CMC Ferrari 250 GTO

Even right-hand-driven the century racing sports car

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE

CMC
Exclusive Modelle

The Ferrari 250 GTO from 1962 fascinates Ferrari fans in a very special way. With it, Scuderia Ferrari acquired an iconic racing sports car, which still enjoys a cult status today, owing to its multifarious sporting successes as well as for its timeless elegance.

Indeed, it is not only among Ferrari and sports car fans that the 250 GTO has become a legend, but also for us at CMC and our collectors, this vehicle has a perpetual attraction.

THE 250 GTO (GRAN TURISMO OMOLOGATO) GREW OUT OF THE 250 GT SERIES INTO A COMPETITION CAR IN THE GRAN TURISMO CATEGORY.

A road-legal racing car was born, enabling the drivers to travel to their races on their own. The basis for the 250 GTO was the Ferrari 250 GT Berlinetta SWB model. The 250 stands for displacement in cubic centimeters per cylinder. Ferrari presented the vehicle for the first time at the annual press conference in January 1962 in Maranello.

The development of the GTO was conducted under Giotto Bizzarrini and carried out at Scaglietti, where almost all vehicles were later coach-built. What was new in comparison with the 250 GT Berlinetta „SWB" was the completely redesigned front end.

The rear fenders got wider and longer, and so did the rear end. In contrast to the first prototype, all later examples received a riveted rear spoiler, which was an aerodynamic innovation at the time. Never before had so much effort been put into the aerodynamic design of a GT racing car.

The rear rigid axle of the 250 GT Berlinetta „SWB" was retained, but mounted on parallel trailing arms and a Watt linkage rather than on leaf springs. The proven Tipo 168/62 3.0 L V12 from the 250 Testa Rossa was carried over. The interior of the 250 GTO is extremely spartan – an entailment resulting from low weight, which, in conjunction with an output of virtually 300 hp and low air resistance, makes the GTO capable of running up to 280 km/h.

You might think, CMC Ferrari GTO in 2023 is only a reproduction, as usual CMC every year will make some.
CMC will, as usual , take this opportunity to make some improvements according to suggestions of the collected, or criticism from the market. We would introduce you some examples of modifying been done duration the reproduction:

• Six right-hand drive models have been developed for this production. In which we invested new tools for 34 die casting parts, 36 plastic parts and 52 metal punching parts.

• Modify the profile curve at car front
Besides the right-hand drive models we have modified the old tools in order to get better quality. Usually if no criticisms heard from market, we improve the models if we are not satisfied by ourselves, with the top profile curve at the car front. The curve there was too straight. Everybody nows, to modify such position means the great operation! The modify is not only to change the curve of the car body front, but also the glass where closely connected with the car curve. In order to assure the modifying successfully we modified Design firstly and then printed a 3D sample to confirm our idea.

• Modifying the decorative metal edges around front/back windows: The metal edges around front window fixed with very fine metal wires. We found that somewhere the metal edges are loose between the fixing positions. We have tried to fix the metal edges with water sealings. Later we tried further modifying and assembled metal support on the back of metal edges and going through the whole window, then fixed the metal decorative metal edges at back side of windows. So the metal edges would be fixed firmly.

• Besides of fixing metal decorative edges the next difficult work is fixing the metal decorative edges around two lights front of the car. In order to assure the transparency of the glasses, glue is forbidden to be used. For aesthetics, the nails can only be kept less than 0.7 mm in diameter, so the nails can be used only deco - ratively, without function of fixing. Finally we assembled metal support and make them going through the light wall and been fixed back side of light.

• Before reproduction we heard from market that some doorknob was broken by drawing the door with strength. This doorknob has been modified twice, and second time the knob now made of metal instead of plastic has been extended to the reverse side of the door lining and bent and fixed there. Thereso, even if you pull the door down, the doorknob will not come off.

We sincerely thank the friends who have made valuable suggestions for us to improve the quality, and we are willing to try our best to make more beautiful car models for you.

The entire CMC Ferrari 250 GTO collection and information on availability can always be found at our homepages.

M-256 CMC Ferrari 250 GTO
1963/64, Ron Fry, Limited edition 2000 pieces
Originally delivered to Col. Ronnie Hoare's Maranello Concessionaires, who exhibited this right-hand drive 250 GTO at the 1962 London Motor Show. Gentleman driver Ron Fry bought the car in 1963 and raced it very successfully in local events in 1963 and 1964. The subsequent owner continued to race the car, albeit for a short time, and retired from racing at the end of the 1965 season. Since then, the car has had only three owners and is very rarely seen in public.

