.**

M-264 CMC Ferrari 250 LM, Le Mans 1965, Pierre Dumay / Gustave Gosselin, # 26
The penultimate Ferrari 250 LM built, chassis 6313, was sold new to the Ecurie Francorchamps. It achieved its best result at Le Mans, where Pierre Dumay and Gustave Gosselin finished second behind the sister car of the North American Racing Team. **Limited edition 1500 pieces.**



M-266 CMC Ferrari 250 LM, Ron Fry

This 250 LM made its first public appearance at the 1964 Earls Court Motor Show in London. Immediately afterwards, the car was acquired by gentleman driver Ron Fry, who raced the car extensively in local hill climbs and sprint events until it was shown again at Earls Court in the autumn of 1966. Subsequent owners continued to use chassis 6105 in local and international events until September 1970. After many years in a collection in Japan, the car returned to Europe and took part in major historic events such as the Goodwood Revival and the Le Mans Classic.



M-267 CMC Ferrari 250 LM, Nassau Tourist trophy 1964, Grossman, #90

In 1964, chassis 5909 under Bob Grossman with starting number 90 took second place in class and third place overall in the Nassau Tourist Trophy at the end of November. Grossman also won his class at the Nassau TT, which took place again in December of the same year, and finished fourth overall. He was entered in both races under the Scuderia Bear. **Limited edition 1500 pieces.**



M-268 CMC Ferrari 250 LM, Winner Monza 1964, N. Vaccarella, #31

The car was delivered to Scuderia Filipinetti in Switzerland in 1964 together with other 250 LM cars. Georges Filipinetti was a racing-mad entrepreneur and Ferrari general importer for Switzerland. Chassis 5899 won the very first race for Scuderia Filipinetti. Ludovico Scarfiotti literally outclassed the competition at the Sierra Montagna hill climb on 30 August 1964. Jochen Rindt, who also occasionally raced in this car, complained at the time about the Ferrari's steering wheel, which he thought was far too large and that it would fit much better in a lorry than in a racing car. After a serious accident in 1965, the vehicle was rebuilt - but with a Porsche 906 body instead of the original one. The vehicle was then used in this form by several different Swiss and Austrian owners. After repeated accidents and rebuilds, the car was not properly restored until the end of the 1990s and was subsequently certified by Ferrari Classiche in 2005. **Limited edition 1500 pieces.**



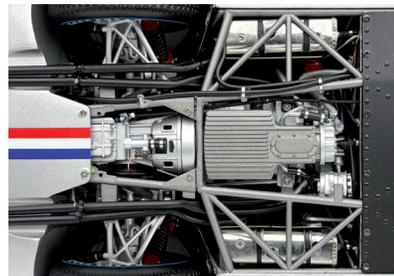
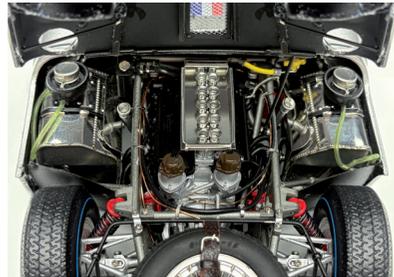
M-278 CMC Ferrari 250 LM, 24h Daytona 1966, Piper/Attwood #27, Longnose

The car with chassis number 5897 was acquired by David Piper in July 1964 and first entered for the 1964 Zolder Grand Prix, but did not start. After an accident in September 1964, it was rebuilt with a new chassis. In February 1966, Piper/Attwood achieved 15th place overall and 8th place in the prototypes at the 24 Hours of Daytona with starting number 27. After several accidents and changes of ownership, the car is now in Switzerland. **Limited edition 1500 pieces.**



Model description

- Hand-assembled metal precision model as a right-hand drive model with over 1,800 parts depending on the variant
- Folding bonnet with support bar and functional quick-release fasteners, spare wheel with fastening straps
- Functional doors with movable sliding windows
- Boot lid with functional fastener
- Perfectly designed spoked wheels and screw-on Borrani centre locks with right/left-hand thread
- Highly detailed V-12 engine with add-on units and cable routing/wiring
- Prototypical vehicle interior with steering wheel, pedals and seat belts.
- Seats with leather edging and textile cover
- Coherently modelled dashboard with all display instruments and switches
- Exact replica of the floor assembly
- Perfect front and rear wheel suspension
- Oil and petrol tank made of stainless steel sheet
- Racing exhaust system
- Detachable base plate made of stainless steel sheet
- Faithful reproduction of the internal disc brakes on the rear axle



Technical Data of the Original Vehicle (Tipo 60)

- Two-seater sports coupé body
- Twelve-cylinder V-engine with 60° cylinder angle, centre-mounted
- Bore x stroke: 77 x 58.8 mm
- Displacement: 3,285 cc
- Power: 320 hp at 7,500 rpm
- Top speed: approx. 295 km/h
- Dry sump lubrication with oil cooler
- Brakes: Front/rear disc brakes (internal)
- Wheelbase: 2,400 mm
- Track width front/rear: 1,350 / 1,340 mm
- Vehicle length/width/height: 4,090 / 1,700 / 1,115 mm
- Production time/number of units: 1964–1966/31 units + 1 prototype

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