



The 250 GTO was produced by Ferrari from 1962 to 1964 for entry into the FIA's Group 3 Grand Touring Car category. GTO stands for "Gran Turismo Omologato", Italian for "Grand Touring Homologated." The numerical part of its name denotes the displacement in cubic centimeters of each cylinder of the engine, Chief engineer Giotto Bizzarrini installed the 3.0 L V12 engine from the 250 Testa Rossa into the chassis from the 250 GT SWB and worked with designer Sergio Scaglietti to develop the body. After Bizzarrini and most other Ferrari engineers were fired in a dispute with Enzo Ferrari, development was given to new engineer Mauro Forghieri, who worked with Scaglietti to continue development of the body, including wind tunnel and track testing. Unlike most Ferraris, it was not designed by a specific individual or design house. 36 cars were made in 1962 and 1963. In 1964 a 'Series II' was introduced, which had a slightly different look. Three such cars were made, and four older 'Series I' were given a 'Series II' body. It brought the total of GTOs produced to 39. When new, the GTO cost \$18,000 in the United States, and buyers had to be personally approved by Enzo Ferrari and his dealer for North America, Luigi Chinetti. In 2004, Sports Car International placed the 250 GTO eighth on a list of Top Sports Cars of the 1960s, and nominated it the top sports car of all time. Similarly, Motor Trend Classic placed the 250 GTO first on a list of the "Greatest Ferraris of all time".

For the modeler: This review is based on the Revell of Germany version of the Ferrari 250 GTO in 1/24 scale. This is kit # 07077 and Revell rates this build as a Skill Level 5 for Very Challenging. The box is dated 2013 and I find no Copyrights on the parts themselves. Research does show at least one other box art for this kit from 2007 and the contents are the exact same with different decals so this is a Re-Release (REPOP) kit. The kit contains 202 parts molded in White, Black, Metal Gray, Chrome and Clear with Rubber tires and Metal springs. The instructions are very clear and well laid out, being a European model it is in multiple languages. The decals are crisp and high quality. You get 3 Race car versions or Stock decals. The parts are free of most flash but the injection mounts are overly thick on many of the parts and will require extra work to remove. The motor is a 12 cylinder well detailed part. Build up is straight forward and the finished look is nice. Being a race car the interior is sparse but so was the real car. Not much about

it, not even door panels. The body looks to be accurate and the lines are replicated nicely giving the correct look. Even though they're nice in their own right, the tires are very deeply molded and look out-of-place on this car. The rims are a multiple piece unit and are considered one of the highlights of the kit. A quick search online shows a few different upscale detail kits for this car. The kit itself is still available at online hobby stores. Contest builders can go nuts detailing this one for First Place! Overall size is roughly: Length: 7" Width: 2-3/4" Height: 2-1/2".

BUILDING CAVIATS: Having organization and a proper work area is important if you want to build a model properly. But even without dedicated space a place to leave your build while you work is necessary. Being able to lay out your parts organized helps the build as you are not digging for parts in the box possibly losing or damaging them. Also you really should have a place to let painted parts cure. One of the major benefits of using automotive paint is a very fast drying time. You can get just as good results using Spray can products but they require a longer drying time. Automotive paint is FULLY cured in less than an hour and clear about 6 hours. Use a good quality airbrush to paint automotive products because Lacquer Thinner will destroy the cheaper ones quickly.

Throughout the review you will find OPTIONAL IDEAS that I may suggest. These are completely your choice. Not doing these steps will in no way affect the build, they are just ways to offer some personal and custom touches to your builds. OPTIONS will be noted. One of the best parts of model building is using your imagination to create the car YOU want! Unless you are building a "Factory Stock" or a "Replica" car your choices of color and build options is completely up to you. The instruction give recommendations but you are free to substitute whatever options you want. There is no "Wrong way" to build your kit! Have fun and enjoy your hobby. Review the instruction sheet thoroughly to get familiar with the assembly sequence. Decide your color scheme in advance and your custom options so you can build accordingly. For ease of painting and assembly I will vary from the instructions on some parts and change assembly sequences to ease the chance of damage to the finish on the parts.

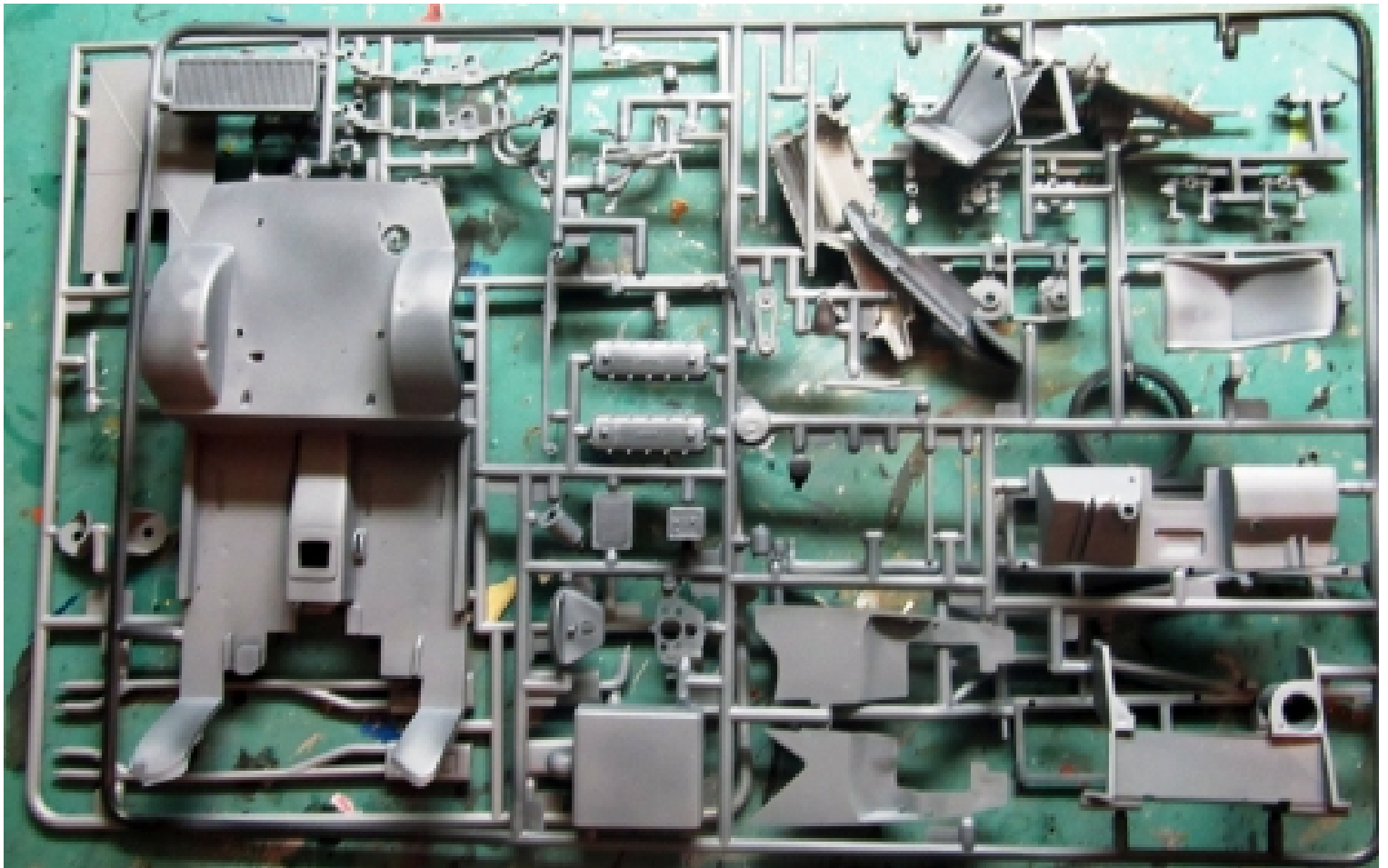


PIC 1 The pic shows the box art for this kit as released in the 2013 Revell Germany version. Unless otherwise stated I use Testors Tube Glue (Orange Tube) for assembly of the parts. Other adhesives used in the construction are Superglue and Elmer's White Glue. Paints consist of Testors Enamel bottle paints and "Rattle can" spray paints. The body is finished using 1:1 automotive use paint products shot with an airbrush. **Note: Assembly paint colors may vary from instructions as I use simplified colors that most model builders should have on hand. Before beginning your build soak and wash your parts with a mild detergent like DAWN to remove any mold release agents and help with paint adhesion.



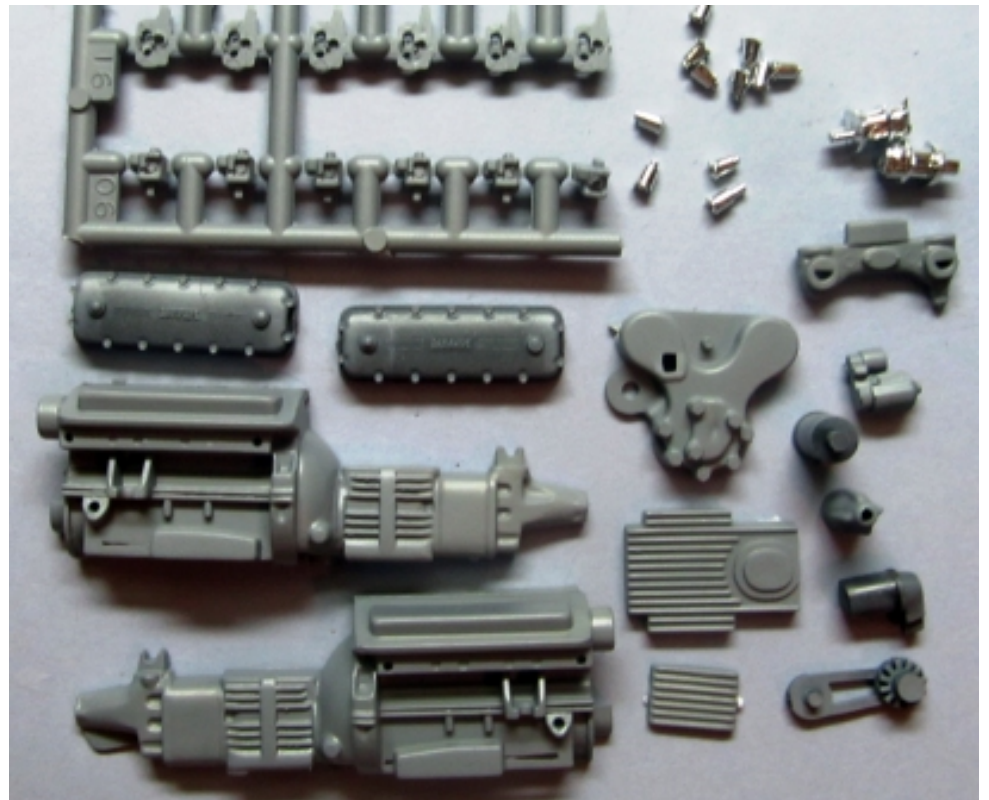
PIC 2 PIC 3 Here is a scan of the Factory decal sheet. It has all the major and badge decals with the specifics for the 3 race cars. Revell Decals float easily. BUT be super careful as these decals are thin and can break very easily! I do recommend the use of solvents to make them lay flat on to the surface, Micro Set works good.

