

20
YEARS
CMC

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



SCALE
1:18

CMC Ferrari 250 GTO 1962

CMC Ferrari 250 GTO

In March 1961, people at Ferrari were getting nervous. This was due to the imminent introduction of a new Jaguar E-Type at the Geneva Motor Show.

The car was seen as a serious competitor, and Ferrari was very concerned about its supremacy in motor racing.

Enzo Ferrari acted immediately, and he commissioned Giotto Bizzarrini to design a new GT-class car. Bizzarrini decided to work with the 250GT/SWB, a model that had proved its worth against tough tests.

It was quite clear that little change, if any, was going to be made of the chassis, while the wheelbase would remain the same at 2,400 mm. Major modification that ensued involved the rear-axle, body aerodynamics, and

center of gravity. In addition, an improved gear train was provided.

The car obtained homologation with the new type designation of 250 GTO, where "O" stands for the Italian word "omologate" (homologated, certified). But because of a widely-known "internal coup" against Enzo Ferrari, several GTO designers, including Bizzarrini, had to leave the company.

He was succeeded by Mauro Foghieri, who set to work together with the coachbuilder Sergio Scaglietti and completed the development project. The new GTO boasted a stunningly beautiful body, and it was presented to the international press at Maranello in February 1962.

The racing debut of the GTO was at the 12 Hours of Sebring 1962 in the USA. Its driving duo Phil Hill and Olivier Gendebien won the GT-class and finished 2nd overall. From then on, the winning streak continued; Ferrari clinched the constructors' championship in 1962, 1963 and 1964 consecutively. A total of 39 GTO vehicles were built, including three equipped with a 4-liter engine.

Welcome to a 250 GTO replica featuring CMC's absolutely extraordinary craftsmanship. You have the option to choose between the silver, yellow, blue and red finishes according to your own preference.



The wheels are removable (3-wing central-locking-nut) and open the view on the disc brakes.



The removable spare wheel is located well secured in a receptacle.



3 lockable covers for the additional air intakes above the radiator grille, also removable if needed.



Interior of the silver GTO.



The GTO-race-driver's workplace.



3-spoke Nardi steering wheel with a clearly arranged dashboard.



A vision in silver, please get on board and step on the gas.



The famous GTO-rear end with impressive racing-style tailpipe of the exhaust system.



Rear fender with ventilation opening for heat dissipation of the brakes. Prototypical light alloy wheel.



*Item No. M-151, Item No. M-152, Item No. M-153, Item No. M-154,
Hand-assembled precision metal model built from 1,841 single parts,
of which 1,215 are made of metal.*

CMC Ferrari 250 GTO

Technical Data of the Original Vehicle:

Two-seater coupé body (Berlinetta). 12-cylinder V-engine with a 60° cylinder angle and dual overhead camshafts

Maximum output:	300 hp at 7,500 rpm
Bore x stroke:	73 x 58.8 mm
Displacement:	2,953 ccm
Compression:	9.8 : 1
Top speed:	approx. 280 Km/h
Wheel base:	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
Curb weight:	approx. 900 kg
Period / Quantity:	1962-1964 / 36 pcs. + 3 with a 4-liter-engine



CMC Ferrari 250 GTO, 1962 - Silver - Item No. M-151



CMC Ferrari 250 GTO, 1962 - Blue - Item No. M-152



A rear view to fall in love with an uncompromising styling of the finest.



CMC Ferrari 250 GTO, 1962 - Yellow - Item No. M-153



CMC Ferrari 250 GTO, 1962 - Red - Item No. M-154

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The use of racing team and/or driver names, symbols, starting numbers, and/or descriptions is solely for reference purposes. Unless otherwise stated, it does not imply that the CMC scale model is a product of any of these racing teams/drivers or endorsed by any of them.

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The manufactured product might look slightly different.