

# CMC Ferrari 250 GTO

The century racing sports car



EXTRAORDINARY  
IN A CLASS OF THE EXQUISITE



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.

After we released the CMC Ferrari 250 GTO first in 2015, our research on the car has never really come to a stop; it led us to discover more highly desirable but yet to be replicated left-hand-drive GTOs as well as the right-hand-drive ones that were left undone. At CMC we do not stick to the existing tools for the manufacturing of remakes, as is

usually supposed to be the case. Instead, we introduce improvements, for example, mounting the front and rear screen frames to the body with fine wire or the provision of new add-on parts, such as exterior mirrors or door handles. Great attention is paid to the period-correct cooling air intakes at the front, vents on the fenders and the B-pillar, as well as race-specific details.

All GTOs differ in these and other details. We are particularly proud of the right-hand-drive versions, for which we have collected new CAD data from original vehicles and had a large number of new and supplementary tools and molds prepared. All this was entailed by a move of the steering wheel and instruments to the other side of the vehicle, resulting in changed positioning of the pedal, and steering linkage, and many ancillary units in the engine compartment, including the routing of the lines, such as the brake system.

Information on the following right-hand drive variants can be found up to date at our homepages (see back).



**M-253** CMC Ferrari 250 GTO, 24h France 1962, Beurlys/Eldé/Mason, #22  
Limited edition 2200 pieces  
„Beurlys“ and „Eldé“ achieved with this car the third overall place and the 2nd place in the GT-class at the 24 hours of Le Mans 1962. Since 1969 the car has been in the hands of Nick Mason, the famous drummer of Pink Floyd.



**M-252** CMC Ferrari 250 GTO, Targa Florio 1964, Norinder/Troberg, #112  
Limited edition 2200 pieces  
With this car the Swedish Norinder and Troberg achieved a 9th place overall and 2nd place in class at the at the Targa Florio 1964.



**M-255** CMC Ferrari 250 GTO,  
Laguna Seca, 2004  
Limited edition 2200 pieces  
The car shown was sold in February  
1963 by Luigi Chinetti to Mrs. Mamie Spears  
Reynolds in Florida/USA. The perfectly restored  
car has been in the collection of Brandon Wang  
(USA) since 1993. (USA).



**M-254** CMC Ferrari 250 GTO,  
1000km Paris Monthléry,  
P. + R. Rodriguez, #1  
Limited edition 2200 pieces  
The car was sold in October 1962 to the  
NART Team (North American Racing Team)  
team of Luigi Chinetti (USA) and achieved  
1st overall with the drivers Pedro and Ricardo  
Rodriguez at the 1000 km of Paris in Monthléry  
in 1962. Since 1985 the car has been in the  
collection of Ralph Lauren.





### Model description

- Hand-crafted metal precision model as left-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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