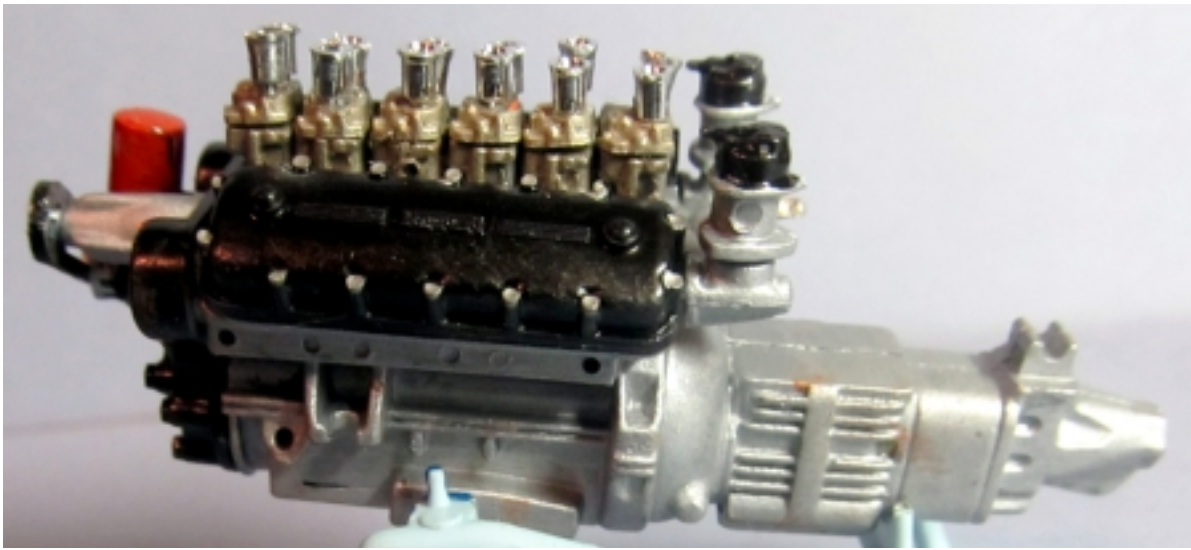




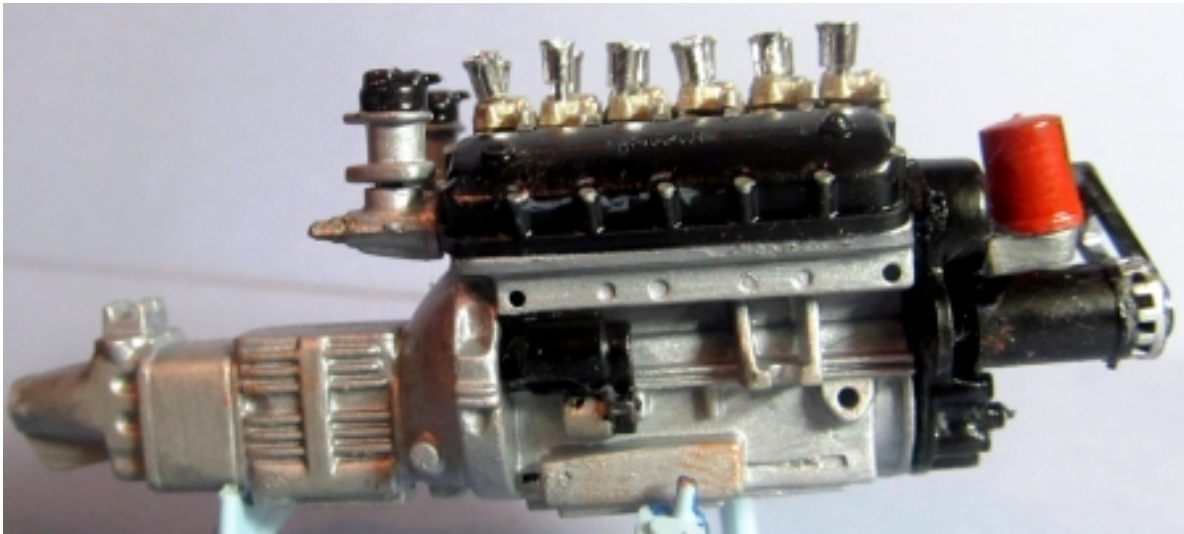
PIC 4 Prior to any assembly I want to use a good quality etching primer and coat all the parts to give a solid light color for later painting. Black does not cover as easily as Primer Gray. This step should be a standard practice on all builds not just colored styrene kits.

PIC 5 Here are the motor parts. This is 5 steps in the instructions as they do each minor assembly as a different step. I have condensed it down. Assemble the block halves with the oil pan and transmission pan and paint that assembly Aluminum. Paint the Starter Black with a mix of 50/50 Steel and Gold for the solenoid. Attach the distributors to the ignition bloc and paint that Aluminum with Black caps. Assemble the 6 carbs and paint them a 70/30 mix of Steel and Gold. Paint the motor front Black the oil filter is Orange with a Steel mount. The generator is Black the water pump is Aluminum. DECAL 23 goes on the oil filter DECAL 25 on the water pump. The belt is Flat Black with Silver pulleys. The valve covers are Black with Silver bolts.

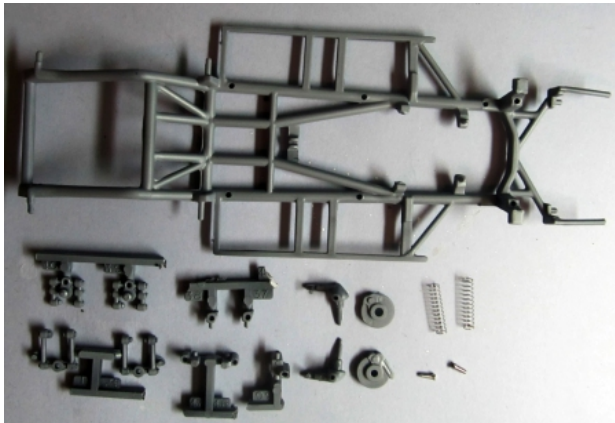




PIC 6 Attach the distributor unit to the motor. Attach the 6 carbs to the intake and add the 12 velocity stacks to the carbs.



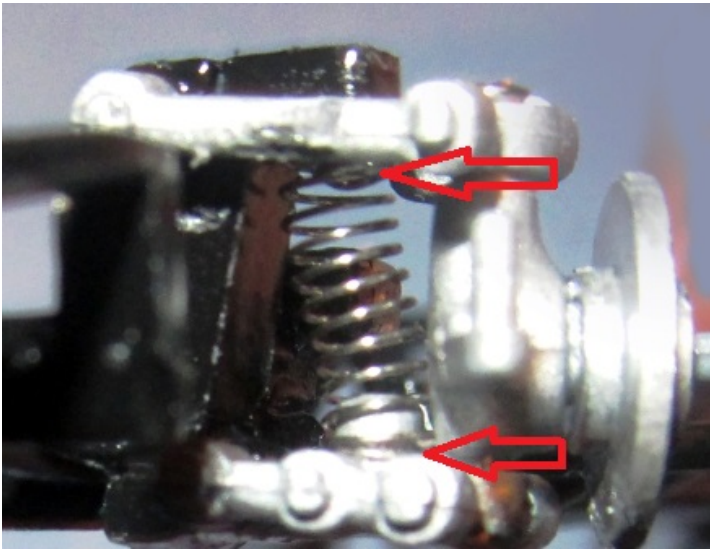
PIC 7 On the motor front add the oil filter, generator and water pump. Add the belt in place onto that. Install the finished front to the motor. Add the valve covers in place.



PIC 8 PIC 9 Start the front suspension now. Note in the close up photo the frame is mounted to the sprue quite heavy handedly and needs to be carefully cut away. To ease painting, assemble the steering box and the A-arm mounts on to the frame first as it all goes Black. The spindles are Aluminum. The brakes are Silver with Aluminum calipers. The A-arms are Aluminum.



PIC 10 Use the screws and attach an upper and lower A-arm to each spindle. There is a small tab on both the lower A-arm and the upper frame mount that the spring sits on to.

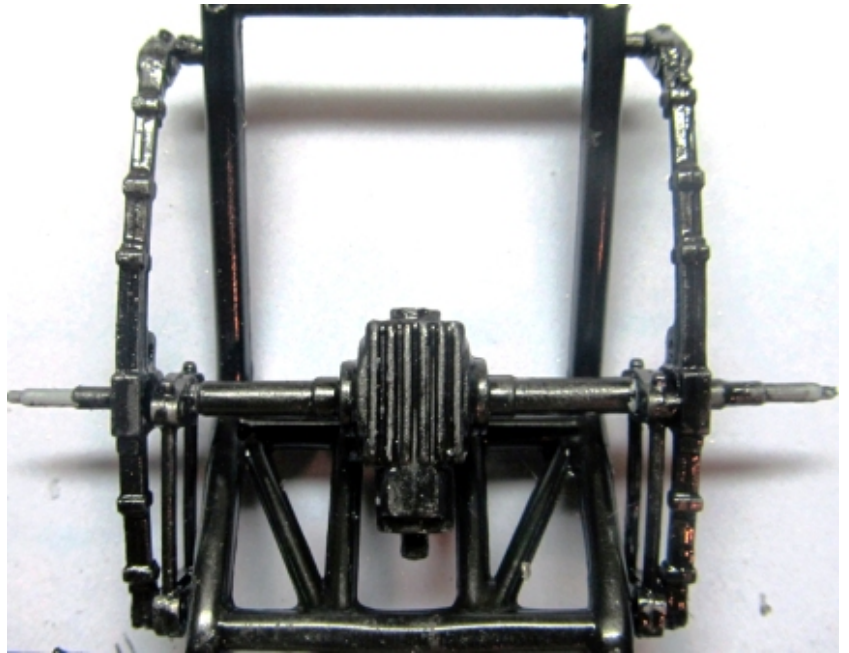
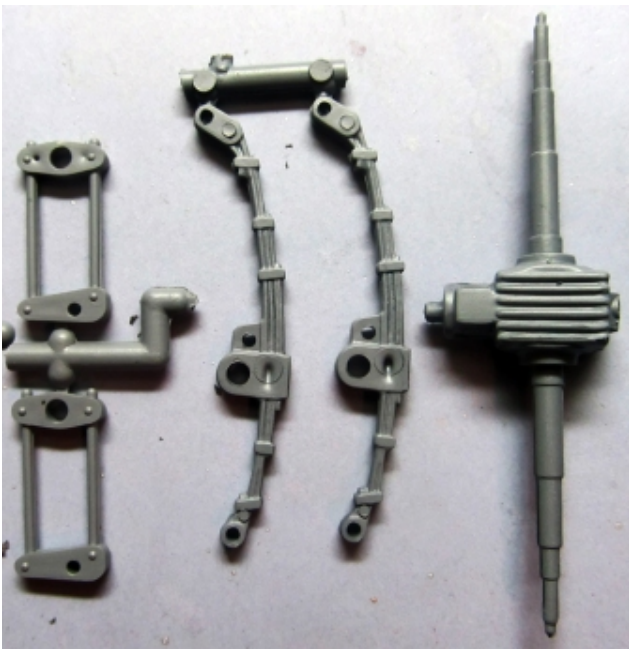


PIC 11 I used a dab of Superglue on the frame mount to hold the spring in place and attached the A-arm onto the mounts both top and bottom. The spring sits at an angle when installed properly.

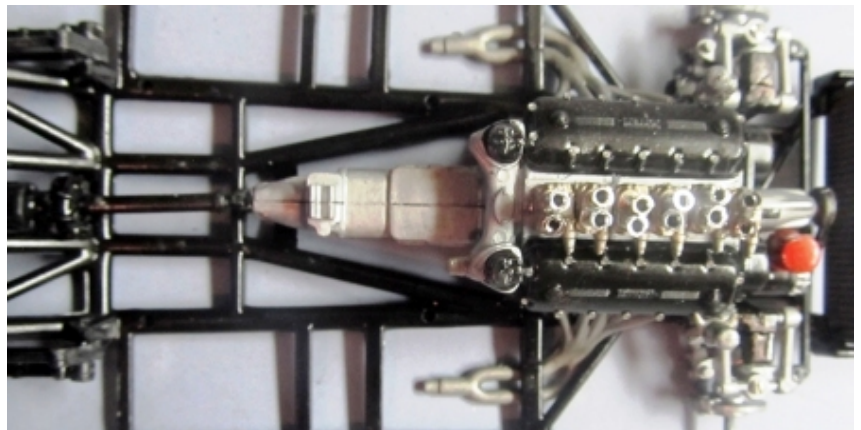
PIC 12 Paint the track bar Black and install it on the pins of the spindles. DO NOT GLUE IT.



PIC 13 Use a heated blade or small screwdriver and lightly melt the top of the pin to hold the rod in place. Paint the radiator Gray with a Black top and a Gold cap. Install the radiator on to the pins on the frame.



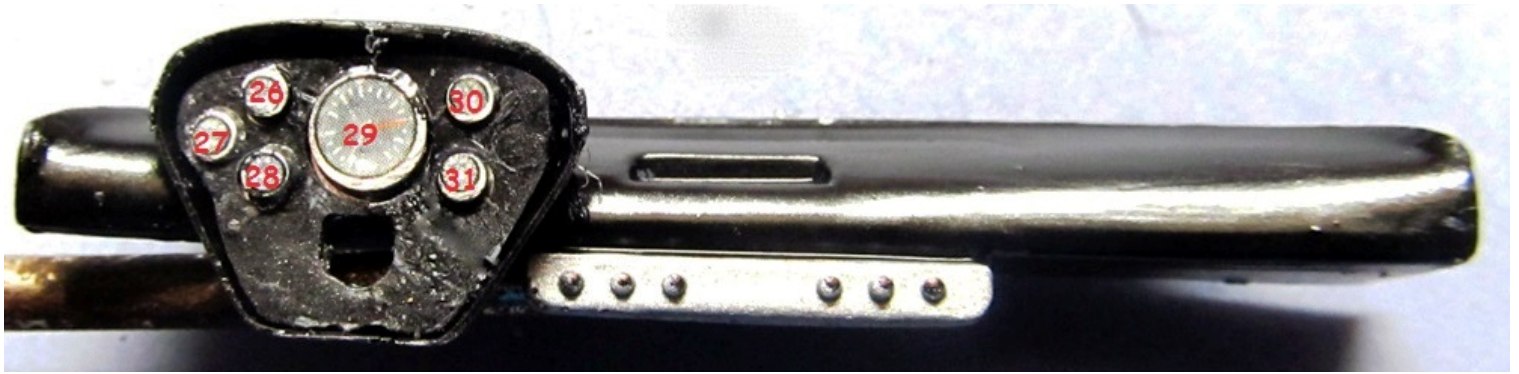
PIC 14 PIC 15 The rear suspension is installed next. Paint all the parts Black. Insert the axle into one side of the brace and a leaf spring. Attach that to the frame. Install the other side in place on the frame and axle.



PIC 16 PIC 17 Install the motor and finish that assembly now. Paint the driveshaft and balancer Black. The oil tubes are Steel with Silver caps and a 50/50 Gold and Steel mix on the clamps. Slide the balancer over the driveshaft and attach the small end to the transmission, the balancer goes to the differential. Install the motor to the frame. Run the exhaust through the frame and attach it to the motor. Attach the oil tubes in place on the motor. Set this aside for the moment.



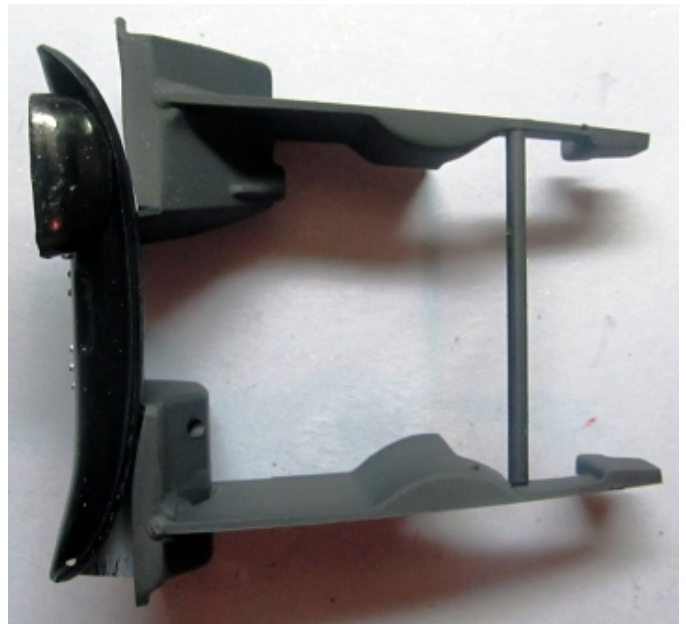
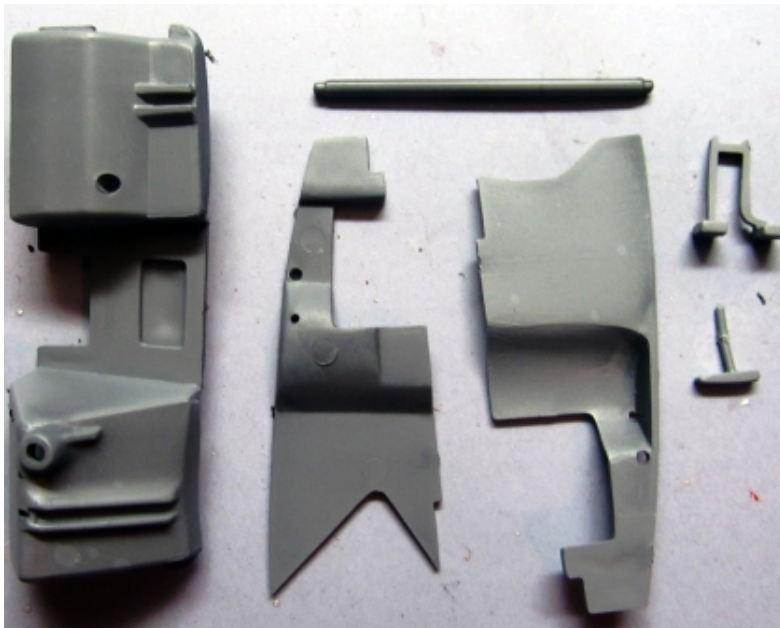
PIC 18 Start the dash. Paint the dash, pod and face Black.



