

- True to the original. The authentic dashboard, complete with all instruments and control elements
- Adjustable exterior mirrors



Comfortable driver cabin. The front and the back seats are covered in real leather.



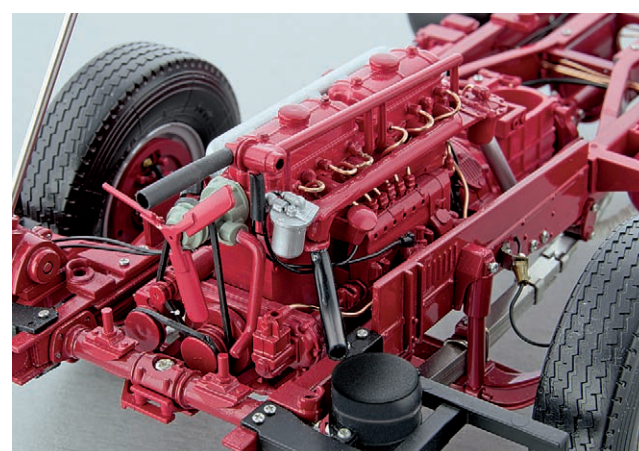
Behind the removable cover is a flanged towing hitch.



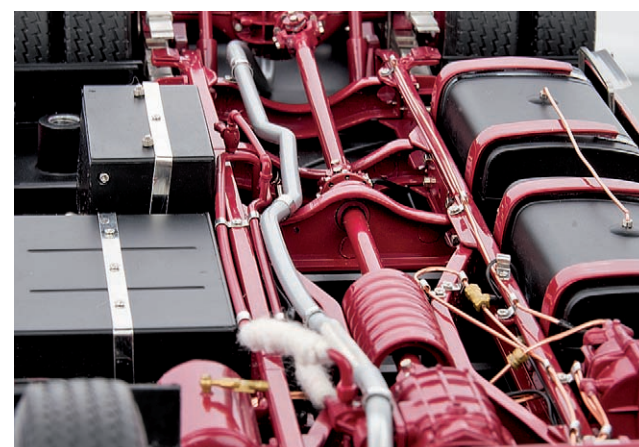
Functional storage drawer. It is designed to stow away the six stop-blocks for holding race cars in place.



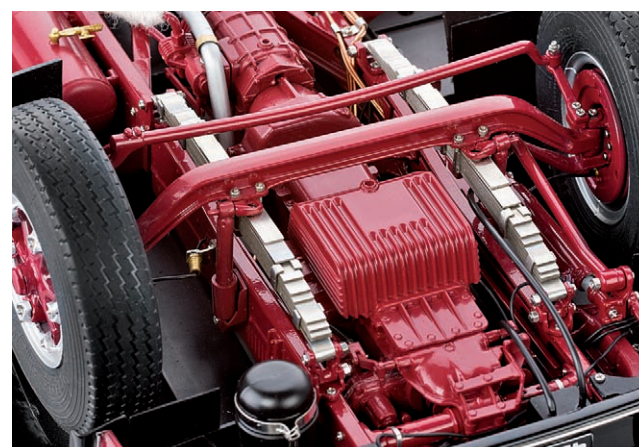
Highly-detailed 6-cylinder diesel in-line-engine, complete with all aggregates and a hinged engine cover.



Front axle with metal compound leaf-springs.



Perfectly-replicated drive chain, which is embedded in a ladder frame of metal.



- 6-cylinder diesel in-line-engine type 364A
- Auto body work and vehicle hoist made by Bartoletti at Forlì, Italy
- Fiat-bus chassis with a ladder frame
- Maximum output: Approx. 92 hp
- Displacement: 6,650 ccm
- Top speed: 85 km/h
- Total length: 9,085 mm
- Total breadth: 2,492 mm
- Total height: 2,924 mm

The manufactured product might look slightly different.

Technical Data of the Original Vehicle

CMC plans to offer a high-end showcase for this special model

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The Courier of Enzo Ferrari Ferrari Race Car Transporter Type Fiat 642 RN 2 Bartoletti, 1957

Extraordinary in a Class of the Exquisite

Scale
1:18



Inspection bay with built-in racks for spare parts



- Distinctive radiator grille made with individually-mounted bars of polished metal
- Hinged front panel with the Fiat logo, which enables access to the cooler inlet filler neck with a cap that can be opened.



Pivoting sun visors made of coloured plastic.



Finely-hinged flaps that enable access to the storage space and battery.



Covers of the fuel filler neck and step can open and close.

A Beauty That Made Automobile History



It started as an enormous challenge and task. This Ferrari race car transporter replica is assembled from 3,115 single parts and measures approximately 50 cm long. It is a true piece of art in model building, which testifies to the extraordinary abilities of CMC. A dream model like this is going to provide a new benchmark! Item number M-084

The 1950s and 1960s are known as an era that witnessed a boom of race car transporters, which are being re-discovered today and held in a high regard.

The two similar-looking transporters of the Scuderia Ferrari and Maserati might well be the most famous and technically most mature transporters of those days.

They were mounted on Fiat-bus chassis of the type 642 RN2. With an open body work designed by Bartoletti, the resultant transporter was good for hauling three race cars.

At first sight, those two transporters, equipped with a 92 hp diesel in-line-engine, look alike except for paintwork and decals. But upon a closer look, they differ in a considerable number of details.

Back in those days, it took a transporter to haul race cars to the race track from time to time.

But transporters were not limited to hauling a precious freight only.

They had quite a few other functions, too. In each of the

transporters, a small but complete inspection bay was set up. It was also used as the crew quarters.

This was where the headquarters were located, in addition to providing a crew space and a sleeping berth during the hectic race weekends.

Many crew members spent the majority of their time working in and around those race car transporters. It virtually became a second home for them.



The replica of the 1957 Ferrari race car transporter is a true spectacle to see, especially when it is loaded with three CMC Ferrari models.

It incorporates an unbelievable number of details, including a mirror-like finish of the original two-tone red paintwork from the 1950s and the original decals.



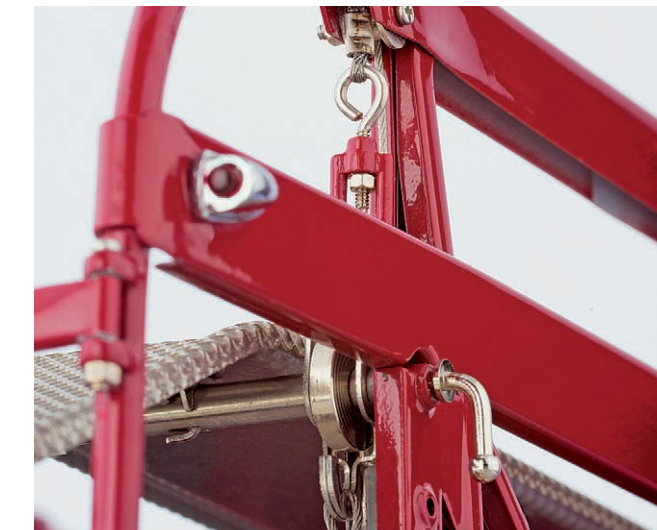
The highly-detailed and functional auto hoist can be moved up and down manually. The rails are made of authentic checker-pattern metal plate.



The tailgate is equipped with a functional bar-slide locking mechanism



Perfectly-designed rope mechanics with wheels and pulleys



The ramps can be shelved sidewise and held in place with toggle screws.



• Removable spare wheel and spare-wheel bracket with a functional spring clip-lock
• Authentic replication of the Trilux wheel system. Rear wheels are twin-tires.