

PASSION

Detailed Hand-
Assembled Miniatures.

Extraordinary in a
Class of the Exquisite



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Maserati 250 F, 1957, Scale:1:18

CORDIALLY

WELCOME



SHUXIAO JIA
Company Director



HERBERT NICKERL
Technical Director

Our love for miniatures is both passionate and professional. It has led us to integrate German precision and Chinese craftsmanship into an unparalleled synthesis. Each CMC model is developed from the exact measurement of an original vehicle or from the scaled construction of a prototype based on exhaustive research. Our models are meticulously assembled by the hand, and it is carried out with devotion. Not content to rest on our achievements, we try to increase the level of details with each new model.

"More than 1,000 parts in one model car!" This description is true of the standard that CMC has adopted to develop new items during the past few years. Collectors appreciate such sophistication, even though they may not see all the details. Located inside, certain details become invisible after the body is mounted, as in the case of the original car.

"Exact to the last detail." This means a lot of precise replication, including, for instance, the use of two- or three-wing stainless-steel locking nuts engrained with a manufacturer logo, or the recreation of an original De-Dion-Rear axle that is equipped with compound springs and an additional telescopic shock-absorber. We are committed to using the right materials of finest quality. Therefore, the seats are upholstered with leather or textile, and the trunk is covered in carpet if the original is so decked out.

"As beautiful as the original." The presentation of our miniature cars is so realistic that people cannot but feel transported to the good old days. Some may even want to take their position behind the steering wheel, which is certainly out of the question. But they deserve a great souvenir, on which they can bestow a lot of attention and affection. After all, the cars we replicate in miniature were all prize possessions that commanded a lot of attention and affection.

We invite you to take a tour in the world of CMC miniatures. We hope that we will have the pleasure of welcoming you to join our fans after you study this new catalogue!

A stylized, handwritten signature in grey ink, likely belonging to Shuxiao Jia.

A stylized, handwritten signature in grey ink, likely belonging to Herbert Nickerl.

OME

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MULTIPLE

AWARD



S



"CMC shows its love for details, and we fans love you for that!" "There is no comparable model in that scale!" "Congratulations, you're the best." "I'm absolutely thrilled by your model cars!" "There is no other manufacturer on that level." "Very beautiful models and a great team with an excellent service."

These are but a few quotes from our Homepage Guestbook. Collectors follow our work closely and provide a lot of feedback. Their voices and comments are important to us, and we love to keep in touch with our customers. There is so much recognition of our miniatures in terms of quality and workmanship that we receive awards and commendations every year. Proud of what we are doing, we would like to share the joy of our achievements with readers.

SCALED

ORIG



Maserati Tipo 61 "Birdcage", 1960

INALS



Maserati 250F, 1957

RACING LEG



*The birth of a legend – the first Silver Arrow:
Mercedes-Benz W 25, 1934, 1:18*



Its anecdote of colliding with a vulture in Mexico is widely known. As a precaution against the recurrence of such incidents, the windshield was guarded with metal bars: Mercedes-Benz 300 SL (Carrera Panamericana), 1952, 1:18



*The last of the glorious Silver Arrows and the "Blue Wonder":
Mercedes-Benz W 196 R Streamliner and Mercedes-Benz Racing Car Transporter, 1954/55, 1:18*

Art.-No. M-10

ENDS

Our racing models are a tribute to history-making events in motor sport. Great races and drivers that became legendary. The birth of the Silver Arrows. Technical revolutions: Keep their memory alive with our miniatures.



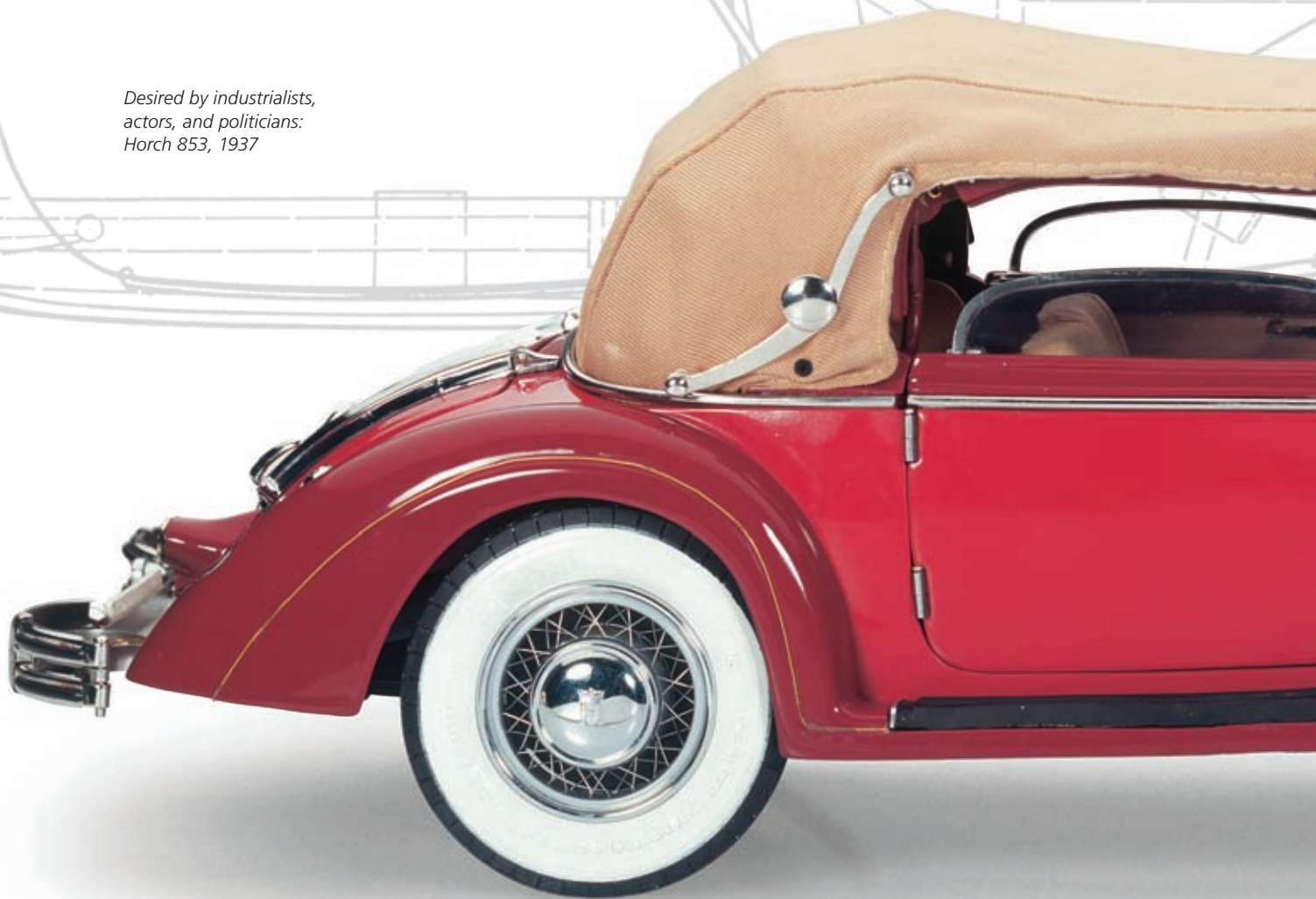
*Imagine the surprise at a German racing car in Italian red!
Mercedes Targa Florio, 1924, 1:18*



A ground-breaking engineering feat. The 16-cylinder mid engine of the Auto Union Type C, 1936/37

REAL CLASS

*Desired by industrialists,
actors, and politicians:
Horch 853, 1937*



Is there anyone that won't take a ride in one of the luxurious limousines made during the 30s through the 50s? Stately, regal, and elegant with a classic line management: Back then people knew what it meant to drive or ride in style. Many of the cars that we select for miniature replication were once owned by actors, politicians, or industrialists.



