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BREAKING NEWS

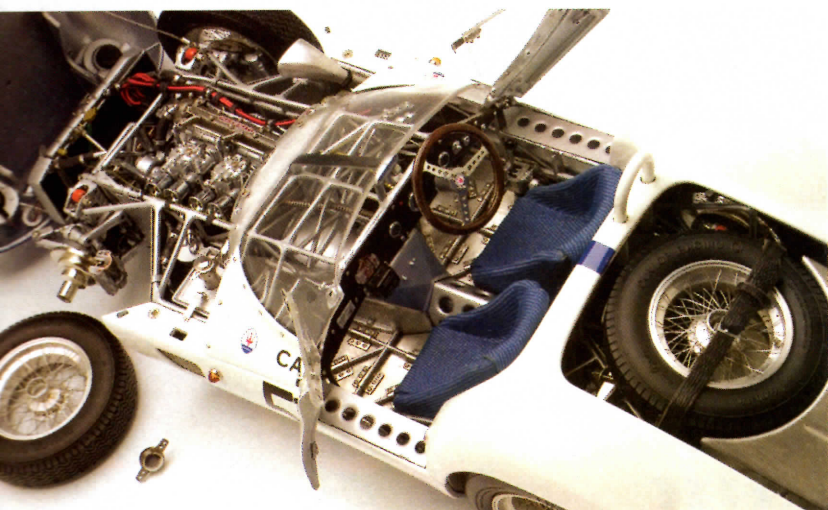


MASTERFUL MASERATI

At the time, race-car engineering is all about finding more of the things that produce wins: more power, more grip and more speed. But sometimes, having less of that which slows you down—namely weight—can be just as effective. Witness the 1960 Maserati Tipo 61 “Birdcage”—so named for the 200 or so aluminum tubes that formed its frame. This structure allowed the car to weigh just 1,325 pounds. It’s hard to imagine a more difficult car to render in diecast than the Birdcage; all

those tubes would be almost impossible to replicate. But if you’re a company like CMC, perhaps “almost impossible” is exactly the motivation you’re looking for. We showed you a spy shot in the last issue, but now that we have one in the studio, we can show you what it really takes to make a car like this: in this case, it’s 1,140 individual pieces. Take a good look; you’ll see most of them. This is a model of the car Dan Gurney and Sterling Moss drove to victory in the 1960 Nürburgring 1,000km, but even if this car had no victories or star drivers associated with it, it would be worth adding to your collection.

**CMC—Classical Model Cars; (585) 292-7280;
cmc-modelcars.de**



BAD-BOY

Supercar Collectibles specializes in specialty vehicles, usually in 1:18 scale. By starting with an exceptionally reasonable price, the company has a long-standing relationship with collectors. Versions of its '68 Ford Mustang are available in white paint and a lift-off big-block engine. Under the hood is a cross-ram manifold and a size straight exhaust pipe that exit just forward of the rear wheel. And in and out, these cars have a lot of detail (like the warriors. They come in silver and black), and they're just what you need. Best of all, they're just what you need. edition with this level

Supercar Collectibles:

