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OF SCALE >>**



1930

# ALFA ROMEO 6C

## 1750 GS ZAGATO



Produced by CMC

Review by Terry O'Neill

It was going to be a nice sunny day, so I went into my garage to do a photoshoot of my 1930 Alfa Romeo 6C 1750 GS Zagato, of which only 257 were ever built. It absolutely gleamed under the spotlights; its dark red paint accentuating every curved and flat panel on the car in a very special way, like an artist would paint it. Before the shoot I wanted to check out a few things on the car,

so I reached over and opened the driver's door; a little tight from sparing use, but still it opened fully on its external hinge-pin hinges. I gave the steering wheel a bit of a turn to the left and then right to see if excessive play was present, but it was good and firm, with the front wheels following in unison. Fine soft leather covered the seats and also the door trim – absolute quality plus! The windscreen

is of the wing-nut swivel frame type, where the top half folds forward for wind-in-the-hair driving exhilaration. A long gear lever protrudes proudly from its gated panel set above the gearbox, with a solid red knob at its top. Gauges and controls are neatly housed on a metal dashboard, and an old-fashioned pull-choke and a push-start button is ready to fire up and unleash the power of the magnificent Alfa Romeo six-cylinder supercharged engine. Just behind the seats is a neatly folded and strapped weatherproof





**1:18**

The 1930 Alfa Romeo 6C 1750 GS Zagato, of which only 257 were ever built.





Of course nothing attests vintage car more than spindly wire wheels, the Alfa being no exception.

cloth hood – no need to undo that, and it’s a chore anyway; much better to leave it stored away.

Of course nothing attests vintage car more than spindly wire wheels, the Alfa being no exception. The urge to unscrew one of the knockoff nuts, remove a wheel and check out the drum brake was overwhelming, but I managed to fight it off and moved around to the front, where three large and exposed headlamps took centre stage. These lights were handy for long-distance night racing – such as during the pre-war Mille Miglia race, which Alfa won three years in a row in the expert hands of drivers such as Nuvolari, Campari and Varzi. During the day, red domed covers were placed over the headlamps as extra protection from mud and flying stones, and for easy recognition by roadside crowds. They could also be used to unnerve non-Alfa competitors during night-time tailgating, but

usually they were removed for improved road lighting. I removed two of the red covers to check the wire-mesh stone guards attached to the headlamps, and left them that way because I liked the look. Then my attention turned to the flat radiator grille. It’s protected by a tough wire-mesh stone guard that had the classic stencil-cut Alfa Romeo nameplate attached to it – you can’t get better than that. I opened the Alfa Romeo radiator cap and closed it again, and then checked the friction shockers and leaf springs for any signs of misalignment. Nope – everything fine there too. Four Pirelli tires and two spares were the norm for this car, and on mine they are all brand new. Two spare wheels are stored on a long spindle and can be easily released by raising the rear registration plate (mounted on cantilever hinges) and unscrewing a T-bar nut. Just ahead of them is a small door that accesses the tiny boot space available.

I opened it and peered inside, then opened the fuel filler cap just below right – yes, everything was working fine, and even the rear brake lamps looked perfect.

The windscreen was cleaned and the wipers checked – love the way the driver’s side wiper is linked to the passenger side motorized wiper via a thin metal rod; such a simple solution to save doubling up of motors. Then I undid the three bonnet locking handles and gently folded the bonnet up to its resting position. Ah yes, there is the beautiful Vittorio Jano-designed six-cylinder dual-overhead-camshaft engine, conceived primarily for competition. A masterpiece of engineering, it also had a Rootes double lobe supercharger and a dual-throat Memini horizontal carburetor, all on a 1752cc engine of 102hp at 5000rpm. It may not sound like much compared to the supercars of today, but in 1930 this combination of car, chassis





and engine helped shape the legend of Alfa Romeo. It was fast, reliable and handled extremely well, due in part to a very light weight of 1850lbs (factory race car), and its suspension that was perfectly tuned to the car, making it a multiple winner all round. I stood there mesmerised by the wiring, cables, supercharger plumbing and all of the little items that help run this powerhouse, then shut the lid and opened the other side, where the exhaust manifold was. Two pipe outlets made up of three branches each merged into one, running through a single muffler and exiting just in front of the rear axle. I always thought it odd that the exit pipe ended so close to the fuel tank, but it didn't give any problems from what I know. I closed the bonnet and gave the car a last clean before getting the photo lighting up and running, then picked up the car and placed it on a prepared background surface.

What's going on, you ask? Hey, I haven't been talking about the real car – that's worth over \$US1 million, and I don't have that kind of bread to share around. In fact this is CMC's latest delectable 1:18 diecast replica (M-138), and it's so good it's almost like describing the real thing. CMC are leaders when it comes to this type of replica, with just about every item of the real car represented, plus many operable features. In fact there's over 1800 (mostly metal) parts making up the model, which adds real weight to its bulk. CMC has also announced an unpainted version (M-142) and a Tazio Nuvolari #84 Mille Miglia version (M-141), both of which will be quickly snapped up I'm sure. There's lots more to discover on this model, so if you would like one of these fascinating thoroughbreds in your collection, act fast before these little Alfa Romeos have all gone with the wind!



**1930 Alfa Romeo 6C  
1750 GS Zagato**

SCALE:	1:18
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