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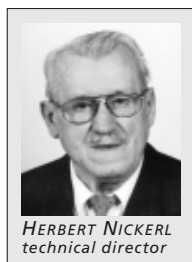


HANDBUILT DETAILED REPLICA MINIATURE MODELS

Extraordinary and a class of its own



WELCOME TO CMC



Love of details, replica of real originals using historical drawing plans, precision manufacture and mounting by hand, excellent finish: These are the criteria according to which we work. For that reason we can present you with multi-functional, award winning miniature

models in incomparable quality and elegance – real jewels, that raise the heart rate of collectors.

Since 1998 we have our own factory in China with highly qualified engineers and employees. Whether in scale 1:18, 1:24, 1:43 or in special limited editions of 1:12, all of our models are produced from several hundred component parts. Sometimes we even break the sonic barrier of more than one thousand parts. Needless to say we use only high quality materials. The faithfulness to details means for us for example that our models also have leather seats if the original had such.

We invest all our energy in the development of each new model and are often amazed ourselves that the outcome in miniature is even better and more detailed than previous models and succeeds in claiming the respect of ever higher demands. The wishes of our customers, whose recognition by way of praise and many awards with which our models have been assigned are a great motivation and source of energy to us.

We have made our passion and love to our profession. At our company, we unite the german demand for quality with chinese craftsmanship to a synthesis of unmatched performance. When you browse through these pages, or even better when you take one of our models in your hands and examine it you will see what we mean.

We are happy that you are interested and hope that we can soon welcome you to the circle of CMC fans.

Shuxiao Jia

Nickert



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GOOD PERFORMANCE IS REWARDED





The exclusive award winning models of CMC

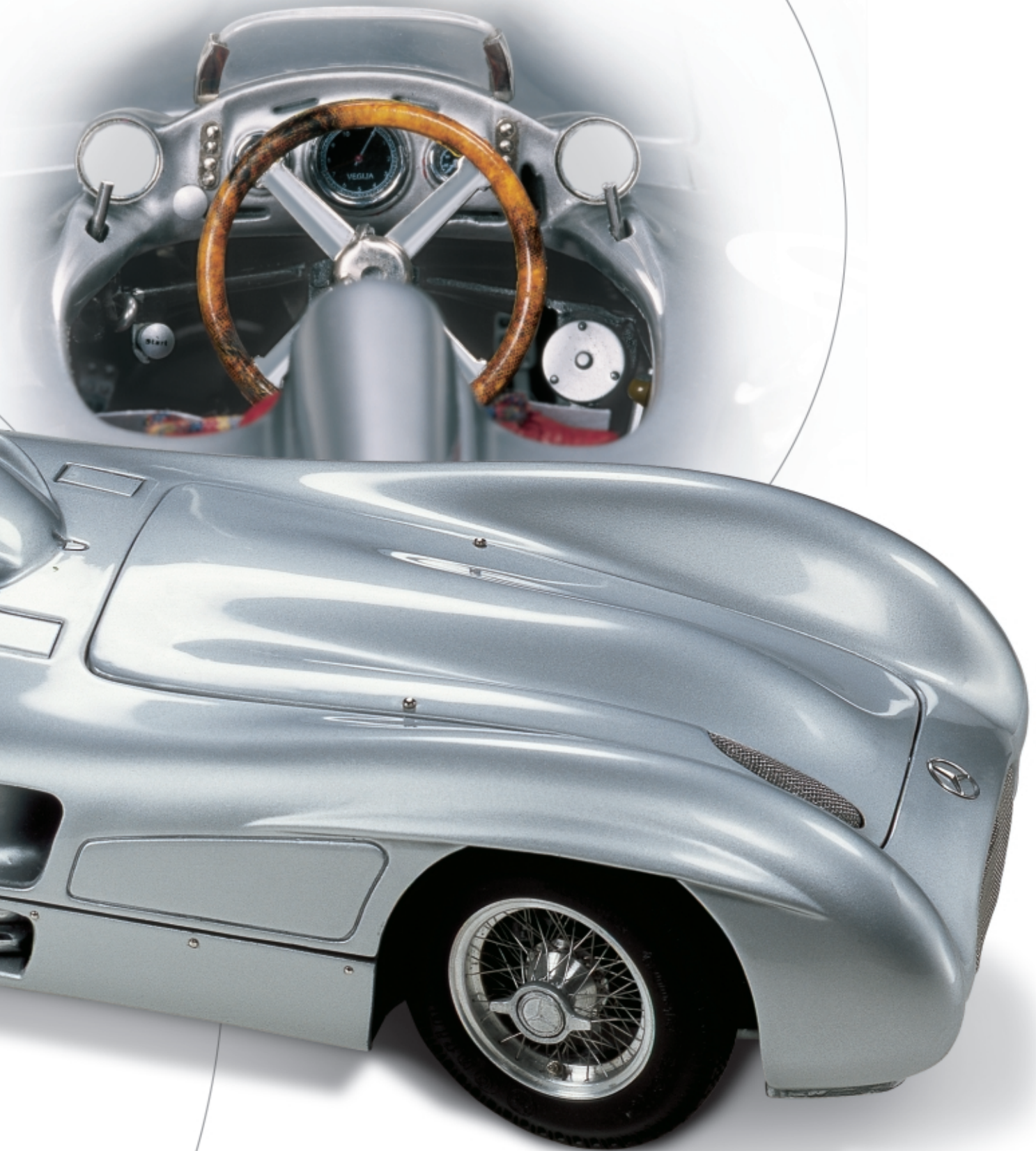
We construct our models with passion. The research is done with a sense of meticulousness. The details are implemented pedantically and are assembled with the finest of finger tips. After the final polish is applied the individual models are carefully scrutinized before they are dispatched.

We are therefore happy for the praise and recognition of our customers and for the awards in approval of our efforts. Thank you.

AS PERFECT AND RAVISHINGLY BEA



AUTIFUL AS THE FAMOUS ORIGINAL



*The last silver arrow: Mercedes-Benz Streamliner W 196 R 1954/55
Scale 1:18, Item-No. M-044*

RACING LEGENDS

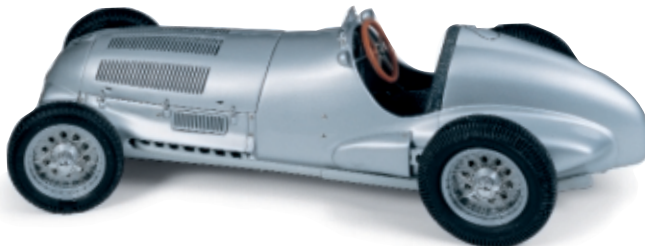
**Our Mercedes-Benz
Silver-Arrow Series:
Perfect to the smallest details**

Silver-Arrows from 1934–1955: A myth in racing sport. A legend that enraptures motorsport enthusiasts even today.

Our Silver-Arrows are just like the originals – true masterpieces. A homage to an unforgettable chapter of racing sport history. Originals in miniature.



*The original Silver-Arrow of Manfred von Brauchitsch: W 25, 1934, **Item-No. M-033***



*The Racing Car of the legendary Rudolf Caracciola: W 125, 1937, **Item-No. M-031***



*The Tripolis winner: W 165, 1939, **Item-No. M-018***



*Triple Winner in France: W 154, 1938
Item-No. M-025*



*The Silver-Arrow of the world champion Fangio: W 196 und W 196 R, 1954/55
Item-No. M-006
Item-No. M-049 (limited edition with starting number 18)
Item-No. M-044 (without starting number)*

All models in scale 1:18



MERCEDES-BENZ RACING CAR TRANSPORTER, 1954: THE BLUE WONDER



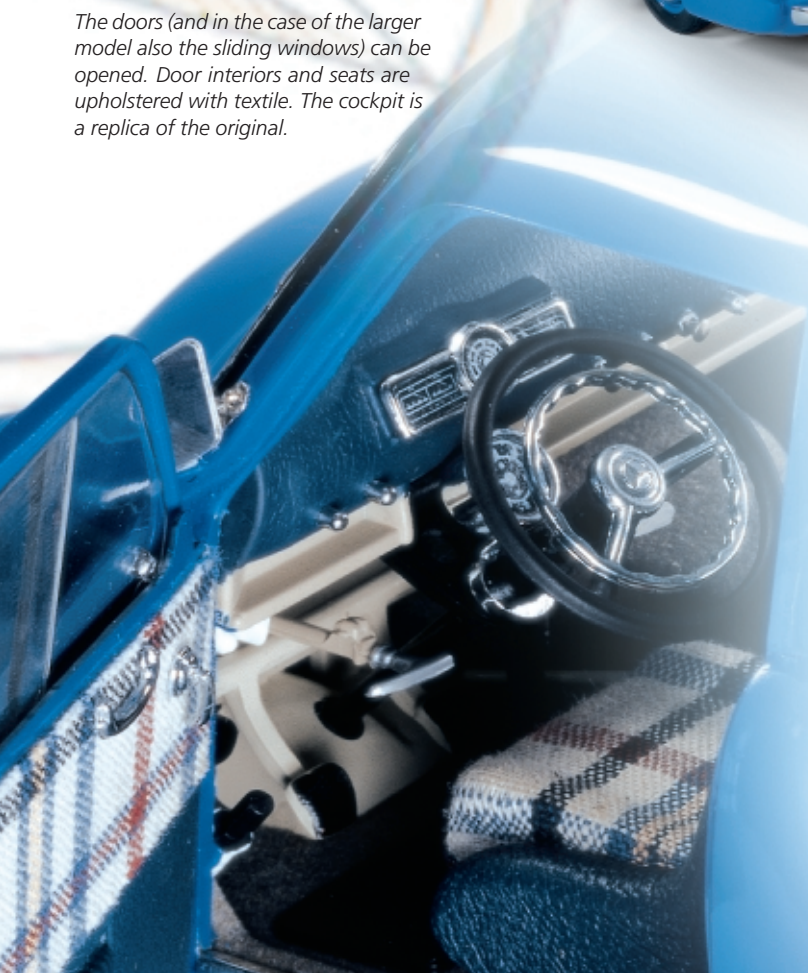
*Racing Car Transporter with "piggy-back"-racing car Silver-Arrow W 196, Scale 1:18:
Item-No. M-036
and **Item-No. M-006***

*Racing Car Transporter in Scale 1:43:
Item-No. M-036K
(limited edition)*

The tracks of stainless steel are removable in both scales for the construction of the loading ramps.



The doors (and in the case of the larger model also the sliding windows) can be opened. Door interiors and seats are upholstered with textile. The cockpit is a replica of the original.

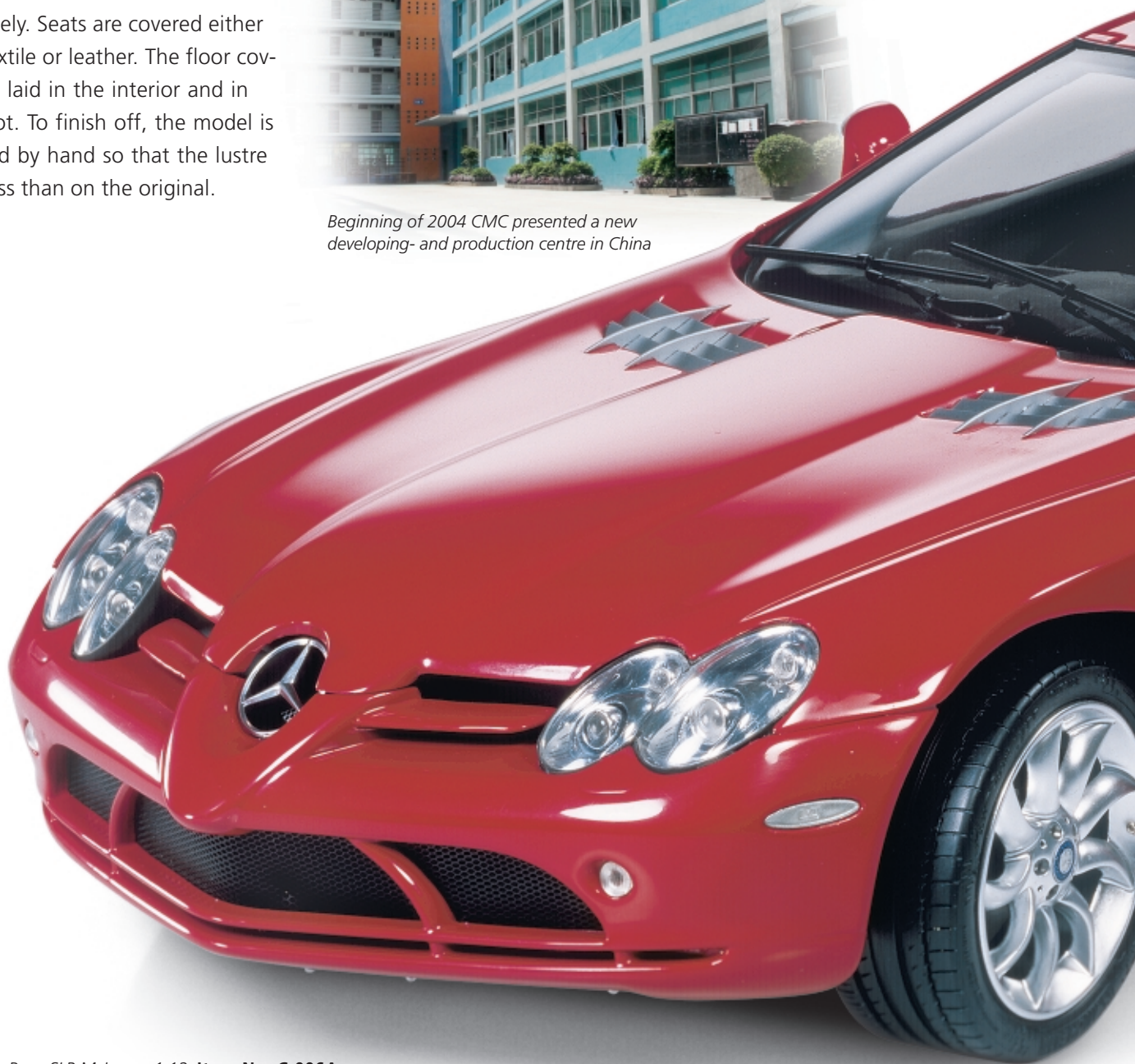


Whether in scale 1:18 (hand mounted from 409 parts) or in the smaller scale 1:43 (hand mounted from 201 parts), the Racing Car Transporter is an extraordinary model, that would arouse amazement in any collectors show case.

HAND WORK IS WORTH IT

All models are made in our own factory in China. Each individual component is neatly mounted by hand. Instruments on the dash are mounted separately. Seats are covered either with textile or leather. The floor covering is laid in the interior and in the boot. To finish off, the model is polished by hand so that the lustre is no less than on the original.

Beginning of 2004 CMC presented a new developing- and production centre in China



Mercedes-Benz SLR McLaren, 1:12, Item-No. C-006A

Rough part of the SLR engine hood with profiled bottom side



Bodyshell work of the SLR front area with engine hood and side parts, hand mounted and made of costly copper plate

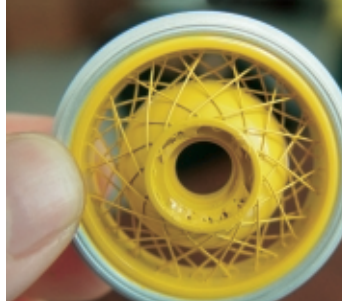




CMC members of board in front of the production plant in China.



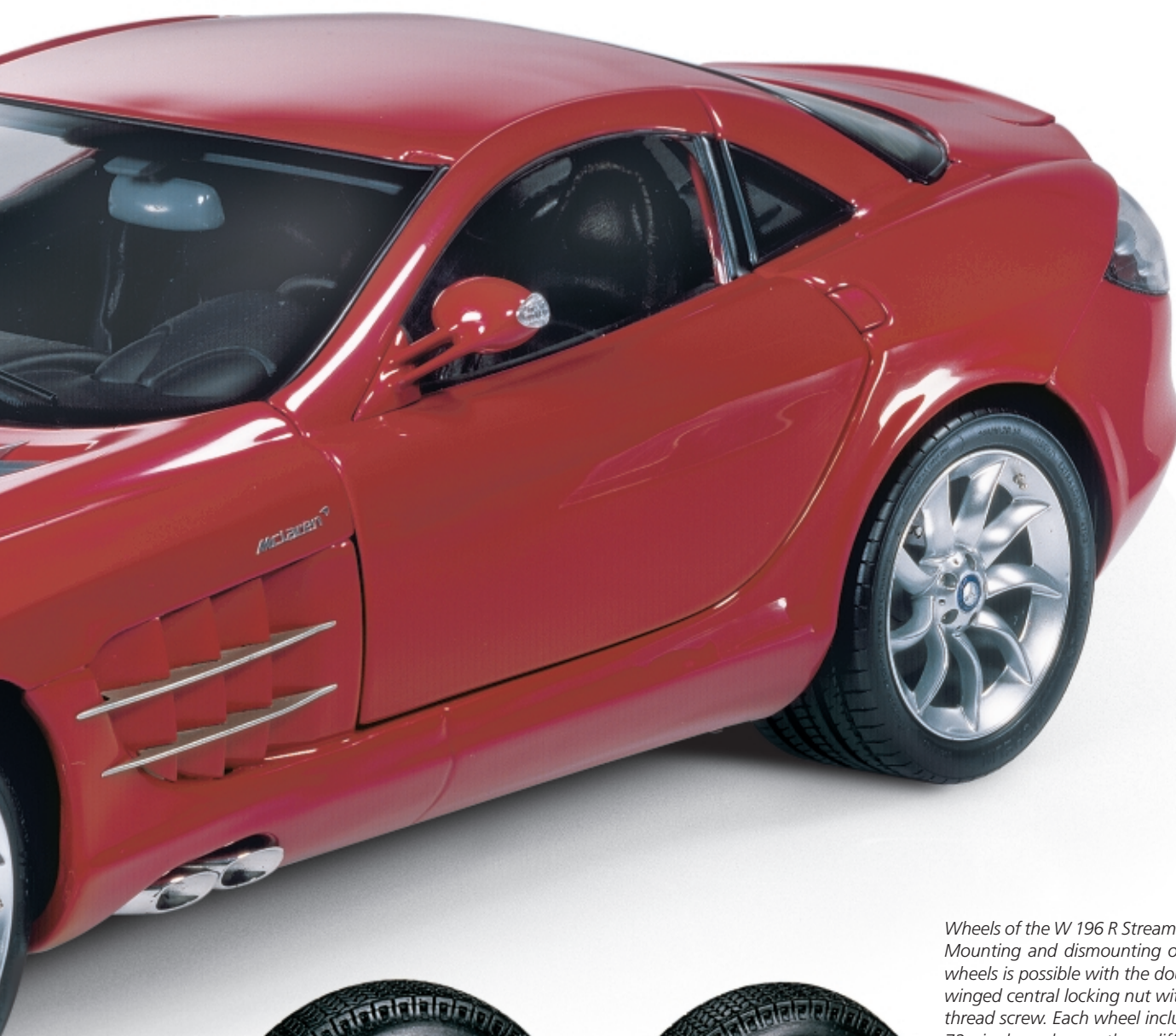
Well trained hands, mounting a Horch 853, scale 1:12



Inserting of spokes of a wheel rim of the Horch 853. Technical know-how, craftsmanship and meticulousness are demanded

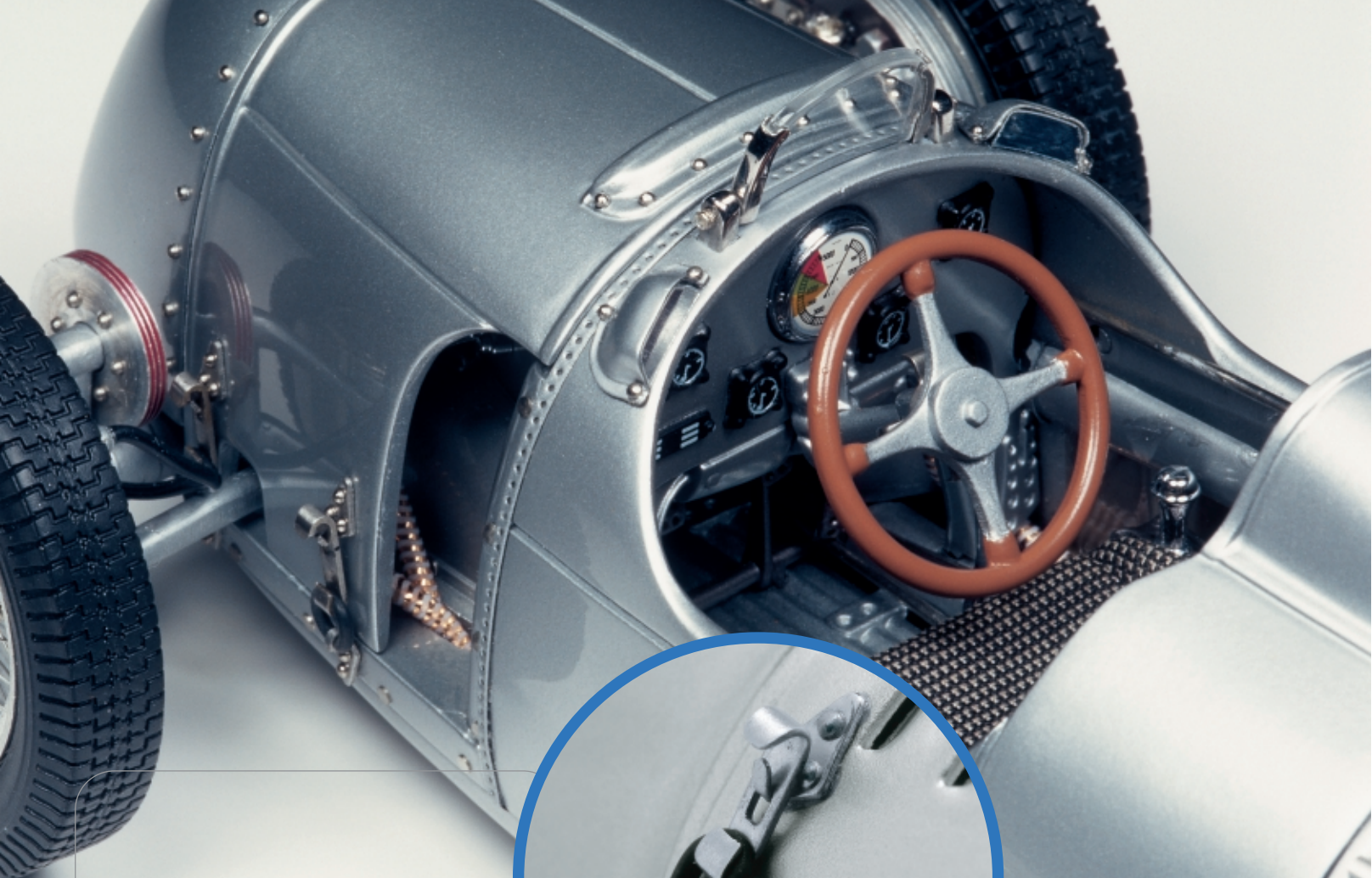


Final assembling activities on the engine of the W 196 R Streamliner. Detailing on the highest possible level.



