



14 QUEENS GATE PLACE MEWS, LONDON, SW7 5BQ
PHONE +44 (0)20 7584 3503 E-MAIL CARS@FISKENS.COM



MASERATI 250 F CM10

Maserati - 250 F

- CM10 the last of the Cameron Millar built 250Fs
- Valid FIA papers and eligible for Goodwood and HGPCA
- Driven by Sir Stirling Moss at the Australian Grand Prix 2004-2007
- Just two owners from new

Of all the cars the great Sir Stirling Moss drove throughout his illustrious career, there was one which he said "fitted him like a glove". With its long bonnet, eye-catching red paintwork, shapely tail and low snout, the 250F is surely one of the most beautiful Formula 1 cars ever built. Designed to comply with the new 1954 Grand Prix regulations whereby engine size was reduced to a much lower 2,5 litres for naturally aspirated engines, the 250F used a straight-6 layout with independent front suspension and De Dion rear. The car's performance in the first two races of its career was better than anybody at Maserati could've dreamed of, with legendary driver Juan Manuel Fangio winning both races, before joining Mercedes for the remainder of the season.

With Maserati not being in a position to fund their own team, most 250Fs were sold to privateer teams, which just couldn't compete against the might of Ferrari, and especially Mercedes. For the 1957 season however, the 250F was revamped with a lighter tubular chassis and increased power output, allowing Fangio, now back in the seat of a 250F, to win his 5th Formula 1 championship. Perhaps one of the most famous F1 drives ever was recorded by the Argentinian that year at the Nürburgring, recovering from a 1-minute gap back up to 1st place and going on to win the race after breaking the lap record 10 times in 22 laps.

The 250F was widely retired by privateers by the end of 1959 as the single seater world moved on progressively towards sleeker and faster solutions. But the story of the 250F did not end there.

Squadron Leader Cameron Millar, an avid fan of the car himself as well as a highly commended engineer bought his first Maserati 250F in 1964 which would start a lifelong affair with the model. Millar would go on to build a handful of 250F replicas using in large part original Maserati parts he had acquired from Scuderia Centro Sud, Maserati's official factory-backed race team, and using the original chassis jigs he managed to obtain from Maserati.

Millar reworked two Scuderia Centro Sud chassis but built 10 himself over a period of 30 years, numbered CM1 through to CM10. These cars were so close to the original that the FIA awarded them eligibility to race alongside period racing cars in historic racing events. As you guessed, CM10 was the last car built by Cameron Millar, completed in the 1990s, and is believed to be using up to 30% original Maserati parts. The car was bought new by Australian collector Clive Smith in Melbourne, before being brought to Goodwood to compete in the Goodwood Revival in 2001 and 2002 with Rob Hall at the wheel, achieving an impressive 6th place finish (and 1st 250F) in the Richmond & Gordon Trophies in 2001. CM10 also participated in the Goodwood Festival of Speed in both those years, before being shipped back to the other side of the world to be enjoyed by her owner. CM10 was then displayed at the Australian Grand Prix in Albert Park in 2004, 2005, 2006 and 2007, and more notably driven on track there by Sir Stirling Moss, harking back to his dominant victory in a 250F at the very same venue in 1956.

Accompanied by new FIA papers and eligible for the Goodwood Revival and the HGPCA championship, Maserati 250F #CM10 represents a tremendous opportunity for any historic racer, or any lover of beautiful art pieces for that matter, to own one of the purest iterations of Maserati's most famous racing car.

Squadron Leader Cameron Millar, an avid fan of the car himself as well as a highly commended engineer bought his first Maserati 250F in 1964 which would start a lifelong affair with the model. Millar would go on to build a handful of 250F replicas

using in large part original Maserati parts he had acquired from Scuderia Centro Sud, Maserati's official factory-backed race team, and using the original chassis jigs he managed to obtain from Maserati.

Millar reworked two Scuderia Centro Sud chassis but built 10 himself over a period of 30 years, numbered CM1 through to CM10. These cars were so close to the original that the FIA awarded them eligibility to race alongside period racing cars in historic racing events. As you guessed, CM10 was the last car built by Cameron Millar, completed in the 1990s, and is believed to be using up to 30% original Maserati parts. The car was bought new by Australian collector Clive Smith in Melbourne, before being brought to Goodwood to compete in the Goodwood Revival in 2001 and 2002 with Rob Hall at the wheel, achieving an impressive 6th place finish (and 1st 250F) in the Richmond & Gordon Trophies in 2001. CM10 also participated in the Goodwood Festival of Speed in both those years, before being shipped back to the other side of the world to be enjoyed by her owner. CM10 was then displayed at the Australian Grand Prix in Albert Park in 2004, 2005, 2006 and 2007, and more notably driven on track there by Sir Stirling Moss, harking back to his dominant victory in a 250F at the very same venue in 1956.

Accompanied by new FIA papers and eligible for the Goodwood Revival and the HGPCA championship, Maserati 250F #CM10 represents a tremendous opportunity for any historic racer, or any lover of beautiful art pieces for that matter, to own one of the purest iterations of Maserati's most famous racing car.

SOLD