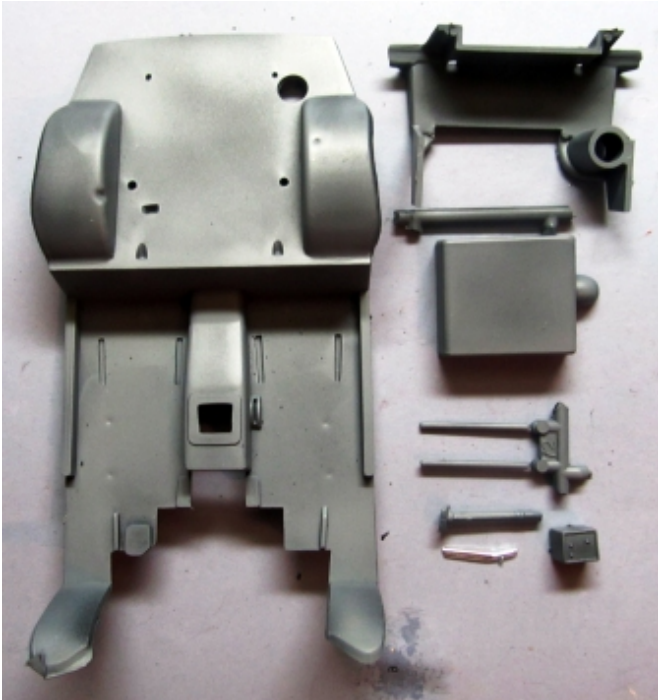
PIC 19 The panel on the dash is Aluminum with Black knobs. DECALS 26, 27, 28, 29, 30 and 31 are the instruments. Attach the instrument panel to the pod. The face goes on the panel. The decals are installed. Attach that finished unit to the dash.



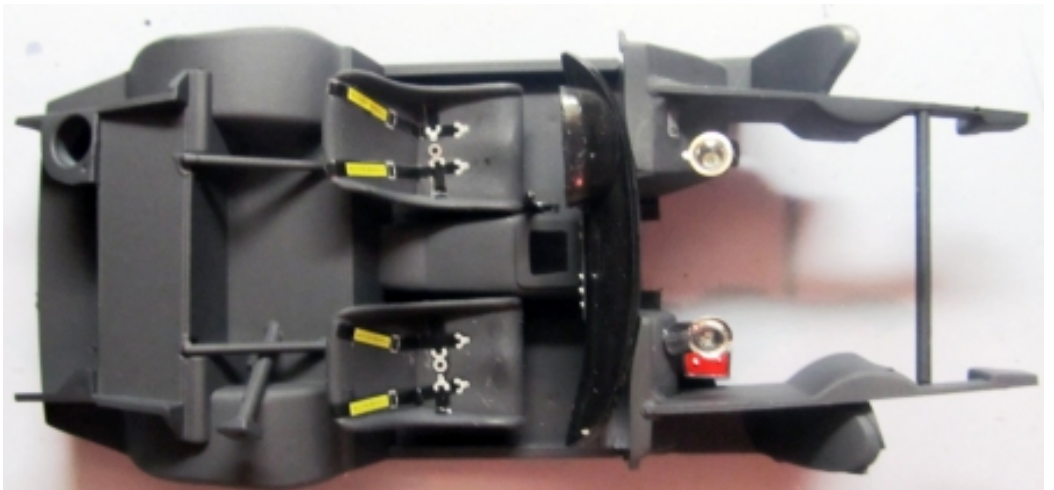
PIC 20 PIC 21 The seats are next. In the instructions the color callout is Gray for Stock and Blue for Racing. My reference photos show Black seats so I did mine Black for the seat and frame. DECALS 37, 38 and 39 are installed on the seat for the belts. I tried to leave the belts loose to look like belts not decals.



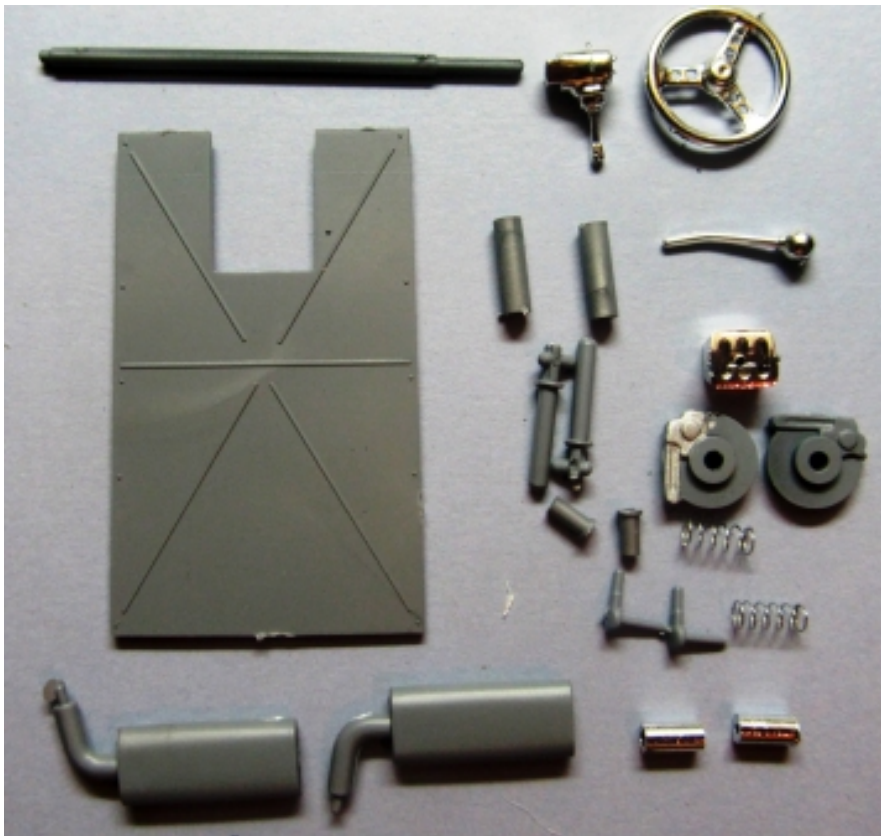
PIC 22 PIC 23 Start the fender wells and firewall next. Assemble the fender wells to the firewall and add the support bar. In the directions the wells are Aluminum but in my research they are Black. Paint the unit Flat Black. The pedals are Black with Steel shafts. Install those in place. Add the dash to the firewall.



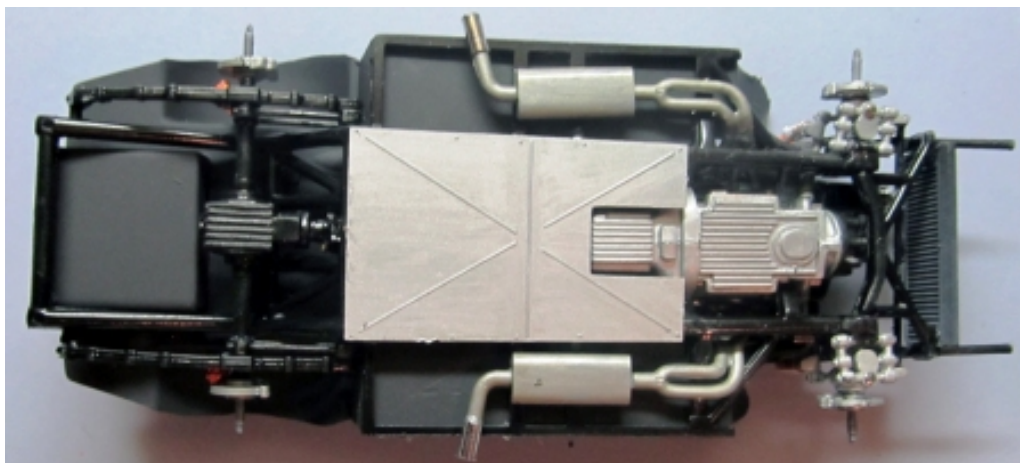
PIC 24 PIC 25 The interior shell is next. Again the directions have the interior pan Aluminum with Gray carpets. My research shows the average race cars had everything Black inside to stop glare. Even the undersides of some of the researched cars were all blacked out. I assembled the trunk wall, support braces, vent tube, gas tank and electric box. All will be painted Flat Black. On the electric box the top will be Red with silver buttons. The brake handle is Black. Add the brake handle in place and add the seats in place.



