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FERRARI F156

BY CMC

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Many car manufacturers enter motor racing for the prestige, glamour and exposure racing can give to the image of their road cars. For Ferrari, this was not the case. Scuderia Ferrari existed as a racing operation long before Enzo Ferrari decided to build road cars to fund the team.

The pursuit of the Formula-1 championship has left a history that is rich in both cars and drivers. There are certainly plenty of icons to remember and now the opportunity to own one of the more significant ones has arrived, thanks to CMC.

The Ferrari 156 F1 #4, more commonly known as the 'Sharknose', as driven by Phil Hill to World Championship status, has been captured to perfection in 1:18 scale. Presented in the trademark Rosso corsa (racing red), this car was designed by Carlo Chiti to compete under the new rules introduced for the 1961 season. These allowed only naturally aspirated engines with a maximum displacement of 92ci, a

move that saw Ferrari develop the car in a mid-engine V6 configuration.

To see the model at first glance you quickly realize that, like all of CMC's replicas, these are close to being the ultimate in diecast modeling. With 1450 parts, the level of detail applied is incredible.

The Sharknose comes from an era before aerodynamic wings and spoilers were added to F-1 cars and the bodywork reflects the elegant shapes of the period. From the distinctive 'nostrils' of the nose section through to the rounded tapered rear end, it is simplistic yet aggressive. The paintwork is finished to automotive standards with a deep gloss finish. The bodyshell is molded in three sections – the cockpit section, the removable nose cone and the rear-hinged engine cover – and all feature the presence of finely molded rivets.

The removal of the nosecone is a simple operation and requires only two screws to



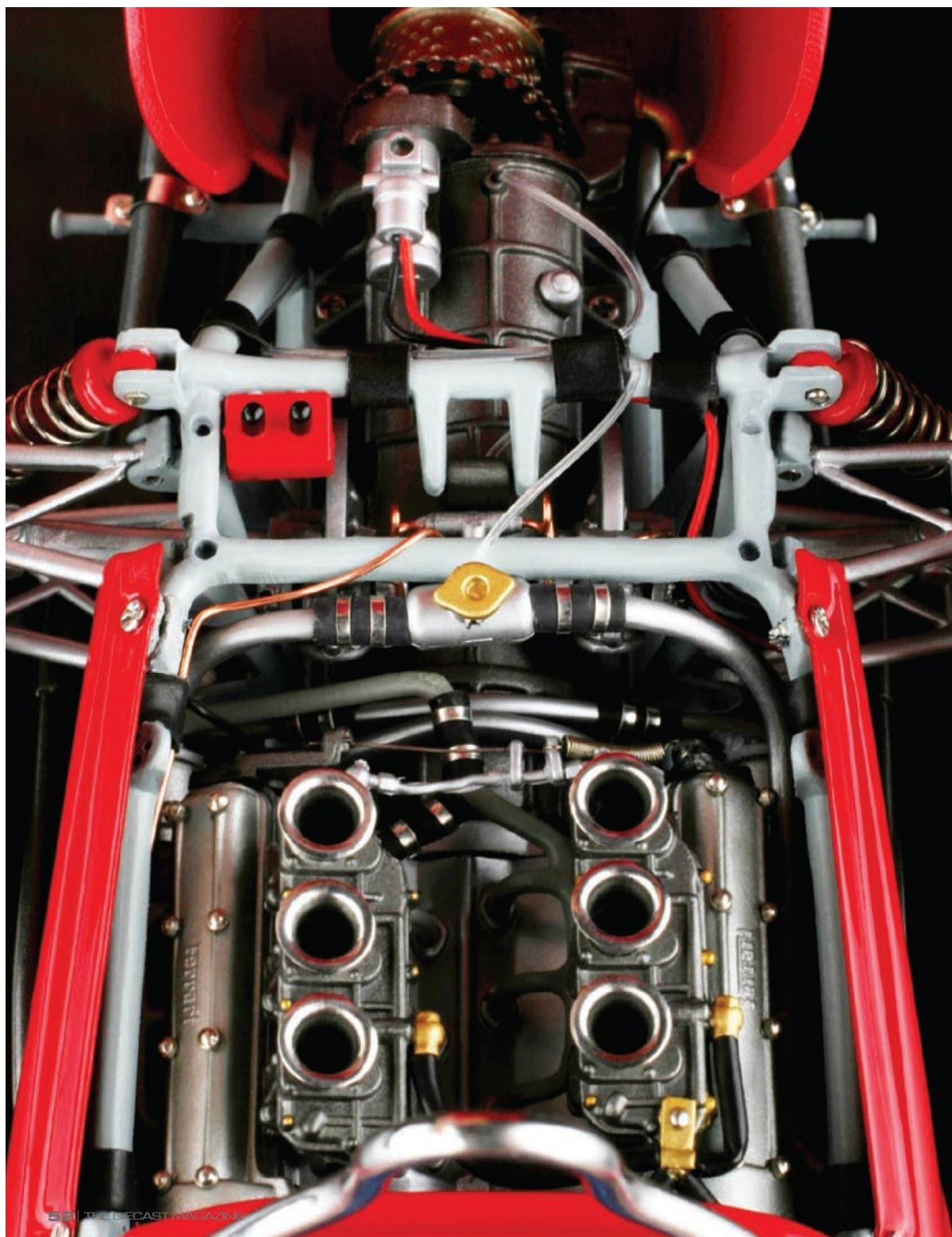
be loosened; this is taken care of with the CMC-supplied screwdriver. Once opened you are offered the prospect of such fine detail you will not know where to start! The radiator is at the very front of this section and the two coolant pipes are connected to the radiator with rubber connectors and small metal clamps. The battery is incredibly detailed, as it is possible to see each cell as well as the addition of a full set of battery leads. The oil tank for the dry-sump lubrication has an opening cap and the tank itself is finished in a polished stainless steel finish with incorporated rivets, as has the gas tank. It should be noted that both of these tanks feature breather hoses. The intricacy of this compartment is completed by a fully wired dashboard and the usage of copper wire within the wiring loom.

