

DIE CAST REPORT

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CMC 1962 Ferrari 250 GTO

Perhaps the most desirable Ferrari of all.

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 GTOs are perhaps the most desirable Ferraris of all.

Just how many 250 GTO cars were built is open to conjecture, because Maranello never took seriously the recording of such data in those days, but general consensus has it at 39. A pale green Ferrari 250 GTO was built specifically for Sir Stirling Moss to race in 1962, but his career-ending accident prevented him from doing so. That same car recently sold for \$35 million U.S., the highest price paid for a classic car to date, illustrating the high esteem Ferraris command around the world. While many people aspire to Ferrari ownership, reality dictates most will never get that chance; however through the marvelous efforts of model manufacturer CMC, your customers can own a miniature Ferrari replica of the finest caliber.

Superlatives are no longer enough when describing CMC model cars. What can one say, other than they are in the top echelon of mass-production miniature model engineering. This 1/18 replica of a Ferrari 250 GTO finished in silver (M-151) is simply stunning in appearance and con-

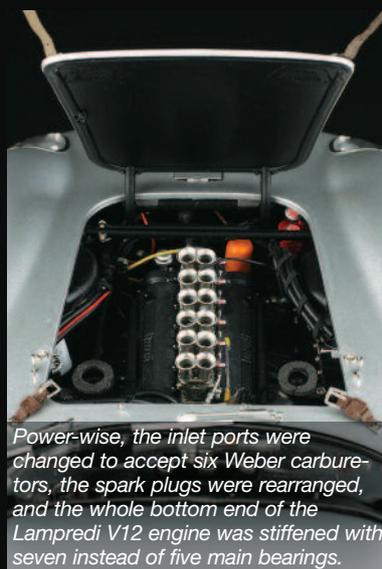
tent. Almost every part of the full size car is here, reduced with unimaginable intricacy and fidelity. Check out the windshield wipers—each arm is shaped from thin metal hinged to a blade and thin rubber insert. That's the kind of detail one would expect from a master craftsman like Gerald Wingrove.

Precisely 1841 single parts make up each replica model, and 1215 of these are metal, which explains its weighty substance. The body is true to scale and its silver paint flawless—it's not easy to paint with silver and achieve a smooth metallic finish, but CMC has done it to perfection. The characteristic front three air cooling vents have removable covers, and the model has many working features. These include opening doors with sliding side windows, opening engine hood with support rod, functional quick-release locks and

leather belts with buckles, opening trunk lid with support rod and spare wheel inside, a flip-open cap on the rear fuel tank filler, removable Borrani-style wire wheels with central locking nuts handed for left and right sides, and a detachable stainless steel bottom plate.

This leaves the engine bay, which is detail eye candy for anyone who loves Ferrari engines and everything else that belongs with them, such as cabling, electrical wiring and plumbing. CMC has even replicated the black crinkle finish on the engine rocker covers, supplied compliance plates, and recreated those magnificent Weber carburetors with the chrome trumpet air intakes.

The interior is as good as it gets too,



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.



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



Following on from the Le Mans tragedy, 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.

with real cloth covering the seats and leather trimmings, cloth seat belts with buckles, detailed roll cage, and a wrinkle-finish dashboard that's full of readable instruments and controls. The gear shift lever has a racing-type gated pattern plate, and the steering wheel alone is a model of its own. An elaborate undercarriage reveals authentically replicated front and rear suspension, oil tank for dry sump lubrication, and fuel tank and these are all made from stainless steel. In addition there are some rather impressive exhaust system racing-style tailpipes.

There's too much to elaborate on in one article, and this is certainly 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. 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.

The CMC Ferrari 250 GTO is also available in red, blue or yellow color finishes. It's also possible the green Stirling Moss racing version may be in CMC's future plans.

Is this the best die cast scale Ferrari your customers' money can buy? Definitely! **HM**

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