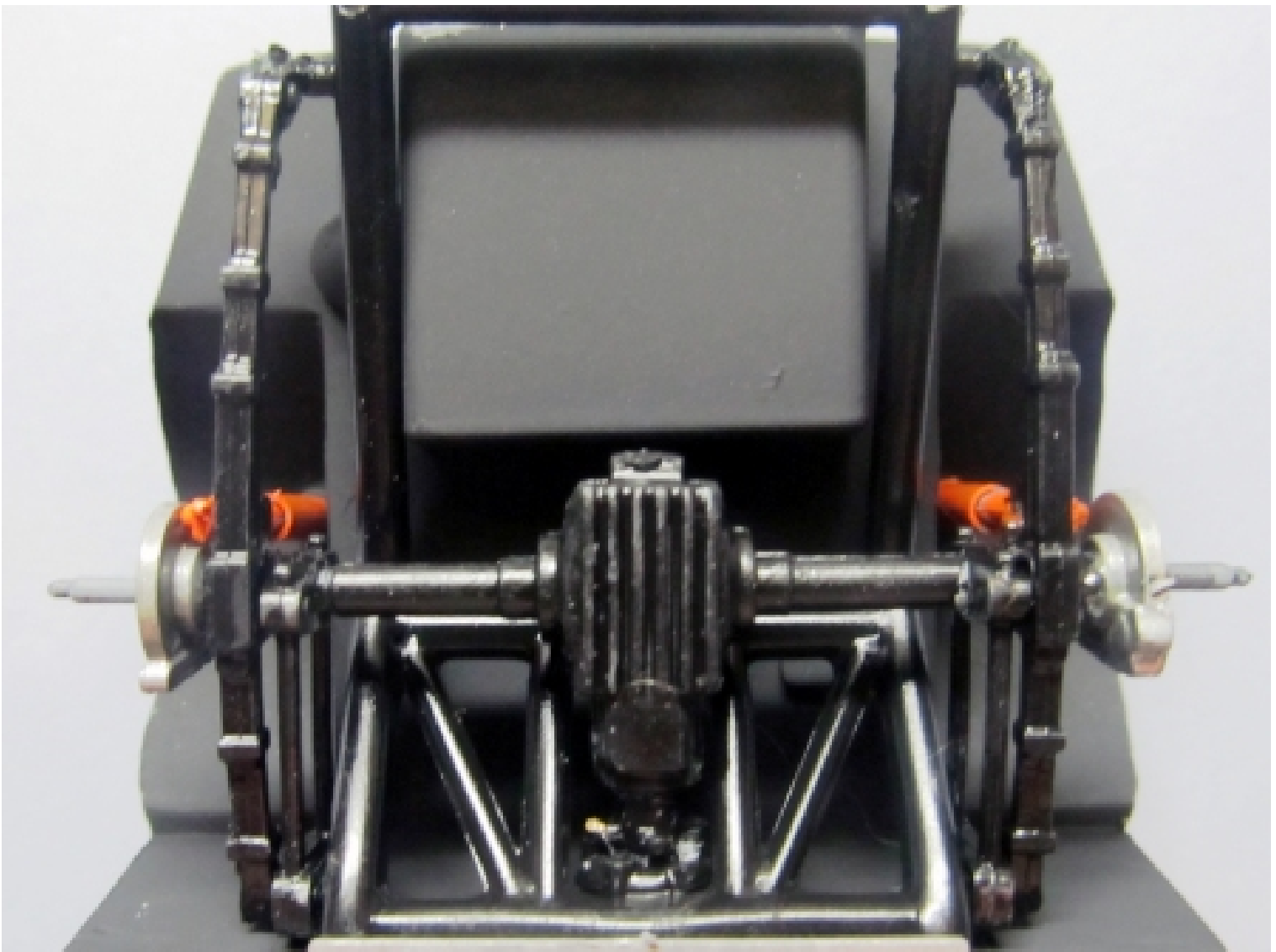
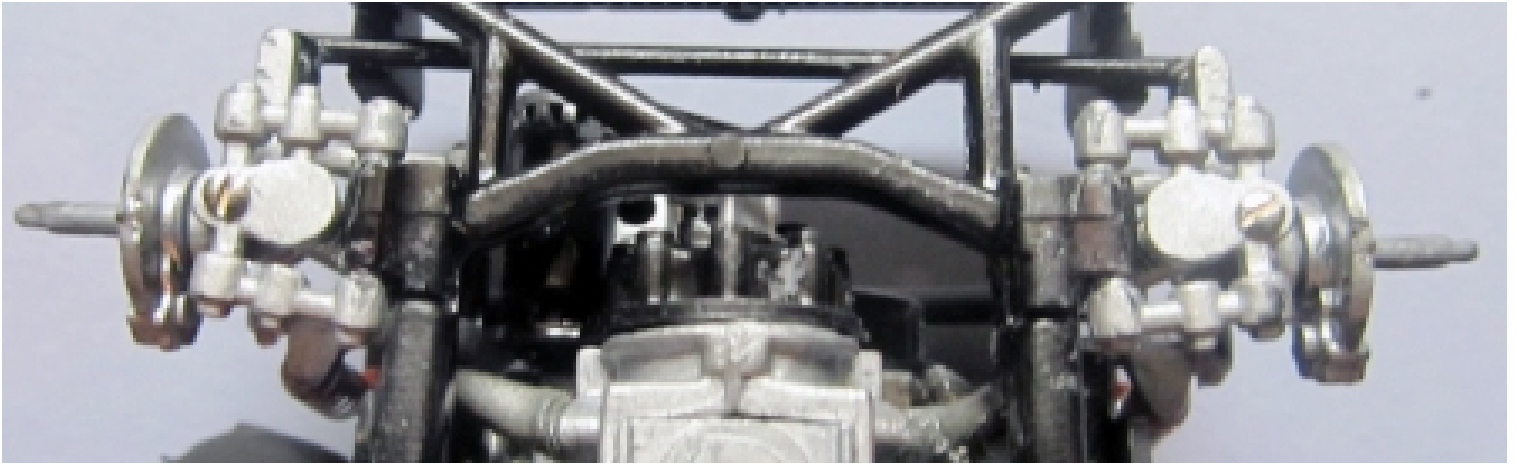
PIC 26 PIC 27 Attach the engine bay to the interior tub now. Assemble and add the vent tubes to the firewall and DECAL 24 goes on the Left side of the firewall. Note: The instructions have you assemble the steering wheel and then jump to the tires and back to the chassis. This is confusing and of no purpose. I will assemble the chassis to the final point and then go to the tires. It is easier to complete a sub-assembly before moving to the next part.



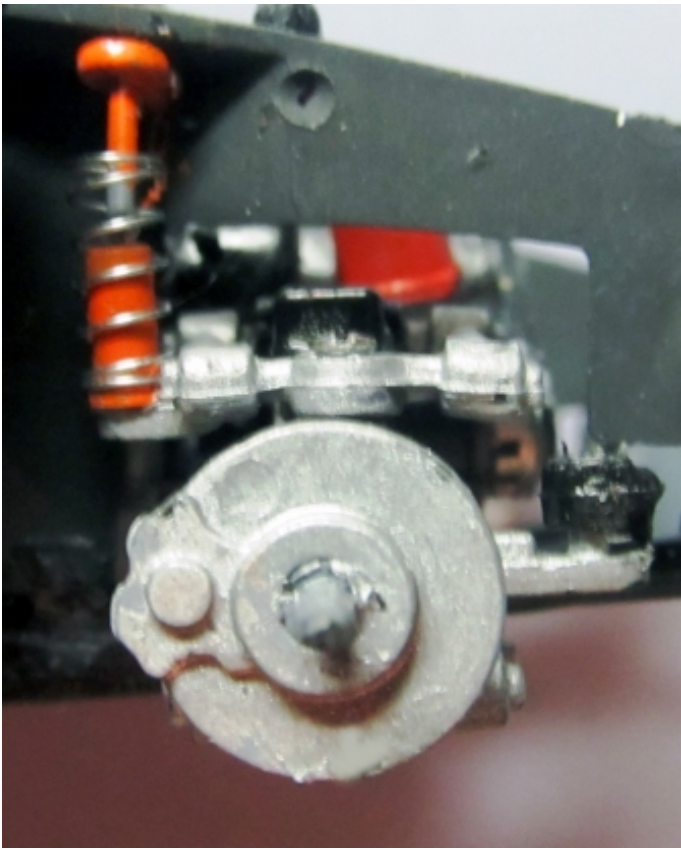
PIC 28 Finish the chassis assembly now. The steering column and shifter are Black. The steering wheel is Wood tone, DECAL 22 goes on the horn. The rear shock parts are Orange. Mount the outer part to the wheel well on the tub and the inner part on the suspension. Paint the brake discs Steel with Aluminum calipers. The front shock parts are Orange. Install the bottom to the A-Arm and the top to the wheel well. Install the spring in place on the bottom. Install the tub in place on the frame. Assemble the steering wheel, column and shifter and install that in place. Add the rear brakes to the suspension. Paint the shifter knob Black and the shift pattern on the shift block Flat Black. Install that unit to the interior. Paint the exhaust Steel. Add the tip and install in place. Paint the skid plate Aluminum and install.