Wheels of the W 196 R Streamliner. Mounting and dismounting of the wheels is possible with the double winged central locking nut with fine thread screw. Each wheel includes 72 single spokes on three different levels.

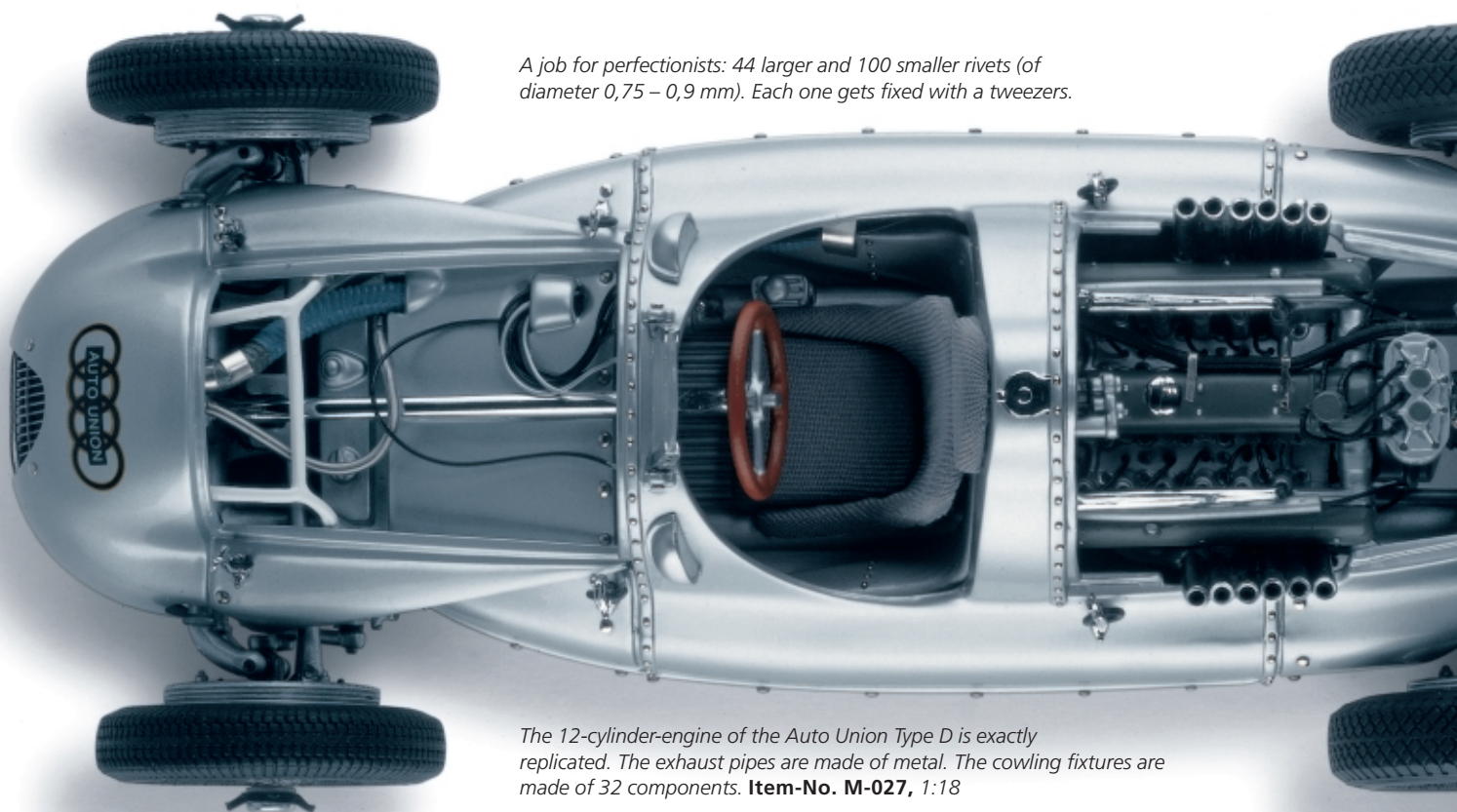




*The new dimension in model construction.
The Auto Union Type C is composed of more
than 1000 pieces, all hand mounted.*
Item-No. M-034, 1:18

*Detailed replication
of the hood fastenings,
Type C*

*A job for perfectionists: 44 larger and 100 smaller rivets (of
diameter 0,75 – 0,9 mm). Each one gets fixed with a tweezers.*



*The 12-cylinder-engine of the Auto Union Type D is exactly
replicated. The exhaust pipes are made of metal. The cowlings fixtures
are made of 32 components. **Item-No. M-027, 1:18***

WITH LOVE OF DETAIL

We know that collectors have high expectancy. We do too.

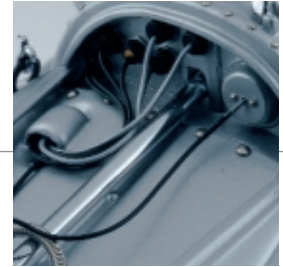
Our models are constructed as the originals from the historical drawings with high quality materials – even in the smallest details. When necessary we do not shy back from extensive research. Only when the all components fit, the model is complete.



The dash board of the Horch 853: hand implemented round instruments with sharply outlined scales, many operating units and switches.

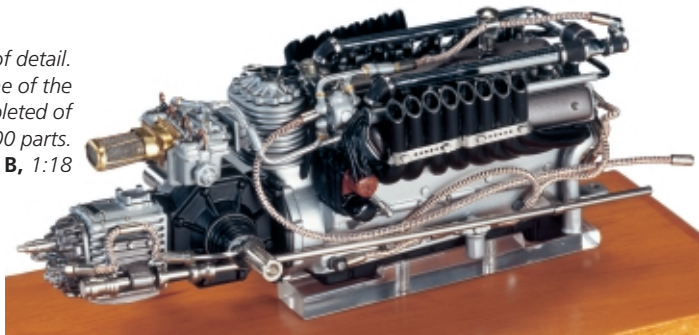


Sheet copper formed and with metal rivets fixed air outlet hoods. Movable fuel tank cap.

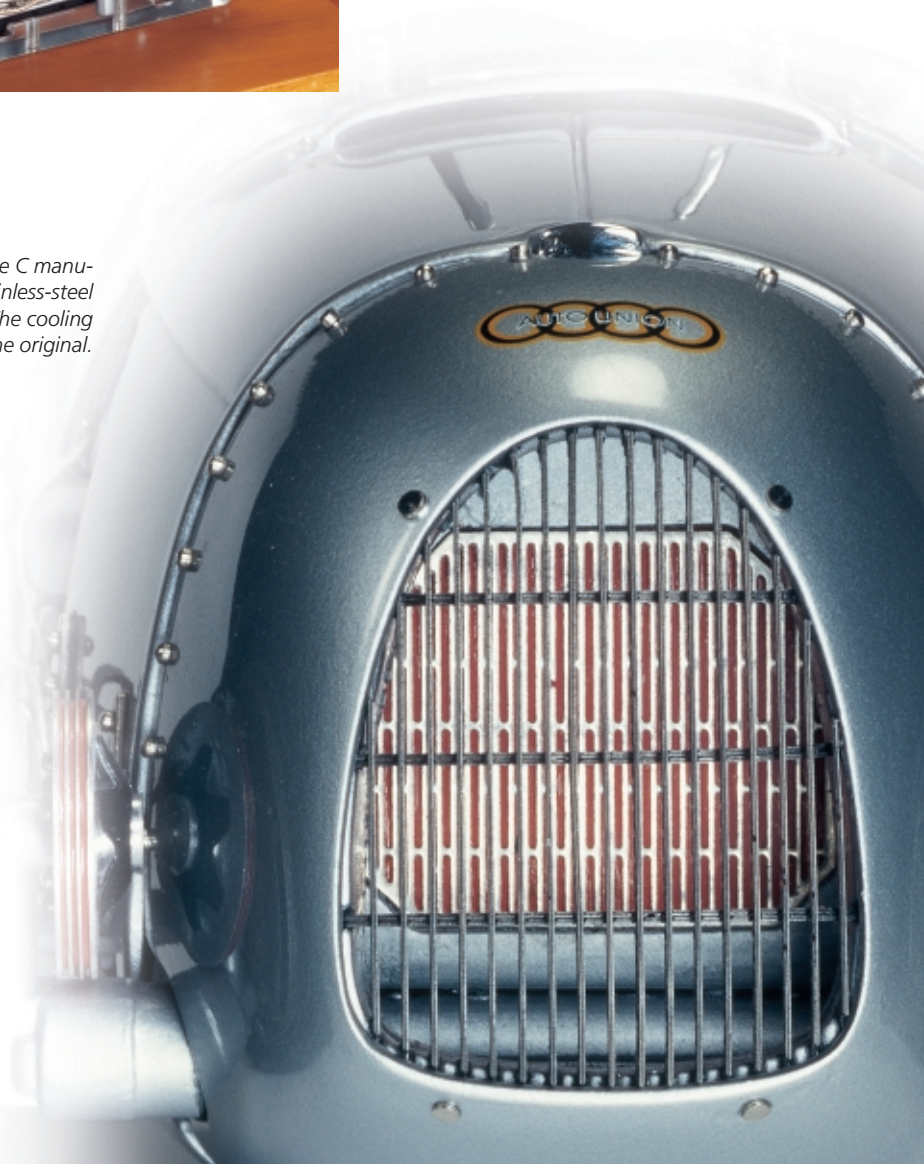
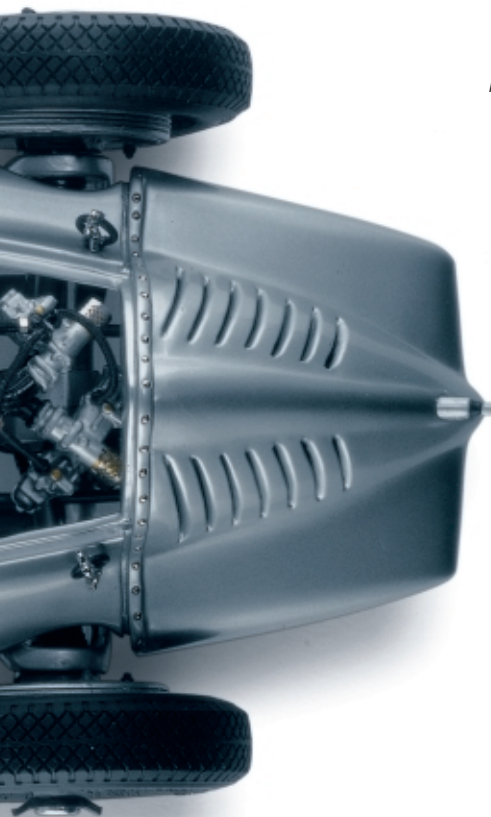


Precision also under the front cowling of the Auto Union Type D: 36 cables and fuel pipes are assembled here.

*Precision in the smallest of detail.
The V16-cylinder-engine of the
Auto Union Type C is completed of
more than 400 parts.
Item-No. M-034 B, 1:18*



*The cooler grill of Type C manu-
factured of stainless-steel
individually by hand. The cooling
system true to the original.*



100 YEARS AUDI TRADITION



On the 14th November 1899 August Horch founded the A. Horch & Cie in Cologne-Ehrenfeld. That was the birth of today's Audi AG. In 1932 Audi, DKW, Horch and Wanderer were amalgamated to become the AUTO UNION. Four rings symbolise the ties between the hitherto independent companies.

For each ring one model: The birthday edition of the CMC for 100th anniversary of the Audi AG in 1999.



Horch 853, 1937
Item-No. M-015
(Cabriolet in red – with top up)

Item-No. M-016
(Cabriolet in lime green – top down)

Item-No. M-016A
(Cabriolet in red – top down)

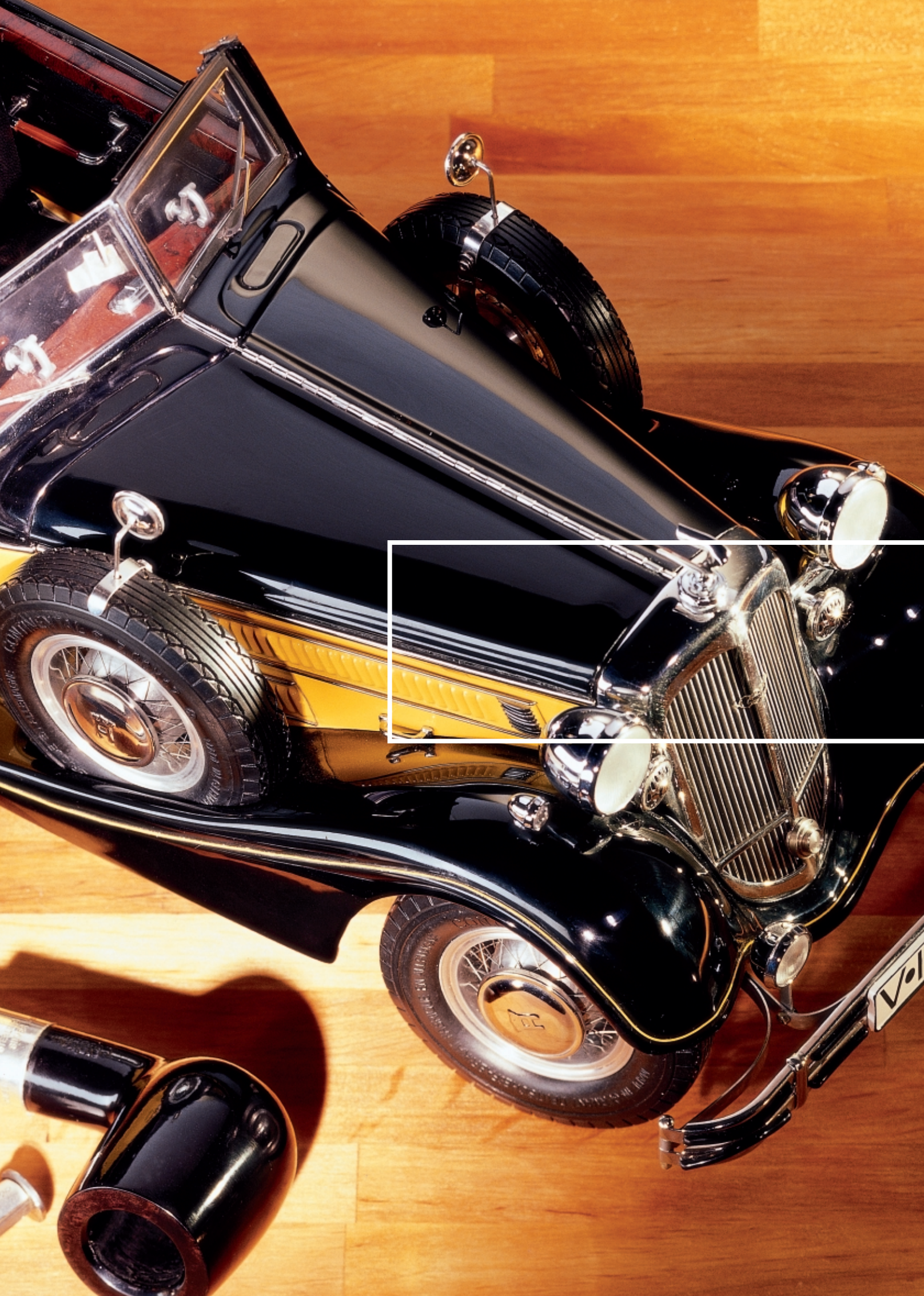
All these models in scale 1:24

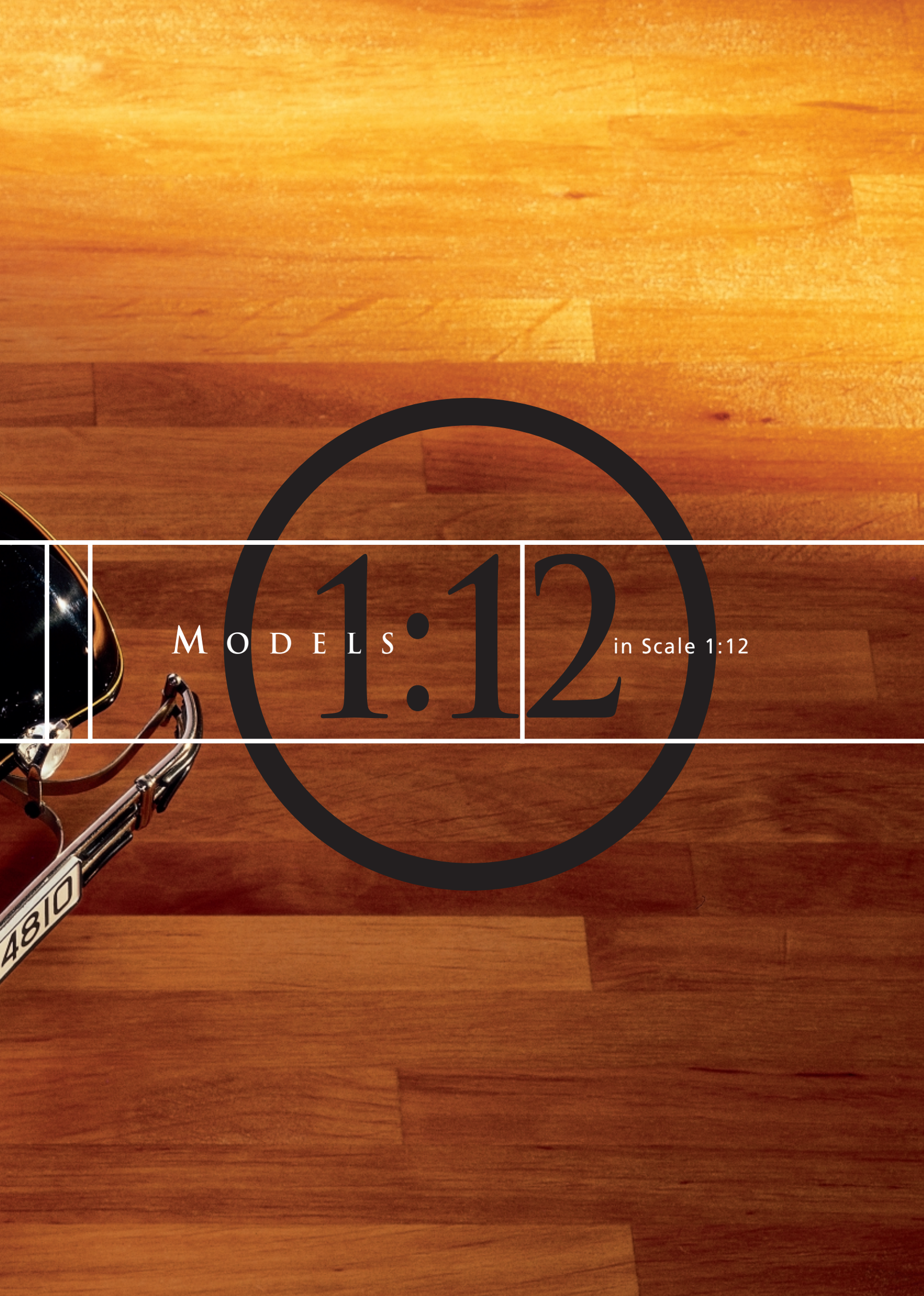
Wanderer 25 K Roadster, 1936–38
Item-No. M-037



Audi 920, 1938/1940
Item-No. M-032

The fourth Model:
A surprise!





