

Maserati Tipo 60



An evocative shape if ever there was. That is the Maserati Tipo 60 "Birdcage" and the better-known Tipo 61. The cars sported wild looks and an impressive competition history – including the 1000 Km Nurburgring Race in 1960, when Dan Gurney and Stirling Moss piloted their team Camoradi Tipo 61 to victory.

The model shown here is a 1:18 scale, mass-production piece by CMC. All their models are made in China. The CMC Birdcage retails for \$298, but you can find them from many dealers and on eBay for less.

As the saying goes, "Everything old is new again."

I say this with reference to modeling these cars, as my company, CMA produced an extremely limited edition of only 30 hand-built of this car in 1:24 scale during 1993. Moss and Gurney personally autographed each model.

Fast forward to just a few years ago and CMC have made the same model in an open-ended edition – figure a run of 15,000 or more.

There is another, autographed edition of 1,200 models. This is odd because they had Moss and Gurney autograph the hoods of the models, and relegated 600 to each driver. So, if you want both drivers' autographs, well... then you have to buy two models at about \$500 each.

I don't like an autograph on the body of my models, but that's my personal preference.

To confuse things further, Minichamps also released a mass-production, 1:18-scale, Chinese-made model shortly after CMC. The Minichamps piece is much less detailed than CMC, but it's priced about \$150 less as well. You get what you pay for. Refer to SCM Vol. 20 #4 (April, 2008 p. 26) for my review on the Minichamps Carroll Shelby T-61 Birdcage.

The CMC model is a beautiful and extensively detailed piece, and quite a feat of engineering. The model features intricate detail, numerous working parts, and a complete "Birdcage" frame and chassis under the skin! However, the model is not accurate or faithful to the real car at any time -- not as restored now or when it originally raced in 1960.

Like all mass-market manufacturers today, CMC did all of their research off of a completely restored car and then took further artistic license. Hence, historic inaccuracies are reflected in the model's body. Numerous other details are all very close—but far from correct.

Most bothersome inaccuracies on the list are body shape and windshield. The car's graphics are as restored—not as raced. The upholstered seats look as though they came out of a child's toy. There was no effort to hide or disguise the heads of the countless tiny screws used to assemble this complex model.

The wheels should have been painted silver, which CMC never does on any of their racing car models. I'm always amazed at the great effort and detail they put in, only to spoil things with numerous inaccuracies and some heavy handedness.

Now here is where some of you may seriously question my sanity. Even with all of its many foibles and faults, I love this model. It is superbly finished, with the exception of one hinged hood latch that doesn't work. Fit and finish is far better than ever existed when the real car was built.

You can spend a very long time looking over one of these and will be amazed by all the various details and parts—more than 1,100 of 'em. The brilliance of a CMC model is really the entire package. This company utilizes various metals and plastics to replicate all of the components of the real car.

If you're like me, and love the details, then a must-have is the separate rolling chassis model which lifts the cloak off all the hidden bits. The chassis is out of production and was from a "limited edition"—not very—of 3,000 models. Some dealers still have them, and they can be found regularly on eBay in the \$200 range, which I consider a bargain, even with the large numbers in this edition. Most CMC models are available everywhere.

Model Details

Production Date: 2006

Quantity: 16,000 or more

SCM Five-Star Rating:

Overall Quality: ★★★★★

Authenticity: ★★½

Overall Value: ★★★★★

Web: www.cmc-modelcars.de/us

Dan Gurney: The Ultimate Racer

By Karl Ludvigsen, Haynes Publishing Group, 208 pages, \$42.96, Amazon (used)

The 2010 Rolex Monterey Motorsports Reunion (the 37th Monterey Historics for those of us not yet wearing the new logo shirt) is honoring Dan Gurney rather than a particular marque. This, of course, is a welcome change, putting the spotlight of a special American event on a special American racer.

Gurney is the only American to win a Formula 1 race in a car of his own construction (one of a short list of five American drivers who won GPs, including two world champions, Phil Hill and Mario Andretti). But his F1 exploits are almost a footnote for fans on this side of the pond. From NASCAR stock cars to Trans-Am, from the Indianapolis 500 to leading the Ford juggernaut at the Le Mans 24 hours, Gurney demonstrated amazing talent coupled with an aw-shucks public demeanor, while winning with style and losing with grace.

Gurney is deep in the process of writing his autobiography, due out next year, but as his career victory lap begins at Laguna Seca in August, it is worth looking at this obvious companion piece, the 2000 biography by Karl Ludvigsen. It's a book that relied on everyone but Gurney himself (which hints more at a conflict between subject and author than the inability to pick up the phone).

Despite that, Gurney's voice comes through from interviews published elsewhere, compiled from a career that was well-documented and all too short—from the late '50s to 1970. It leads him from clandestine races on the roads around high-desert subdivisions to drives in Formula 1 for Ferrari, Porsche and his own All American Racers team. He was always surprising, whether winning four consecutive 500-mile stock car races on the road course at Riverside, or sharing the podium at Le Mans with A.J. Foyt.

As the bumper sticker on my Datsun 2000 said so long ago, "Dan Gurney for President."

Provenance: ★★★★★

Ludvigsen is a prolific master of motorsports photojournalism, the author of nearly 50 books and the envy of press box scribblers the world over. Here he combines that high skill level with a delightfully rich number of historical photos.

Fit and Finish: ★★

In that nether world between bio with a few photo plates and a picture book with some added text, the book succeeds, but fails on page design and print and materials quality. It feels more like a book from the '50s, and is sadly lacking in crisp blacks.

Drivability: ★★★★★

An easy read, data rich and with a lively, conversational style, "Dan the Man" is the perfect book to keep you warm as you wait for the autobiography.

DAN GURNEY

ALL-AMERICAN RACER



BY KARL LUDVIGSEN

Foreword by Jack Brabham