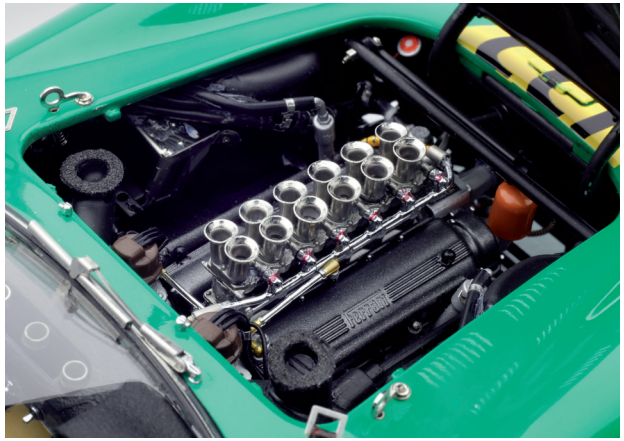
M-250 CMC Ferrari 250 GTO
Tour de France 1962, David Piper, #153
Limited edition 2200 pieces
The car originally belonged to David Piper, a British racing driver. When he got tired of monoposti, he decided to enter the sports car class in 1962 with the 250 GTO. After the Nassau Speed Week in 1964, the car no longer took part in racing and was acquired by the current owner in 1974. In recent years it has been a regular participant in the Goodwood Revival. The model in BP racing green shows the car exactly as David Piper and Dan Margulies drove it to 4th place overall in the Tour de France on 15 September 1962 with start number #153.

M-249 CMC Ferrari 250 GTO
Monthléry 1962, Surtees/ Parks, #11
Limited edition 2000 pieces
This car was delivered to Col. Ronnie Hoare / Bowmaker in June 1962. The right-hand drive car was sold shortly afterwards to the Russian Prince Zourab Tchkotoua after several races with John Surtess. He entered the car in the 1000 km de Paris at Monthléry in October 1962. John Surtees and Mike Parks drove the number 11 car to 2nd place overall and also took 2nd place in their class, both behind the Rodriguez brothers in their GTO. The model represents the car exactly as it competed at Monthléry.

M-248 CMC Ferrari 250 GTO
Silverstone 1963, David Piper, #44
Limited edition 2000 pieces
The car was sold new in 1963 to David Piper, a British racing driver, and painted in the typical BP racing green. Piper raced the car with considerable success at many circuits including Mallory Park, Silverstone, Brands Hatch, Daytona and Monza and more. The car, presented by CMC, was raced at Silverstone on 20 July 1963 and finished 2nd overall and 2nd in the GT class.

M-251 CMC Ferrari 250 GTO
Goodwood 1962, Graham Hill, #10
Limited edition 2200 pieces
The car was delivered to the British racing team owner John Coombs in 1962 and was driven by the most prominent drivers in the 1962 and 1963 seasons such as Roy Salvadori, Graham Hill, Mike Parkes, Mike McDowell, Mike Salmon, Jack Sears and Richie Ginther. Coombs also raced the car at world famous circuits such as Brands Hatch, Goodwood, Silverstone, Mallory Park, Snetterton and others. The model shows the car in the specification with which Graham Hill achieved a 2nd place overall and 2nd place in the GT class at Goodwood on 18 August 1962 with race number #10 in.

M-247 Ferrari 250 GTO
Winner Goodwood 1962, Stirling Moss Team/ Ireland, #15, Limited edition 2200 pieces
In August 1962 Innes Ireland took the overall victory in the Tourist Trophy at Goodwood with starting number 15. The model represents the car exactly as it competed in this race. In 1963, the car was sold to the Austrian actor Gunter Philipp, who competed quite successfully in numerous other races until it was sold on in 1964. After a total of 12 documented changes of ownership, it has been in California (USA) since 2012.



Model description

- Hand-crafted metal precision model as right-hand drive from up to 1,500 individual parts depending on the variant
- Functional engine hood, equipped with a supporting rod, quick release locks, and leather belt fastening
- Functional doors with sliding windows
- Trunk lid has a supporting rod and opens to reveal a spare wheel
- Rear fuel tank filler with a flip-open cover
- Perfectly-wired wheels with a light alloy rim, and removable Borrani central locking nuts (with side-dependent right- and left-hand threads)
- Highly detailed 12-cylinder V-type engine, complete with all aggregates, pipes and cabling
- Meticulous replication of the interior, with roll cage and safety belts. Seats upholstered in textile covers with leather trimmings

Technical data of the original vehicle

- Two-seater coupé body (Berlinetta) made of aluminum
- 12-cylinder V-engine with a 60° cylinder angle
- Bore x stroke: 73 x 58.8 mm
- Displacement: 2,953 cc
- Maximum output: 300 hp at 7,500 rpm
- Top speed: Approx. 280km/h
- Dry sump lubrication
- Brakes: Disk-brakes front and rear
- Wheelbase: 2,400 mm
- Track front/rear: 1,354 (1,351) / 1,350 (1,346) mm
- Vehicle length / wide / height: 4,325 / 1,600 / 1,210 mm
- Construction period / quantity: 1962 – 1964 / 36 units

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