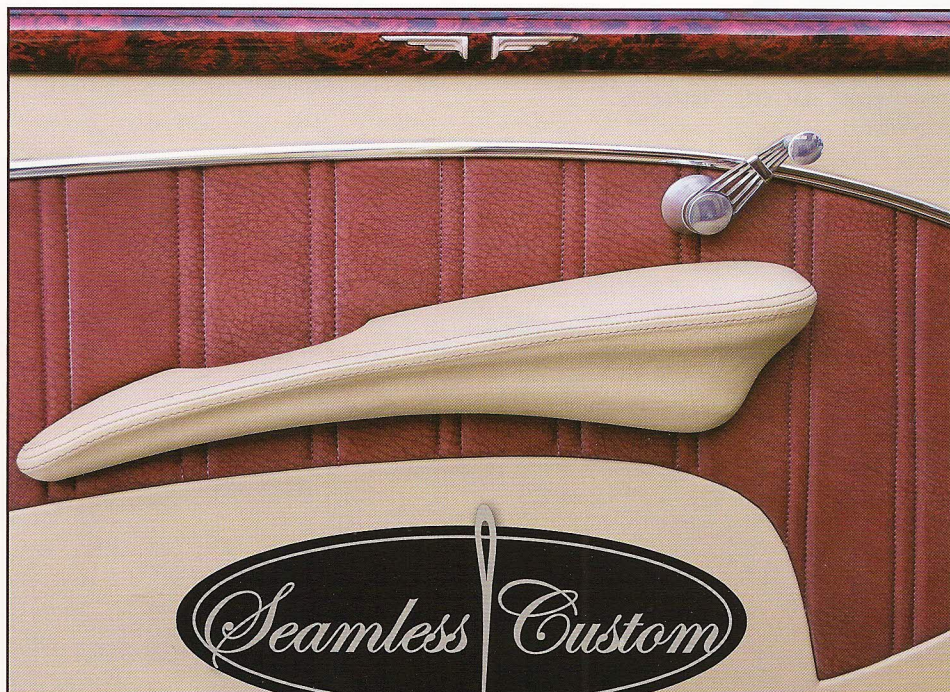


be painted but are not; get past that and you're treated to beautiful finned brake drums. The rear wheels also feature the spoking pattern of the original 3056, but not what it is seen with today. Up top again, the doors pivot smoothly on U-shaped hinges and are held closed by little button latches that gently click. The interior is a joy to behold, with a detailed dash and those well-known blue face gauges. The mirror and multi-piece bracket atop the dash will tempt you to touch and try to adjust it, but don't; this is a static part. Most finishes have been well replicated, except for the bare metal floors that show off a highly reflective mirror-like finish ... hmm.

The removable front and rear deck lids are held in place via leather straps and buckles along with delicate functional latches that pivot with working springs. It may take a while to get up the nerve to undo them, but if you do ... Wow. Overall an exciting engine bay is unveiled, just terrific, though I do have a couple of quibbles. The gorgeous triple carbs are incorrectly



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angled, and there is some colorful wiring that I can't quite place or recall ever seeing on any 300S, including 3056. However, the perfect valve covers with 16 separate bolts each and the 12 spark plugs with boots and wires make up for those missteps. Strapped in place behind the cockpit, above the rear framework, transaxle, and central leaf spring, is the spare tire. Just aft of that is a beautiful fuel tank with opening cap and to its left is the oil tank, also with an opening cap. Truly a wonderful and most impressive model. Reasonably priced at \$449. www.cmcmodelcarsusa.com

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