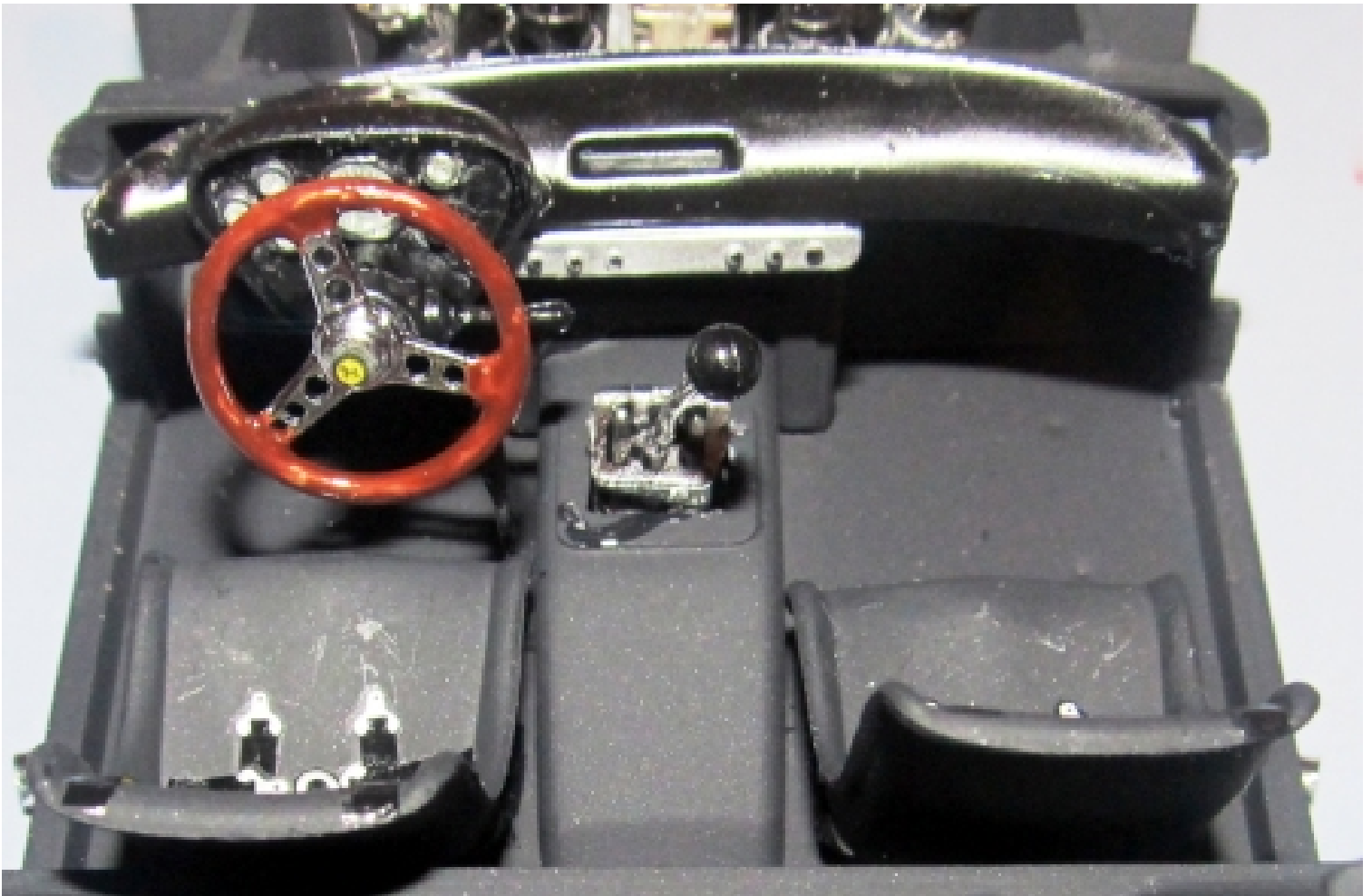
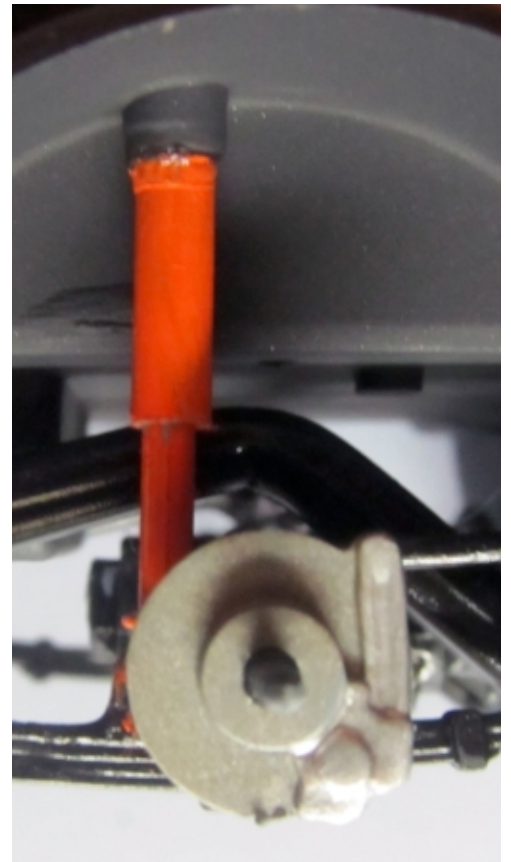
PIC 29 PIC 30 Here are shots of the completed chassis from the top side (upper photo) and bottom side (lower photo). All that remains to assemble for the chassis are the tires.



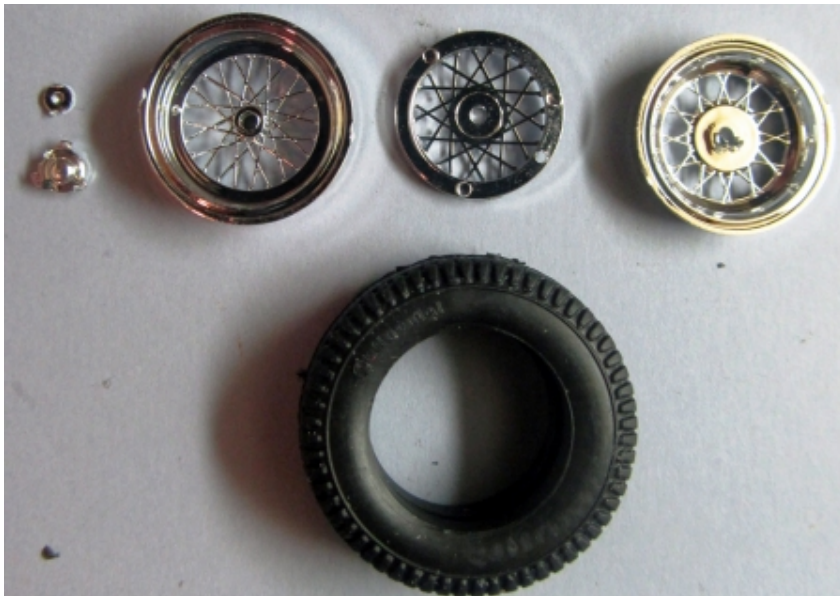
PIC 31 PIC 32 A close up of the completed front (upper photo) and rear suspensions (lower) installed.



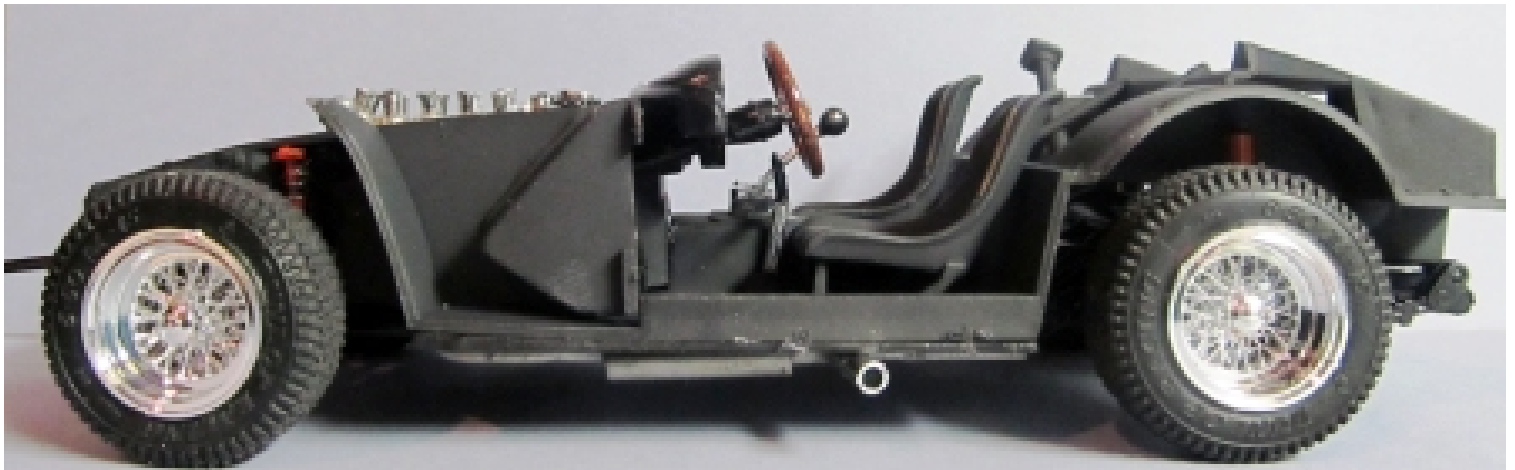
PIC 33 PIC 34
The shocks and brakes are installed in place on the front and rear suspensions. Note the calipers on the front face the back of the car and the rear face the front of the car.



PIC 35 The interior is now completed. As a race car it is a very sparse interior.



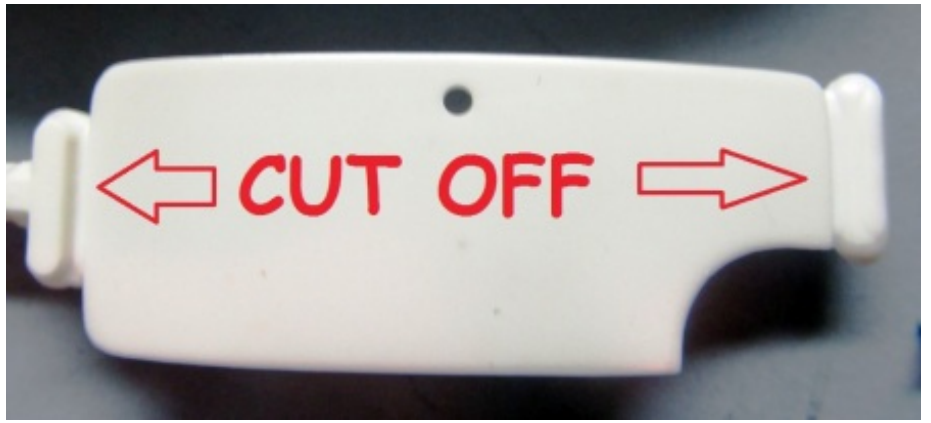
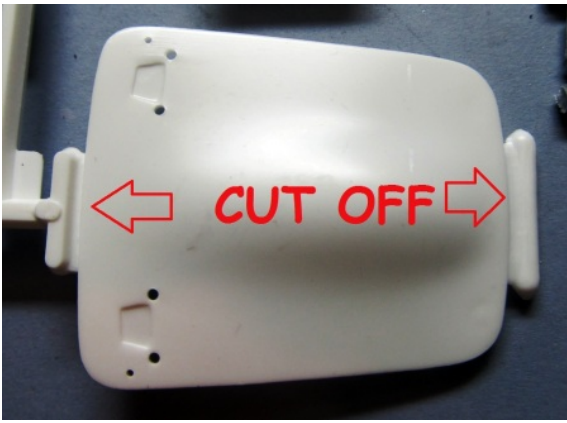
PIC 36 PIC 37 Assemble the tires now. To give the tread a worn used look press the tire on a sheet of 220 grit sandpaper while rolling it on the tread. The rims are three parts. Assemble the front and rear with the mid spokes sandwiched inside. Insert the completed rims into the tires. The tires are not directional but do have scripts only on one side. The front tires are thinner than the rear tires also. The rims will fit only the back or fronts.



