

CMC FERRARI 250 GTO MODELS 2023/2024

Available: **Price:**
Jan.2024 € 649



CMC M-247 Ferrari 250GTO RHD Chassis #3505 [Stirling Moss](#) #15 LE2200

Finished in the striking Laystall colours (pale green), this was the first right-hand driver 250 GTO. Originally ordered for Stirling Moss to race for the UDT-Laystall team, but after his career-ending crash at Goodwood, it was raced by Innes Ireland instead on August 18, 1962 with start number #15 to an outright victory in the Tourist Trophy at Goodwood. That is the car that M-247 presents. In retrospect, Ireland mesmerized: "We picked up the car at Maranello, drove it directly to Goodwood and immediately after a plug- and a tire-change we started a one-hour testing on the track." Chassis 3506 was raced successfully by various famous drivers, including Willy Mairesse (Le Mans Trial), Masten Gregory (Silverstone), Innes Ireland (Le Mans, Brands Hatch, Goodwood), and Gunther Philipp

May 2024 € 649



CMC M-248 Ferrari 250GTO RHD Chassis #4491 2nd at GT+2.0-British GP GT-race Silverstone 1963 [David Piper](#), #44 LE2000

Sold new to David Piper, a racing driver of Great Britain, in 1963, this right-hand-drive 250 GTO was finished in the bright BP racing green. Piper raced the car with considerable success in many locations, including Mallory Park, Silverstone, Brands Hatch, Daytona, and Monza, etc. Over the winter of 1963/64, he had chassis 4491 modified with a cut-down windscreen and a re-profiled roof. The car changed hands several times subsequently until 1981, when its current Italian owner had it restored to its original configuration, removing Piper's modifications. The vehicle presented by CMC was raced in Silverstone on July 20th, 1963, finishing 2nd OA and 2nd in GT Class. Further achievements include 4th OA in Monza and 1st OA in Kyalami, to name just a few.

Feb.2024 € 649



CMC M-249 Ferrari 250GTO RHD Chassis #3647 2nd place 1000 km de Paris, Montlhery 1962 [John Surtees](#), [Mike Parkes](#), #11 LE 2000

Completed in June of 1962, chassis 3647GT was destined for Col. Ronnie Hoare's Bowmaker racing team in England. It was raced by John Surtees successfully until he suffered a major accident at Goodwood in August. Once rebuilt, this right-hand-drive 250 GTO was sold to a France-based Prince Zourab Tchkotoua from Russia, who campaigned it at select events but had another major accident at Goodwood in 1963, almost a year later to the day. Following the second rebuild, chassis 3647GT was raced in Italian events before it was sold to the United States. The car presented by CMC was raced by John Surtees/Mike Parks with start number #11 to a 2nd OA and 2nd IC finish at 1000km Paris, Montlhery on Oct. 21, 1962.

Mar.2024 € 649



CMC M-250 Ferrari 250GTO RHD Chassis #3767, 4th place (IC) Tour de France 1962 [David Piper](#), [Dan Margulies](#), #153 LE2200

Finished in BP racing green, chassis 3767GT was originally owned and raced by David Piper, a racing driver who had competed in Formula One and Formula Two, but was disenchanted with single-seat racing and decided to move into sportscar racing with 250 GTO in 1962. Late that year, he scored outright wins at the Kyalami 9 Hours and the Angolan Grand Prix. At the onset of the following season, this car was sold to the United States, although Piper continued to co-drive with new owner Ed Cantrell on

occasion. Following the 1964 Nassau speed week, it was retired from contemporary racing and came to be acquired by the current owner in 1974. In more recent years, it has been a regular in the Goodwood Revival. CMC replicated this right-hand-drive 250 GTO with a distinctive BP livery.

