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# Ferrari 250 GT SWB

Produced by CMC



It is the ambition of most race drivers to compete at Le Mans and before motor racing turned truly professional, there would be more than a chance the driver would drive his car to the circuit, run the race and then drive home again.

Those days have gone. A wide variety of purpose-built cars now run at that special weekend in June but there are few you could drive home at the end of the race. But the Ferrari 250GT SWB was such a car.



A recent release from CMC, the #14 250GT SWB is a recreation of the third-placed car from the 1961 race, as driven by Pierre Noblet and Jean Guichet.

Developed by the team that would go on to bring the 250GTO to the world, the 250GT was powered by a Colombo 3.0-liter V12. Although the engine was smaller than the power-plants of the opposition, it benefited by being lighter and also producing competitive horsepower figures.



Finished in a dazzling shade of metallic silver, the coupe features a Gordini Blue stripe across the upper surfaces of the bodywork, adding a special effect to the overall presentation. The quality of the paintwork is up to the usual standards from CMC – first class!

Previously released by CMC in racing red and yellow road-going variants, this version differs in several ways. The most obvious difference is the Perspex insect screen on the hood. Take a look around the replica and some of the other differences become obvious, such as the

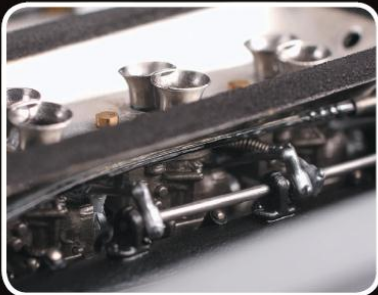
fitment of a red light on the rear fender for pit stops and the twin racing number lights on the trunk.

A look under the hood reveals the V12 in all its glory. Topped by a large air intake incorporating the carburetor funnels, the motor benefits from an array of realistic ancillary fittings. The use of rubber and clear plastic hoses and metal wire simulating radiator overflow pipes really portrays a correct picture.

The cockpit features two heavily bolstered race seats trimmed in leather and cloth. A replica wood-rimmed three-spoke steering wheel takes care of directional changes, while ahead of this lies a full instrument display comprising two large dials, speedometer and tachometer, flanked by five chrome rimmed secondary dials. A bank of chrome switches live under the dashboard and these complement the indicator stalk and dashboard knobs. In racing mode the 250GT was put on a diet and one of the results can be seen in the driver and passenger doors, where the window winding mechanism was removed. A nice addition!

Open the trunk, or perhaps that should be the spare tire storage area! In here is the spare wheel and tire, and under this lives the huge gas tank, which on the 1:1 car held around 29 gallons! An open-neck filler resides on the rear guard, and a support to keep the trunk lid open is thoughtfully provided.

There is plenty of detail to take in. Fitted with metal leaf springs in back and coils up front, the suspension is fitted with operating shock absorbers. Brake





and fuel lines are modeled in copper wire and the full-length protection plate is of alloy. The dual exhaust is capped with four chrome pipes and the left bank has a shield protecting the car and pit crew from a nasty refueling accident.

This is one of those replicas where the more you look, the more you find. The quality and finish of the chrome deserves a special mention, as do the beautiful wire wheels. Each is a miniature work of art.

If you collect vintage Ferraris, this is for you. If you collect Le Mans cars, this is for you. If you collect neither, start now!

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