

## Gurney's First F1 Building Jade Miniatures' 1959 Ferrari 246 Dino

by Wayne Moyer

Mike Hawthorn won the 1958 Formula One Driver's Championship by a single point over Stirling Moss, but Vanwall beat Ferrari for the Manufacturer's Championship. Although Hawthorn retired at the end of the '58 season, so did Vanwall and Ferrari considered that the 246 Dino Chassis and engine were adequate for the 1959 season. The car did get a slimmer, more attractive body designed by Fantuzzi. What Enzo didn't take into consideration was the rear engine Cooper, which improved both its reliability and power. Although Ferrari did win two Grands Prix in 1959, that wasn't enough to claim either the driver's or manufacturer's Championship.

I almost passed over the announcement of Jade Miniatures' 1959 Ferrari 246 ([JAD4328](#)) in FSW since it had no place in my F1 Championship collection, but fortunately a couple of ageing memory cells kicked in at the last moment. Dan Gurney became a part of the Ferrari team in mid-season that year, and finished a very creditable 2nd at Avus, 3rd at Lisbon, and 4th at Monza. Dan's first Formula One ride was a must for my Gurney case! Electronic communication (and payment) being what it is, in just a couple of weeks the FBB was in my mailbox.

A quick check showed pretty much what I expected; a rather simple multi-media kit with only 26 parts. There were three resin castings in a rather hard, white resin, seven small white-metal pieces, 4 pre-assembled (thank you very much, Jade) wire wheels and a matching number of tyres, and eight photo-etched parts for the suspension and knock-offs. Instructions are primarily photos - six of the real cars and four of completed models. There's also an "exploded view" photo and a list of parts with paint-

ing instructions. There are also decals for five cars from the French GP, where Tony Brooks scored one of his two wins for Ferrari that year.

There are small mould lines inside the cockpit and on the lower edges of the body, along with thin flash in the intake and exhaust openings. These were easily removed with an emery board but the resin is quite a bit harder to sand than the more familiar tan variety.



Emery board used to remove mould lines

Checking the fit of the baseplate to the body revealed a more serious problem-- the rear of the baseplate simply wouldn't fit up inside the body shell. I had to remove a fair amount of resin from inside the body shell with a Dremel Tool. Giv-



Dremel removes larger pieces of excess resin

en the hardness of the white resin, doing this with a knife and sandpaper would be a lot more work. It's possible, of course, that I simply had an out-of-tolerance casting but be sure to check this before doing any priming. You should also open up the holes for the rear axle (I don't care what Jade says, the 246



Wayne's completed model depicts Gurney's 1959 Italian GP mount.

did not have a solid front axle) and the suspension arms at this point. I waited until after the body was finished and had to do a little touch-up.

The first coat of primer showed a couple of spots on the underside of the body that needed just a little putty, but the upper surfaces needed no filler of any kind. The body colour was no problem, of course, but I wasn't sure about the "leather" colour Jade recommended for the seat. A colour feature in the April 1980 "Road & Track" showed the seat, rear bulkhead, and cockpit sides all upholstered in the same dark blue as the sports cars, but that was a restored - or as it turned out, over-restored - car. I finally found a 1959 colour photo (The Complete Ferrari, Godfrey Eaton) that showed the seat and rear bulkhead to be dark brown while the cockpit sides were red. The decals were easy to work with and presented no problems. At first I was going to use number 6, Gurney's second-place car at Avus, but that car had "splash guards" behind the front wheels. Additional research showed that Dan also used number 28 at Monza, where he finished 4th.



Painted and decalced

The shocks and springs are cast with the body - I suppose that Ferrari didn't use Koni shocks, but they add a bit of colour so I painted the entire assembly orange and then dry-brushed the springs with "pol-



Shock absorber detail picked out

ished aluminium". The result is satisfactory under all but the closest inspection.

Jade's photo-etched suspension is simple, easy to use, and quite sturdy, but F1 cars of that era had fabricated steel-coloured tubular suspension arms, not wide flat polished ones. There wasn't anything I could do about the extra width, but I did apply some "Hot Stuff Super T" thick cyanacrylate glue to the arms to give them some thickness before I painted them steel.



Adding 'weight' to the suspension components

I know these photo-etched parts are easier to use and probably less expensive than white-metal castings, but I'd pay extra for more realistic suspension. I ignored the kit solid front axle and simply glued the front wheels to the uprights after everything was tweaked to get the car sitting level and "square".

My finished model compares well to photos though at least some suggest a bit more of a "beak" for the inlet opening. That's pretty subjective and could have varied from race to race. Jade has the much cleaner lines, all the small scoops and vents, and low-slung exhaust pipe of the 1959 246 correct, along with the clear Plexiglass scoop over the Weber carburettor intakes. Dimensions check out to 1/43 scale well, though the front track is just a bit too narrow. Putting some aftermarket brake disks between the wheels and front uprights would make it perfect. Jade's 1959 Ferrari 246 won't go into my World Championship case, but it will have a place of honour in the Dan Gurney case.



Jade kit [JAD4328](#) - 1959 Ferrari 246