*The Black Prince of Conte Trossi:
Mercedes-Benz SSK, 1930, 1:24*

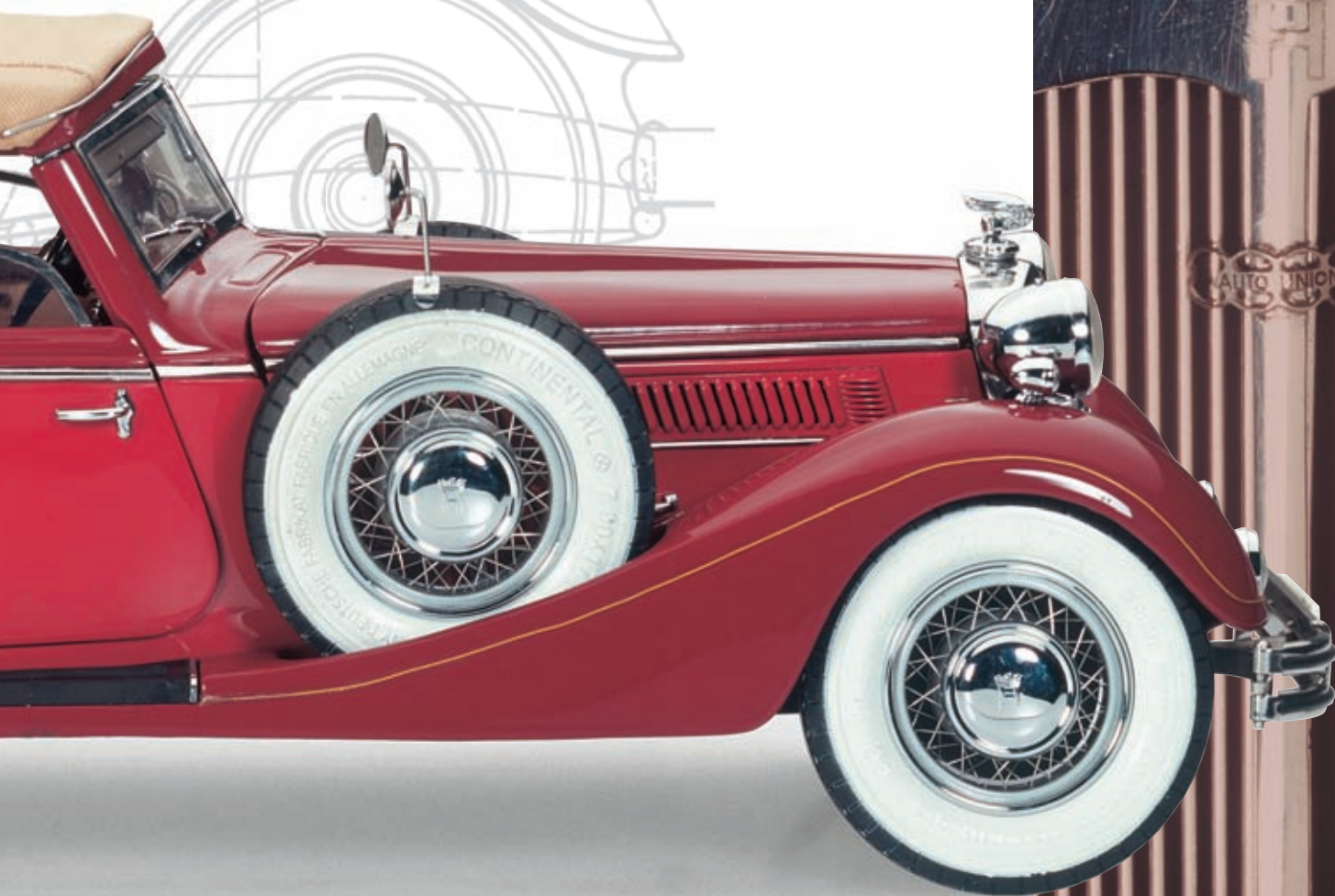


*The Mercedes of the stars
and VIP's:
Mercedes-Benz 540 K, 1936, 1:24*



*Only 258 units of this dream car
were ever built:
Wanderer 25 K, Roadster, 1936-38, 1:24*

ICS



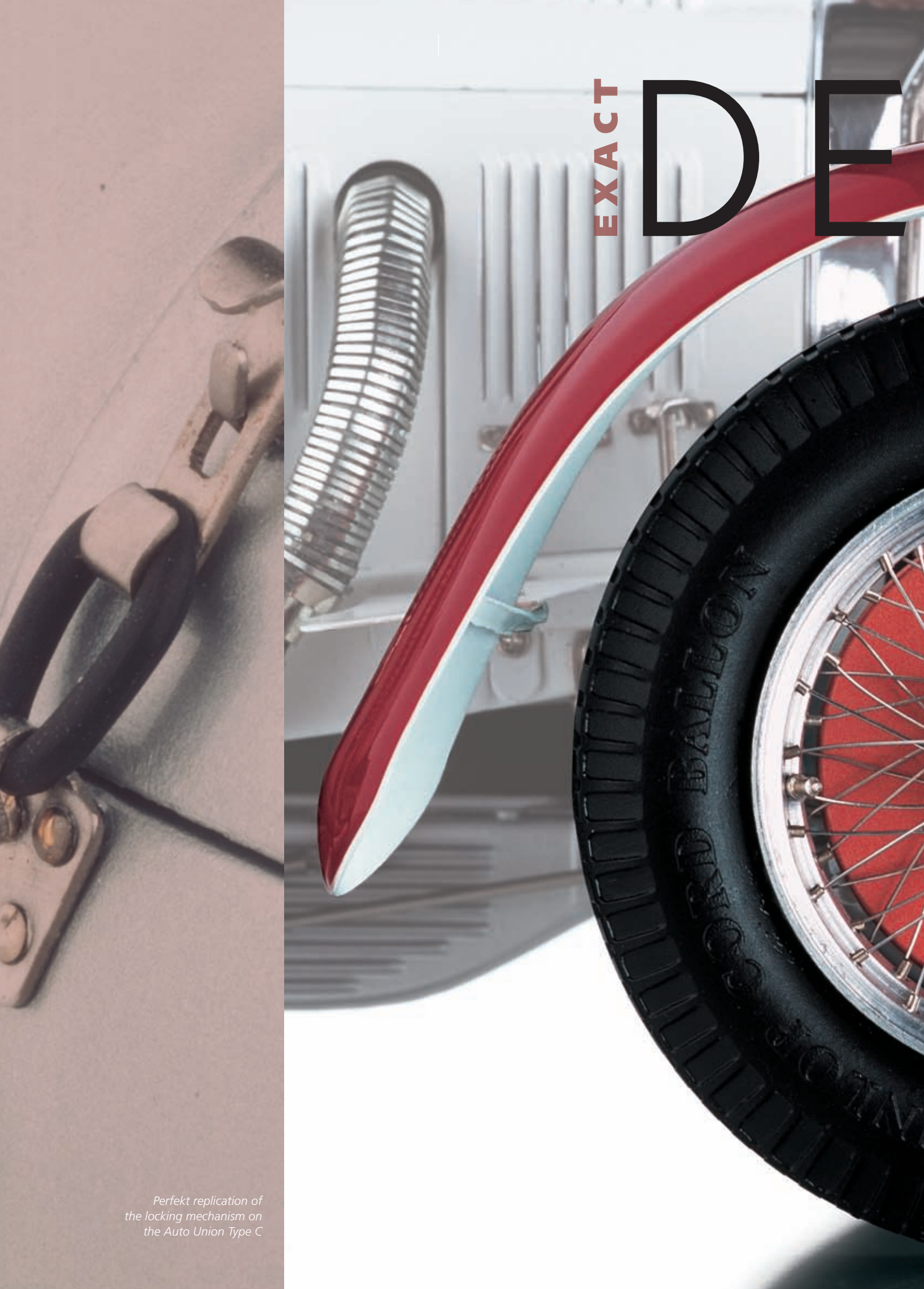
*The car of individualists:
Audi 920, 1938–40, 1:24*




*The Adenauer-Mercedes:
Mercedes-Benz, Typ 300 d, Cabriolet D,
1958–62, 1:24*

EXACT DE

*Perfekt replication of
the locking mechanism on
the Auto Union Type C*



TAILED



The stainless-steel spokes of our wheels are wired by the hand in a criss-cross pattern on three different levels. Starting with the Mercedes-Benz SSKL model, a nipple-stem is added to each spoke for the first time. The aluminium rim is mounted with a rubber tire and the wheel can be removed by unscrewing a two- or three-wing central locking nut.

ONE CAR

1.885 P

Mercedes-Benz SSKL
(Mille Miglia), 1931, 1:18



The right and left covers of the engine hood are joined at a centered hinge and secured with a leather belt.