M O D E L S

1:12

in Scale 1:12

EXCLUSIVE LUXURY IN SCALE 1:12, HORCH 853, 1937



The name of Horch was a synonym for noblesse, highest quality and noble lines in car manufacture in that time. The type 853 might have been the most remarkable model the car manufacturer of Zwickau presented the public in 1937. The four-seater sport convertible with its 5-litre-engine was the preferred vehicle of industrialists, actors and high politicians – shortly speaking: the High Society.

Still today, this Horch car seems as fascinating as in that time. In order to show its flair to its best advantage, we have chosen the large scale of 1:12 for its reproduction and can offer you now a model of extraordinary charisma, elegance and constant value which stands out due to the love of detail.

There are four attractive paintworks. Select your favourite model!



Horch 853, 1937

Black/silver:

Item-No. C-001

Dark red/light red:

Item-No. C-002

Yellow/black:

Item-No. C-003

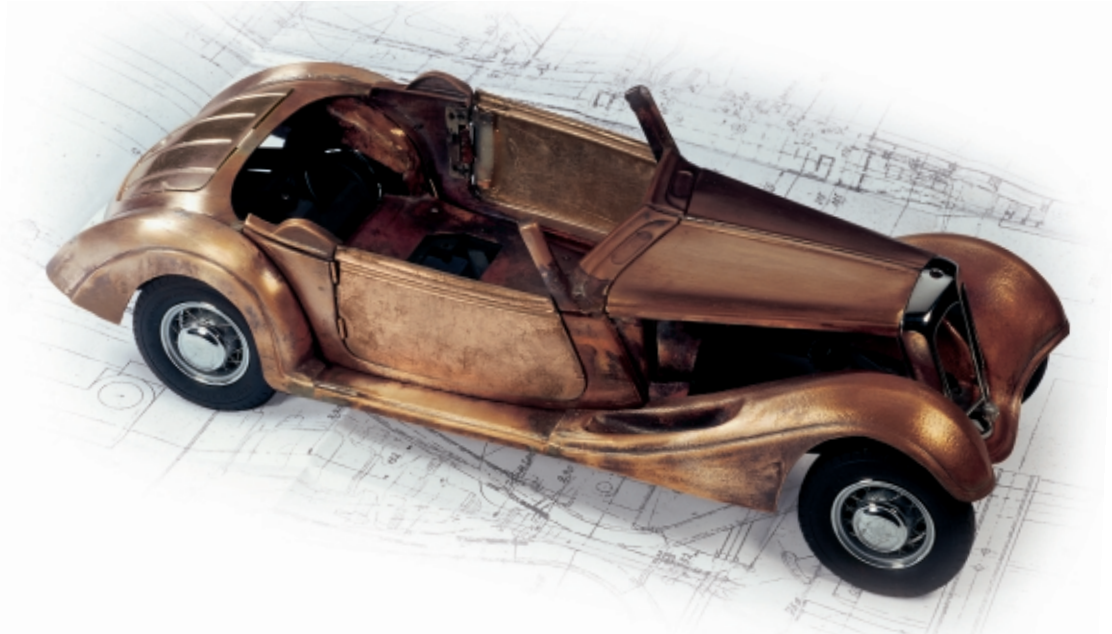
Black green/light green:

Item-No. C-004



*Technical data of
the original vehicle:*

■ 8-cylinder-in-line-engine ■ Displacement: 4.944 cm³ ■ Maximum output: 120 HP at 3.600 rpm
■ Topspeed: 135 km/h ■ Total weight: 2.600 kg ■ Wheel base: 3.450 mm



The hand-made body of 0,6 mm thick sheet copper is a pioneering innovation in model making. Each and every body part is pressed in moulds and the parts are then soldered at the connecting points.

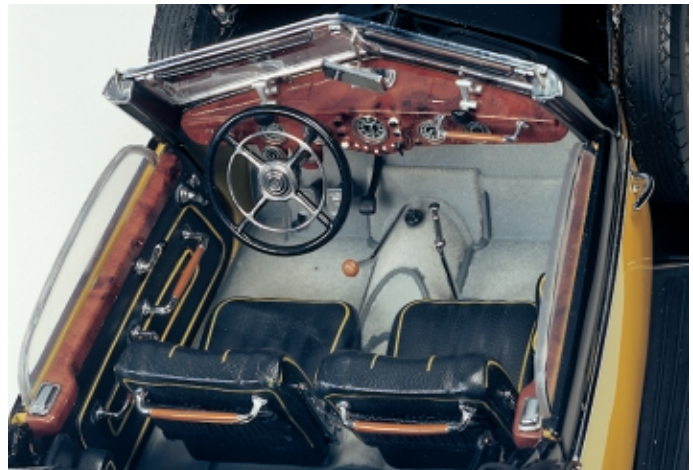
In that way a torsionally stiff, highly solid but nevertheless light model car is built whose unique technology sets new quality standards.



■ Detailed 8-cylinder-in-line-engine with auxiliary units and cabling as well as Horch lettering.



■ Seats covered with real and noble leather.



■ Dashboard with hand-mounted round instruments with sharply outlined readable scales.

■ Numerous control elements and switches.

■ Side windows can be opened by means of a winder



Stainless steel wire spokes are inserted by hand in the metal rims of the wheels. The rear axle drive shafts of metal turned and have a fully functional universal joint.



■ Carpeted trunk and floor.

■ Swivelling carrier arms.

■ Bumpers of metal with rubber absorbers.

THE SYNTHESIS OF MYTH AND INNOVATION: THE MERCEDES-BENZ SLR MCLAREN



It's unusual that a car becomes connected to that many superlatives like the SLR. And indeed, it's not only a car – it's pure emotion. Aspirations of the good old times resurrect again, when motorraces were real adventures for bold men.

We remember the glorious SLR-races of the 50s and the legendary roadworthy coupéversions, which became history as the so-called "Uhlenhaut-Coupé".

The SLR is connecting the myth of the old Silver Arrows with the high-tech of the Formula 1 bolids of the present. During the development of the SLR, Mercedes and McLaren exchanged all their know-how of motorsport. The result:

Extravagant elegance, unbelievable power, extraordinary riding qualities, highest comfort, highest possible safety. The untouchable superiority of the SLR imparts the driver a feeling of freedom and adventure. That's the way motoring is ment to be – kilometer by kilometer.

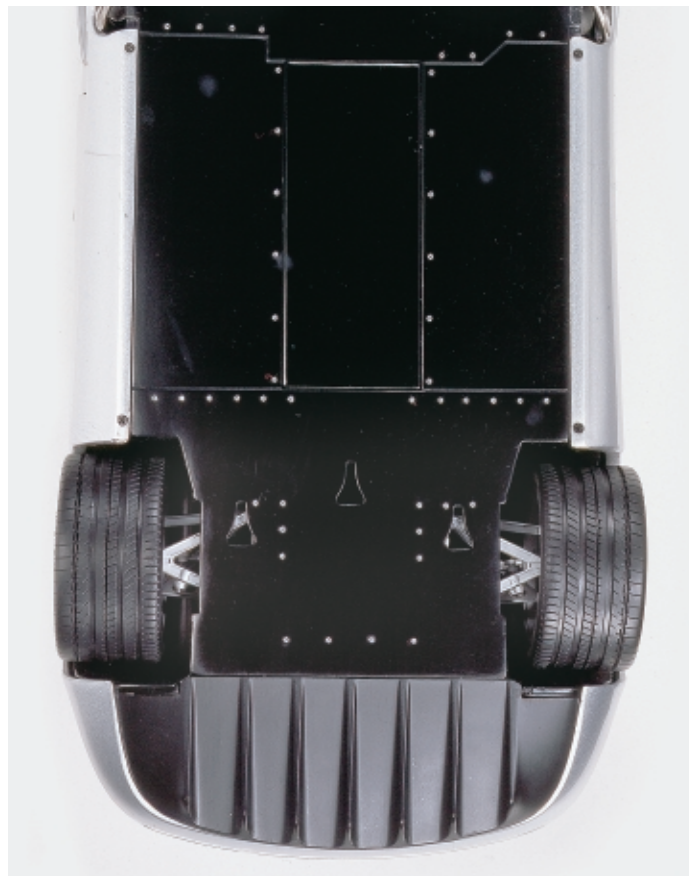
Extraordinary originals are demanding extraordinary models: The model in the big scale 1:12 comes up to the highest expectations of model engineers art. During the development, CMC was using the costly sterolithography method. This digitalisation technology made it possible for the CMC production engineers to produce true to the original and accurate to size body- and aggregate parts. To become up to the noble character of the original, the body of the 3,1 kg in costly handwork produced model is made of 0,6 mm thick pressed copper plate.

*Technical data of
the original vehicle:*

■ 8-cylinder-V-engine ■ Screw-type compressor ■ Displacement: 5.439 cm³
 ■ Maximum output: 460 kw/626 hp at 6.500 rpm ■ Acceleration 0–100 km/h: 3,8 s
 ■ Topspeed: 334 km/h ■ Wheel base: 2.700 mm ■ Total length: 4.656 mm

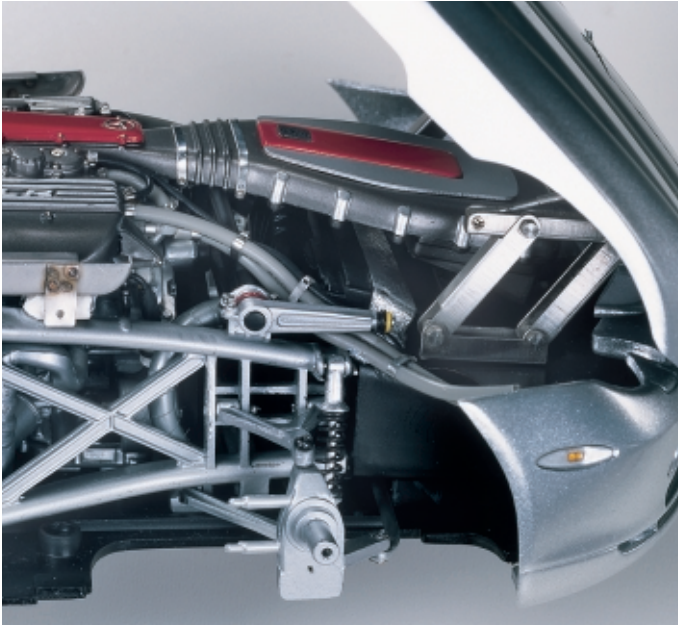


- Eye-catcher of the passenger compartment is the alu-look designed center console.
- The perfect formed multi-functional steering wheel and the true to the original detailed instruments in the classic and beautiful chronometer-design are rounding the costly design of the passenger compartment.

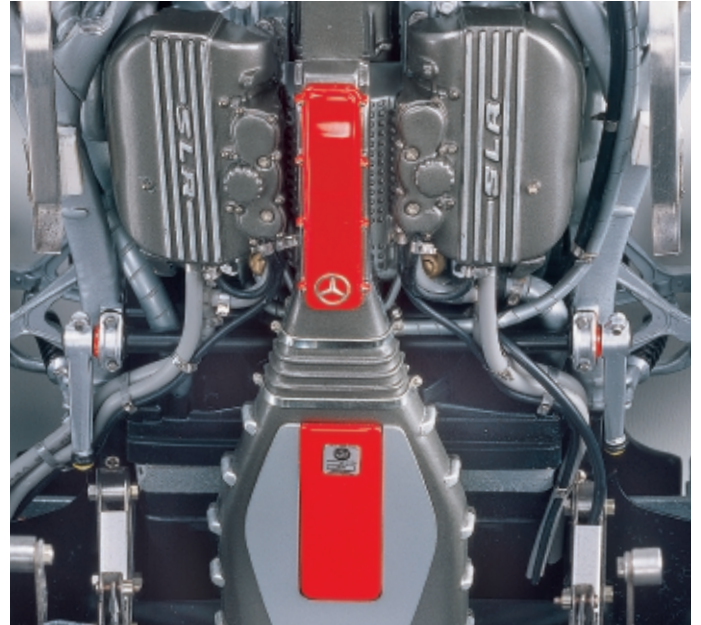


- Baseplate made of stabel metal
- Realisation of the aerodynamic baseplate concept
- Exactly replicated six-channel-diffuser as ending element
- Replication of the power train with automatic transmission and dual transverse control arm





- Embedding of the engine in on both sides exactly displayed metal length-wise frame with integrated front-crash structure
- Engine hood can be opened by a costly hinge construction
- Motion sequence with horizontal move of the engine hood and followed by flapping it up to the front is exactly built after the original



- Exact replication of the complete Mercedes-AMG-V-8 compressor-engine with all aggregates and a lot of more detailed parts and features.



- Movable spoiler and airbrake integrated into the trunk deck
- Movable tank flap



- Costly manual production of the prominent side gills and the with gills populated airinlets of the engine hood made of teeny single metal parts
- Dominant sidepipes made of metal on both sides of the model



- Exact display of the 19" wheels in laborious steel casting. Also available for the original car as special equipment
- High class polished turbine blades, which point out the character of the Gran Turismo
- The exclusive designed Michelin tires with a different size for the front and the rear wheels and with authentic pattern

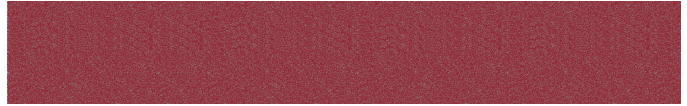


- Movable trunk deck fixed on costly manufactured hinges
- Removable floor mat
- Detailed replication of the Bi-Xenon lights and the rear lightning with by hand implemented LED imitations



All models become hand painted by the burn-in-method and shine with the highest brilliance. Beside the two standard paintings, we also offer four more special paintings. When it comes to the interior, you can choose between three different leather colours.

Item-No. C-006 A special painting red, leather black



Item-No. C-006 B special painting green, leather black



Item-No. C-006 C special painting gray, leather red



Item-No. C-006 D special painting blue, leather gray



Item-No. C-006 E standard painting silver, leather red



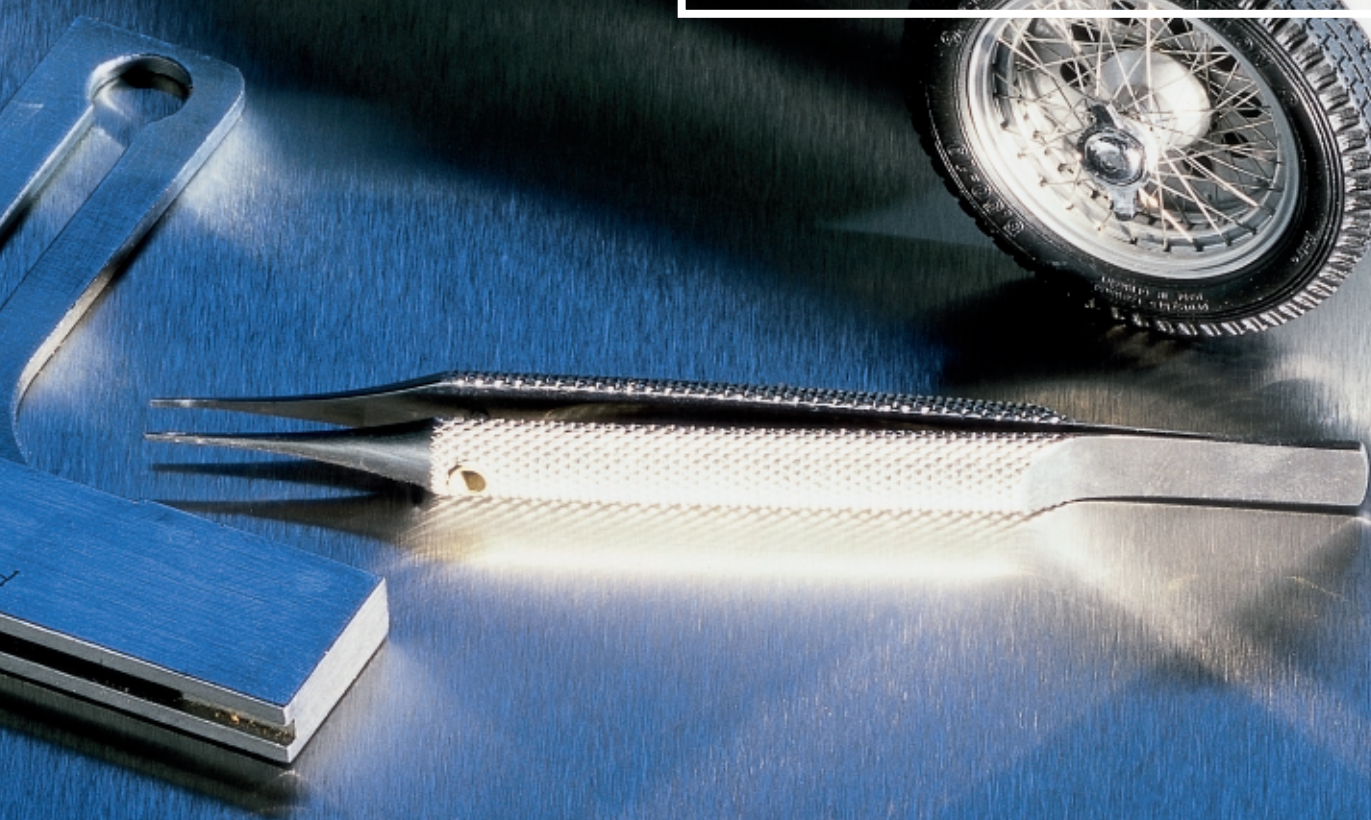
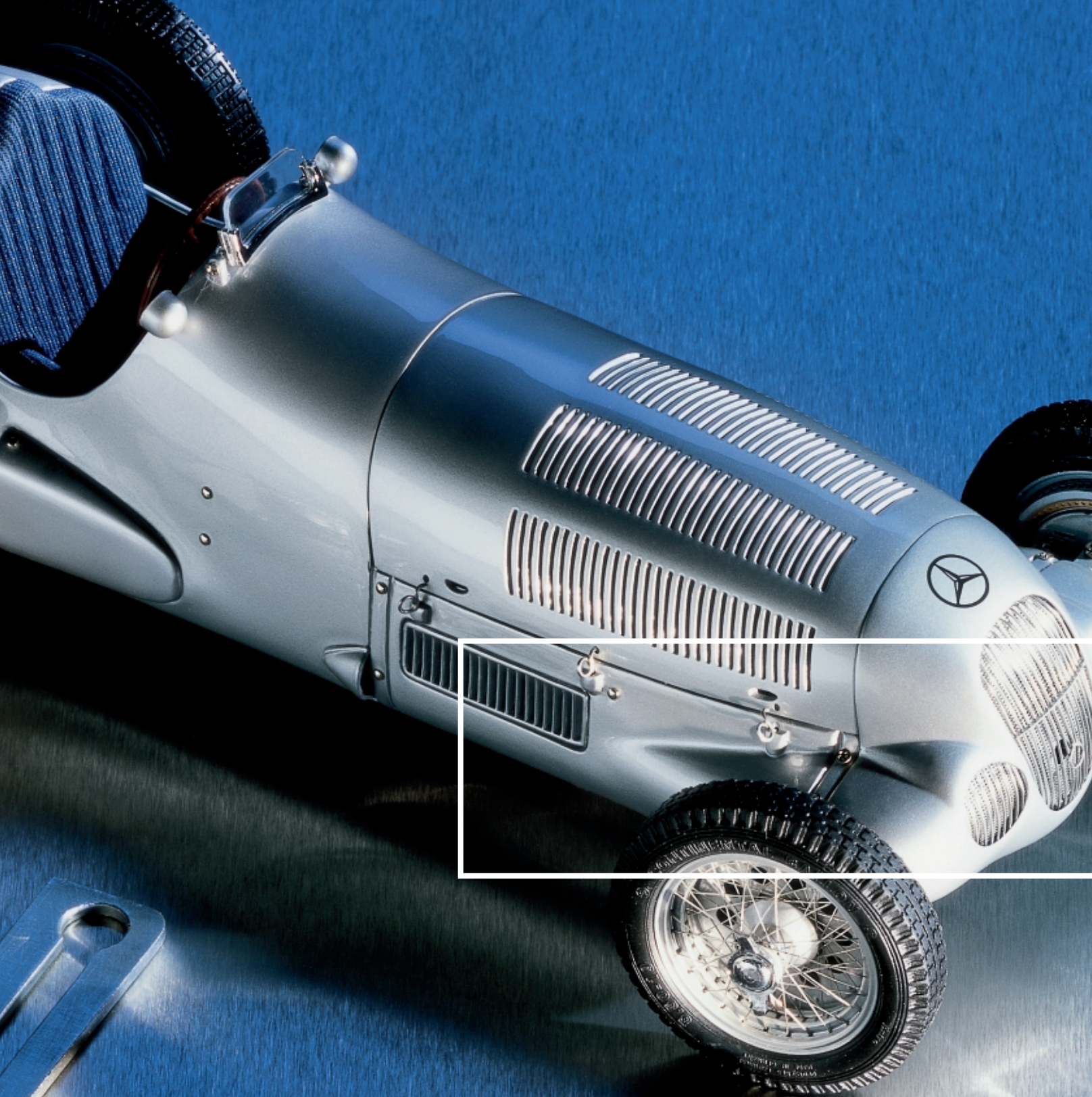
Item-No. C-006 F standard painting black, leather red



■ The especially for the SLR developed soft "Silver-Arrow-leather". Available in black, red and gray is also used for the model.