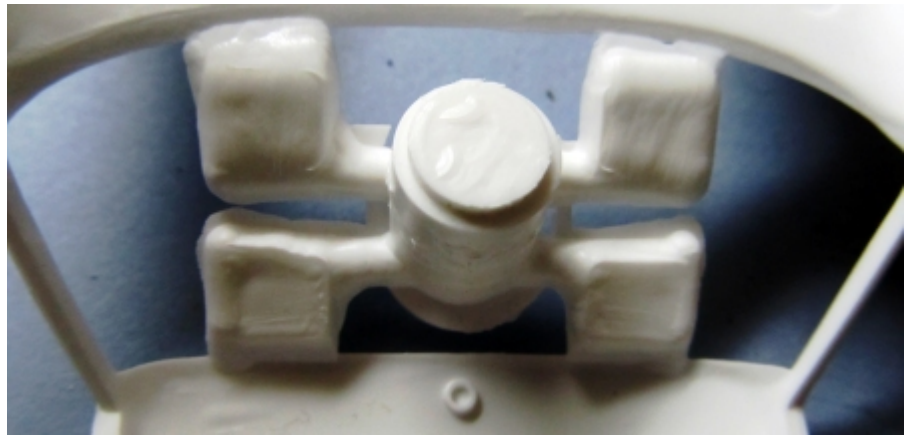
PIC 38 Attach the tires on to the axles. Add the lock ring and spinner cap to each axle. Here is a finished shot of the rolling chassis. This can now be set aside while you work on the body.



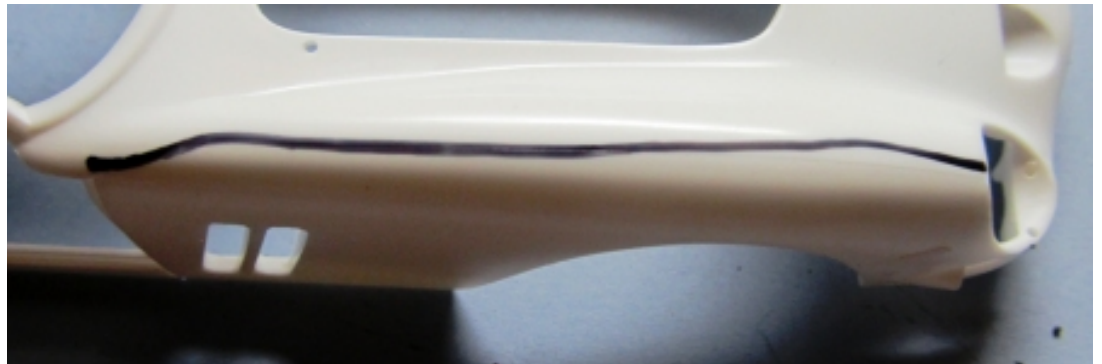
PIC 39 The body is next. The whole kit has mold lines and some excess flash that needs to be cleaned up on the parts as you build. But the body is one area extra care needs to be taken, especially for Contest Quality builds. The following photos are spots that need attention. The mold lines are on BOTH SIDES of the car in most cases. A good wet sanding with 600 grit paper will remove most of the blemishes. Then wet sand with 800 grit overall.



PIC 40 PIC 41 Carefully cut the hood and trunk free from the sprue and remove the excess injection scrap.



PIC 42 PIC 43 The rear roof area has strong mold lines. Remove the injection sprue from the window very carefully. Clean up the window area.

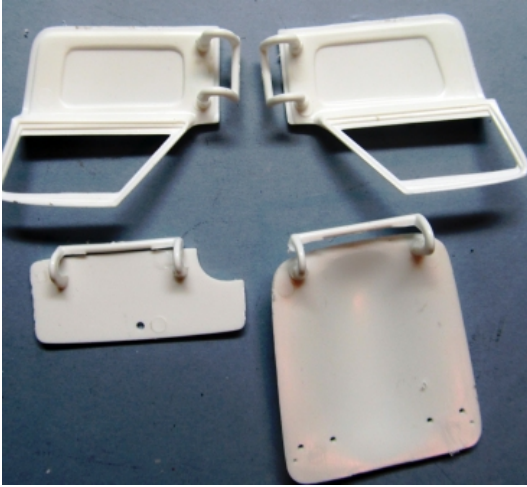


PIC 44 PIC 45 The front fenders have a mold line that runs under the lights across the top of the fender.

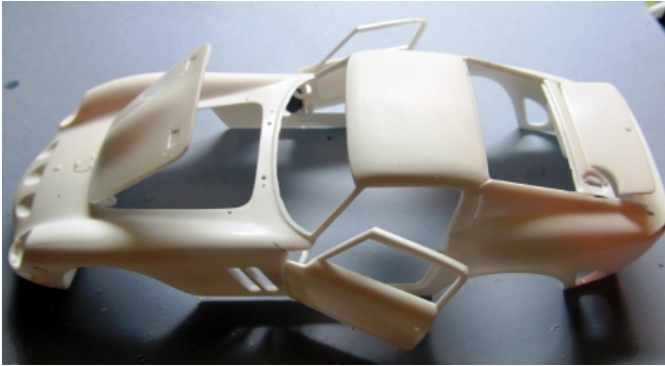


PIC 46 PIC 47 Along the rear corners and across the rear deck there is another mold line.





PIC 48 PIC 49 Install all the hinges on the doors, trunk and hood. Install the front pan on the body now.



PIC 50 PIC 51 Sand and clean up the lines and prepare the car for Primer. Prior to paint work I went ahead and installed all the panels. I will paint the car as a whole so all the panels will match.



PIC 52 With the car in Primer any further blemishes will show up and can be repaired before you do a final color coat. Check the body over closely, fix any issues and re-prime if necessary. Once the body is correct wet sand the whole thing with 800 grit paper and paint the color coat.



PIC 53 PIC 54 The main color is Ferrari Red, I did not have that so I used a Ford color, Vermillion Red, instead. The interiors were Flat Black in the reference photos I used for the race car. I used an airbrush for the main color and hand painted the interior. It is now ready for decals.

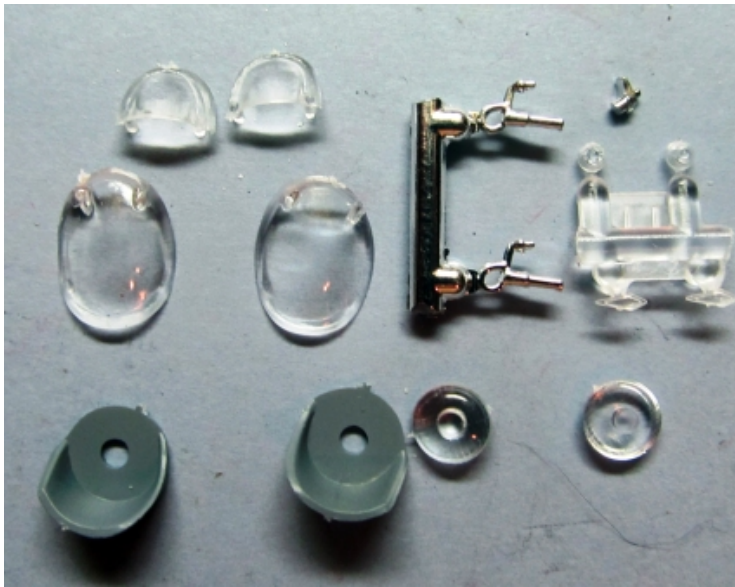
PIC 55 Body Decaling and Finishing: After you have your base coat on the car you are ready to decal it. Remember decals lay better on a GLOSS surface and will not adhere properly on a FLAT surface. If you decal a flat surface you get what is called SILVERING of the decals, or the look that they are not adhered, as air is trapped under the decal. Clean your work area good so no dust or grunge from building and sanding gets under your decals. Pick the decals you want to work with and plan out how the best way to lay them out without handling previously laid decals will be. I try either a Front to Back or Top to



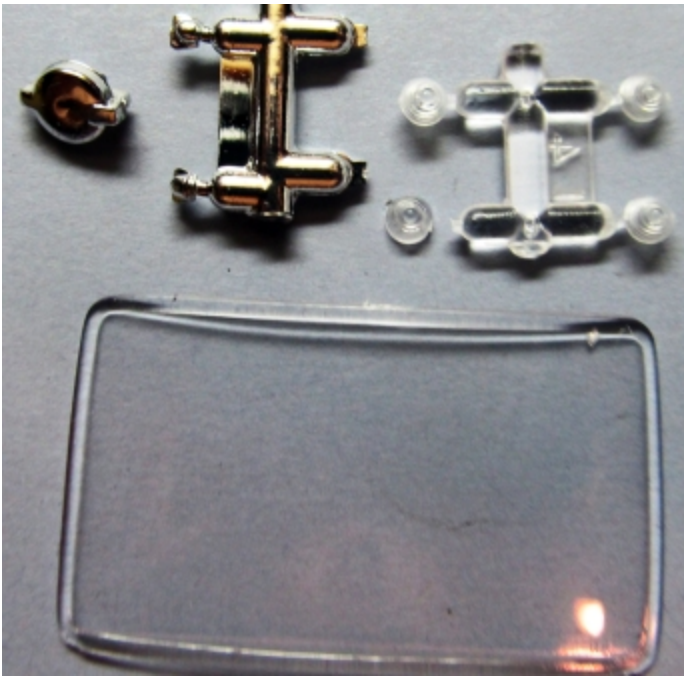
Bottom approach doing one side at a time then the front and rear of the car in steps giving the decals time to set and dry in place before handling it again. Once you have a plan of action cut your first decal as close to the edge of the outermost color as possible. Once trimmed place the decal into warm water and let it get soft until it "Floats" loosely on the carrier paper. Put a little water on the spot of the car you want to transfer the decal on to and carefully float the decal off the carrier paper onto the car. Using tweezers and a Q-tip position the decal in to place where it will be located when finished. Now with a small part of paper towel carefully extract the water from the area by lightly dabbing around the decal and then on top of the decal. Using a moist paper towel and or moist Q-tip you can smooth out and air bubbles and wrinkles from the center of the decal out to the edges. Now continue this process until all the decals for that area are done, wait for them to set and continue the rest of the car.