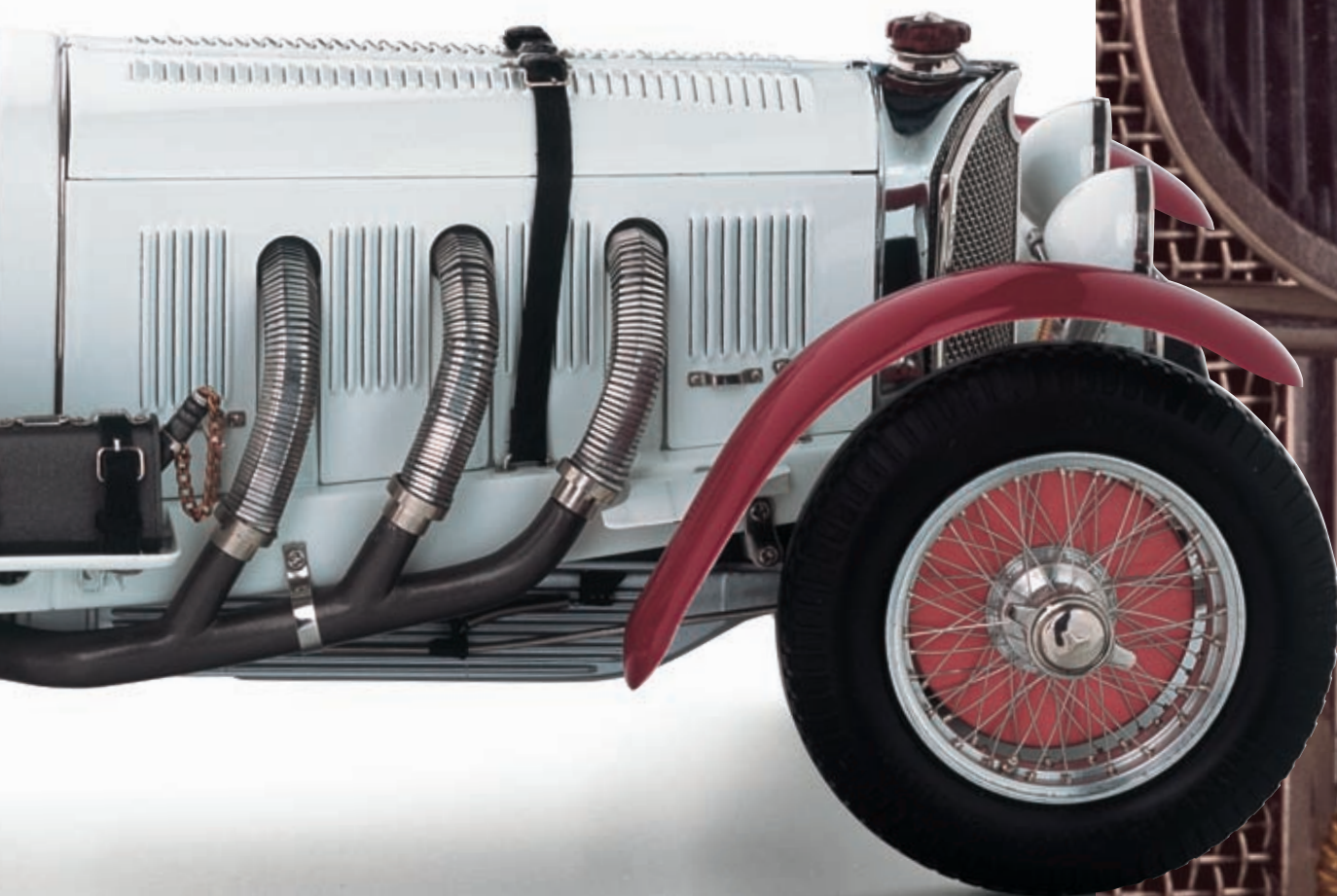
Special board for jerry can and wooden hinged toolbox (containing miniature tools)



Masterly manufactured engine hood of metal on filigree hinges and accurate display of the open work ventilation slots



PARTS



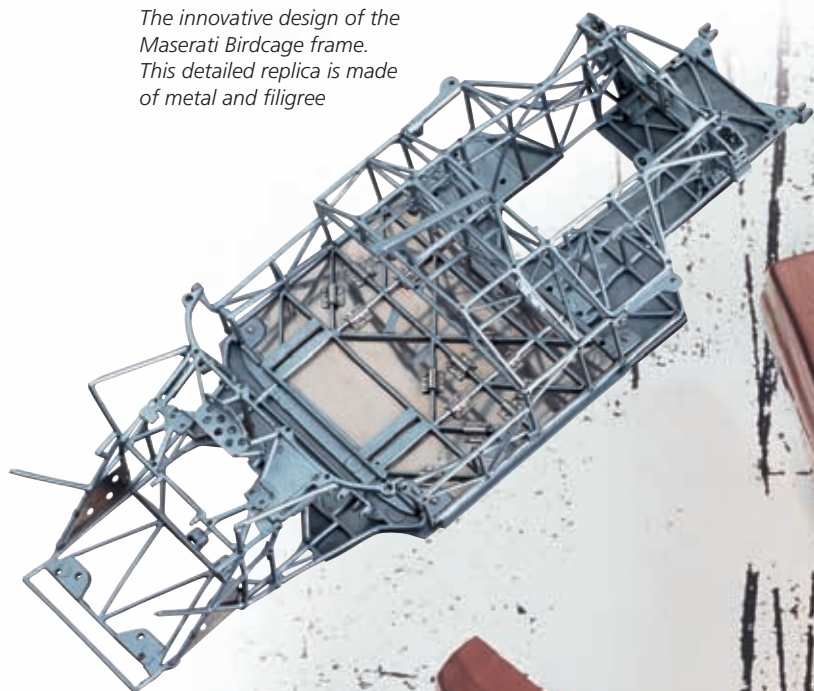
Serious collectors are demanding, so are we. Our engineers delve into the archives for blue-prints or records on the manufacturing of the original car when we are developing a new model. If information is not available or if the records are insufficient, we do not hesitate to conduct further research exhaustively.

Our miniatures look authentic, because they are replicated true to the original. We ensure that the scale is exactly right and that each single detail is in place. These endeavors are the key to precise replication and an impressive presentation of the original.

EXTRAORDINARY

WORKMAN

*The innovative design of the
Maserati Birdcage frame.
This detailed replica is made
of metal and filigree*



MANSHIP

*Body parts of the Horch 853:
Handmade and built of pricy copper*



We have a manufacturing facility in China. Whether it is a rim, a rivet, a tiny pedal, or the hinge of a tank cap, every part is assembled by the hand. A layer of high-grade varnishing protects the body, which may be built of pricy copper. Each finished model is polished by the hand until it shines as a new car does on its day of delivery.



The background is a close-up of a wooden surface with horizontal planks. A large, faint, light-brown circular graphic is centered on the page. On the left edge, a portion of a metal object, possibly a car's headlight or a mechanical part, is visible. The word "Scale" is written in a light, sans-serif font, centered within the upper half of the circular graphic.

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.
■ Front screen with metal frame



■ 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.

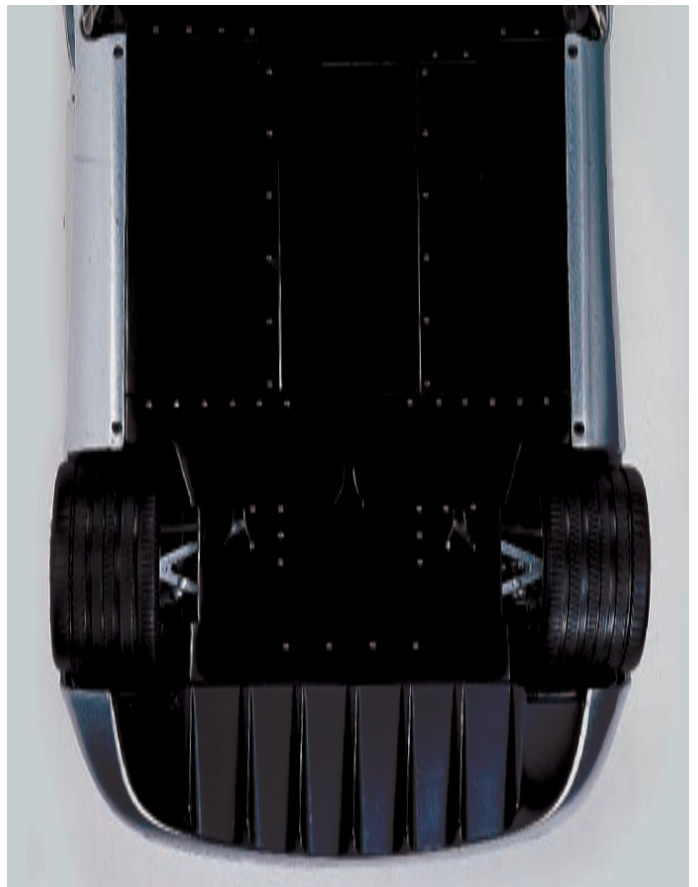
Extraordinary originals are demanding extraordinary models: The model in the big scale 1:12 comes up to the highest expectations of model engineers art. During the development, CMC was using the costly sterolithography method. This digitalisation technology made it possible for the CMC production engineers 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

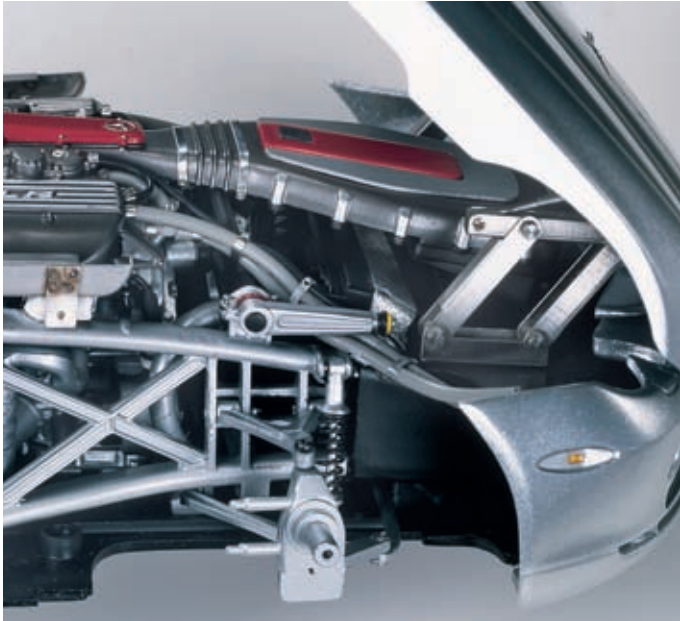


- Eye-catcher of the passenger compartment is the alu-look designed center console.
- The perfect formed multi-functional steering wheel and the true to the original detailed instruments in the classic and beautiful chronometer-design are rounding the costly design of the passenger compartment.

