

# MODELLISMO

## SWB GETS ITS DUE AS A CLASSIC FERRARI

### 250 GT SWB IN MINIATURE

**A GREAT FERRARI TIPO RECEIVES THE HONOR IT DESERVES...  
IN THE RARIFIED WORLD OF PRECISION MINIATURE...  
BY FAMED MODEL EXPERT MARSHALL BUCK**

In the opinion of many, the 250 GT SWB is second only to the 250 GTO in extreme rarity, abundant charm and historical importance. It makes a gem of a model as well. We offer three.

Without a doubt, the 250 GT SWB is one of the all time greats, and I'd rather have one than a 250 GTO. Yes, I actually said that... I apologize to those of you whom I may have offended. I still love GTOs, but putting provenance, and investment portfolios aside, I would pick an SWB for my stable.

Over the years there have been oh so many 250 SWB models made by oh so many manufacturers, in scales ranging from a diminutive 1:43 all the way up to a huge 1:3, if you count the trellis (a.k.a. framework only) and engine made by Terzo Dalia. Unlike the iconic GTO, the SWB has not yet been overly replicated in model form, but it comes pretty close.

Here we have a selection of three wonderful models, regardless of scale.

#### CMC...

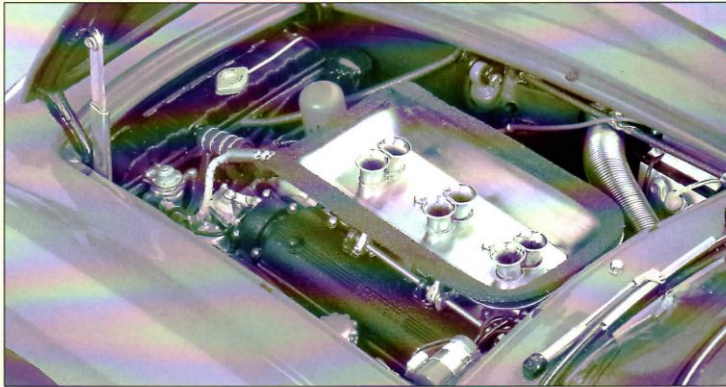
First up is a piece by CMC Classical Models that clearly offers substantial value. Though it's a mass produced 1:18 scale item, you truly do get an extreme amount of detail for your money, but no exclusivity. Entry price is very reasonable at only \$349.

CMC refers to this one as a 1961 "Competizione" car, and just as with the 1:1 cars, this model features numerous differences from the standard "road" versions, which they have also produced... So you might want to buy both. Wish they would say which chassis numbers they referenced.

This model is comprised of over 1,100 parts, and as with all CMC pieces, their SWB features a wealth of detail including full undercarriage, complete with rear leaf springs assembled from individual leaves, and mounted the

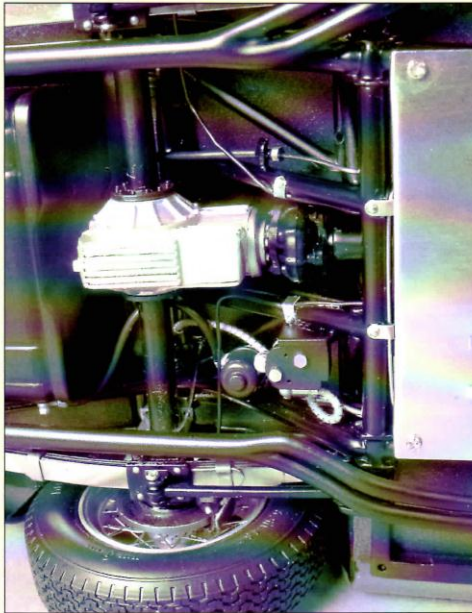
same way as on the real cars. Brake lines, fuel lines, parking brake cables, sleeves, various operating mechanisms, and so much more, are all in place. It's a bit of a shame that the simulated aluminum belly pans (made of stainless steel) hide a fair amount on the Comp car, which is all exposed on CMC's road variant. Moving up now to the fully

plumbed and wired engine bay, I don't even know where to begin. Let's just say that the miniature Colombo V-12, with its triple Webbers, throttle linkages *et al*, is a real feast for the eyes. Look underneath and you will find individual hex bolts attaching the sump cover to the engine. Attention to detail is everywhere. There's not much to see in the



CMC Image

Close up views of the CMC 250 GT SWB scale model, showing the wealth of detail to be found in the interior and even underneath as well.



Marshall Buck Image

trunk, except for the spare tire which fills most of the space, and yes, there is a tiny hinged prop rod nestled on the right.

The mini Borrani, though not correctly finished, do look fantastic. They should be painted, instead of left in their raw state of machined aluminum rims and hubs with stainless spokes. Valve stems are, of course, present, and so are individual truing nuts at the base of each spoke. Very impressive. The knock-offs should be chrome, but they make up a little for that since you can read "Carlo Borrani - Milano" on them!

