

VEHICLE HISTORY

General | Ownership | Events | Restoration Work | Dates DD/MM/YYYY

General

This is the 12th car of a total of 31 Ferrari 250MM built - 2 oval port holes, triangular cut away in rear fenders and second of 3 Series II Vignale Spiders with rear bulkhead set back on drivers side (staggered seats).

Ownership. Current and previous owners.

Balaji Ramamoorthy. UK. 24/02/2020
JD Classics. Maldon, Essex, CM9 6UZ. 2017 - 21/02/2020
Kurt Engelhorn. . 01/03/2014 - 2017
2013 Sold to Munich Masterpiece. 2003 Sold to Emilio Gnutti.
1988 Sold to Rene' Maspoli, Switzerland. 1987 Sold to Rudy Pas' Classic.
1984 Sold to Giorgio Actuis, Italy.
1979 Purchased by Colin Crabbe re/sold to Mark Tippett.
1957 Sold to Neide Mendez, Brasil. 1954 Sold to Francisco Marques, Brasil.
1953 Scuderia Ferrari owned (June)
Car delivered to Joao A. Gaspar, Oporto/Portugal who then re/sold it to Vasco Sameiro

Events

1953 - Giro di Sicilia car #428 Masseti/Cappi
1953 - Mille Miglia car #625 Hawthorn/Cappi
1953 - The Daily Express International Trophy Silverstone
1953 - West Essex Car Club Race at Snetterton
1953 - III Grand Prix of Portugal, Boavista
1953 - ACP Jubilee Grand Prix, Monsato, Portugal
1954 - Rio de Janeiro Grand Prix
1954 - Grand Prix of Porto, Boavista, Portugal
1954 - IV Grand Prix of Portugal, Monsato
1954 - XII Grand Prix Pena Rhin at Barcelona, Spain
1957 - Grand Prix Interlagos, Brazil
1985 - '80 anni di sport can la Ferrari' at Modena
1986 - Mille Miglia car #160 Actuis/Actuis
1987 - Mille Miglia car #200 Actuis/Actuis
1990 - Triangle d'Amitie meeting at Martigny-Chamonix-Aosta
1994 - Grand Prix Bugatti-Ferrari at Divonne-Les-Bains In France
2004 - Mille Miglia car #158 Imbert/Imbert
2014 - Displayed at Retro Classics, Stuttgart, Germany
2014 - Mille Miglia car #262 Engelhorn/Seidl
2014 - Shown at Castle Bensberg Concours d'Elegance

Notes

The following items are fitted to this vehicle: Competition Seat Belts; Period, Race, Competition Decals/Graphics; Battery Isolator Switch; Towing Hooks/Straps; Hand Held Fire Extinguisher; Competition Seats; Racing Rain Light; Map reading light.; Trip Meter (Electronic); .



FIVA IDENTITY CARD

Issued in accordance with the FIVA Technical Code

© FIVA 2017

FIVA REGISTRATION NUMBER			
100FRN625			
FIVA IDENTITY CARD NUMBER		RESERVED ANF USE	
087637			
Issued	Day	Month	Year
	13	04	2020

Valid for 10 years or until a change in ownership of the vehicle

Owner Name:

[REDACTED]

Address:

[REDACTED]

Issuing

ANF:

United Kingdom. FBHVC

Scrutineer(s)

Paul Loveridge (Motorsport UK)

ANF Official:

Emma Balaam. FBHVC Secretary.

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

This Identity Card is based on 'information given by the owner at the time of application, is intended solely for identification purposes, is no guarantee of the vehicle's authenticity and is not to be used for commercial purposes or proof of the vehicle's history'.

The Identity Card remains the property of FIVA and must be returned to the issuing authority of FIVA upon request.



Photograph of Vehicle In Present Form - Edge Must Be Overstamped

TECHNICAL IDENTIFICATION

Manufacturer | Constructor

Ferrari

Make,

Ferrari

Model,

250MM

Identification No:

0288MM

Build Year:

1953

Body Manufacturer:

Vignale

Body Type:

Barchetta/Spider

Engine Cyl. (Type):

V Type

Engine Manufacturer, Series (Type):

Ferrari (Single overhead camshaft per bank of cylinders)

Wheelbase

2400

Track (F):

1325

Track (R):

1320

Tyre (F):

185 x 15

Tyre (R):

185 x 15

Series (Type)

Vignale Spider (Automobile)

Country

United Kingdom

Registration No.

103 UYV

Transmission (Speeds):

Manual (5)

Chassis | Frame No:

0288MM

Body Year:

1953

Body No:

Engine No:

290M

MODIFICATIONS

Period (P) | Period Type (PT) | Non-Period Type (NPT)

PT Additional electric cooling fan

P Dynamo

NPT Distributor/Electronic/Coil

Restoration Work

1984 - 1985: Restored and received a complete new body. April 1953 competed in the Mille Miglia with Red top half and British racing Green bottom. Rear corners of bonnet raised and 3 slots in each side of the hood blister. May 1953 modified by the factory, magnetos and quads replaced by distributors and dual throat Weber 36 IF/40 carburetors. Original engine swapped for 0290M in June 1953 from 166MM. Original 4 speed replaced by 5 speed gearbox. June 1953 raced at the Grand Prix of Portugal with Red top half and White bottom with single windshield. June/July raced at Grand Prix of Portugal and overturned then repaired. 1954 painted light Yellow and hood changed to flat and hood blister. June 27th raced at Grand Prix of Portugal painted light Yellow and Black bottom. Hood blister closed and painted Black. full