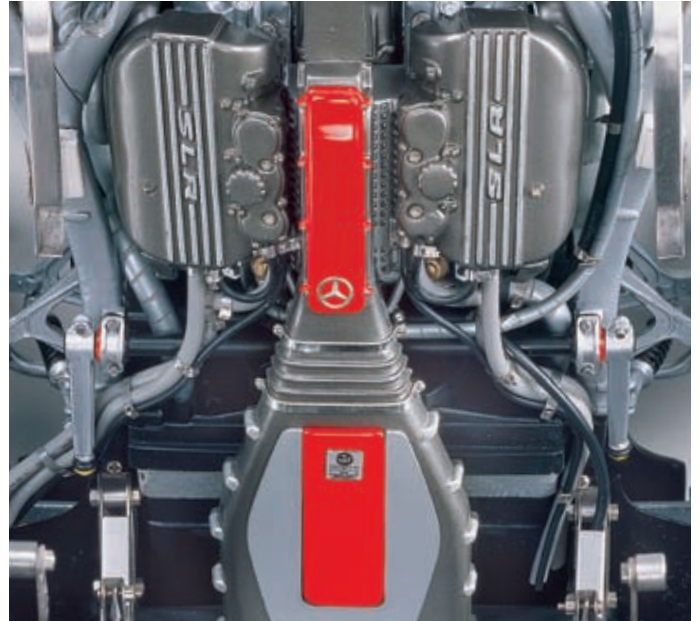


- Baseplate made of stable metal
- Realisation of the aerodynamic baseplate concept
- Exactly replicated six-channel-diffuser as ending element
- Replication of the power train with automatic transmission and dual transverse control arm





- Embedding of the engine in on both sides exactly displayed metal lengthwise 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

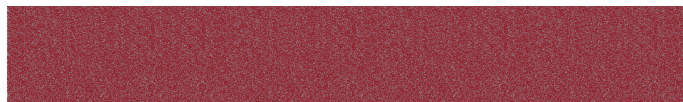


- Movable trunk deck fixed on costly manufactured hinges
- Removable floor mat
- Detailed replication of the Bi-Xenon lights and the rear lightning with by hand implemented LED imitations



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



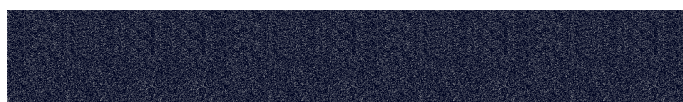
Item-No. C-006 B special painting green, leather black



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



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



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 needled decorative stitching on the leather seats





Scale

1:18

A STROKE OF GENIUS THAT MADE HISTORY: MASERATI TIPO 61 BIRDCAGE, 1960



Art.-No. M-047

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A charmingly graceful body designed by the mastermind Giulio Alfieri, who integrated a light frame of barely 30 kg with more than 200 single pieces of tube. Because of this engineering innovation, the Maserati Tipo 60/61 acquired the legendary nickname "Birdcage". Only 23 units were made during the years from 1959 through 1961.

The American Lucky Casner was one of the most successful owners of the Birdcage Tipo 61. In May 1960, Stirling Moss and Dan Gurney won the 1,000-km race of Nürburgring. With the starting number 5, they accomplished an outstanding victory in the pouring rain against keen competition. Only one year later the Camoradi Team (Casner Motor Rac-

ing Division) repeated the winning record with Casner and Gregory as the drivers. These consecutive victories added new glory to Maserati and sustained its everlasting top position in the illustrious circle of racing car manufacturers.

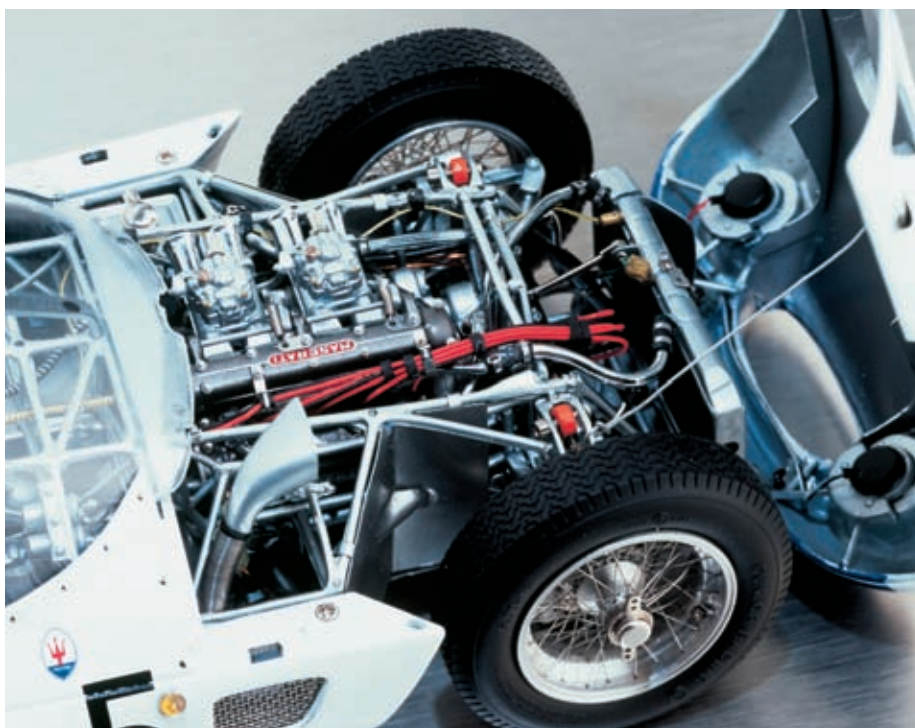
Our model is composed of 1,140 single parts, 507 of which are made of stainless steel, copper, and brass. This model is an exact replica of the winning car of Moss/Gurney. What is extraordinary about its build is the adherence of its body to a cage-like framework as if it were a second skin. While looking at the exact details of this model, you are likely to feel transported back to the adventurous experience of racing in old times.

*Technical data of
the original vehicle:*

■ Four cylinder inline engine 45° sloped to the right ■ Displacement: 2,890 ccm
■ Maximum output: 250 hp at 6,800 rpm ■ Top speed: 285 km/h ■ Total length: 3,800 mm
■ Wheel base: 2,200 mm ■ Independent wheel suspension in the front
■ De-Dion rear axle with cross installed compound spring ■ Total weight: ca. 600 kg



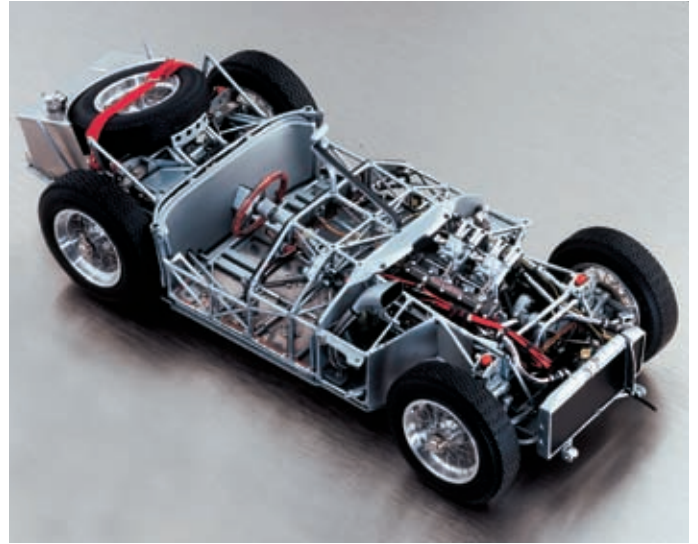
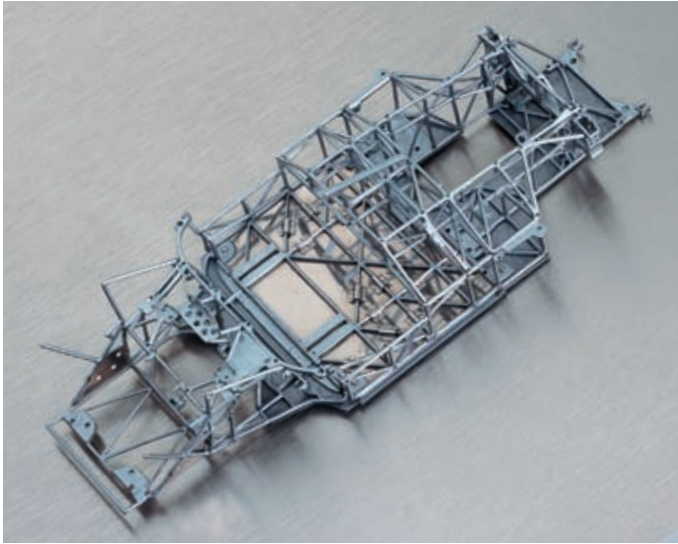
Just like the original, the windshield is so positioned that it yields a glimpse of the framed engine compartment and the spacious room for drivers. The filigrane hinges support two doors that are movable to stay open or closed, and each of the two door step is mounted with a perforated metal plate.