Open either door and you'll be glad you did. They're fitted with the correct leather belts, window tracks, and door latch operating cable, all visible inside the door. Floors are carpeted, and every surface except for the dash facia, head liner, and work-



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## MEMORIALIZED IN EXQUISITE MINIATURE

ing sun visors are covered in leather. Nice for some, but I don't like it as it is somewhat out of scale. Better to be used on a larger model... if at all. The seats are also too tall. The rest of the interior is very well detailed with all gauges and switch gear in place. A little something added, or missed, depending on your view is the modern hazard light button placed just above the trans tunnel.

Excellent exterior paint is polished to a mirror like finish, and the quality of all the chrome trim would bring tears of joy to any plating service. Overall body shape is great, though in profile the roof line doesn't quite look correct, but overall it still looks good.

My only other gripe is that the multi-piece windshield wipers are heavy handed and less than accurate. Sometimes simple is better.

CMC have produced a real gem. I have seen more expensive larger models that pale in comparison, on all levels. Suffice it to say that you will not be disappointed.

Please visit CMC at: [www.cmc-modelcars.de](http://www.cmc-modelcars.de)

### JACQUES BRAUER...

"Good things come in small packages", and "size doesn't matter." Both statements apply perfectly to the fantastic custom built and limited edition 1:43 scale models by Jacques Brauer. His focus is predominantly Ferrari, but he has also dabbled with other marques on occasion.

Everyone of his miniature works of art is almost completely scratch built, though many years ago, Brauer loosely based his creations off of existing kits such as the 250 SWB shown, but nowadays he makes his own body masters and castings to use for each. In addition to that effort, he also makes every single part from scratch, including the wire wheels, lights and lenses, windshield frames, all chrome window surrounds and trim, seats, dash gauges, tiny switches, etc. In the realm of "super-builders" for 1:43 scale models, Brauer

has certainly upped the ante.

You really must see photos of the lengthy build process to fully understand and appreciate the skill and artistry involved when it comes to making these models, as well as all the many parts that go into each. Grills are made of individually cut slats, and his jewel-like Nardi steering wheels have real wood rims. That's a pretty neat trick considering the overall diameter of one of those steering rims is 3/8" or less, and the rim thickness itself is so very thin and true to scale.

Brauer's one-offs and limited editions come as either fully de-

plated wire, and the list of detail goes on. If you saw any Jacques Brauer model in a store like Cartier, it would not look out of place. Pricing varies depending on the model or edition. Expect to pay around \$4,300 and up for a 250 SWB similar to the one shown.

Please visit Jacques Brauer at: [www.jbrauerwol.com](http://www.jbrauerwol.com)

### AMALGAM FINE MODEL CARS...

I always say you get what you pay for. That is a fairly accurate statement with regard to most of the limited edition pieces from Amalgam Fine Model Cars,

2735 GT is in a word: Stunning. It's big, very highly detailed, and cleanly modeled in what can only be described as surgically clean, looking like it is fresh out of restoration.

I happen to be reasonably familiar with this car; I researched it, and produced limited edition 1:24 scale models of it in my CMA Models range twenty years ago. Amalgam's model perfectly replicates the car as restored today, which is very, very close to how it originally raced at Goodwood. There are just a few detail misses. Historical accuracy is occasionally a gray area.



The incredible interior of the Amalgam 250 GT SWB miniature.

tailed with all opening panels or static curbside pieces. The SWB shown is one of several he has built. In addition to the opening hand formed brass panels, which fit perfectly when closed, is a tiny hinged gas cap atop the left rear fender. Bezels for the dash gauges, along with switches, are individually machined bits. Surprisingly, his use of paper thin leather for the interior actually works very well. Under the hood is a great looking V-12 with exposed triple Webers in all their glory. Naturally, other components and wiring are in place too.

The body is finished with perfectly applied, hand polished lacquer paint. All of the window trim is carefully shaped and fitted

whose 1:8 scale models hover in the \$6,000 to \$7,000 range.

They have recently produced two different SWB models, the first being of s/n 2735 GT modeled as the 1961 Goodwood Tourist Trophy winner driven by Stirling Moss. The other is of s/n 2035 GT as currently owned by Ralph Lauren, which is only available through some of his stores. The model of RL's car will set you back \$9,500. Hmm... I'll bite my tongue now. Both editions are limited to 99 models of each car, though.

Amalgam is also offering an additional five (or possibly more) models personally autographed by Stirling Moss... with his signature directly on the roundel on the nose of the car. Not the best position, but to each his own.

Amalgam's replication of s/n

Overall body shape, accuracy of most parts, and fidelity of detail is top notch. Paint finish, as expected, is superb. You won't find a vast list of working parts, just opening doors and hood, but you will find brilliant attention to detail. They have even made the effort to replicate the rivets along the edges of the hood, and detailing within the recessed channel for it. Engine bay has it all, right down to little bits of hardware and fittings. Open the doors and you are greeted with a fully detailed interior. The black crackle dash finish looks spot on, and my favorite component is the beautifully replicated steering wheel. Terrific model in a great color!

Please visit Amalgam Fine Model Cars: [www.amalgamcollection.com](http://www.amalgamcollection.com)