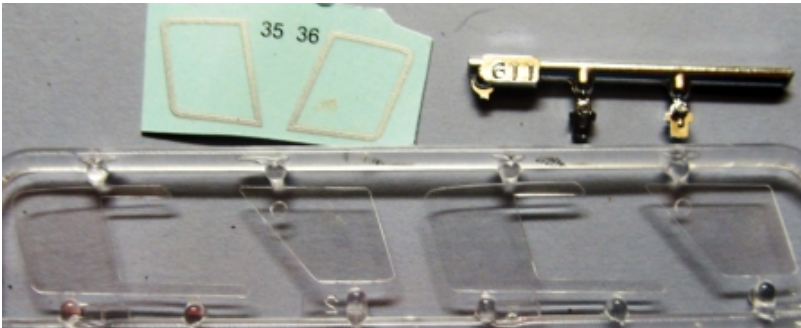
PIC 56 PIC 57 *** Bare Metal Foil Application is a little on the tricky side if not done slowly. Here is a method I use: It is VERY IMPORTANT that you use a BRAND NEW #11 blade in your hobby knife, and keep a few extras handy as all you are using is the very end of the tip point. From the foil sheet cut a strip twice the width and about $\frac{1}{4}$ inch longer than the detail you intend to cover using a sharp set of regular scissors. I then peel the foil off of the backer sheet and lightly lay it on the detail area. Using my finger I will slowly slide along the detail area smoothing the foil lightly, then a second time more firmly to press it into place. Using a Q-Tip I burnish the foil onto the detail area only. I then use a toothpick that has been tapped on the table to dull the tip and run that along the outside edge of the details I intend to cut the foil around. After the detail area is defined and the foil is smooth and burnished on I slowly cut around the edge with the hobby knife. If you feel the knife snag or grab the foil CHANGE THE BLADE, it will rip your foil very easily. Now you can strip all excess foil away. You can peel the excess loose leaving just your detailed part covered. I then burnish it again with a Q-Tip. You can do foil work in sections as it is thin enough that when burnished it will mold itself into looking like one piece. Most people Bare Metal Foil AFTER clear coating the car, I prefer to clear coat over the foil so it will never move as my cars tend to get handled.



PIC 58 PIC 59 The front parts are installed now. Paint the light housing back Silver with a Black bottom. Insert the lenses into the housings and install from the inside. Add the light covers to the body with DECALS 33 and 34 on the covers. Paint the side marker lights Turn Signal Yellow and install and the front marker lights Silver on the back and install. Insert the hood locks in place. Leave the locks loose so you can rotate them to unlock or lock the hood. Elmer's Glue is used on all clear parts.



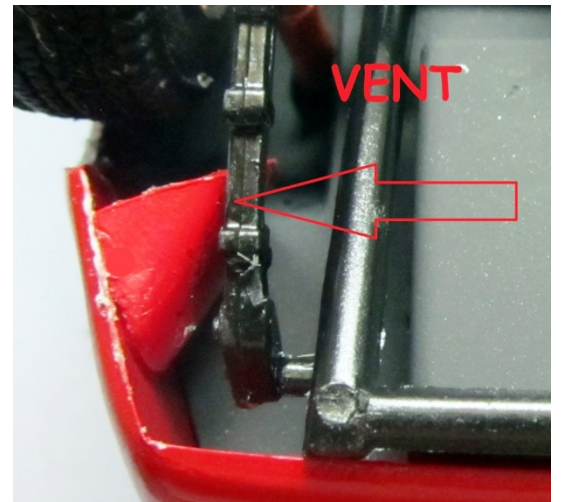
PIC 60 PIC 61 The back is finished now. Install the trunk latch. Install the gas cap. Install the tag lights. Paint the tail lights Stop Light Red and install. The backup lights are Silver on the back. I used a Silver Sharpie for the window surround and installed it in place. Elmer's Glue is used on all clear parts.



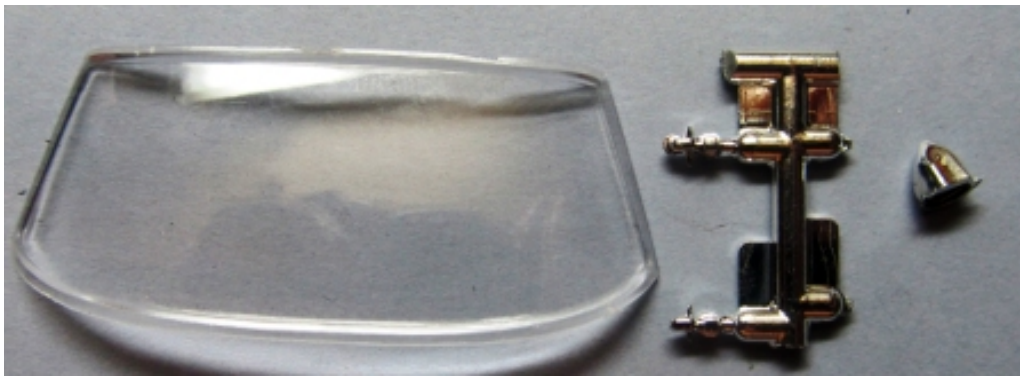
PIC 62 PIC 63 Door glass is next. Use DECALS 36 and 36 on the glass. Insert the small window first on to the track without glue. Glue the larger window in place on the track holding the small window in. Add the slide latch to the small window. I used Elmer's Glue so it dries clear.



PIC 64
PIC 65
Assembly of the chassis to the body is finally here! Use a Ferrari Stallion and install it in the grille. Attach



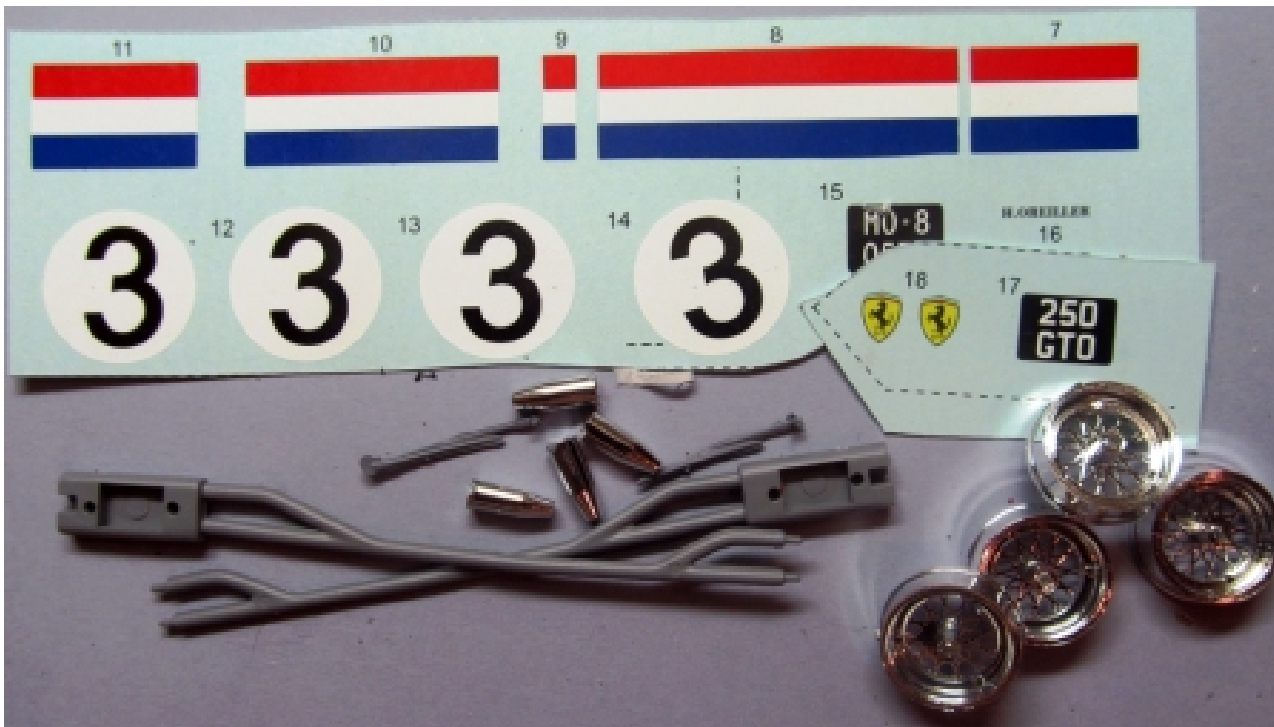
the grille to the car from the inside. Add the rear view mirror in place. The body then can be slid down over the chassis and carefully adjusted in place. Note the rear vent placement inside the fender and the chassis is on top of the vent.



PIC 66 PIC 67 Final touches. Use a Silver Sharpie around the edge of the windshield and install it with Elmer's Glue. Add the door handles. Paint the mirror Red and install it on the driver door. Pick either race or stock wipers and paint the Black and install.



PIC 68 PIC 69 A final shot of the front and rear ends completed. The build is now finished and ready to show off!



PIC 70 As with all builds you tend to have some unused parts, I had a set of Stock exhaust and second set of racer Decals. The instructions show a set of wheel fronts that are not used in the build, so those also are here.



999 OIVERALL IMPRESSIONS: This kit has been around for a while. The mold lines can get strong so contest builders need to go the extra step in prep work. Overall assembly is not too difficult but the very small parts can get stressful so I agree with a higher Skill Level. I would not recommend this as a weekend project or for the beginner. This one takes some extra effort to make it look great. The motor is well detailed and builds up nicely but the body and lack of a widely opening hood hide it. The interior is blank, as a race car should be. The chassis is tubular and builds up into a nice looking chassis. The suspension ended up to be a stronger assembly than I would have guessed. The body has some issues with door and panel fit, over the years the molds have become worn and fit and finish on these parts is not the best. The fact you get a choice of 3 cars to build is nice but one of them is a Silver design... Ferraris are RED! I considered doing the Silver one to be honest but tradition overwhelmed me. One bad point is the tires, although they are a great soft rubber realistic looking tire with great markings the tread is way too deep and too far and deep onto the sidewalls. Would I build this one again, probably! On a scale of 1 to 10 I rate this as an 8. It is a challenge for the average builder but with time and attention you'll get a nice build of a limited subject.

PREMIUM MODEL REVIEWS