Apr.2024 € 649



CMC M-251 Ferrari 250GTO RHD Chassis #3729 2nd place Tourist Trophy 1962 Graham Hill #10 LE 2200

Chassis 3729GT was delivered in 1962 to the great British racing team owner John Coombs and driven by the most prominent drivers in the 1962 and 1963 seasons, including Roy Salvadori, Graham Hill, Mike

Parkes, Mike McDowell, Mike Salmon, Jack Sears, and Richie Ginther. Coombs also campaigned this right-hand-drive 250 GTO at world-renowned circuits, such as Brands Hatch, Goodwood, Silverstone, Mallory Park, Snetterton, and so on. Then it was briefly

raced by the new owner Viscount Portman before it was retired from contemporary racing.

M-251 was none other than chassis 3729GT as it was raced by Graham Hill to a 2nd OA and 2nd GT Class finish at Goodwood with start number #10 on August 18, 1962.

Jan.2024 € 619



CMC M-252 Ferrari 250GTO LHD Chassis #3445 2nd place (IC) Targa Florio 1964 Norinder, Troiberg, #112 LE2200

Italian privateer racer Sergio Bettoja was the first owner of this 250 GTO. He debuted it at the Parma-Poggio hill-climb in June of 1962, and then sold the car to Count Volpi, who promptly fielded it at Le Mans. In April of 1963, chassis 3445GT was sold to Ulf

Norinder, who had it painted in the Swedish national racing colours (blue with a yellow central stripe) and campaigned it with some success well into the 1964 season at Targa Florio, 2000km Daytona, 500km Spa and Monza. From 1965 onwards, the car

passed through various hands until 2012, when chassis 3445GT was entrusted to Ferrari Classiche for a comprehensive restoration.

The vehicle presented by CMC was chassis 3445GT raced by Norinder and Troberg with start number #112 to a 9th OA and 2nd IC finish at Targa Florio 1964.

Dec.2023 € 619



CMC M-253 Ferrari 250GTO, LHD, chassis #3757, 3rd place 24h France 1962 Beurlys, Elde, #22 Owner: Nick Mason LE2200

Chassis #3757GT was delivered to Jaques Swaters of Ecurie Francorchamps in June 1962. The years 1962 and 1963 saw it compete in major races like 24H Le Mans, GP Solitude, Tour de France, Montlhery, Zandvoort, Zolder and at Angola GP, where a

total of 10 first places (OA, IC, GT) were up for grabs. In 1964 Peter Clarke bought the car and started to race it at 1000 km Nürburgring (27th OA), Spa, Oulton Park, Silverstone, Zandvoort, Snetterton (1st IC), Goodwood, 2000km Daytona (7th OA)

and Sebring. This is the second car with a riveted spoiler and raised taillights. After 3 severe accidents it was restored in 1969 to the specs of the Le Mans participation in June 1962 and has been in the hands of Nick Mason, famous drummer of Pink Floyd ever since.

Mason bought the Ferrari 250 GTO in 1978. As a founding member of Pink Floyd way back in 1965. Try not to choke, but the drummer paid only £35,000. The car is now valued at £40 million, so it was a good investment.

Mason put the Ferrari 250 GTO up as collateral so Pink Floyd could borrow money for the massive A Momentary Lapse of Reason tour. With a massive schedule of 198 shows from September 1987 to June 1990, not everyone was confident Pink Floyd could make the tour a financial success. Of course, the band pulled it off in a big way and Mason kept the car.

The car is now valued at £40 million, so it was a good investment.

M-253 presents chassis 3757 as "Beurlys" and "Elde" raced it with start number #22 to a 3rd OA and 2nd GT finish at 24H Le Mans 1962.

Apr.2024 € 649



M-256 Ferrari 250GTO 1962, RHD, chassis #3869 LE2000, London Motor Show 1962 Ron Fry

Originally delivered to Col. Ronnie Hoare's Maranello Concessionaires, which exhibited this right-hand-drive 250 GTO at the 1962 London Motor Show. Chassis 3869GT was eventually bought by gentleman racer Ron Fry in 1963. He campaigned the car very successfully in local events throughout 1963 and 1964. The subsequent owner continued to race the car, albeit briefly. Chassis 3869GT was retired from racing at the end of the 1965 season. Since then, it has had only three owners, and is only very rarely seen in public.

