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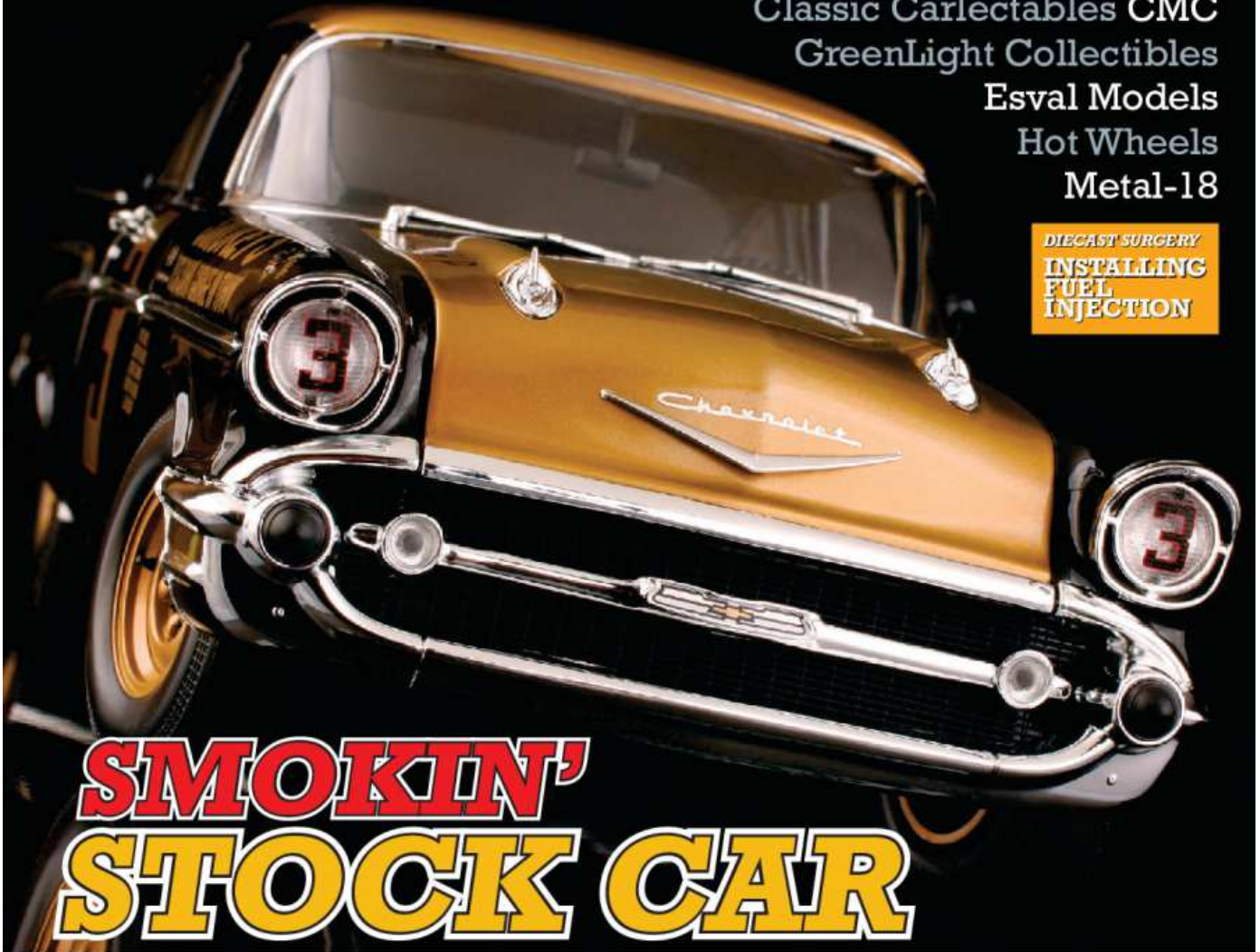
THE DIECASTTM MAGAZINE