■ Padded bucket seats and all other interiors also made of the original SLR Silver-Arrow leather
 ■ Hand needed decorative stitching on the leather seats



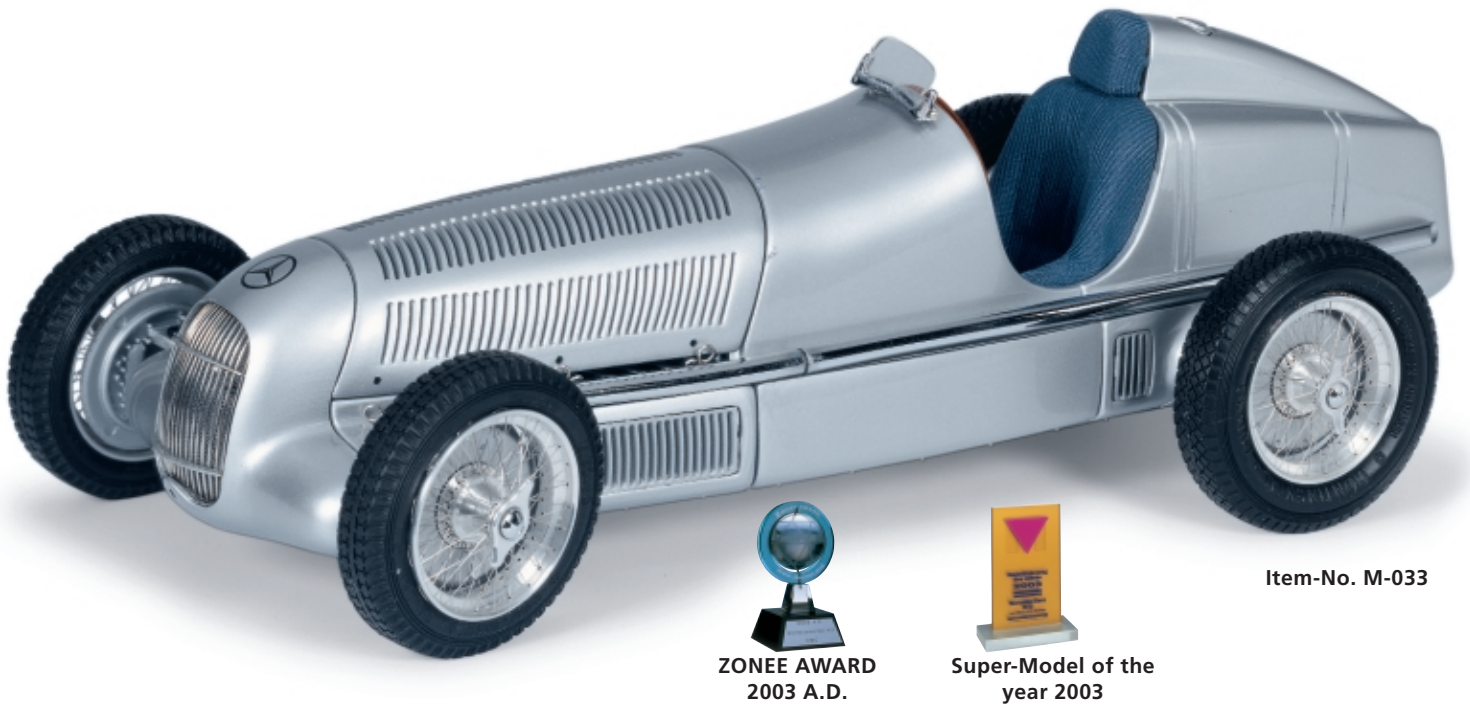


M O D E L S

1:18

in Scale 1:18

THE BIRTH OF A LEGEND: MERCEDES-BENZ W 25, 1934



Item-No. M-033

ZONEE AWARD
2003 A.D.

Super-Model of the
year 2003

2nd of June 1934: On the evening before the Eifel Race at the Nürburgring the acceptance examination takes place for the cars attempting to enter in the new 750 kg racing formula. The weighing of the shining white Monopostos shows a weight of 751 kgs. A catastrophe, it means a prohibition for the start. But the Mercedes crew don't give up. That one kilogramm has to be reduced somehow. Finally an ingenious solution: All they had to do is to remove the paintwork. So all night long in sweat-pouring work the paint is sanded off completely.

In the morning a shooting star in its shining silver aluminium body is at the start, weighing exactly 750 kgs – and it wins! A rousing victory for Mercedes-Benz and the driver Manfred von Brauchitsch.

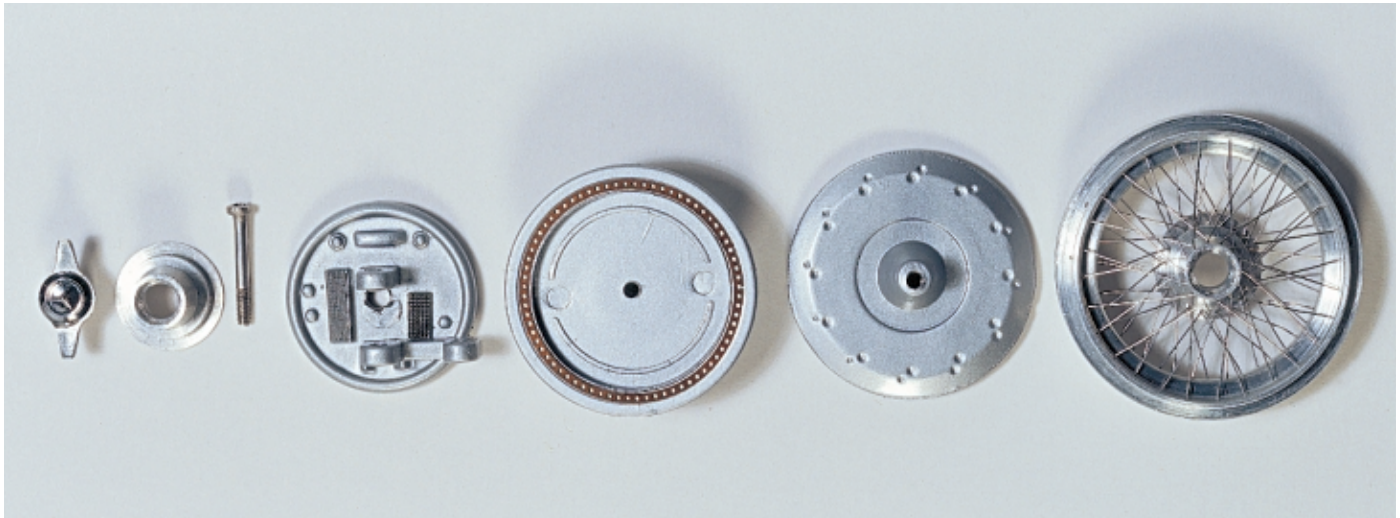
The enthusiastic press named the racing car "Silver Arrow". Rightly so, then of the eight Grand Prix races in the first season the silver shots win four first and three second places.

A myth is born, which has lost none of its magic to the present day.

The Silver Arrow W 25 is a veritable collectors piece for all Silver Arrow- and model fans and should not be missing from any collection.

*Technical data of
the original vehicle:*

■ 8-cylinder-compressor-engine ■ Displacement: 3.364 cm³ ■ Maximum output: 354 hp at 5.800 rpm
■ Topspeed: 300 km/h ■ Single wheel suspension of the front axle ■ De-Dion rear axle



■ The newly developed spoked wheel is an outstanding proof of finest handcraft: 75 individual parts per wheel give a filigree masterpiece.



■ Cockpit seat with real textile covering
■ Tank cover can be opened



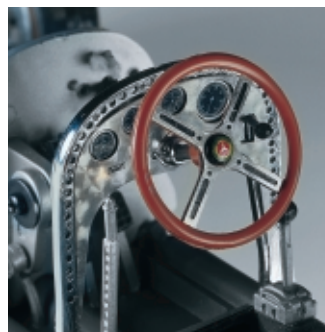
■ Exhaust manifold of metal with highly polished chrom finish



■ Wheel hub and rim are of milled aluminium
■ 140 drilled holes of 0,4 mm diameter in hub and rim for the insertion of the spokes
■ Each wheel is hand assembled from 70 spokes of 0,2 mm diameter stainless steel wire
■ Mounting and dismounting of the wheels is possible with the double winged central locking nut with fine thread screw



■ Handmounted from over 610 pieces, full metal precision model
■ Each of the newly developed spoked wheels is composed of 75 parts
■ Hand assembled cooler grill of stainless steel with flatend transversal bars soldered to perpendicular bars with a metal mesh behind

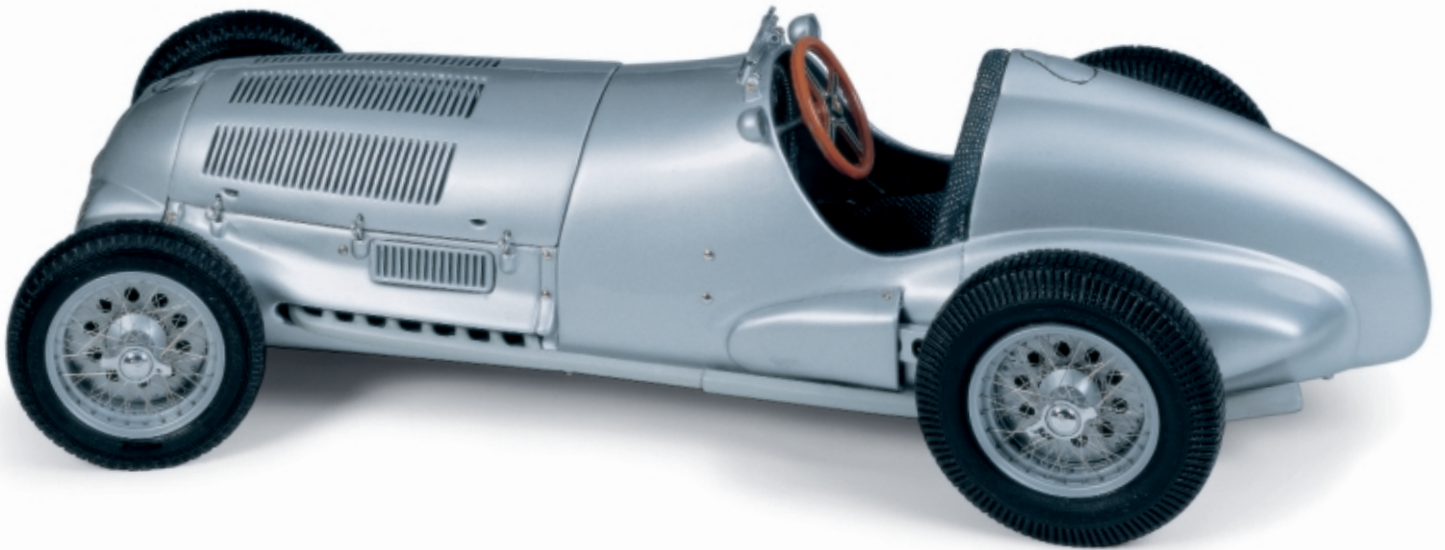


■ Instrument panel of stainless steel with a marbled surface and hand inserted instruments



■ Removable engine hood with spring loaded locking hooks
■ Detailed replica of the original 8-cylinder-in-line-engine

A MASTERPIECE: MERCEDES-BENZ W 125, 1937



Item-No. M-031

Various setbacks with the W 25 in 1936 moved Daimler-Benz to make decisive changes. In order not to fall behind Auto Union it was quickly decided to begin the new season with a fully revised racing car. Already at the beginning of the year 1937 the W 125 could be presented.

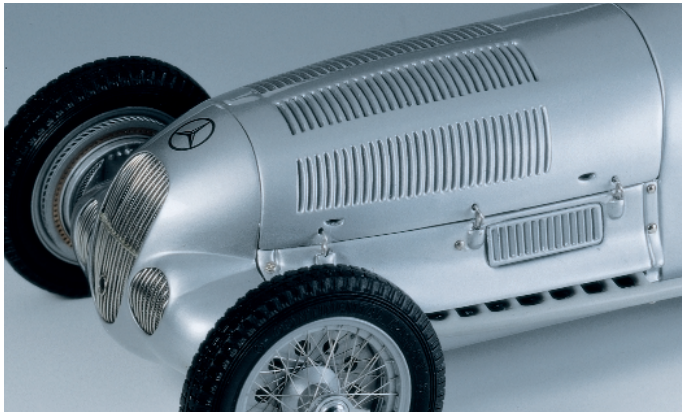
This bolide would soon prove that Daimler-Benz had achieved a masterpiece. The German racing cars were now so advanced beyond their competitors that one could really speak of a duel between Mercedes-Benz and the Auto Union. The W 125 marked the technical zenith in the construction of racing cars.

Rudolf Caracciola drove the W 125 to four season victories and for this was proclaimed European Champion of 1937.

All parts of the W 125 are pieced together to give a valuable collectors item. The love for details can be seen in the 51 small and 27 larger metal rivets and the laying of the 41 cables and wires.

*Technical data of
the original vehicle:*

■ 8-cylinder-in-line-engine ■ Roots compressor ■ Displacement: 5.660 cm³
■ Maximum output: up to 600 hp at 5.800 rpm ■ Top speed: 318 km/h



- Removable engine hood with finely milled slits
- Spring loaded locking hooks of steel wire
- Milled ventilation slits to the side of the engine compartment



- Steerable front wheels
- Drum brakes with indicated vents and angled cooler slits in the outer drum



- Dashboard of stainless steel with hand brushed marble effect surface
- Instruments consisting of revolution counter oil pressure gauge and cooling water temperature gauge



- Cooler grill of 35 handsoldered stainless steel wires in front of a fine metal mesh

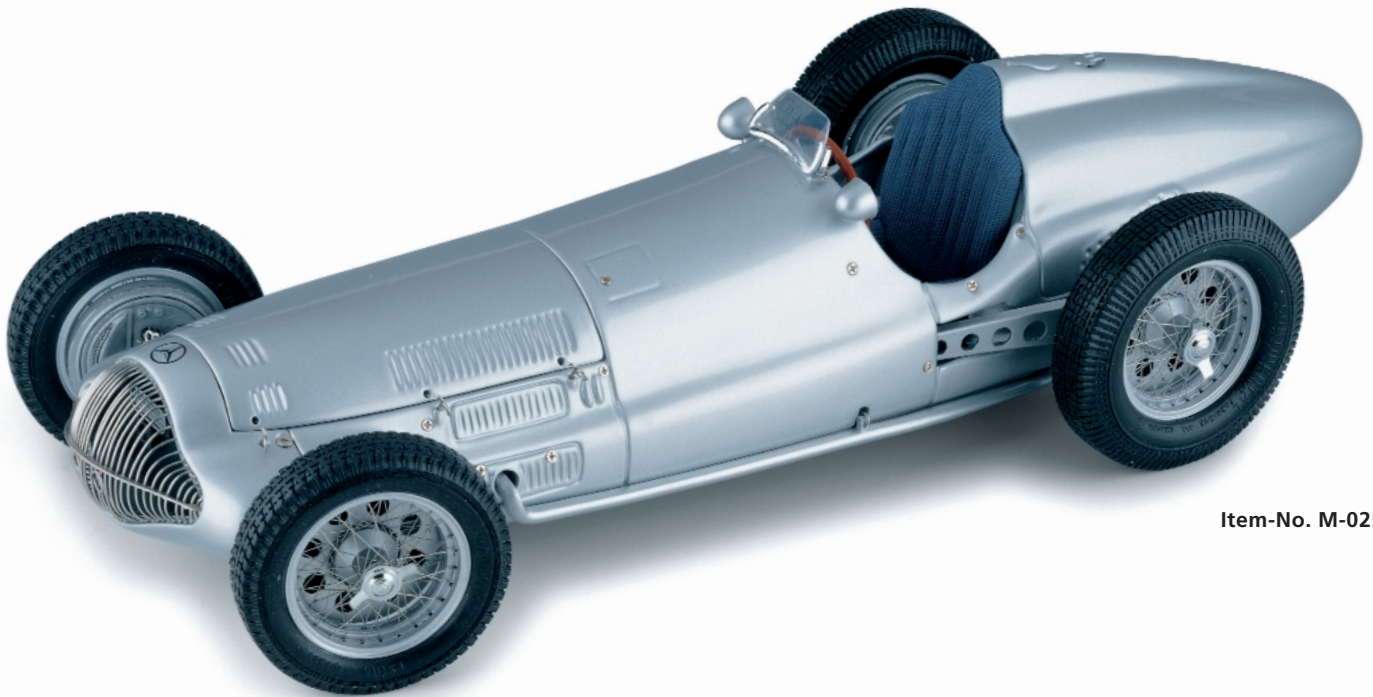


- Flap down wind screen
- Tank cap can be opened
- Driver seat covered with real textile



- Wheels on filigree spokes
- Hand mounted steel wires
- Authentic tyres

THE GREAT VICTOR OF FRANCE: MERCEDES-BENZ W 154, 1938



Item-No. M-025

In 1938 a new racing formula was introduced, which limited the displacement of racing cars with a compressor to 3 litres. This changed rule was determining motor racing sport of the succeeding years.

Mercedes-Benz developed an entirely new V12-engine with 485 hp for the W 154. A 5-speed transmission was added and was directly mounted on the de Dion rear axle. One tank was in the rear, a second in the cockpit, above the driver's legs.

In this vehicle the drivers Caracciola, Lang, von Brauchitsch and Seaman of the Daimler-Benz team gained one victory after the other. In 1938 Caracciola became European Champion. At the French Grand Prix on the 3rd of July, 1938, Mercedes-Benz gained a triple victory: von Brauchitsch came in first, Caracciola second and Hermann Lang third. In 1939 Hermann Lang became European Champion with the further developed W 154.



■ Radiator grill made of fine, hand-drawn wires, soldered individually



■ Hand assembled from more than 500 parts
■ Windscreen can be fold down



■ Removable engine hood
■ Finely imitated and detailed engine

■ Punched brake discs
■ Spoke wheels with hand-drawn individually fitted wires

Technical data of
the original vehicle:

■ V-12-engine with 2 Roots-compressors ■ Displacement: 2.962 cm³ ■ Bore x stroke: 67 x 70 mm
■ Maximum output: 485 hp at 7.500 rpm ■ Transmission: 5-speed ■ Wheel Base: 2.730 mm
■ Front track: 1.470 mm ■ Rear track: 1.410 mm ■ Topspeed: 320 km/h

A GLORIOUS PIECE OF CAR RACING HISTORY: MERCEDES-BENZ W 165, 1939



Item-No. M-018

In the thirties, the most glamorous Grand Prix races took place in the North African city of Tripolis. Since 1934 this exotic paradise has formed the exclusive background of motor races which were dominated by the superiority of Mercedes-Benz.

As from 1939 the Grand Prix was limited to 1.5 litre cars, Mercedes-Benz succeeded in building an entirely new racing car at a record pace – the 1.5 litre W 165 with a V8-engine and remarkable 256 hp. With this vehicle Hermann Lang gained a sensational victory which was the result of an outstanding team performance and one of the most unexpected triumphs in the history of motor sport. Therefore it is not surprising that this car and the Tripolis race became a legend.



- Hand assembled from more than 400 parts
- Radiator grill made of steel-wires with finely imitated reproduction of air slots



- Hand drawn spoke wheels
- Each wheel consists of 30 steel wires individually hand twined



- Elegant form shows the latest fashion of that time in racing sport

Technical data of
the original vehicle:

■ V-8-engine with 2 camshafts ■ Displacement: 1.495 cm³ ■ Bore x stroke: 64 x 58 mm ■ Fuel supply:
3-stage-suction carburator ■ Maximum output: 256 hp at 8.000 rpm ■ Transmission: 5-speed, gate
■ Wheel Base: 2.450 mm ■ Front track: 1.280 mm ■ Rear track: 1.338 mm ■ Topspeed: 300 km/h

THE LEGEND IS ALIVE: DER MERCEDES-BENZ W 196, 1954/55



Item-No. M-006

Model of the year
1998

Model of the year
1999

The Silver Arrow – one of the most famous racing cars from Mercedes-Benz. Still today, motor sport fans are enthusiastic about the Silver Arrow of the fifties.

