

by Bill Bennett



CMC 1957 FIAT/BARTOLETTI MASERATI TRANSPORTER 1:18 | \$895

Top left/right: CMC's second big race transporter uses its size to pack jaw-dropping details into every nook and cranny. The seats are real leather, the hinges and catches all work, and the shelves in the storage area seem to be calling out for some scale accessories. What an incredible visual.

Below: What do you park up top? CMC's own Maserati 250F (pictured in Fangio livery) (not included with the truck model) is a match, but any number of non-liveried or custom-decaled models would work just as well. It's a beauty, regardless.

Just months into 2012, CMC has given us what will undoubtedly be the most far-reaching, outrageous, most extravagantly detailed 1:18-scale model to come down the pike, for the second year in a row.

CMC's 1:18 Fiat/Bartoletti transporter for Maserati may be considered the fraternal twin of their Bartoletti Ferrari transporter (reviewed in the Winter 2012 issue of DCX), but there's another important linkage between the two trucks: both started their duties with their respective companies, Ferrari in 1956, and Maserati in 1957, carrying five-time World Drivers Champion Juan Manuel Fangio's cars to race venues throughout Europe.

The outer vibe of the two is altogether different. Where the two-toned red Ferrari is elegant, the Maserati is wonderfully commercial, painted in Maserati Blue and highlighted with a band of Modena Yellow, with lettering calling out "Maserati Automobili, Modena, Italia," bookended by two Maserati Trident logos. Across the top of the truck, lettering touting the Maserati 3500 GT dates the vehicle's decoration to 1950, or later.

With over 3,000 parts, there is virtually no detail left undone. The coachwork rides on a scale, hand-assembled Fiat 642 RN2 Alpine bus chassis with a beautifully detailed 92-horsepower Fiat diesel, and the coachwork is comprised of three sections: a six-passenger crew cab is up front, with seats for the driver and co-driver, and incredibly realistic

driver's controls and switch gear. There's a bench for passengers across the aft bulkhead, with all of the seating in both areas upholstered in real leather. The center section is an enclosed storage bay with shelves and room for parts, uniforms, tools and spares. Outside, there's a functional open-air rack for three race cars in a two-up, one-down configuration.

Turn the vehicle over—and prepare not to breathe for a while. The sight of all the noble materials and beautiful stainless steel fasteners is just overwhelming. The springs are made of individual stainless leaves held in place by miniature u-bolts with threaded nuts; it's all real hardware, and every fastener does its job. The differential turns the multi-section driveshaft through scale universals. Only a working engine and transmission could take the image farther—but then, we'd be tempted to try and drive the thing.

Filling the car racks will be an interesting challenge, but CMC's 250Fs in Fangio's #11 livery, and their non-liveried 250Fs, custom decaled to #12 & #10, would be most appropriate. This is not an inexpensive piece. But when considering the model's mind-bending detail (and ability to blow off socks), it proves to be a great buy. Highly recommended.

SOURCES

CMC cmc-modelcars.com