With its clear plastic air scoops and domed wire air intake covers, this is obviously the business end of the car and opening the hinged engine cover reveals the small 'Dino' V6 engine. Taking pride of place on the top of the imitation Weber carburetors are six intake trumpets, which are stainless steel. Featuring miniature chrome nuts, both of the cam covers on the engine have the Ferrari name molded in and these are clearly evident. The plumbing for the coolant system runs throughout the

engine bay and carries over the rubber connectors and metal hose clamps from the nose section. Just below the brass-colored radiator cap is a clear plastic overflow hose, which is routed over the top of the gearbox and exits at the rear of the car. The Sharknose was one of the earliest examples of a tubular chassis and the tubes that comprise the chassis run from the rear bulkhead through to the very rear of the car and include the suspension cradle. The usage of the many different materials such as metal, rubber and copper wire all contribute the high level of realism that CMC has built into this model.

Sitting on accurately molded and detailed Dunlop racing tires, one of the many highlights of the Sharknose are its gorgeous Borrani wire wheels. These handmade wheels feature an aluminum rim which has stainless steel spokes and nipples. The three-eared knock-off spinners are removable and allow for viewing of the front brake discs; the rears are mounted inboard within the engine bay. The model's suspension is fully independent and operational, with fully jointed suspension arms and each corner having its own shock absorber and coil spring fitted. The front wheels are poseable and are connected to the steering wheel.







Modern F-1 cars have little visible detail underneath due to the aerodynamic underbody trays, so on turning the Sharknose over, you are rewarded with the presence of a fully detailed view of both front and rear compartments. Straight away it is the exhaust system you are drawn to; the three-into-one pipes exit the engine block and conclude in a megaphone tailpipe. The exhaust system itself is simply shaped, but the fact that it is modeled in metal is a high point. Also clearly noticeable from this viewpoint is the detailing in the coolant and oil pipes, which run along the length of the vehicle.

For the 1961 season there were four F156s entered in the championship and these were driven by Phil Hill, Richie Ginther, Wolfgang Von Trips and Giancarlo Baghetti. The cockpit they all frequented is basic and free of ornamentation. It would be easy to envisage any one of them sitting in the cockpit behind the clear plastic fairing, glancing out into the bullet-shaped rearview mirrors. The steering wheel is decorated with a wooden finish that looks fantastic in the company of the alloy spokes and the Cavallino Rampante in the wheel center. The driver's seat is trimmed in a blue cloth and the side bolsters have a leather finish.

The dashboard is fully stocked with gauges and the big tachometer takes pride of place in the center of the display. The large gear knob is ideally placed for the driver's right hand; it sits in the gated gear selector that is still featured in Ferraris today.

The first year of the Sharknose under the new rules was very nearly a whitewash for Ferrari, with only Stirling Moss interrupting the winning streak twice in a Lotus and Innes Ireland winning once. It was a head-to-head battle fought by Von Trips and Hill that came to a conclusion at the Italian Grand Prix at Monza, when Von Trips collided with Scot Jim Clark. The accident was only minor but the aftermath resulted in Von Trips crashing into the crowd, killing himself and 12 spectators, leaving Phil Hill to claim his first F-1 championship.

To say this is a good model is an understatement. CMC has really created something out of nothing, as they did not have the benefit of a real F156 F1 to gather information from. At the end of every season the race cars were destroyed under order of Enzo Ferrari.

A small variety of releases will become available in the future and some will be limited to 6000 units. Expect to pay around \$319 when released.