This racing car is that famous due to lots of victories and very good second places in the year 1954 and 1955. Fangio became world champion with this car in those two years. The drivers Kling, Herrmann and Moss came in second and third in several races with the Silver Arrow as well.

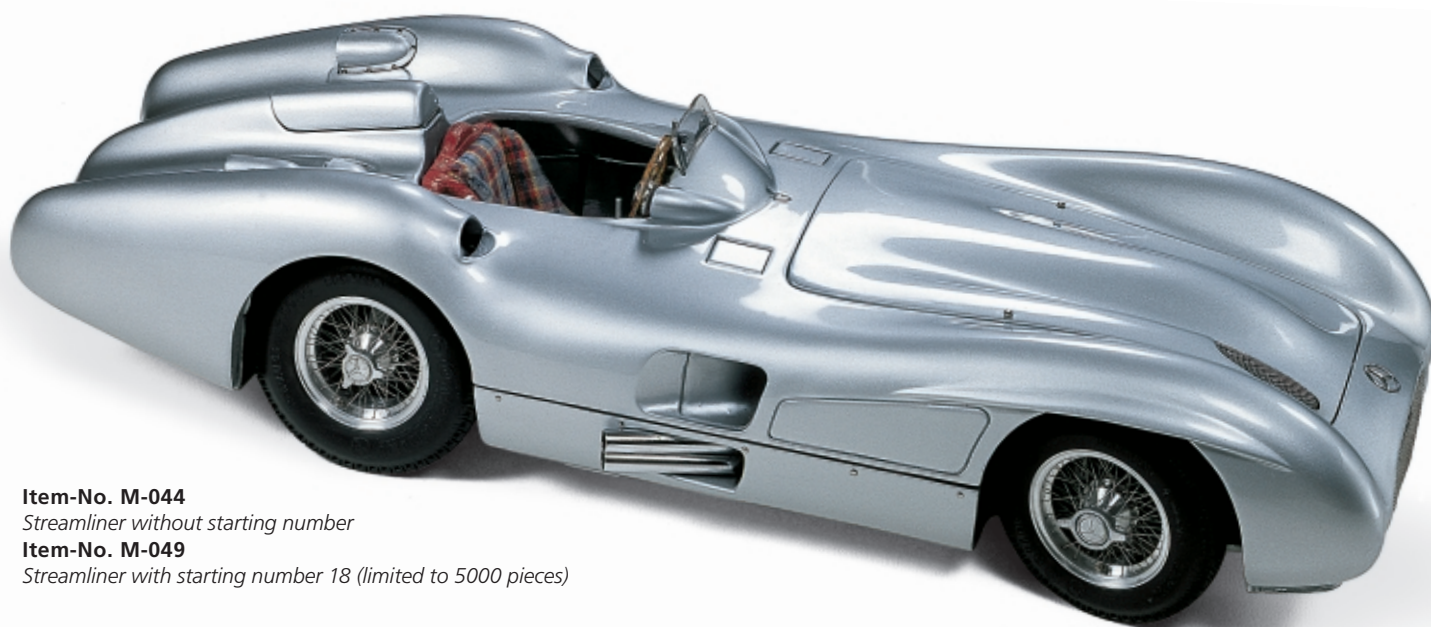


- Hand assembled from more than 180 parts
- Very detailed chassis and dashboard
- Driver seat textile covered
- 8-cylinder in-line-engine, brakes enclosed
- Double exhaust pipes and rear-starter
- Photo-etched spoke wheels, radiator-grill and slit for air-inlet pipe of stainless steel mesh
- Windscreen frame of metal
- Perfect painting, polished by hand

Technical data of
the original vehicle:

■ 8-cylinder in-line-engine, 2 overhead camshafts ■ Displacement: 2.496 cm³ ■ Bore x stroke: 76 x 68,8 mm
 ■ Fuel supply: injection pump ■ Maximum output: 257 hp at 8.250 rpm ■ Transmission: 5-speed,
 4 gears synchromeshed, gate ■ Wheel Base: 2.350 mm ■ Front track: 1.330 mm ■ Rear track: 1.358 mm
 ■ Topspeed: 300 km/h

PERFECT IN FORM HARMONY: MERCEDES-BENZ W 196 R, 1954/55



Item-No. M-044

Streamliner without starting number

Item-No. M-049

Streamliner with starting number 18 (limited to 5000 pieces)

1954. Mercedes-Benz returned after the war to the Formula-1-racing. At the premiere in Reims, three new Silver Arrows came to use – and with their complete new body they caused a lot of excitement at the audience and a lot of nervousness at their competitors. The world has never seen before such an easy cutting, elegant and streamlined racing car.

The sensation was perfect, as the Mercedes with Juan Manuel Fangio and Karl Kling realised a terrific double at the first go. Fangio became 1954/1955 double word champion, but also Kling, Stirling Moss, Hans Herrmann and Piero Taruffi were celebrated stars. They all celebrated a lot of triumphs with the streamline version and also with the parallel used W 196 Monoposto, the version with the freestanding wheels.

This story of big success ended like it began. The Grand Prix seasons last race in 1955 in Monza, Fangio was again able to win with the streamline version and starting number 18. Mercedes retired from the Formula-1-racing one more time. And the glorious era of the Silver Arrows ended.

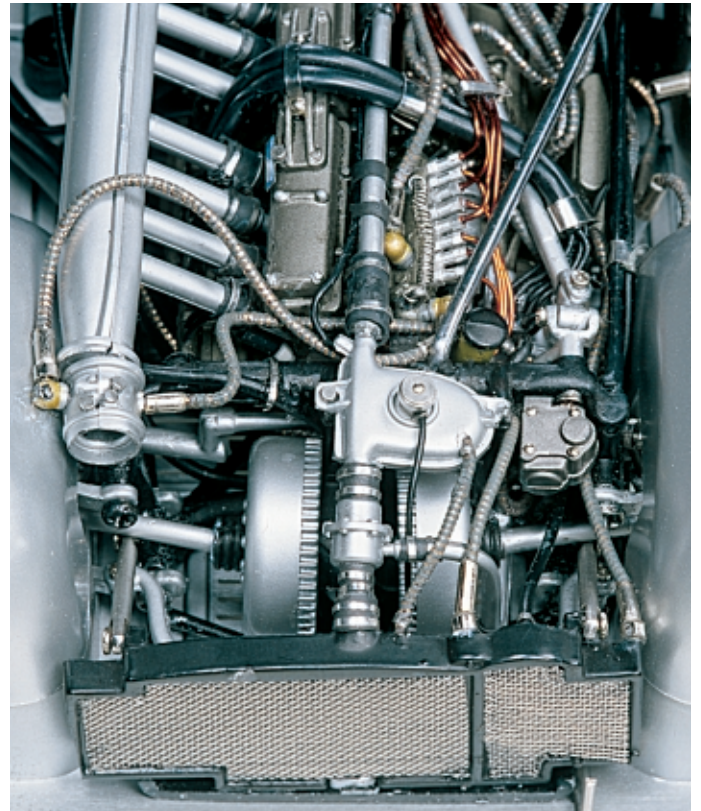
The fullmetal model is handmounted of more than 1.100 parts. The interaction of precision, details and functionality, the use of high-class material and the brilliant paintwork in finest polish are making this to a masterpiece of model architecture.

*Technical data of
the original vehicle:*

■ 8-cylinder in-line-engine, in lengthwise 50° leant to the right side ■ Fuel direct injection,
controlled mechanical ■ Displacement: 2.496 cm³ ■ Maximum output: 290 hp at 8.500 rpm
■ Topspeed: 300 km/h ■ Wheel Base: 2.350 mm ■ Total length: 4.420 mm



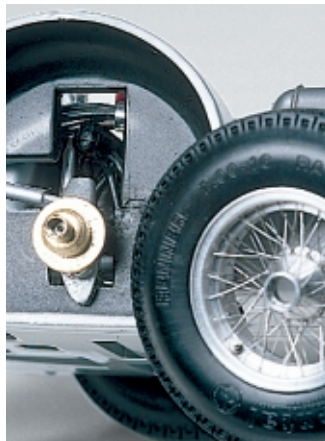
- Fine elaborated cockpit with hand implemented instruments
- Steering wheel with metal spokes and in lifelike woodlook
- Ventilation flap in front of the windshield can be opened by a lever in the cockpit



- True to the original replication of the 8-cylinder in-line-engine with beveled fitting position
- Detailed cabling and pipe installation
- Fuel injection system with injection pump; injection pipes made of copper
- Exact reproduction of the inside drumbrakes (front/rear)



- Fuel filler neck with removable fuel tank cap of metal



- Filigree elaborated front and rear axle with detailed wheel suspension and spring cylinder of metal



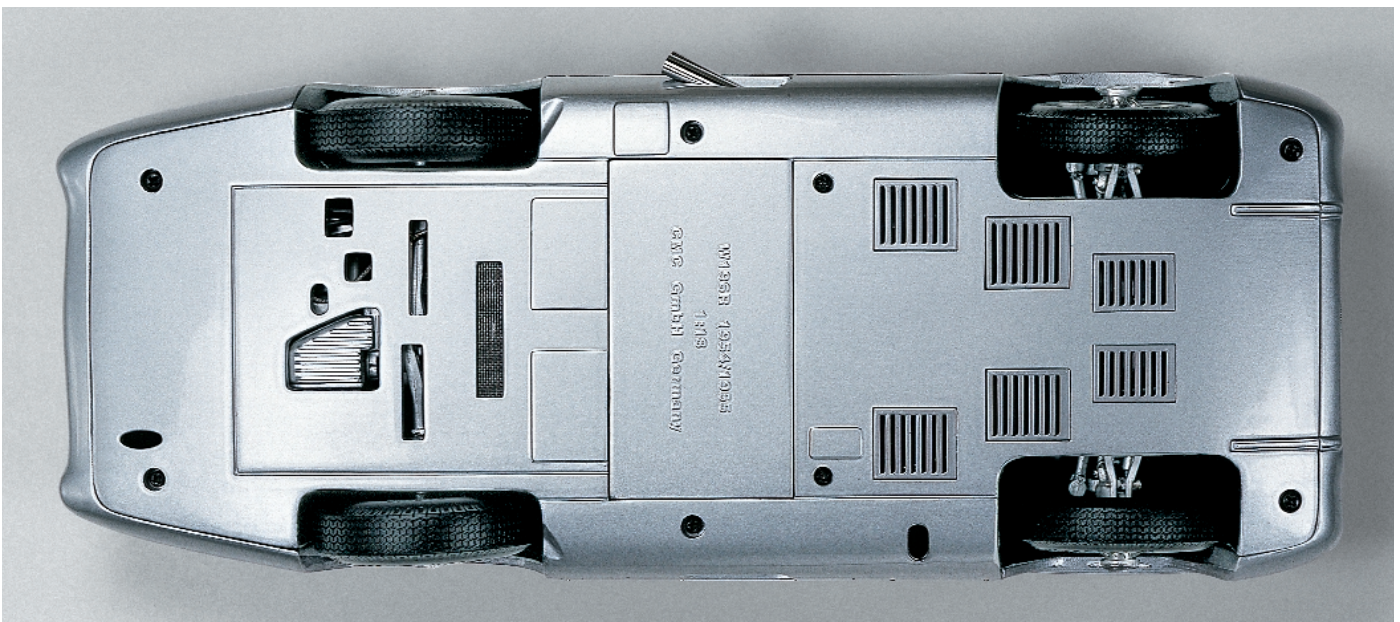
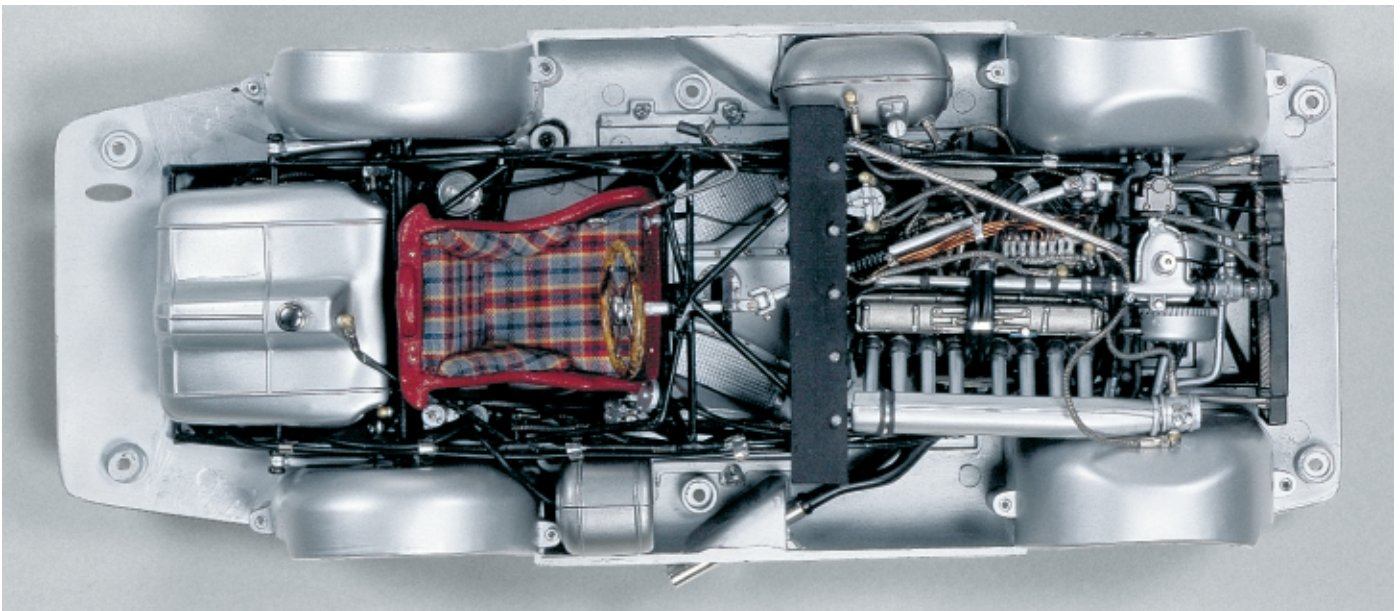
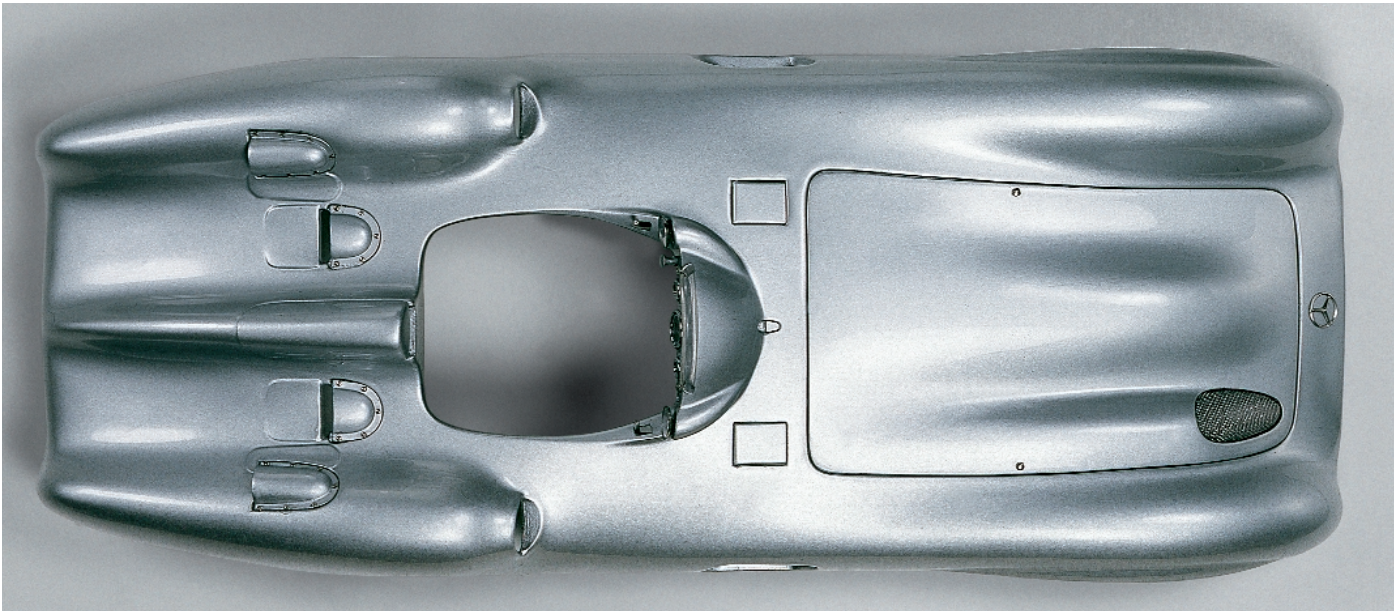
- Cockpit seat in real textile covering and headrest in leather
- Precisely designed tubular space frame with welded metal bars
- Precisely replicated steering linkage with functional universal joints



- Each wheel-rim of aluminium with 72 spokes on three different levels
- Mounting and detachment of wheels is possible with winged central locking nut, which can be screwed



- Movable fuel tank cap
- Sheet copper formed and with metal rivets fixed air outlet hoods



■ By unscrewing of six little screws at the floor panel, the complete body can be removed. This enables a good view at the insight to the tubular space frame as well as chassis and power train.

THE BLUE WONDER: MERCEDES-BENZ RACING CAR TRANSPORTER, 1954



Item-No. M-036



**Super-Model
of the year 2002**



**Model of the year
2002**



**Model of the year
2002**

In 1954 a special and uniquely hand built vehicle appeared from the workshops of Daimler-Benz: the Mercedes-Benz racing car transporter. With its deep blue coloured Daimler-Benz paintwork, the soft curves of the chassis and a max. speed of 170 km/h it caused just as much wonderment as the racing cars W 196 and 300 SLR on the loading bed.

After Daimler-Benz withdrew from Formula 1 racing at the end of 1955 this vehicle disappeared from the public view. Sadly the original was scrapped in 1967.

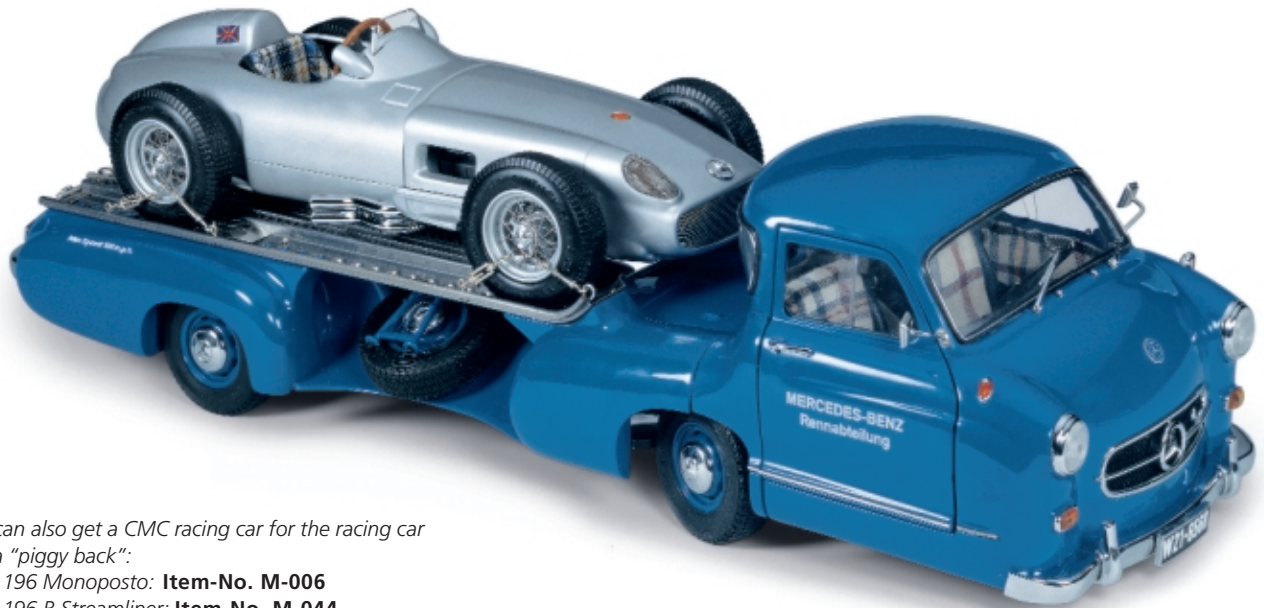
At the beginning of the 1990's Daimler-Benz recalled this souvenir and under the direction of the Mercedes-Benz Classic Center a replica of the original was again constructed, bringing the solitaire "back to life".