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\$9.95 CAD

ISSUE NO.31

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1:18

1962 Ferrari 250 GTO

Produced by CMC

Review by Terry O'Neill

Motorsport enthusiasts generally agree Ferrari's early 250 series produced some of the greatest GT cars ever made. The term '250' was a means by which Ferraris were identified. It represented the capacity of a single engine cylinder, so the 250 was by definition a V12 with a nominal capacity of three liters (250 x 12 = 3000). From the earliest 250 Sport (1952) and through many variants to the last one

made (1964), the 250 GTs are perhaps the most desirable Ferraris of all. Each version had a hand-built engine designed either by Gioacchino Colombo or Aurelio Lampredi. The 250 GT cars were a success from the start and racked up many important wins for Ferrari. They possessed a perfect balance of power and handling, combined with styling and character that was, in most part, brought on

by the 1955 tragedy at Le Mans. Up until then, long-distance racing cars were little more than thinly disguised open Grand Prix cars, but the Le Mans tragedy — plus an increasing performance threat posed by rival Jaguar — changed all that. A new breed of racecar was required, resulting in the Grand Touring (GT) car that at least resembled a road-going vehicle. Thus was born the Ferrari 250 GT, which quickly established its dominance both in competition and production terms.

Possessing excellent handling despite



Although based on the 250 GT SWB, the 250 GTO was subjected to a rethink of aerodynamic design, with chief Ferrari styler Giotto Bizzarrini deciding the old blunt-nose appearance had to go.

its older live rear-axle arrangement, the 250 GT was continually refined and fitted with several different bodies in a way that could only happen at Maranello. The front-engine 250 GT was launched in 1956 and was not bettered until the mid-1960s appearance of new-generation mid-engine cars. The progression of the 250 series was boosted with the introduction of Dunlop disc brakes, and culminated with what many Ferrari devotees consider the best (and last) of the front-engine cars, the 250 GTO (the 'O' stood

for the Italian word 'Omologato' meaning homologated for GT racing). Although based on the 250 GT SWB, the 250 GTO was subjected to a rethink of aerodynamic design, with chief Ferrari styler Giotto Bizzarrini deciding the old blunt-nose appearance had to go. He was in favor of a lower frontal area, a longer lower front and a Kamm-type tail panel with rear spoiler. Bizzarrini left Ferrari in 1961 and his work was completed by Mauro Foghieri. All of the production bodies were built by Sergio Scaglietti. Power-wise, the

inlet ports were changed to accept six Weber carburetors, the spark plugs were rearranged, and the whole bottom end of the Lampredi V12 engine was stiffened with seven instead of five main bearings. A new five-speed gearbox and ZF limited-slip differential were fitted, with a wide range of final drive ratios available. These changes ensured almost 300bhp was on tap, giving an estimated top speed of 180mph (290km/h) and a 0-60mph (0-97km/h) time of six seconds. Those were very respectable figures for that time. The



and controls. The gear shift lever has a racing-type gated pattern plate, and the steering wheel alone is a model on its own. An elaborate undercarriage reveals authentically replicated front and rear suspension, oil tank for dry sump lubrication, and fuel tank (all made from stainless steel), in addition to impressive exhaust system racing-style tailpipes. Like I always say, there's too much to elaborate on in one review, and this is one model car that needs to be purchased in order to view all of its intricacies. So is this the perfect Ferrari 250 GTO model? It almost is, but there are some things about it that niggle. As nice as they are, the wire wheels have some unsightly bent spokes in them, perhaps because they are too fine and true to scale? And those engine hood leather belts are still

way too fiddly to successfully undo and redo again, even with the supplied tweezers. Finally there's the price, which seems to increase with every successive CMC release. I understand that labor and material costs increase over time, but those cannot be the only factors. If this keeps up, only super-wealthy collectors will be able to afford CMC models in future, and that's not good for middle-road collectors, who make up the vast majority of the market. Maybe we don't need so many intricate features in future models, if prices are to be contained to reasonable levels?

The CMC Ferrari 250 GTO is also available in red, blue or yellow color finishes. It's also possible a Stirling Moss version may be in CMC's future plans. The best money can buy? Definitely!



1962 Ferrari 250 GTO

SCALE: 1:18

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