



# Newsletter

Summer 2011

## President's Corner

I am happy to report we have a balanced budget for our club and no worries about a debt ceiling or new Tifosi taxes!!! We have had great attendance at most of our recent events and hope even more of you can make it to our next road rally. Hopefully, the fall will bring cooler weather and put everyone in the mood to bring out their toys to play. For the F1 fans, we anxiously await the news for a confirmed date for the Austin grand prix. Stay tuned to the official F1 site for news and ticket sales.

See you soon!  
Evan

## Upcoming Events

**Sunday, September 11**  
Ferraris on the Piazza at the Kemp Auto Museum  
See enclosed flyer for more information.

**Saturday, September 17**  
Italian Fest Parade in Collinsville, IL  
See enclosed flyer for more information.

**Sunday, October 9**  
Columbus Day Parade & Weddle Garage Open House  
See enclosed flyer for more information.

## Recent Events

### June 5 St. Louis European Auto Show

This was the 24<sup>th</sup> year for this event that benefits the St. Louis Shriners Hospital for Children and been a stalwart of the summer schedule for more than 10 years with the club.

This year the location was in the southern parking lot outside Nieman Marcus on the Plaza Frontenac grounds. We had a wonderful turnout of 22 cars, with a wide ranging variety of models being represented.

Our thanks to all who participated in a wonderful event for a great cause.



### July 23 - A Tifosi Time of Wine, Beer, and Food

On a blisteringly hot Saturday afternoon we had our first ever gathering at Erato Wine Bar & Restaurant in Edwardsville, Illinois. Thankfully, the restaurant was nice and cool to help us better enjoy the very high quality wines and beers that were offered for tasting. Despite the heat and humidity of late July, we had a wonderful turnout of people and 14 cars. A big thank you goes out to our own Randy & Beth Gori for hosting us at Erato and for also bringing out their collection of cars.



Ferrari Club of America -  
Missouri & Southern Illinois  
Chapter

[www.fca-mo.org](http://www.fca-mo.org)

#### Officers

Evan Crandall, President  
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## Historical Corner

Another in the continuing series that finds a place for the editor's vast assortment of useless information and experiences.

### 250 LM (part 1 of 2)

I have a personal connection to the 250LM with 5909GT. Way, way back when I was but a youngster in college (1978 – I said it was a long time ago) 5909 was foolishly entrusted to me by its then owner for what became nearly 2 months.

Let's start with some of the 250 LM history and how it fits into the scheme of Ferraridom. [If you are really serious about understanding the car, Marcel Massini did an excellent book in 1983 "Ferrari 250LM" and #15 in the Cavalleria series "Ferrari 250 LM"] The first LM built was 5149GT and unveiled in October of 1963. Ferrari had intended this to be the

successor to the 250 GTs in the GT class as the competition, especially from the Cobras, was getting uncomfortably close in performance. Homologation as a GT by the FIA was denied. In spite of factory pronouncements otherwise, clearly there had not been 100 built and there was no plausible link to the GTO or any of the other "normal" Ferraris. The denial of homologation for the 250 LM led directly to the creation of the 1964 Series II GTOs.



The lack of a plausible link to the other Ferraris is because it was the first mid engine street Ferrari. "Street" is a very loose term here but the car was, sort of, licensable. It does use the odd serial numbers sequence of the street cars, as if that helps the justification. The conceptual link for the LM really is the 250 P, the Scuderia prototype racer that won Le Mans and the sports car championship for 1963. It is easy to see the visual connection as being a P but with a full roof. The reality is that the frames are different, the body is a mutation of the design theme, and there are lots of engineering differences. Some of the differences do appear to have a nod to habitability like the centerline gearshift versus being in the sidepod and a parking

brake (never tried to use the parking brake but likely a big rock is more useful anyway).

The "250" refers to the engine size. Only the very first one (5149GT) was built with the 3.0 liter V 12. This was the same engine as the GTO. Following its first race and with homologation now formally denied 5149 was re-engined with a 3.3 liter (275) motor. All of the 31 subsequently built LMs had the 3.3 as their installation. They featured 6 dual down draft 38 DCN Webers, the hot cams and all the other best Colombo block goodies of the day, same as used in the 275P. [For the technical tidbit chasers it is a 210 block, 211 cylinder heads, 128LM cams] In spite of larger engine the factory never changed from calling it 250 LM although it is common to see it referred to as 275 LM or 250/275 LM.

Because of the homologation issue the LM was forced to race in the prototype class instead of in the GT class. This pitted it up against the quickly evolving Ferrari original P and P2 cars plus the developing Ford GTs. As such, although capable of noble efforts in international point events it was regularly out classed. It did achieve one hugely significant success: Le Mans in 1965 with 1st, 2nd and 6th overall. This was in reality a fluke as all the faster Ferrari P cars and the Ford GTs fell by the wayside. Amazingly this would be the last Le Mans victory for Ferrari.



So you want to know what it is like to drive an LM? First and foremost forget the idea of this being much of a street car. As insulation and weather stripping don't make a car faster these are both lacking. Rubber bushings for the suspension make handling less precise so another missing item. A few more items of note: no speedometer and no mufflers. The seating position is tortured; sit straight ahead with your feet severely angled to the centerline of the car, the steering will be somewhat offset towards the center too. The foot well is just big enough for the 3 pedals and a dead pedal – no passenger feet area at all. The radiator water lines run through the chassis tubes so the cabin gets hot.

Starting is not particularly difficult. Twist the key, wait for the fuel pump to calm down, pump the throttle and then push in the key. The cacophony of sounds should now be in action. The barrier for the engine sounds to the cabin is a thin piece of aluminum attached to some chassis tubing so everything from the cam chain (no fiber belts here) to the sucking of air by the hungry Webers is loud and clear. Don't get too excited about getting underway yet; need to get some temperature into the 10 liters of oil in the dry sump and the water first. Sure is noisy in here while waiting and we are only at what it calls an idle. Blip the throttle every once in a while and it is apparent that this thing has instant throttle response.

Starting to move down the road brings a new set of experiences. The lack of any weather stripping, insulation or rubber bushings mean that any bump means banging and clanging from everywhere. The clutch is strong – eat left legs for breakfast type strong. This is a crash box, no synchromesh at all, takes real concentration to ensure shifts are rev matched; up shifts are easy, downshifts take work. The limited slip is aggressive. At the bottom end of the rev range the engine seems a bit sluggish but get up in the 4-5,000 range and it comes on cam and speeds up really quick. Stand on the throttle in first from a rolling start and the rear end stays loose until shifting into 4<sup>th</sup> and the upshifts come lightning fast as the gear ratios are quite close. It is easy to over rev the engine but it really doesn't complain at all. The brakes work well (for their time) as long as you get in the first application to get the system pressure up.



Handling wise the car wants you to know to pay close attention. It makes it clear that it is ready to bite and could easily let the driver see the forward world out the back window. I remember Chuck Queener (some may remember him as the original editor for Cavallino) advising me on driving the LM “never, ever, under any circumstances back out if you get sideways. It will go around so fast that Phil Hill at his finest couldn't catch it.” All that said, the LM is incredibly fun to drive around in and being controllably partly sideways is part of it. It is a visceral car that is unfiltered in connecting the driver to the car's mechanics and to the road. Again from Chuck Queener, the LM is more demanding to drive than the GTO and is a whole lot less forgiving. But then again it really marks the ending of the dual purpose GT racer.

At the end of a run you will swear that it is noisier inside the car than it is outside and without ear protection you will now have a splitting headache. In spite of everything though you will have a huge smile and know that this is one special Ferrari.