On the occasion of the 100 year company anniversary parade for the brand Mercedes-Benz in 2001 the racing car transporter was presented to an excited public at the Festival of Speed in Goodwood in South England.

**Also in scale 1:43 available:
Item-No. M-036K**

*Technical data of
the original vehicle:*

■ 6-cylinder in-line-engine (300 SL) ■ Fuel direct injection ■ Maximum output: 192 hp at 5.500 rpm
■ Displacement: 2.996 cm³ ■ Topspeed: 170 km/h ■ Wheel Base: 3.050 mm ■ Length: 6.750 mm
■ Width: 2.000 mm ■ Total weight: 2.100 kg



Of course you can also get a CMC racing car for the racing car transporter as a "piggy back":
 Silver Arrow W 196 Monoposto: **Item-No. M-006**
 Silver Arrow W 196 R Streamliner: **Item-No. M-044**



- Hand mounted precision model of full metal, 409 parts
- Brilliant high polished paintwork in the original Daimler-Benz blue
- Original vehicle lettering
- Full metal fenders with polished chrome finish

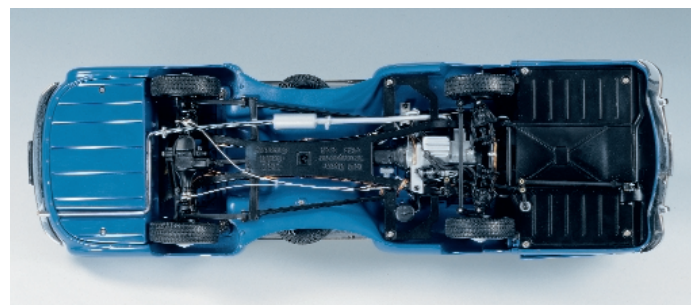
- Tracks for the transport of the racing car of stainless steel with original hole pattern and eyes for lashing
- Mobile and mountable loading ramp tracks
- Binding straps of leather with metal buckles for the tracks



- Functional doors with movable sliding windows
- Detailed replica of the cockpit
- Textile covering of seats and inner side of doors

- Drivers cabin with original form rear window

- Lashing with functional tightener of metal for the fastening of the racing car



- Support jacks for loading ramps of metal dismountable from the stowing space on the spare wheels.

- Engine hood can be opened and the servicing cover is removable
- True to the original replica of the 6-cylinder in-line-engine

- Chassis with replica of original cruciform profile steel frame
- Steerable front wheel
- Single wheels suspension at the front with helical springs
- Rear swing axle with lowered separate fulcrum for each axle tube and helical spring suspension
- Exhaust manifold of metal.

A REAL BEAUTY: MERCEDES-BENZ 450 SL, 1973–80



Item-No. M-024A

*European type,
Mercedes production series 107,
top down, blue-gray*

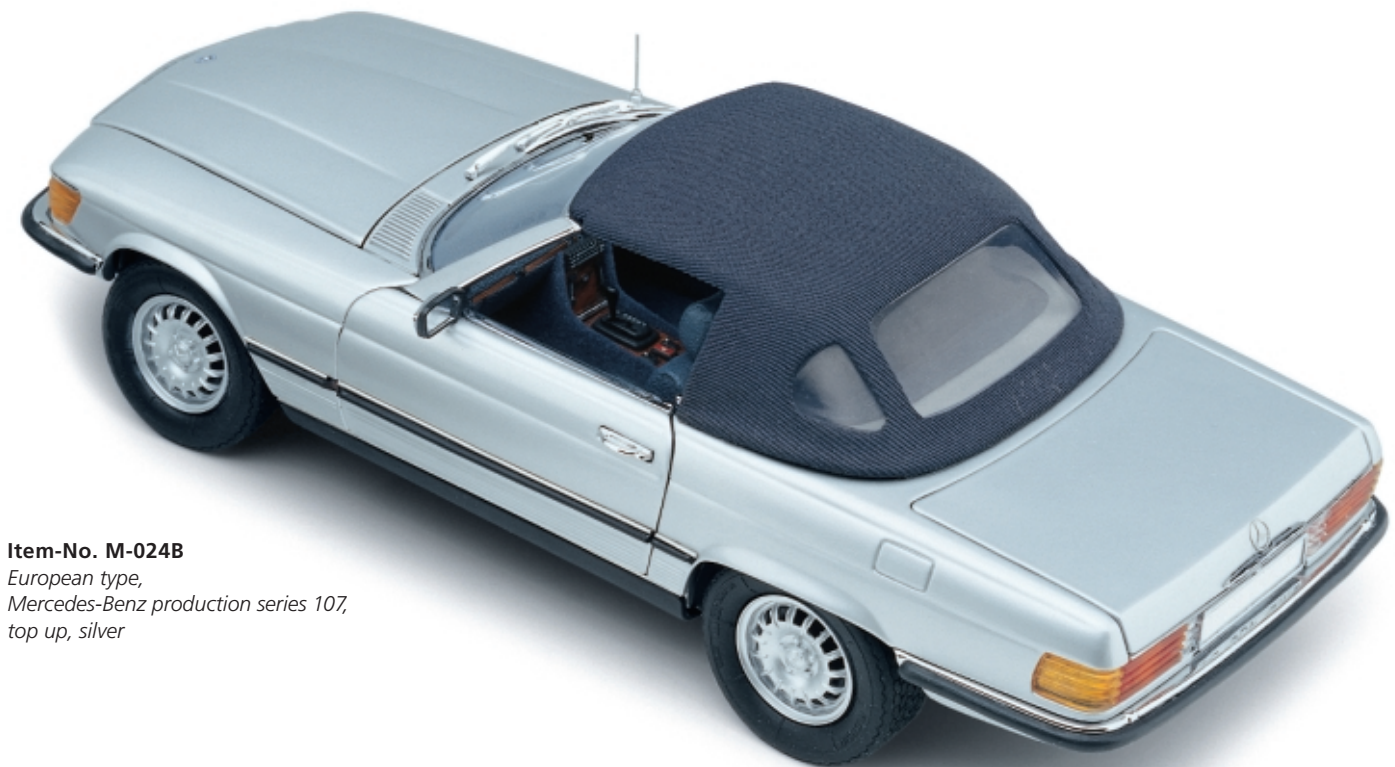
In 1973, Mercedes-Benz showed one of its most successful types. The big surprise turned out to be successful, people were delighted at the elegant Mercedes 450 SL at the Geneva Automobile-Saloon.

The huge V-8 engine with 4.520 ccm and 225 hp reached a maximum speed of 218 km/h. Therefore it wasn't astonishing that Mercedes could sell more than 66.000 units of this type within only seven years.

The models are hand assembled from more than 280 pieces. High-quality material and love for details determine the quality. The hard top of the 450, for example, is covered with dark blue textile.

*Technical data of
the original vehicle:*

■ V-8-engine (90°V-angle) ■ Displacement: 4.520 cm³ ■ Maximum output: 225 hp at 5.000 rpm
■ Fuel supply: electronical controlled injection ■ Automatic transmission
■ Wheel Base: 2.455 mm ■ Front track: 1.452 mm ■ Rear track: 1.440 mm ■ Topspeed: 218 km/h



Item-No. M-024B

*European type,
Mercedes-Benz production series 107,
top up, silver*



- Engine hood, doors and trunk can be opened
- Seats covered with real leather
- Carpeted floor
- Various movable parts: back support of front seats, adjustable head rests, sunvisors, antenna
- Stainless steel decorative trims on doors hand fitted
- Detailed dashboard with individually hand mounted instruments and air slots



The very detailed engine in delicate painting completes this beautiful collectors item

A DREAM FOR MERCEDES FANS AND MOTORSPORT ENTHUSIASTS: MERCEDES 300 SL, 1952



**Model of the year
2000**

*Mercedes 300 SL, double champion
at the Carrera Panamericana in 1952*
Item-No. M-023

For the leader of the racing department of Mercedes-Benz – Alfred Neubauer – only one victory was missing to win the CARRERA PANAMERICANA, a long distance race in Latin America. With four competition cars and a team of 35 service people the crew flew to Mexico in November 1952.

The engine displacement of the 300 SL has been increased to 3.1 litres, and therefore reached 177 hp. Kling's car collided with a vulture 50 km ahead of the finish which broke the windshield. It was safeguarded by a metal grid – and Kling with car No. 4 won the first place, Hermann Lang with car No. 3, a Mercedes 300 SL as well, got the second place.



■ Hand drawn steel bars in front of the windshield, endparts are photo-etched



- True to the original green thick carpet inside
- Dark green bucket seats covered with checked pattern at the inside
- Doors, engine hood and trunk can be opened
- Quarter windows at the gullwing doors can be opened
- Two spare wheels in the trunk
- Detailed engine-painting made by hand, true to the original

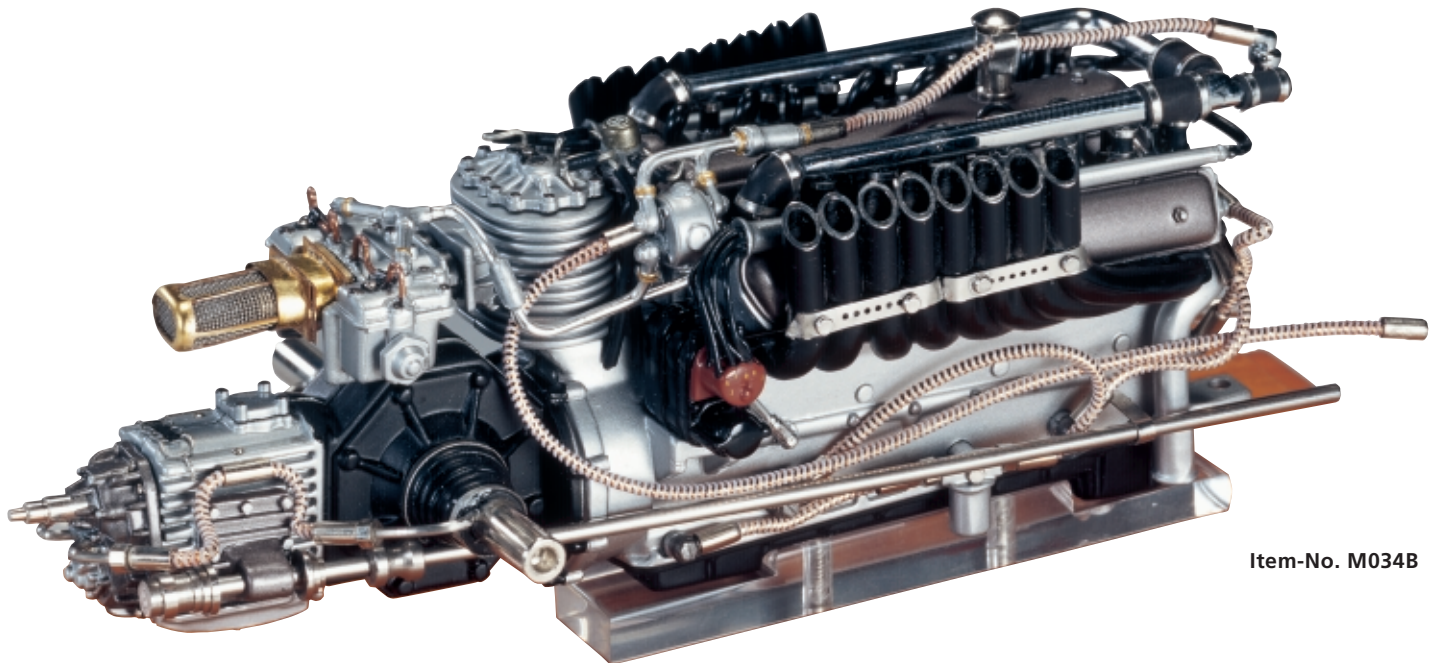


■ Hand assembled from more than 250 parts

*Technical data of
the original vehicle:*

- 6-cylinder in-line-engine, overhead camshaft
- Displacement: 3.100 cm³
- Fuel supply: injection pump
- Maximum output: 177 hp at 5.400 rpm
- Transmission: 4-speed synchromeshed
- Wheel Base: 2.400 mm
- Front track: 1.330 mm
- Rear track: 1.445 mm
- Topspeed: 257 km/h

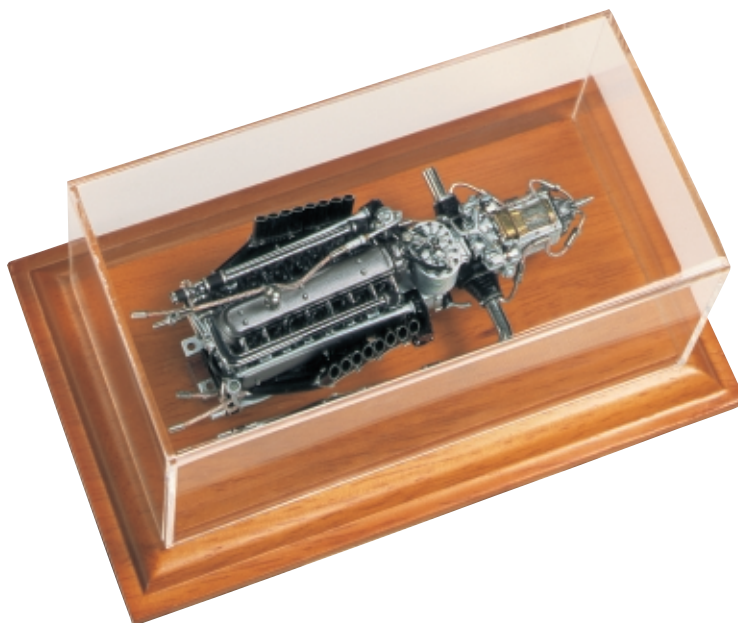
THE HEART OF A CHAMPION: ENGINE OF THE AUTO UNION TYPE C



Item-No. M034B

Handmounted of more than 400 parts, the filigree replica of the engine of the Auto Union Type C (1936/37). CMC presents that model in scale 1:18 in a suitable and dust-protected collectors showcase.

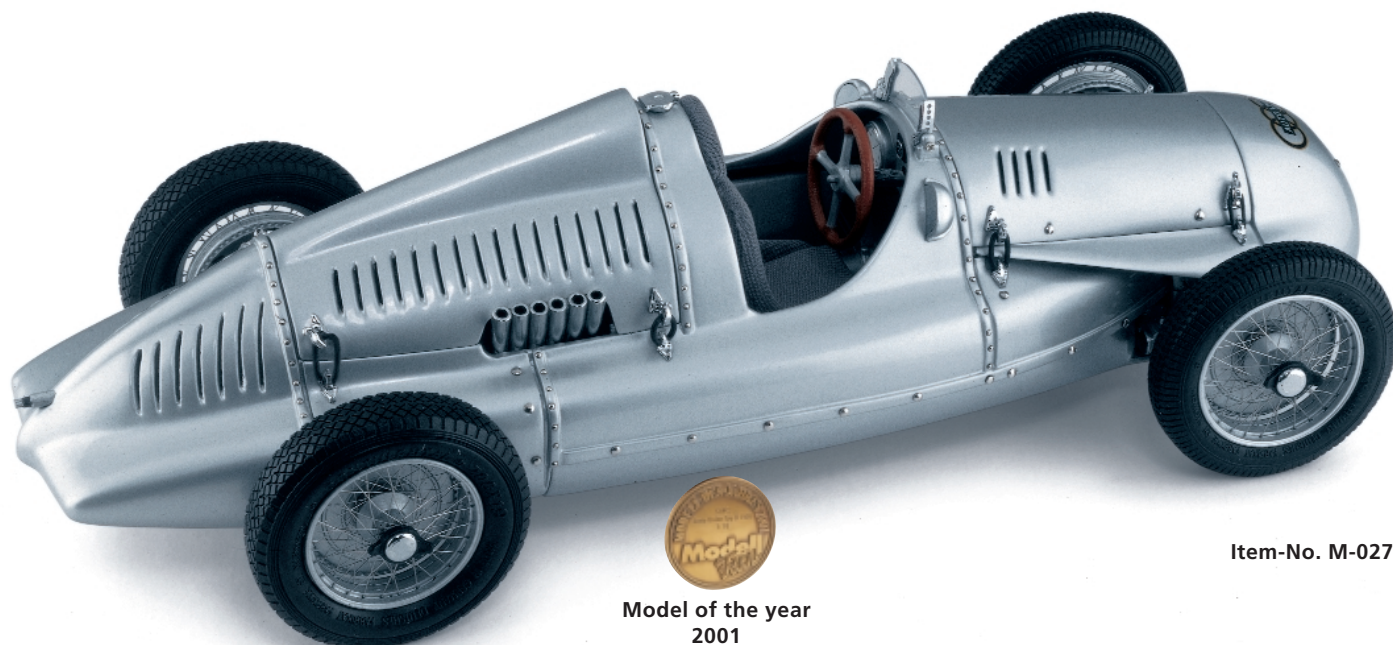
An exquisitely piece of jewelry and a delightful completion to your valuable model collection.



*Technical data of
the original vehicle:*

■ V-16-cylinder-engine ■ Installation position: behind the driver and ahead of the rear axle
(mid mounted engine) ■ Roots compressor ■ Displacement: 6.005 cm³ ■ Bore x stroke: 75 x 85 mm
■ Maximum torque: 870 Nm at 2.500 rpm ■ Maximum output: 520 hp at 5.000 rpm
■ Fuel supply: Solex-horizontal-double carburetor

THE REVOLUTION IN MODELING AUTO UNION TYP D, 1938



Item-No. M-027

Model of the year
2001

In the beginning of the year 1938 the racing team of Auto Union had to face a difficult situation: The contract with Ferdinand Porsche was cancelled, and Bernd Rosemeyer was killed in an accident in January trying to break the speed world record.

Eberan von Eberhorst replaced Ferdinand Porsche as designer. And "Il Diavolo" Tazio Nuvolari could be won as successor for the national hero Rosemeyer.

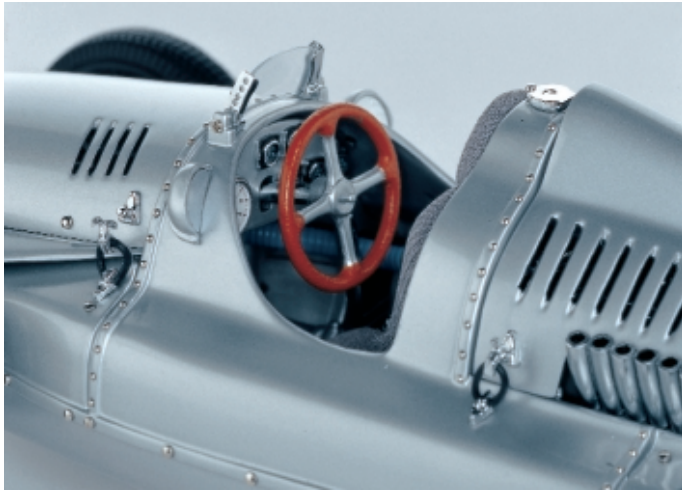
The "Flying man from Mantua" who got his nicknames due to his spectacular style of driving won the Grand Prix of Italy and England in an Auto Union Type D in 1938.

In the following year Auto Union gained a double victory in Reims with the drivers H.P. Müller and Schorsch Meier despite the tough competition of the Silver Arrows. And Nuvolari gained the last Grand Prix before the Second World War with an Auto Union Type D in Belgrad on the 3rd of September in 1939.

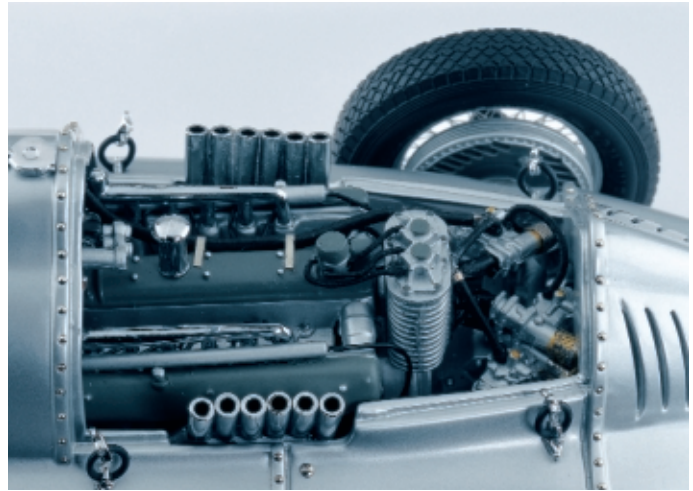
The Auto Union Type D newly defines modeling: more than 680 parts, each hand assembled, make it a collectors item par excellence. The paint of the body is of first class quality. It gives the car an excellent brilliance that is unparalleled in modeling.