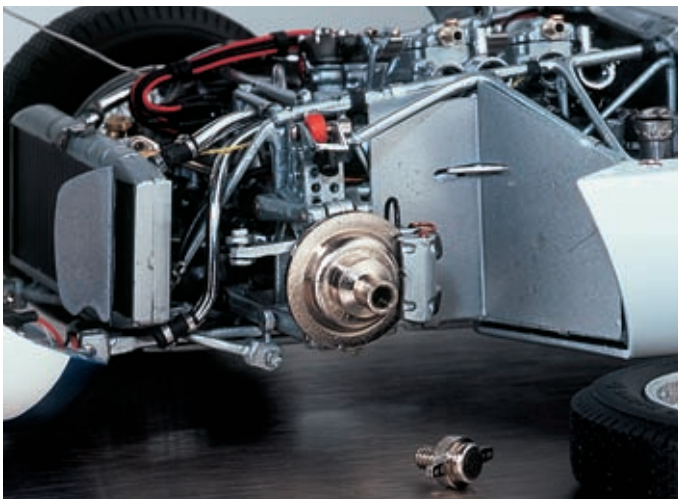
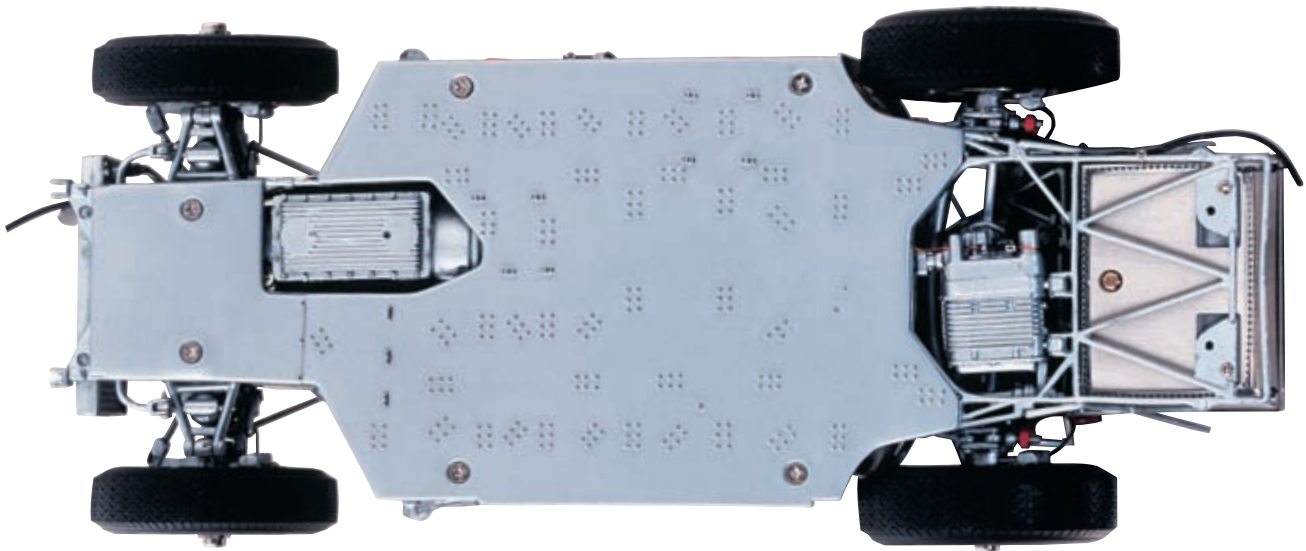
- The front hinged engine hood opens to reveal the engine, cooling system and front wheel suspension, all crafted with authentic sophistication.
- Engine complete with all the aggregates, piping and cables
- Oil tank with movable tank cap
- Dismountable spoke wheels on aluminium rims. Stainless-steel spokes wired by hand
- Air scoop for the cooling of the footwell made of metal



- Dashboard with detailed instruments
- Bucket seats with textile cover
- Removable rear-end cover with functional locking mechanism
- Metal fuel tank with the filler neck and movable cap
- Removable spare wheel, fastened with a leather belt



- The innovative frame reconstructed true to the original and made from filigrane metal tubes.
- Baseplate can be unscrewed to offer an even closer look to the space frame.
- Metal cockpit-baseplate. Riveted junction plate over the cross-ties
- Authentically replicated gearbox
- Metal exhaust manifold in perfect replica



- Independent wheel suspension in the front with twin triangular transverse control arms and telescope shock absorber

- De-Dion rear axle with cross installed compound spring of metal and telescope shock absorber

RED LIKE THE FIRE AND THE LOVE: THE MASERATI 250 F, 1957



Item-No. M-051



Model of
the year 2005



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90 years Maserati: reason enough for CMC to concern ourselves closer with that brand which is without a doubt one of the Italian racing car manufacturers with the most venerable history. CMC decided to appreciate this birthday with a replication of the 250 F. After all this racing car is called the most beautiful Monoposto who ever hit the race-track. Also was the year 1957 doubtless one of the distinguished and eventfullest of the company's history. Back then at the 4th of August, more than 200.000 people spectated the start of the Grand Prix of the century at the Nürburgring.

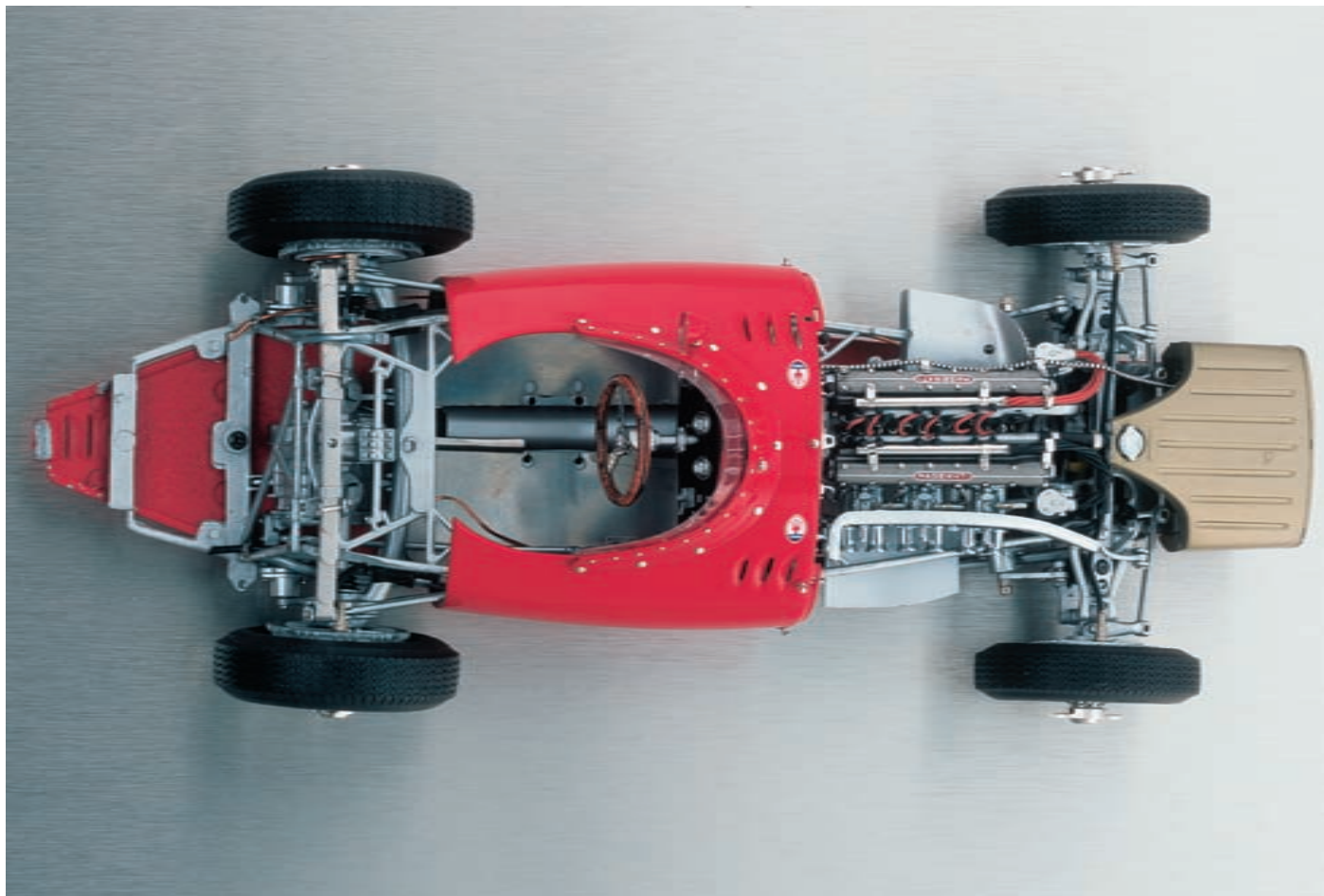
After a acrimonious fight with his both biggest rivals Mike Hawthorn and Peter Collins, both driving the Ferrari 801

F1, Juan Manuel Fangio was able to celebrate with his lightweight constructed Maserati 250 F and only with a head start of 3.6 seconds one of his largest triumphs. Because with that terrific victory Fangio conquered his 5th world championship title and became a legend of racing car history, and so did the 250 F.

