

## 1957 Ferrari Transporter in 1/18 Scale



Ferrari's means of getting to the track in the 1960s.

## Story and photos by Marshall Buck

I'm not sure exactly what it is, but there is something hypnotically attractive about vintage racing car transporters. I'm talking about the kind from the 1930s through the 1960s. Just like the rare competition cars they carry, old race transporters draw crowds anywhere they park. Especially the vintage European kind, of which there have been so very many types, configurations, and manufacturers of. Numerous magazine articles have been written, and even a couple of books have been published on them.



### Big pencil, even bigger model!

Old race transporters appear to be one of the next phases of collector vehicles within the Vintage race car community. They are the “in” thing, and they are very cool. I wouldn't be at all surprised if someday in the future, you find a special showing of these at one of the premier concours. Stranger things have happened.

A little history on the real vehicle, some of which I am quoting from the CMC pamphlet:

*By the mid 1950s, the Scuderia Ferrari and Scuderia Maserati teams had realized they needed an appropriate means to transport their race cars to the tracks. They both decided on identical vehicles. Both transporters were built on a bus chassis of the same type from Fiat, and equipped with an open deck body by Bartoletti, made to carry three cars. The major differences between the Ferrari and Maserati versions were the paint schemes and graphics. Power for these big rigs came from an in-line 92 hp six-cylinder diesel engine. These transporters provided more than just mere transport of the race cars. They served as a work center with a small well equipped*

*work shop equipped with tools and spare parts. In addition there was also a foldaway bed for the crew to rest. Also, when not in being used by the race team, Ferrari did use theirs to transport and deliver many of its road cars.....*

The collectible model vehicles industry, to a great degree, mirrors the real car industry for both new and vintage. So it comes as no surprise that production of this type of model is not a new idea. Back in the 1960's diecast toy makers such as Corgi, Dinky, and Matchbox, produced many in 1:43 and smaller scales, and at that time, the race transporters they modeled were not very old, and certainly didn't qualify as "vintage." Since then, selection and availability has increased substantially as has the level of quality and detail. In the early 1990's manufacturers SMTS and Old Cars, each produced one or two examples and were pretty much the only game in town. Then A.B.C. Brianza came aboard (they've made many), and now there are pieces from Exoto, Schuco, Spark, and one or two others. Prices range from under \$100 to over \$700. All of these aforementioned makers produce their Race Transporter models in 1:43 scale.



**Imposing rear view, and gives just a hint of extensive and complete underside detail.**

Well, some great and impressive changes have occurred, and we have CMC Classical Models to thank for that. In 2002 they gave us collectors one terrific model of the one-off 1954 Mercedes-Benz racing car transporter.... in big 1:18 scale. The follow up to that now, also in 1:18 scale, is an amazing model of the 1957 Fiat 642 RN2, Bartoletti, Ferrari Race Car Transporter. Try saying that three times fast!

By the way, in Gooding's recent Monterey auction, a similar real 1959 Fiat-Bartoletti 682 just sold for \$990,000, which is quite a bit more than my house is worth.....especially today. Forgive my digression.

The CMC model is substantial, in size, detail, quality and features. Though it is not inexpensive, you do truly receive a huge amount of value for your money. Each model is comprised of 3,115 individual parts, some of which are stainless steel, aluminum, zinc alloy, leather, rubber, and so on. All hand assembled. The price? \$895.00.



**Highly detailed interior from floor to ceiling.**

This wonderful Bartoletti 642 model weighs in at almost 10 pounds, and if compared to.....let's say a gold bar, then the price vs. weight is oh-so reasonable, and frankly a hell of a lot more fun

to look at and play with than a lump of gold. Size matters; the overall length is 20” and that is before you extend the ramps!

CMC states that when unpacking and preparing the model for display, make sure you follow the comprehensive step by step manual they provide, and with good reason, as great care needs to be taken when handling this model and operating the working features. When unpacking, you’ll get a chance to view the fully detailed undercarriage which is faithful to the original down to the complete drive line, all cables, hydraulic hose lines, and so much more. Some of the detail is what we have all come to expect, and then there are plenty more features that are unexpected delights such as the mechanical clamp mechanism holding the spare tire which is fully functional.



**Right rear compartment - slide out drawer with 6 wheel chocks.**

The detail level is immense, and the list of working features is long, far beyond what I can count. CMC do make mention of the delicacy of the features and caution on not playing too much, or too hard since many are quite delicate. I can’t remember the last time I actually spent so much time looking over a model. One of many surprises were the triple hinged adjustable rear view mirrors. There is an incredible amount to see.....and to play with. Yes, I know they warned me not to, but I couldn’t resist! Little opening flaps with tiny piano hinges, storage compartments, and doors everywhere. Just aft of the right rear wheels is a lift up door, exposing a drawer – grasp little knob ever so carefully, slide the drawer out and inside are 6 removable – usable wheel chocks. Naturally the auto hoist ramps can be properly raised and lowered (manually).



**Rear lift-gate in use. Top hoist unlocked and lowered into unloading or loading position.**

The wheels and tires have all the detail you could ever want. Move up to the cab, and if you open the passenger side door you will be able to more easily lift up the central rear hinged leather covered engine cover and view that 92 hp diesel in all its glory. Don't worry about opening any of the doors too wide as there are well scaled leather straps attached to prevent them swinging farther than they should. Front and rear seats are also covered in red leather, and the position of the passenger seat is adjustable. The dash board looks almost like jewelry with individual chrome bezels around each gage and all the little switches with their chrome bases. The ceiling replicates the real deal just the same as do the two adjustable amber tinted sun-visors which pivot up and down. There is also beautiful chrome trim edging throughout the interior finishing things off nicely.



**Spare tire with functional clamp to hold it securely in place.**

If you happen to want even more detail, then I would suggest adding a few of CMC's Ferrari race or road cars to display with it. Take your pick, Dino 156 F-1, 250 SWB, 250 Testa Rossa, or how about one or two of their up coming Ferrari California Spyder's..... Please note that the cars I have shown here are not CMC pieces, but they do add some great flavor.

To sum it up, I must say that this is one marvelous piece of model engineering, it is beautifully assembled and finished. It is a must have, and should be at the top of your list for Santa.

**MORE FANTASTIC DETAIL PHOTOS BELOW!**

Available from:  
CMC Classical Model Cars (USA)  
1225 Jefferson Road, Suite 14  
Rochester, NY 14623  
Phone: 585-292-7280  
Fax: 585-292-7285  
E-mail: [usacmc@msn.com](mailto:usacmc@msn.com)  
[Web Site: www.cmc-modelcars.de/us](http://www.cmc-modelcars.de/us)





**One view of the work shop area.**



**Close look at the helm.**



**Nothing has been overlooked; even the markings for opening the work shop doors from inside are there! The latch is not functional, but is complete in its details.**



**Who knew there was so very much raised letter text on the tires?!**



**A quick look inside, and note that the tread plate surface on the step, used extensively in this model, looks perfect.**



**Spare tire in place.**



**Lift-gate in fully lowered position.**



**Slightly closer view of the engine. Note that I've jammed a toothpick in place to hold the engine cover open for the photo.**





**It doesn't get much better....**