*Technical data of
the original vehicle:*

■ V-12- engine with 60° cylinder-angle ■ Displacement: 2.984 cm³ ■ Bore x stroke: 65 x 75 mm
 ■ Fuel supply: Solex-horizontal-carburetor ■ Roots compressor ■ Maximum output: 485 hp at 7.000 rpm
 ■ Tubular-chassis ■ De-Dion rear axle ■ Wheel base: 2.850 mm ■ Front track: 1.390 mm ■ Rear track: 1.390 mm
 ■ Topspeed: 330 km/h



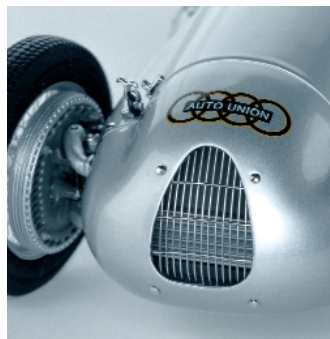
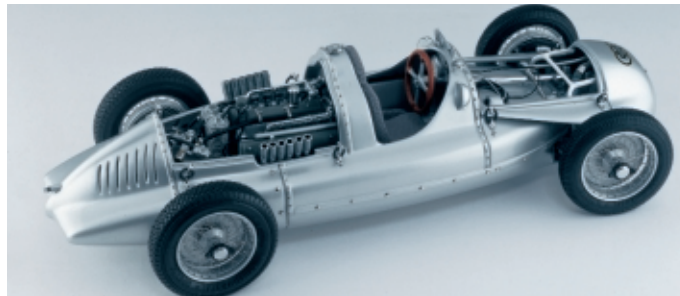
■ 44 big and 100 small rivets (diameter 0,75–0,9 mm) individually fixed with a tweezers.



■ True to the original displayed 12-cylinder-engine
■ 12 exhaust pipes made of metal



■ Removable engine hood with hood-ring made of real rubber



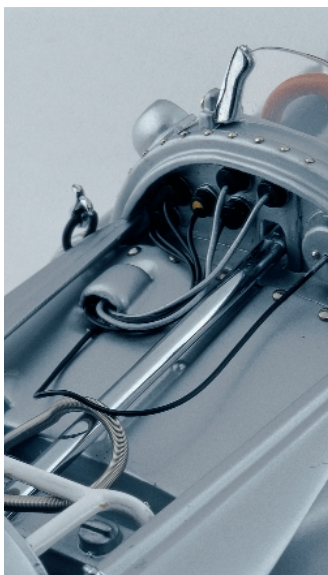
■ Radiator grill consisting of 16 pieces of steel wires soldered individually by hand



■ Spoke wheels consisting each of 30 hand assembled steel wires



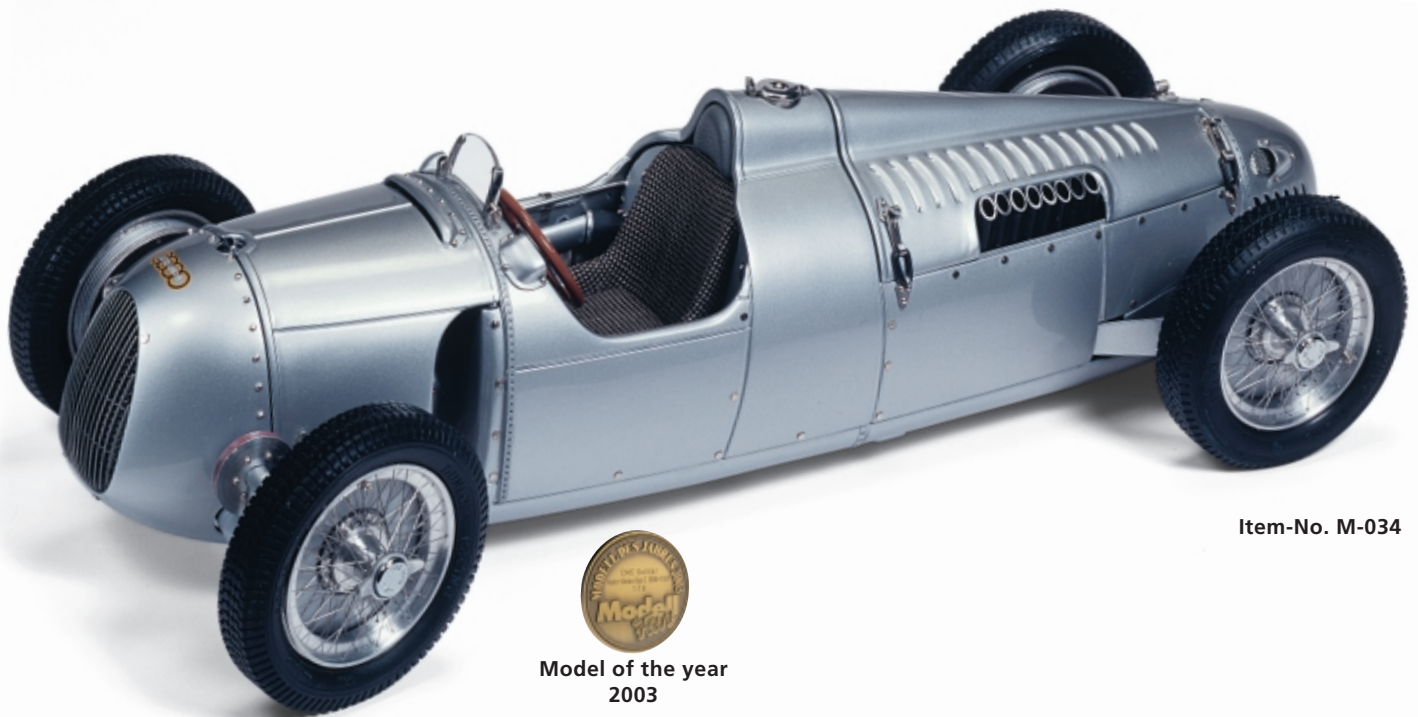
■ The engine hood fastening consists of 32 parts
■ Driver's seat covered with textile



■ 36 cables and fuel pipes



1.000 PARTS – 1 MODEL-CAR: AUTO UNION TYP C, 1936–37



Item-No. M-034

Model of the year
2003

This racing car developed by Ferdinand Porsche wrote racing history right away like almost no other racing car had done before: In 1936 Auto Union presented with the Type C a monoposto which was almost totally different from all the other racing cars known so far. What stood out especially was the unconventional design of the sensational 16-cylinder V-engine installed behind the driver and in front of the rear axle – an innovation which soon became the accepted thing.

This high-performance racing car was above all so successful because the bullet with 520 hp was driven by a highly talented racing driver: Bernd Rosemeyer. 1936 was his most successful year when he became European Champion and won numerous Grand Prix. In 1937 the new ace of the Auto Union could keep his main competitor, Mercedes-Benz, in check as well and was able to continue his successful career with five further wins. At the beginning of 1938, however, his career came to an abrupt and tragical end by a fatal accident which occurred during the try of breaking the speed world record.

After the end of the Second World War, the remaining racing cars in Zwickau had to be handed over as reparation payment to the Soviet-Union. Till now it's not comprehensible, what exactly happened to the racing cars after that day.

The Auto Union Type C is handmounted from 1026 parts to an extra class precision model. The single parts are of high-quality materials: 23 parts are zinc die-cast, 754 of metal, copper or are photo-etched and 153 are made of plastic. The remaining 96 parts are screws, rivets or indicated screw heads.

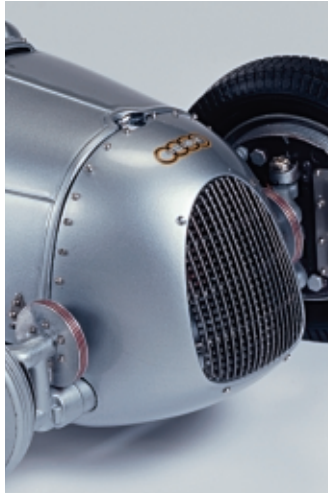
The "sound-barrier" has been broken: For the first time CMC is presenting a model in the scale 1:18, which is made of more than 1000 parts.

*Technical data of
the original vehicle:*

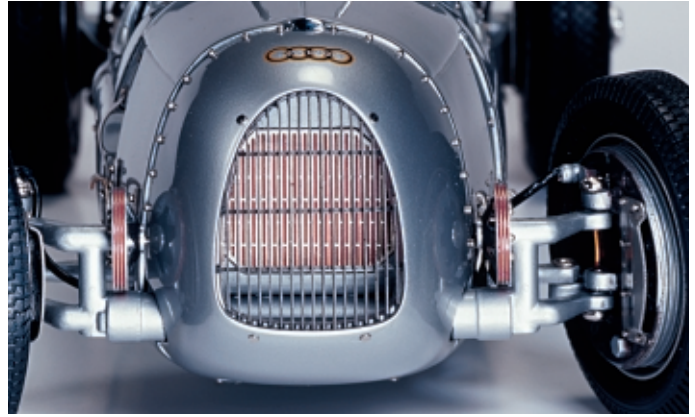
■ 16-cylinder-V-engine ■ Roots compressor ■ Displacement: 6.005 cm³ ■ Maximum output: 520 hp at 5.000 rpm
■ Wheel Base: 2.310 mm ■ Topspeed: 340 km/h ■ Total length: 3.920 mm



- Costly dashboard
- Sides with metal covering
- Cockpit-seat with real textile and head rest with real leather covering



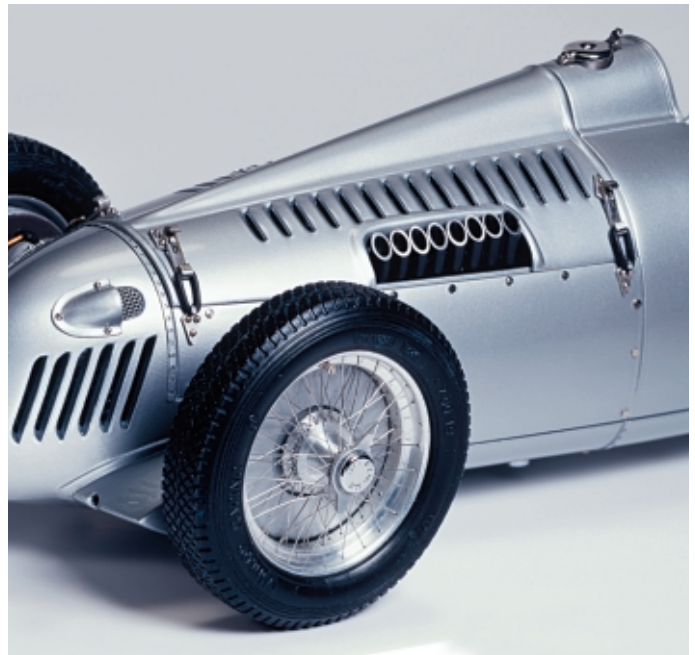
- Exact display of the front friction shock absorber
- Ventilated brake drums with metal scoop



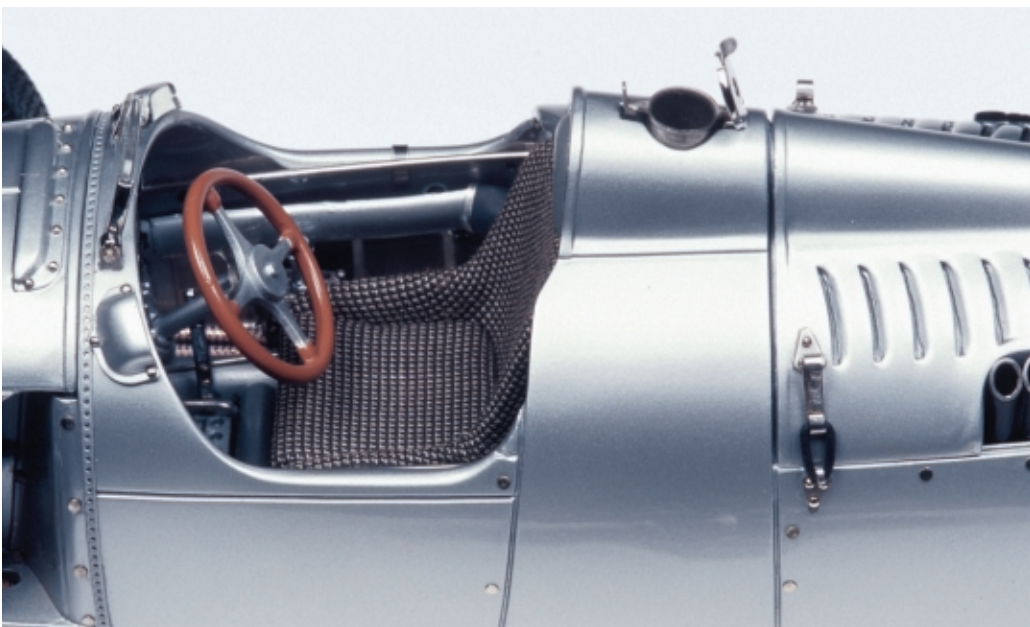
- Hand-made stainless steel radiator grill
- Authentic reproduction of cooling system



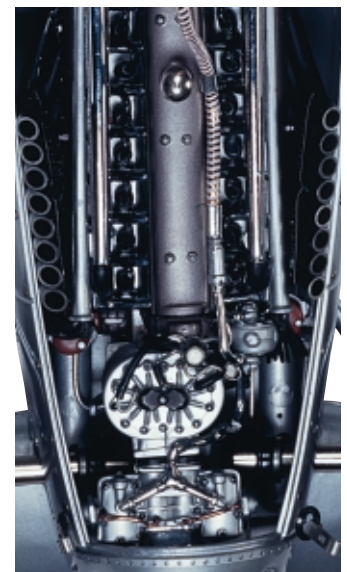
- Wheels in filigree spoke design. Each wheel is composed of 75 parts and removable by means of a double-winged central locking nut



- Removable front- and engine hood of zinc die-casting or copper plate, locking with metal hooks and real rubber rings



- First representation of single parts as pressed parts in a new production technology: for example, outside mirror housing, windscreen frame as well as rear- and brake drums air scoops, each made of metal.
- Stainless steel filler pipe which can be opened



- Precise reproduction of the 16-cylinder-V-engine
- Detailed cabling and laying of the oil- and fuel pipes
- Removable sparking plugs





MODELS

1:24

in Scale 1:24

THE LEGEND: HORCH 853, 1937



**Model of the year
1999**

**Model of the year
2000**

Item-No. M-015

In 1899, August Horch founded the company A. Horch & Cie. in Cologne-Ehrenfeld. Already in 1932, the four automobile plants of Saxony in Germany, i.e. Audi, DKW, Horch and Wanderer were merged into the Auto-Union AG. The brand Horch, however, is more familiar than ever.

We produced a closed and an open convertible model of the legendary Horch 853, an exquisite and luxury car in those times, in scale 1:24 – finely imitated reproduction down to the last detail, hand polished and assembled from more than 350 parts.



Item-No. M-016

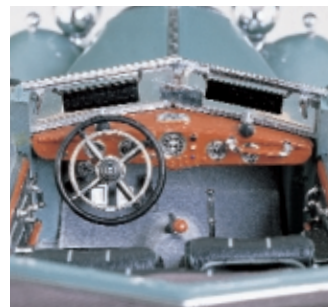
Open convertible in lime green and beige with textile top on metal frame (not movable)

Item-No. M-016A

Open convertible in red/claret red with textile top on metal frame (not movable)



- Precisely reproduction of the Horch 8-cylinder in-line-engine with lettering "Horch" and engine hood, divided into two parts, can be swung upwards by hinges
- Photo-etched radiator grill and radiator ornament



- Dashboard in wood imitation, six round instruments with sparsely outlined scales, many switches
- Trunk can be opened and is carpeted



- Finely imitated reproduction of seats and back seats covered with real leather and true to the original stripe design.
- Front seats can be tipped forward by fully chromium-plated hinges. Back support of front seats have chromium-plated and wood-covered handles

*Technical data of
the original vehicle:*

■ 8-cylinder in-line-engine ■ Displacement: 4.944 cm³ ■ Bore x stroke: 87 x 104 mm ■ Fuel supply: 1 Solex-Double-Downcraft carburetor ■ Maximum output: 120 hp at 3.600 rpm ■ Box-frame ■ Wheel Base: 3.450 mm ■ Front track: 1.510 mm ■ Rear track: 1.516 mm ■ Total weight: 2.600 kg ■ Topspeed: 135 km/h

A CAR YOU ARE DREAMING ABOUT: THE WANDERER 25 K, ROADSTER, 1936–38



Item-No. M-037
Delivery only in red



**Model of the year
2000**

The roots of the Wanderer works go back to the year 1885, the official foundation took place in 1907 in Chemnitz. In 1932 the automobile section was taken over by the Auto Union AG, already consisting of the brands DKW, Audi and Horch.

In 1936 Wanderer surprised with the release of the W 25 K which achieved with its 4-cylinder-engine and an additional, permanently working compressor a performance of 85 hp. By 1938, 258 units of this type had been sold. Until today, this vehicle has remained a dream car due to its aesthetic design.

The Wanderer 25 K is the second model of our Audi Tradition Series on the occasion of the 100th anniversary of Horch. The series will be completed gradual with further models, so that each model of this series represents one of the four rings of the Audi symbol.



- Hand assembled from more than 380 parts
- Finest performing in metal, synthetic and leather
- Very detailed dashboard
- Doors can be opened
- Trunk can be opened and fixed



- Hand soldered radiator grill
- Detailed engine

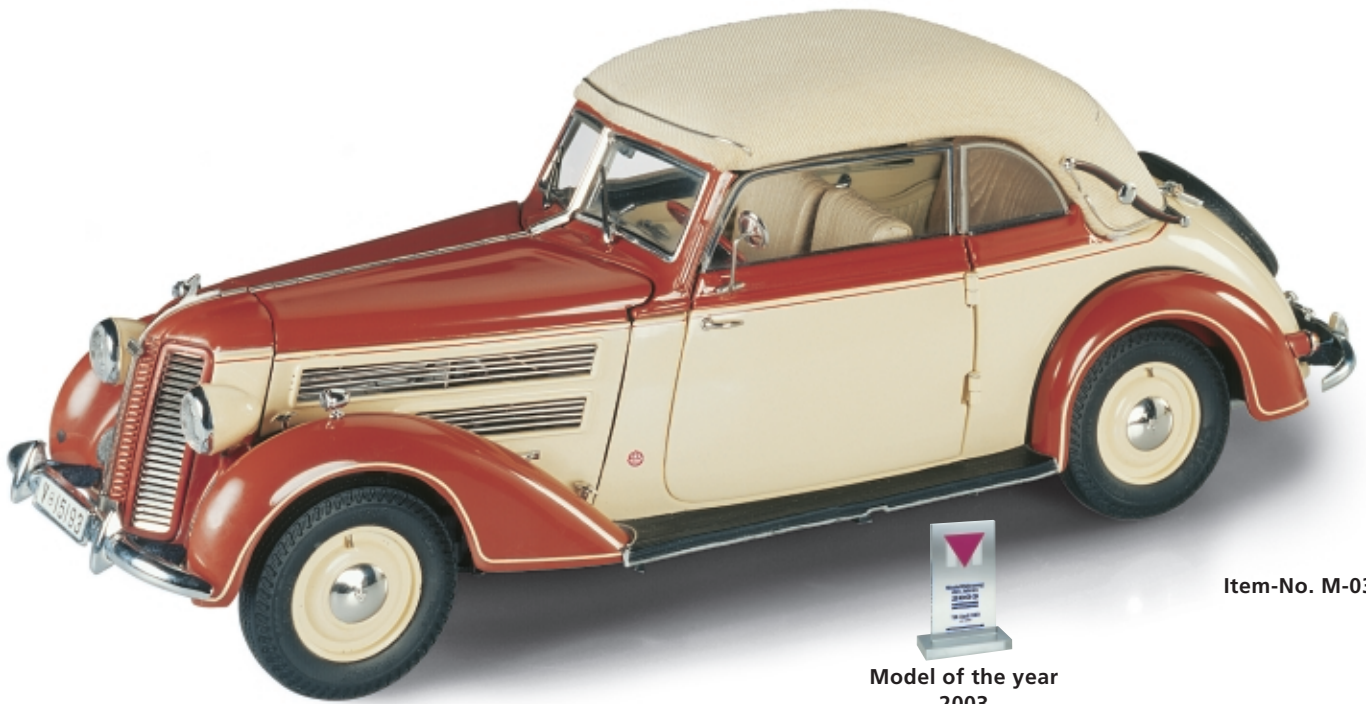


The sophisticated workmanship, the use of first-class materials and the finely imitated reproduction of the characteristic features make our model a very precious item for every demanding collector.