The full metal model is made of 1.387 single handmounted parts. And as we show you here, we focused our attention not only at the body. Also the "inner life" of the model was built with the highest possible level of details. Even if some of the parts are invisible for your eyes after the assembling – just like the original.

*Technical data of
the original vehicle:*

■ 6-cylinder-inline-engine ■ Displacement: 2.493 ccm ■ Maximum output: 270 hp at 8.000 rpm
■ Topspeed: 300 km/h ■ Wheel base: 2.280 mm ■ Total length: 4.050 mm ■ Weight: 630 kg
■ De-Dion-rear axle with transverse installed compound spring



■ Handmounted precision model, constructed by diecast, metal and copper



■ Exactly elaborated cockpit with textile covered seat, precise display of the dashboard and the pedals and slotted link for the gear lever
■ Fastening of the gas tank with leather covered tensioning belt

- Removable engine hood with 4 functional locking hooks
- True to the original recreation of the complete 6-cylinder-inline-engine with all aggregates
- Exact replication of the De-Dion rear axle with transverse installed compound spring of stainless steel
- Detailed creation of the ribbed brake drums of metal
- Precise recreation of the wheels double-leaf central locking nut. Made of stainless steel with engrained "Borrani" manufacturer logo





- Realisation of all ventilation slots (gills) on the whole body, made by open work method
- Exhaust pipe manifold made of metal and painted in matt black
- Costly creation of the tubular space frame in metal



- Tremendous technical effort for the display of the rivets at the rear end
- Single by hand implemented rivets, in part even with washers, show a distinctive appearance of 301 rivets

A BEAUTY OF ELEGANCE AND CRAFTSMANSHIP: FERRARI 250 GT BERLINETTA, PASSO CORTO/SWB, 1961



Item-No. M-046

Model of
the year 2006

Model of
the year 2006



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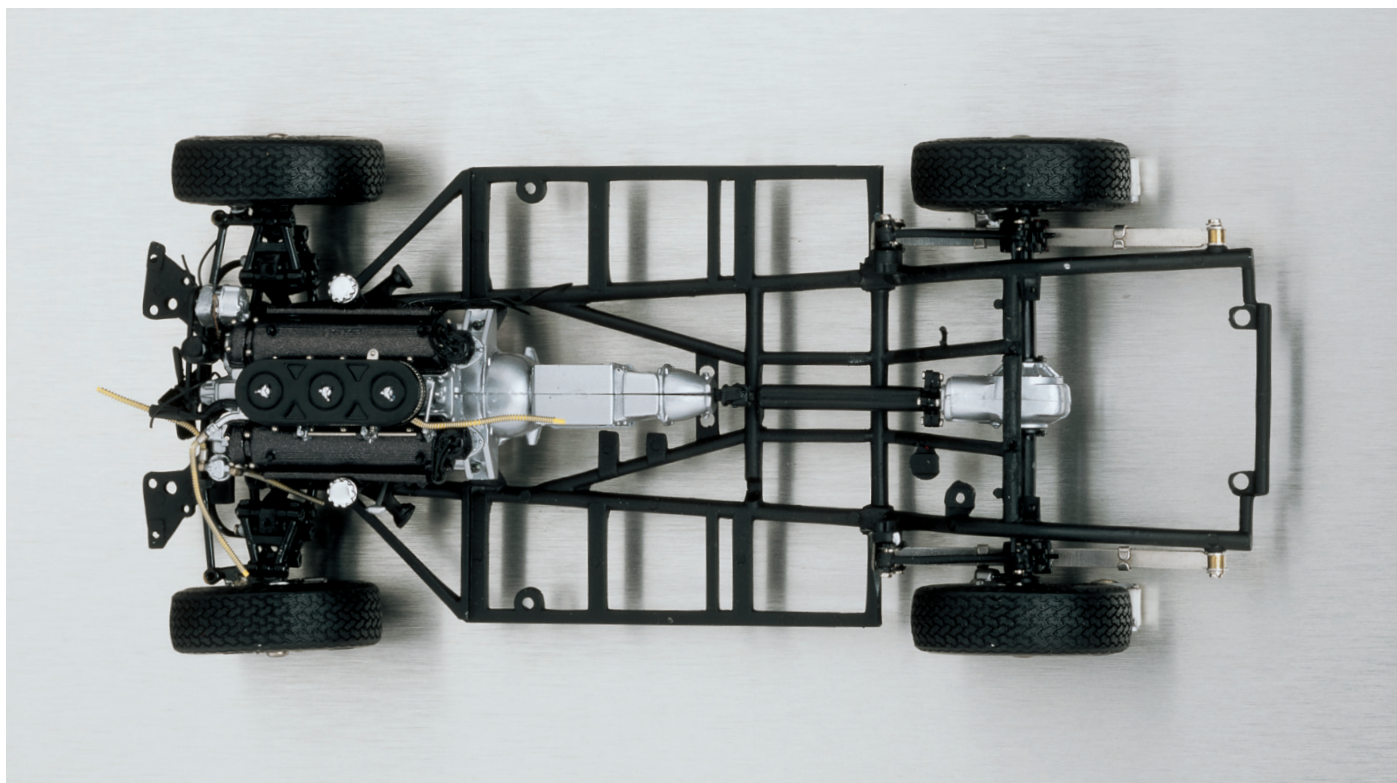
Probably no other model has such a lasting and sensational impact on the history of Ferrari and the popularity of the Scuderia as the 250 GT SWB does. More than 40 years later, this model is still hard to be foreshadowed, thanks to its graceful contour, flowing line management, and harmonious proportionality. Indeed it belongs to the most desired of all vintage cars.

What with its unique quality, this legendary Berlinetta mediates superbly between being a roadworthy car and an excellent racing car. In actuality, the Berlinetta set a historic record in terms of the number of victories clinched by a single model during its ten years of active participation in car racing.

CMC has dedicated itself to reproducing the luxury (Lusso) edition of the 250 GT SWB – based on a street-version built in 1961. The all-metal model is composed of 1.141 parts and it is completely hand-assembled. Every detail of the body, as designed by Sergio Pininfarina, became transferred exactly and presented in a miniature form that is true to the original. Named after its builder, the Colombo-twelvecylinder-V-engine is a feast for the eyes as well. Look at it and you could hear the revving and roaring sound of a powerful twelve-cylinder. Now if you wish, you can fantasize jumping into the model's bucket seat and waiting for the command, "Gentlemen, start your engines!"

*Technical data of
the original vehicle:*

■ Twelve-cylinder-V-engine ■ Displacement: 2.953 ccm ■ Maximum output: 240 hp at 7.000 rpm
■ Topspeed: 250 km/h ■ Wheelbase: 2.400 mm ■ Total length: 4.150 mm
■ Independent wheel suspension in the front, on lengthwise compound springs suspended rigid rear axle
■ all around disk brakes



■ Detailed realization of the steel tube frame



- Hinged engine-hood complete with adjustable bracket
- Fantastic miniature of the twelvecylinder-V-engine with all the aggregates, pipelines and cabling



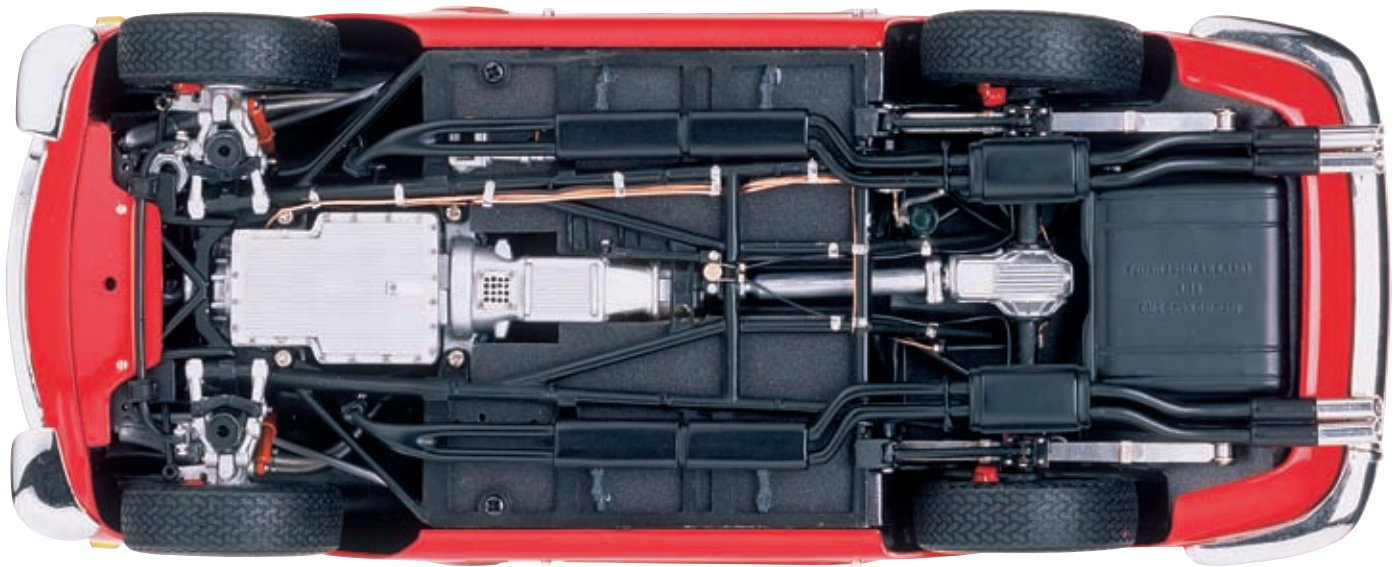
- Riveted metal rails at the doorstep
- All windows framed in metal
- The interior and padded bucket seats are covered with finest leather
- Carpeted floor
- Original dashboard complete with all instruments and control gadgets
- Nardi three-spoke steering wheel in wood-like finish



- Carpeted floor in the trunk
- Spare wheel with original fastening mechanism (toggle screw)
- True-to-the-original replication of the exhaust pipe and its chromed metal end
- Flip-on tank cap



- Screwable Borrani wheel nut enables you to remove the wheel.



