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# CMC Bartoletti race transporter

## Ferrari/Maserati/Clear Finish



EXTRAORDINARY  
IN A CLASS OF THE EXQUISITE



In the 1950s and 1960s, they were an integral part of the racing circus: the racing transporters used by the Formula 1 teams to transport their vehicles to the circuits in Europe. The largely identical vehicles of Scuderia Ferrari and Scuderia Maserati are among the best-known of their kind today and were the most technically advanced representatives of this type at the time.

The basis was a Fiat bus chassis – the Fiat 642 RN2, which was later followed by the more powerful Fiat 682 RN. They became a transporter for up to three racing cars thanks to an ingenious body designed by coachbuilder Bartoletti. The vehicles then became world-famous as “Bartoletti transporters”.

IN RECENT YEARS, RACING TRANSPORTERS HAVE EXPERIENCED A REVIVAL; FOR EXAMPLE, THERE ARE NOW ANNUAL MEETINGS AT THE CLASSIC DAYS OR THE NÜRBURGRING CLASSICS IN GERMANY.

CMC will be reissuing the racing transporters in 2024, of course not without making specific improvements to the second series to make targeted improvements that make the model appear even more realistic. Simply pulling out old construction plans would have been too easy for us.

In the new edition, the laterally retractable ramps are better guided and have an optimized suspension mechanism and thus for even more fun when loading and unloading.

Hinges and opening mechanisms of doors and hoods are now even more play-free thanks to modern production methods. In post-production, the left-hand wing of the loading compartment door has a functional closing and locking mechanism.

The new production methods also allow us to make the stainless steel frames around the window panes around the windows to achieve an even more authentic look. The windshield mounting pins are now no longer visible when looking into the cockpit.

Also improved is the mounting of the rubberized trim strip on the vehicle flank, which now sits absolutely precisely on a single line.

In the interior we have fitted the tool cabinet with an even more realistic wood texture and fitted the already finely detailed cockpit with a softer floor covering.

What makes us particularly proud is the new clear-finish version, which is always particularly admired by CMC fans and can only be found on a CMC model. Only this original from CMC is made of the well-known high-quality materials such as stainless steel or copper in addition to die-cast zinc and impressively demonstrates the craftsmanship of the CMC manufactory.



M-084 CMC Bartoletti race transporter, Ferrari



M-097 CMC Bartoletti race transporter, Maserati



M-271 CMC Bartoletti race transporter, clear finish



Flaps in front of the tank filler neck and the step can be opened.



Workshop space with built-in shelves for spare parts now in wood look.



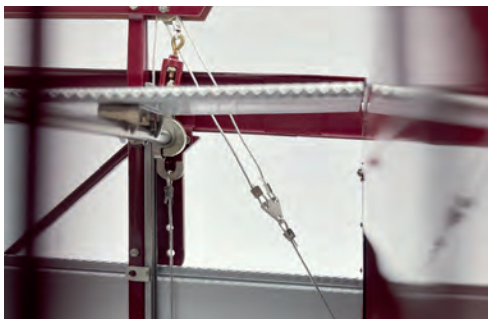
Special storage compartment with pull-out drawer with space for six wheel chocks. They are used to prevent the trolleys from rolling away on the loading area.



Spare wheel holder with removable spare wheel and functioning safety clamping bracket. Wheels are fitted with authentically reproduced Trilex rims.



Dashboard matching the original with all display and control elements. Adjustable vehicle exterior mirrors.



Perfectly designed rope mechanism of the lifting platform with guide and deflection pulleys





### Model description

- Hand-assembled metal model consisting of 2877 (Ferrari and clear finish) and 2640 (Maserati) individual parts
- Detailed reproduction of the metal ladder frame, which accommodates the drive train
- Rotating cardan shaft
- True-to-original realization of the engine including all auxiliary gates and cable routing under the opening hood in the driver's cab
- Functional suspension on front and rear axle
- Loading ramps can be removed and inserted from the side
- Upper platform can be lowered for loading and unloading
- A variety of elements that can be opened, such as doors and flaps
- Accessories such as wheel chocks included in the pull-out drawers
- Detailed replica interior with leather-covered seats

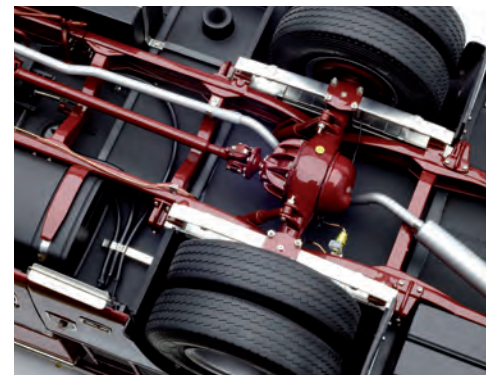
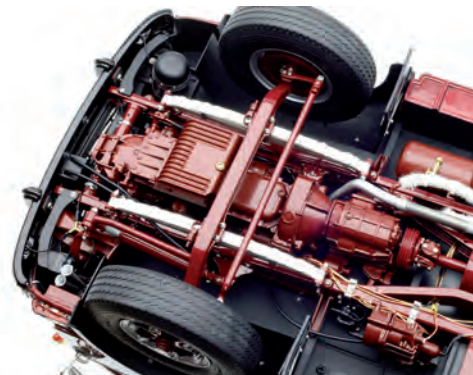
### Technical data of the original vehicle

- Type 364A six-cylinder in-line diesel engine
- Body and lifting platform from Bartoletti, Forli/Italy
- Fiat bus chassis with ladder frame
- Power: approx. 92 hp
- Displacement: 6,650 ccm
- Top speed: 85 km/h
- Overall length: 9,085 mm
- Overall width: 2,492 mm
- Overall height: 2,924 mm

Front and rear axle with metal leaf springs.

Perfectly reproduced drive train embedded in a metal ladder frame.

Highly detailed six-cylinder in-line diesel engine with all add-on units and flip-up hood.



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