*Technical data of
the original vehicle:*

- 4-(6)-cylinder in-line-engine ■ Displacement: 1.950 cm³ ■ Bore x stroke: 70 x 85 mm
- Roots compressor ■ Fuel supply: 1 Solex-Double-Updraft carburetor ■ Maximum output: 85 hp at 4.000 rpm
- Wheel Base: 2.650 mm ■ Front track: 1.325 mm ■ Rear track: 1.330 mm ■ Topspeed: 145 km/h

IN THE VIGOUROUS ELEGANCE OF THE 1930's: THE AUDI 920, 1938–40



Item-No. M-032

The Audi 920 was much demanded by individualists and sports orientated types of people. The vehicle was constructed and mounted by Horch and available from December 1938. It showed typical signs of module design of Auto Union in the late thirties. Only two types of chassis were available in serial production: The one limousine type produced by Horch workshops and secondly the cabriolet type produced by Gläser in Dresden.

As opposed to its predecessor the Audi Front, the 920 was fitted with a rear axle drive.

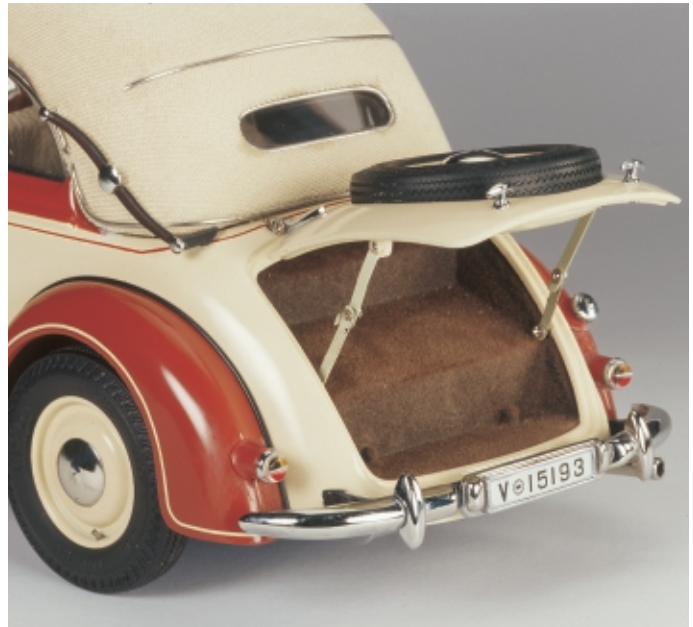
The very modern for its time and still beautiful automobile soon found an exclusive and enthusiastic class of buyers and would have established the brand name Audi securely in the upper market segment, if the World War II hadn't put an end to the success. The production had to be reduced severely and eventually stopped completely in April 1940: The end of a famous brand that could celebrate a considerable come-back almost 30 years later.

*Technical data of
the original vehicle:*

■ 6-cylinder in-line-engine ■ Rear-axle drive ■ Displacement: 3.281 cm³
 ■ Maximum output: 75 hp at 3.000 rpm ■ Top speed: 130 km/h ■ Consumption: 16 litres/100 km
 ■ Wheel Base: 3.100 mm ■ Total numbers: 1.281 (therefrom 818 cabriolets)



- Back supports of front seats can be folded forward
- Steering wheel with three point supports each of four radiating and joined photo-etched spokes



- Doors and trunk deck can be opened
- Trunk and interior floors with carpeted, carpet for interior with leather imitation edges



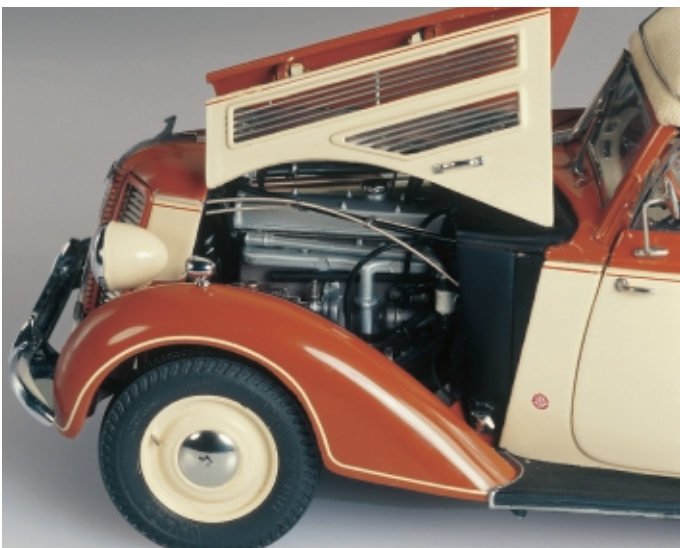
- Wheel hub cap of press-formed metal
- Wheel rims of steel with hand inserted metal valve



- Fenders of formed metal
- Folding top of real textile (not movable)



- Seats of real leather
- Dashboard of wood imitation
- Window frames of photo-etched metal pieces



- Hinged engine hood can be opened
- A high level of details at the engine

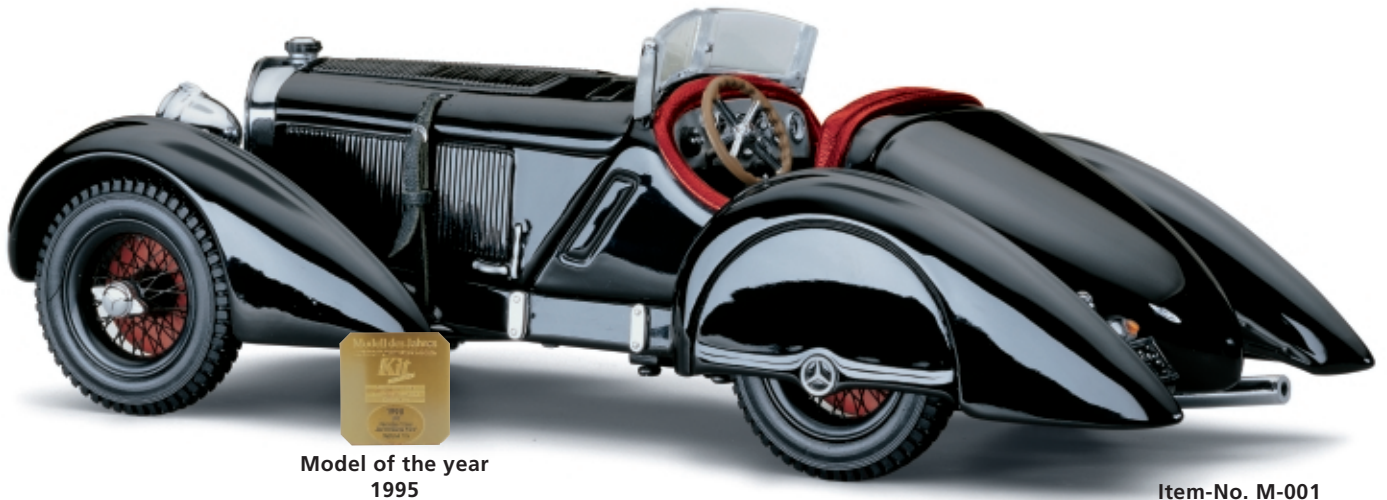


- Handmounted precision model of 399 parts
- Captivating dual colour painting
- Detailed under body group



- Precisely worked radiator grill with individual louvers of photo etched pieces
- Partitioned windscreen with profiled metal rim
- Multi-part outer mirror of metal
- Engine compartments ventilation louvers of metal

EXTRAORDINARY: THE BLACK PRINCE OF COUNT TROSSI MERCEDES SSK, 1930



Count Carlo Trossi is descended from the Castle Caglinico in Piemont/Italy. He loved motor sport and was an amateur racing driver. In 1931, he took over the racing team of Enzo Ferrari becoming its second president and won the very good second place at the Mille Miglia in 1932.

In 1932, Count Trossi bought the chassis of the Mercedes SSK no. 36038 together with the engine no. 77640 at Mercedes in Rome. The english bodyworker Willie White gave the huge 7 litre a special body which made the Trossi Mercedes unique. While the Mercedes series production cars were painted in white in the 30's, Count Trossi, however, let his SSK shine in black. Count Trossi owned the Black Prince until his death in 1949. Today, Ralph Lauren, a worldwide famous men's out-fitter, has the Mercedes to call his own.



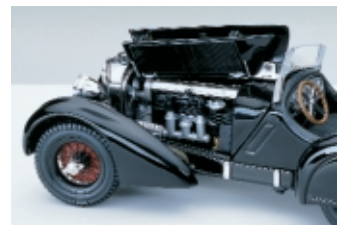
■ Interior with very detailed dashboard and perfect finish: seats, framing of the cockpits outer edge and hoodbelts are of real leather



■ Spare tyre under the movable tailgate



■ The front: finest detailed work in rich and brilliant painting showing the correct proportions



■ Very detailed engine with delicate painting under double hinged hood

Technical data of
the original vehicle:

■ 6-cylinder in-line-engine, overhead camshaft ■ Compressor ■ Displacement: 7.065 cm³
■ Maximum output: 275 hp at 3.300 rpm ■ Top speed: 200 km/h ■ Wheel Base: 2.950 mm
■ Front track: 1.420 mm ■ Rear track: 1.420 mm ■ Total length: 4.780 mm

THE CAR OF STARS AND STATESMEN: MERCEDES 540 K CABRIOLET B, 1936



Item-No. M-003b

Ivory/light blue, with closed top (not movable)

Item-No. M-003r

Claret red/black, with open top (not movable)

**Model of the year
1997**

**Model of the year
1997**

The elegant lines of the convertible were and are still causing sensation. Combined with a high riding comfort the 540 K was a car of highest technical perfection. It has rightly been awarded as well for its performance as for its sportly elegance at many exhibitions.

It is therefore not surprising that, with the appearance of the 540 K, Mercedes became the brand of stars and VIP's. Emperors and kings, prominent statesmen and stars owned a Mercedes 540 K. Among others, Lilian Harvey, Richard Tauber and Elly Beinhorn drove this car. Of course, one of the original models is exhibited at the Mercedes-Benz Museum in Stuttgart and is still causing sensation, even nowadays.



- Instruments on dashboard mounted individually
- Very detailed 8-cylinder in-line-engine with super charger and roots-blaster



- Seats covered with real leather, backs of front seats of imitated textile and equipped with handles
- Floor and trunk are carpeted with imitated velour



- Hand-built die cast models from more than 220 parts
- Engine hood, trunk and doors can be opened

*Technical data of
the original vehicle:*

- 8-cylinder in-line-engine, with compressor
- Displacement: 5.401 cm³
- Bore x stroke: 88 x 111 mm
- Fuel supply: Double-Updraft carburetor
- Maximum output: 180 hp at 3.400 rpm
- Transmission: 4-speed
- Wheel Base: 2.950 mm
- Topspeed: 180 km/h

THE ADENAUER MERCEDES: MERCEDES-BENZ, TYP 300 D, CABRIOLET D, 1958–62



Item-No. M-026

The breakaway atmosphere in post-war Germany: Also the automobile industrie is back in action and picked up on its past performance from pre-war years. At the IAA in Frankfurt, in April 1951 Daimler-Benz presents the type 300 d as the biggest and at that time fastest serial manufactured car of German production. Within a very short time this model is the preference vehicle for prominent personalities of politics, commerce and cinema.

The federal president Theodor Heuss and minister for economic affairs Ludwig Erhard are driven in the 300er. But the model became famous as the "Adenauer Mercedes", then the first federal chancellor emphasised the importance of only being driven in the 300er.

In August 1957 the Mercedes-Benz type 300 was presented as a modernised version: the 300 d, which became available as a cabriolet D in July 1958. Only 65 units of them were ever built, at the proud price for those times of 37.000,– DM.

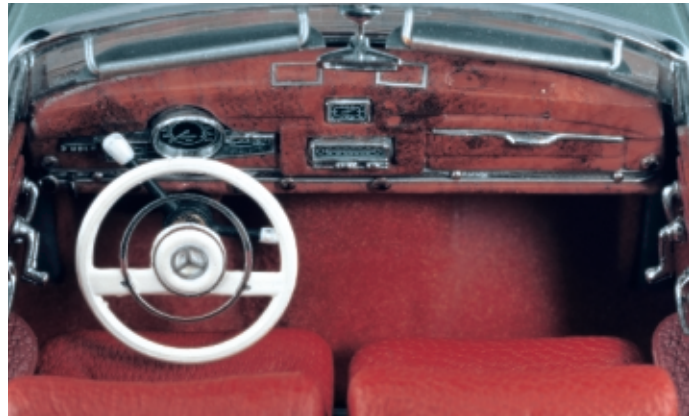
The appearance of the 300 d, cabriolet D with its ponton shaped contours is simple and yet impressively elegant. Conspicuous is the four door bodywork, the panorama rear window and the spacious trunk.

*Technical data of
the original vehicle:*

■ 6-cylinder in-line-engine, with 160 hp at 5.300 rpm ■ Top speed: 165 km/h ■ Fuel supply: Suction pipe fuel injection with a Bosch injection pump ■ Serially produced with a 3-speed automatic transmission with the selector lever on the steering column



- Doors and engine hood can be opened
- Meticulously designed engine
- Steerable front wheels



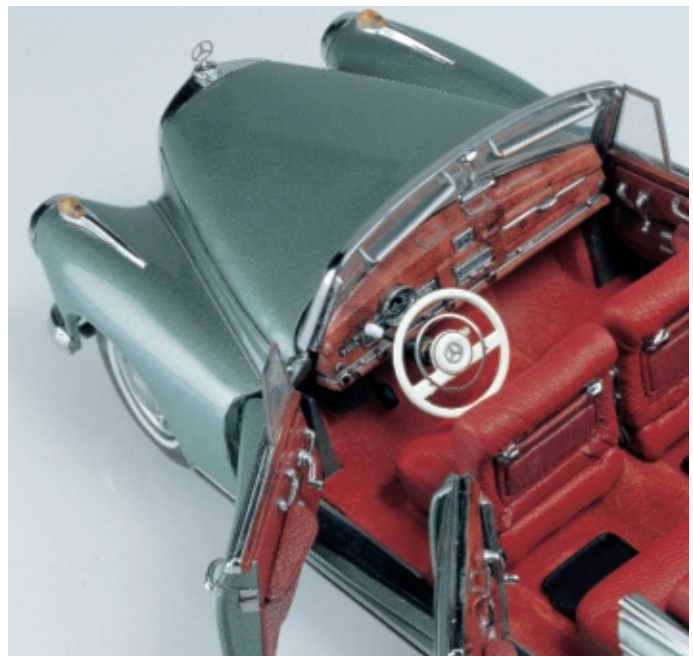
- Dashboard of chamois precious wood
- Radio Becker Mexico
- Seats and interior of real leather
- Stowable backrest of the front seat
- Drop down arm rest in middle of the rear seat



- Hand assembled of 388 pieces
- Precise true to the original imitation of the smallest details
- Brilliant paintwork



- Stone-fly protectors on mudguards of the rear wheels of stainless steel
- Fuel tank cover can be opened



- All ornamental fittings in metal design and mounted as in the original
- Metal fitted threshold of the doors, inlaid with hard rubber
- Wind screen wipers, emblem (star on top of the cooler) and side window frames photo-etched in metal
- Hand painted white wall tyres



- Cooler grill of stainless steel and real metal mesh
- Bumpers of solid metal



- Folding top of real textile (not movable)
- Rear axle and front wheels fitted with springs
- Trunk deck can be opened

A DREAM FOR MERCEDES FANS AND MOTORSPORT ENTHUSIASTS: MERCEDES 300 SL, 1952



For the leader of the racing department of Mercedes-Benz – Alfred Neubauer – only one victory was missing to win the CARRERA PANAMERICANA, a long distance race in Latin America. With four competition cars and a team of 35 service people the crew flew to Mexico in November 1952.

The engine displacement of the 300 SL has been increased to 3.1 litres, and therefore reached 177 hp. Kling's car collided with a vulture 50 km ahead of the finish which broke the windshield. It was safeguarded by a metal grid – and Kling with car No. 4 won the first place, Hermann Lang with car No. 3, a Mercedes 300 SL as well, got the second place.



- Hand drawn steel bars in front of the wind shield even with the fine photo-etched rings as the ends of steel-bars
- Detailed engine – painted by hand true to the original



- Doors, engine hood and trunk deck can be opened
- Quarter windows of both gull-wing doors can be opened
- Two spare wheels in the trunk



- Green thick piled carpet
- Dark green bucket seats covered with checked pattern at the inside
- Hand assembled from more than 250 parts



- By removing of three screws on the bottom of the chassis you can take off the chassis (body) and take a deeper view into the multi-tubular spaceframe.

Technical data of the original vehicle:

- 6-cylinder in-line-engine, overhead camshaft
- Displacement: 3.100 cm³
- Fuel supply: injection pump
- Maximum output: 177 hp at 5.400 rpm
- Transmission: 4-speed synchromeshed
- Wheel Base: 2.400 mm
- Front track: 1.330 mm
- Rear track: 1.445 mm
- Topspeed: 257 km/h

A MILESTONE IN THE HISTORY OF SPORTS: MERCEDES 300 SL S, VERSION FOR THE USA, 1956–57

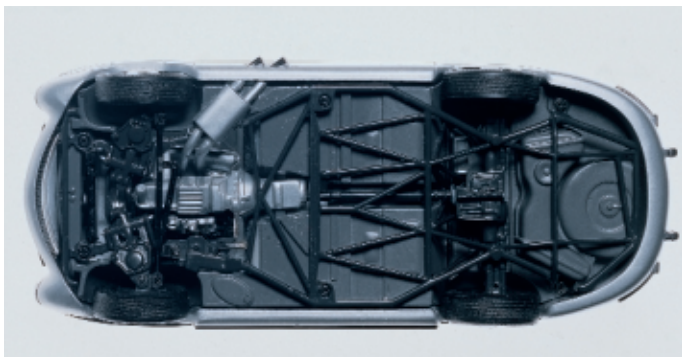


Item-No. M-014
*Sports car Mercedes-Benz 300 SL S,
Special Version for the USA*

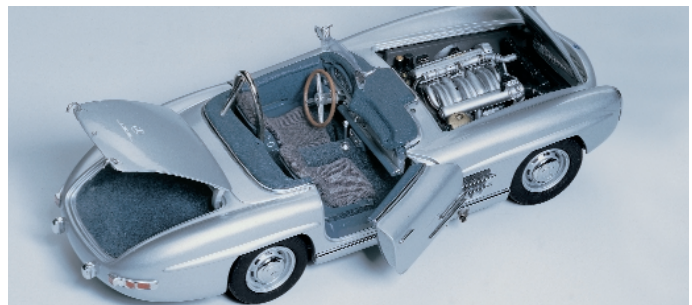
In the 50's, Daimler-Benz decided to produce two 300 SL Roadster with 225 hp for the USA, especially for the open sports car races. Their strongest competitors were the Aston Martin DB 3S, the Ferrari Monza and the Maserati 300 S.

The famous racing driver Paul O'Shea won all of the most important races with his 300 SL S in the USA. At the end of the season of 1957 O'Shea achieved the first place. He won the competition with three times the points of his competitor Shelby with Maserati 300 S.

Within the limits of racing sports, this series was the only exception an 300 SL was participating in the USA. Therefore this is a model with a special collector's value.



- At the bottom you can see perfectly the true to the original designed multi-tubular spaceframe
- Rear axle and front wheels with spring balance



- Engine hood, doors and trunk deck can be opened
- Rollbar and double exhaust pipes of metal
- Very detailed engine
- Air slots on both sides are made of photo-etched parts, each plate individually hand assembled

Technical data of
the original vehicle:

- 6-cylinder in-line-engine (light alu-construction) ■ Bore x stroke: 85 x 88 mm ■ Displacement: 2.996 cm³
- Maximum output: 225 (235) hp at 6.000 rpm ■ Fuel supply: injection pump
- Alu bodywork ■ Total weight: 1.040 kg ■ Wheel Base: 2.400 mm ■ Front track: 1.398 mm
- Rear track: 1.448 mm ■ Topspeed: 230 km/h

NOBLE WITHIN – FINESSE ON THE OUTER



- Massiv polished high grade timber
- Base is covered with velvet
- Hand glued acrylic cover with rounded edges (extra strengthening at the corners for Item-No: A-005)

Valuable Collectors Showcase for 1:12, 1:18, 1:24 and 1:43 models

Present your precious model cars in a suitable ambience and protect them from dust, dampness and damage:

Showcase for 1:24 and 1:18 scale models
 Wooden base: 330 (l) x 170 (w) mm
 Acrylic cover: 300 (l) x 140 (w) x 90 (h) mm
Item-No.: A-004

Showcase for the MB-Racing Car Transporter in 1:18 scale
 With or without "Piggy-Back" racing car
 Wooden base: 500 (l) x 270 (w) mm
 Acrylic cover: 470 (l) x 240 (w) x 150 (h) mm
Item-No.: A-005

Showcase for 1:43 scale models (also for the MB-Racing Car Transporter in 1:43)
 Wooden base: 225 (l) x 115 (w) mm
 Acrylic cover: 210 (l) x 100 (w) x 75 (h) mm
Item-No.: A-006

Showcase for limited edition models in 1:12 scale. Measurements not yet known at time of printing
Item-No.: A-007