- Exact replication of the underbody
- Independent wheel suspension in the front: Triangular wishbone equipped with coil springs and shock absorbers
- Wheel suspension in the back: Rigid axle protected by safety ropes, functional lengthwise compound springs of metal, shock absorbers, double-sided arranged trailing links
- Brake- and fuel pipes, complete with filter, fuel pump, hand brake ropes, etc.



YOU HAVE THE CHOICES!



Yellow: Item-No. M-054

Red: Item-No. M-046

Ferrari

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Who says that Ferraris always are red? As a new addition to our Ferrari collection, we present now a model painted in "Giallo Modena" Ferrari Yellow. Now the red-yellow duo is available for you to pick and choose from. But maybe you don't have to make that hard choice. Why separate them if you can have them both?

Original and Miniature: The Ferrari 250 GT features a graceful contour with flowing lines, and it will always have an exceptional place among the Gran Turismos. Our miniature does such justice to the original that it may find a similar place in the world of model cars.



- The bucket-seats and the interior are covered with black leather.
- The yellow dashboard presents a perfect contrast.

A GERMAN WITH SICILIAN TEMPER: MERCEDES TARGA FLORIO, 1924



Item-No. M-048

The traffic route of the Targa and Coppa Florio, the race of „7.000 curves“, led through tight mountain roads right through the mountain villages of Sicily. The Targa Florio included four rounds, the Coppa one more. Each round had a length of 108 km. To win the Targa, doesn't ment to win the Coppa also, because to stay one more round in this hard street race, was no walk in the park.

Christian Werner made it – supported by his co-pilot Karl Sailer. The major job of Sailer was to keep the gas tank per manual pump under pressure and take care about the grease lubrication. At the 27th of April in 1924 the team

wins with the compressor Mercedes both titles. Also they were able to establish a new track record with 1 hour and 35 minutes for one round. His team mates Christian Lautenschlager and Alfred Neubauer placed 10th and 15th. In the team competition Mercedes placed 1st, 2nd and 3rd.

Some confusion caused the painting of the bolids. Instead of the typical white painting of German racing cars of that time, the Targa Florio came with a shining italian red. Rumours are saying, that the Mercedes crew was trying to prevent attacks (throwing of stones) from hot-blooded sicilian fans.

*Technical data of
the original vehicle:*

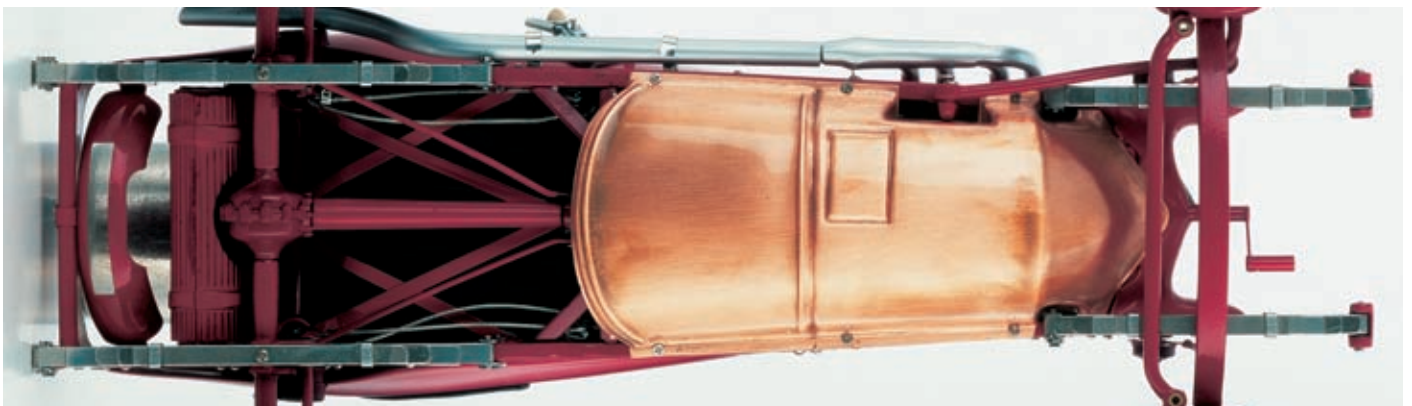
■ 4-cylinder-inline-engine M 7294 ■ Displacement: 1.989 ccm ■ 126 hp with compressor at 4.500 rpm
■ Top speed: 120 km/h ■ Wheel base: 2.700 mm ■ Total length: 3.800 mm



- Steering wheel with metal spokes
- Steering wheel rim covered with leather, leather seats
- Nicely designed dash board with round instruments
- Movable drivers wind shield
- Movable lever for ignition- and compound adjustment
- Manual pump to set the gas tank under pressure and grease gun for water pump lubrication



- Double-leaf enginehood made of copper. Side panel can also be opened
- Highly detailed engine with cabling and arrangement of levers
- Removable spark plug sockets



- Underbody hull made of copper
- Breaking ropes of steel for front and rear wheels
- Rotary engine starting-crank made of metal



- Rock-protection on the cooler made of close meshed wire netting
- Friction shock absorber with movable lever



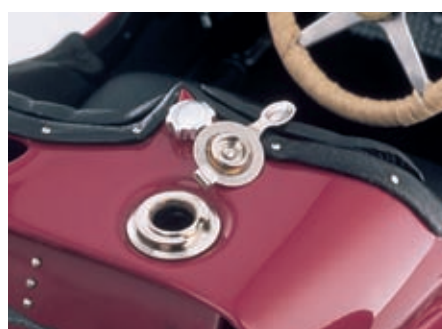
- Movable handbrake lever with functional catch and a with leather covered grip



- The starting number 10 added by costly tampon-printing method on the claret red body



- Functional multi-layer compound springs (6 lays) on the front and rear axle



- Filler-neck with bayonet catch tank flap of stainless steel



- Functional engine hood catch with coil springs

THE UNFORGETTABLE “WHITE ELEPHANT” MERCEDES-BENZ SSKL, MILLE MIGLIA, 1931



Item-No. M-055

By 1931 Alfa Romeo and Bugatti had become serious opponents for Mercedes-Benz on the race track. Professor Ferdinand Porsche, head of Mercedes-Benz's racing car development, responded by reducing the weight of the SSK, known as "White Elephant" because of its mighty appearance, overwhelming power and white painting. Over 125 kg were shed after holes were drilled in the frame and every other possible place that was not safety-relevant. As a result, the SSK transformed into the SSKL (Super Sport Kurz Leicht = Super Sport Short Light). With this new racing car, Alfred Neubauer (head of the racing department) and his very small crew, undertook their greatest racing adventure ever at the Mille Miglia in 1931.

11th of April, 3:20 pm: Rudolf Caracciola and his co-driver Wilhelm Sebastian started off with the number 87 against their Italian competitors. The 1,635 km roadway stretched from Brescia to Bologna, Florence, and Rome. Then the racers had to cross the Abruzzo region and continued to Ancona, where they turned to head back to Bologna and finally Brescia.

12th of April, 7:22 am: After 16 hours, 10 minutes and 10 seconds, the victor of the Mille Miglia crossed the finish line. He set an outstanding new track record, averaging 101.1 km/h. To make the sensation complete, it was the first time in the history of the Mille Miglia that the championship was won by a non-Italian driver in a car of foreign make: Rudolf Caracciola. It was a time when economic depression was plaguing the world. There was little support that Mercedes could have granted to its racing team. The team didn't even have enough men for all the refuel stops. So the small crew had to take shortcuts so that they could reach the next refuel stop before Caracciola.

We are celebrating the 75th anniversary of this terrific victory in 2006. CMC observes the occasion of this event with a perfect replica of the unforgettable champion car. After extensive and time-consuming research, CMC is able to uncover many details that are important in presenting the original look of the 1931 Mille Miglia victor. All these details are incorporated into the precision model, composed of 1,885 parts, that CMC is offering to you.

*Technical data of
the original vehicle:*

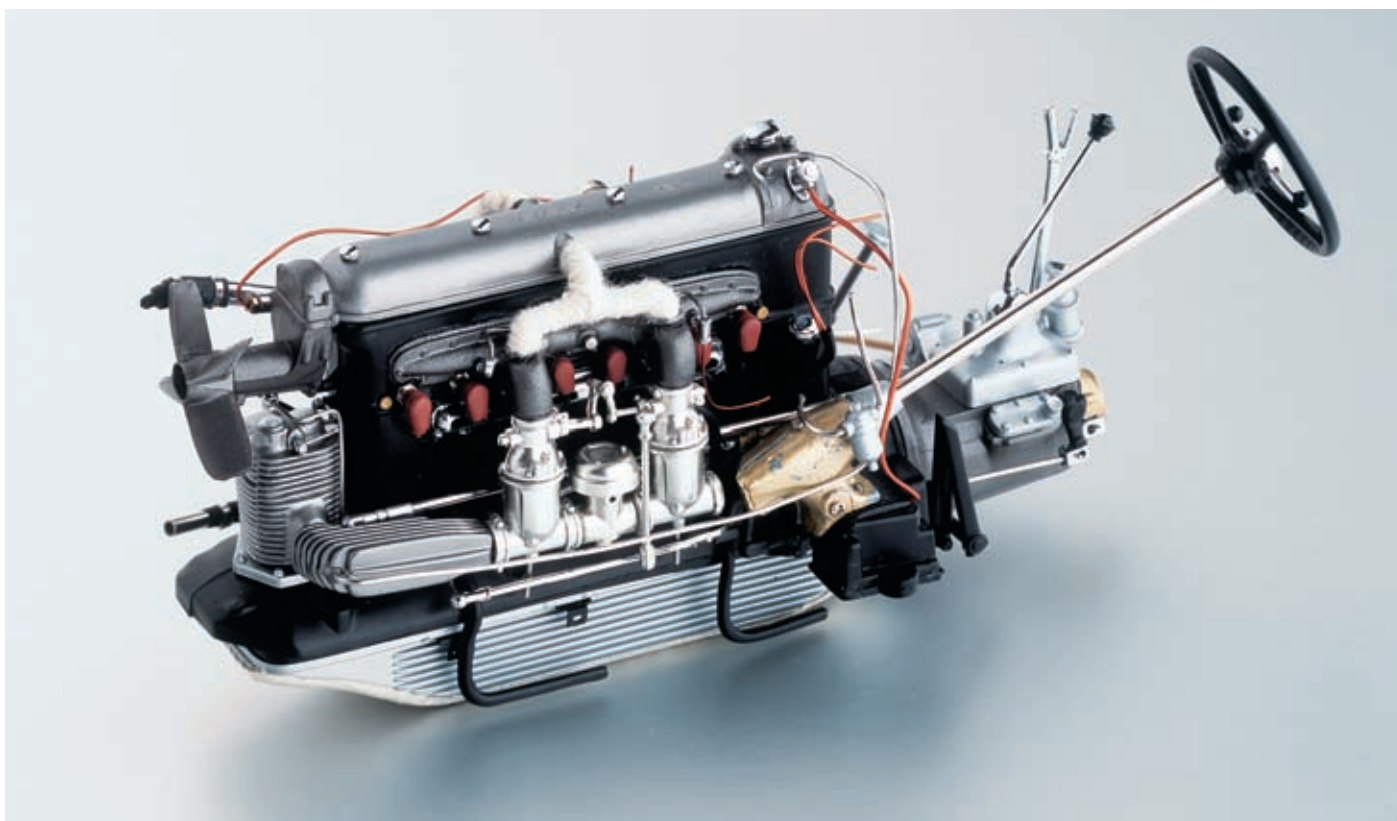
■ Six cylinder in-line-engine with overhead camshaft ■ Compressor that can be activated when required
■ Displacement: 7,059 ccm ■ Maximum output: 240 hp (without compressor), 300 hp (with activated compressor) at 3,300 rpm ■ Top speed: 235 km/h ■ Wheel base: 2,950 mm ■ Total length: 4,250 mm
■ Track width: 1,470 mm (front), 1,460 mm (rear)



- Radiator grill and wire mesh guard made of high-quality metal
- Lateral flexible metal tube exhaust pipes
- Double-wing engine hoods that fold in opening and are fastened by leather-belts. Spring-hooks to hold the engine hood in closing
- Starting number printed by the tampon method



- True-to-the-original cockpit with all instruments and an exact-detailed dashboard
- Movable wind shields
- Steering wheel and seats covered with genuine leather
- Movable hand levers for acceleration- and ignition adjustment



- Six cylinder in-line-engine with the compressor and all aggregates, cabling, and pipes



- Special board for jerry can and wooden hinged toolbox (containing miniature tools)



- Masterly manufactured engine hood of metal on filigree hinges.
- Accurate display of the open work ventilation slots



- Movable tank cap of stainless steel
- Leather folded top (not expandable)
- Two spare wheels fastened by a toggle scrow

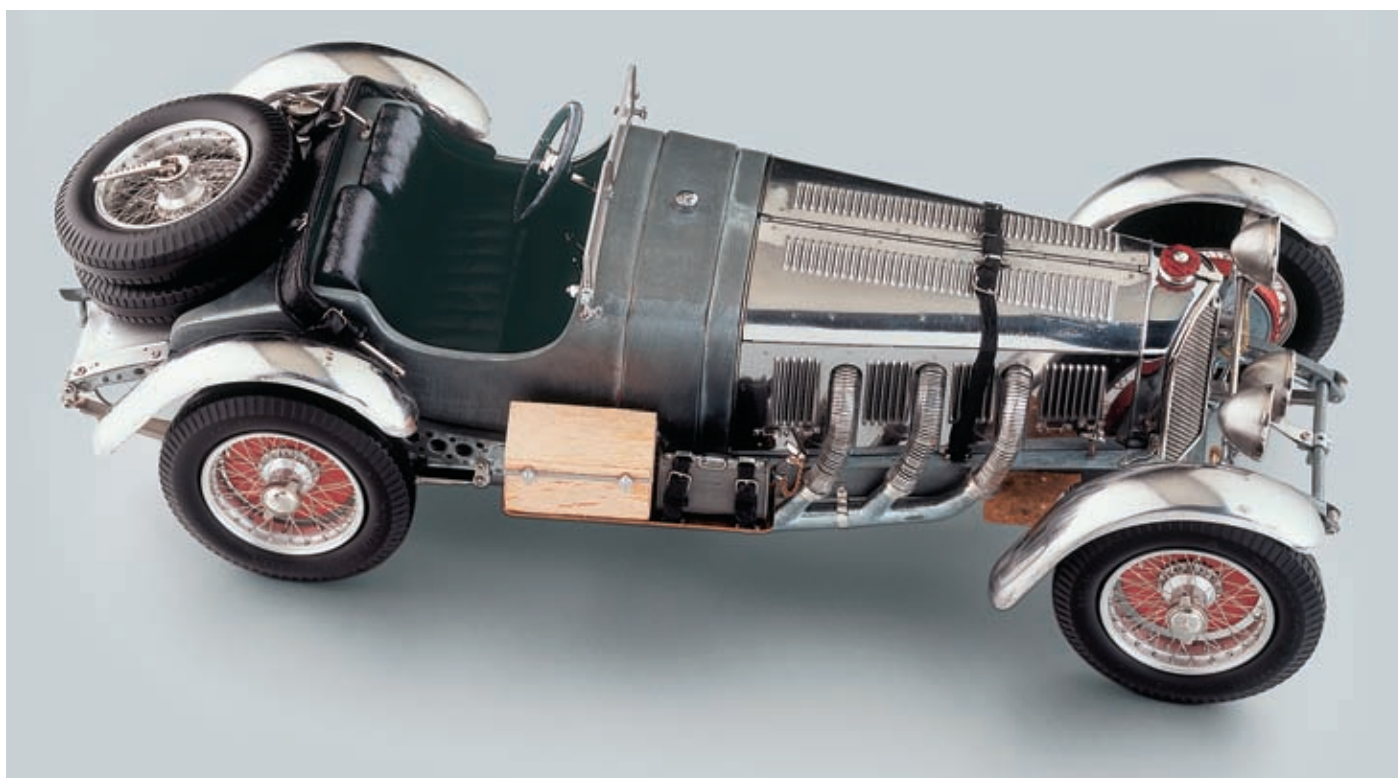
Only about 5 original SSKL vehicles were ever built. Our true-to-the-original miniature is the closest thing to its big brother that one can get. Let it take you back to the old days of the screaming compressor engine.



■ **Novelty:** Stainless-steel spokes mounted on the aluminium rim by hand and with a **nipple-stem** at each base **for the very first time**. One more reason for not missing this anniversary model.



■ Authentic replication of the weight-reduced steel frame and its exact hole pattern.



■ On display is the SSKL without painting so that you can see exactly all the materials used – brass, die-cast, tinplate, aluminium, and stainless steel

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 kilogram 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

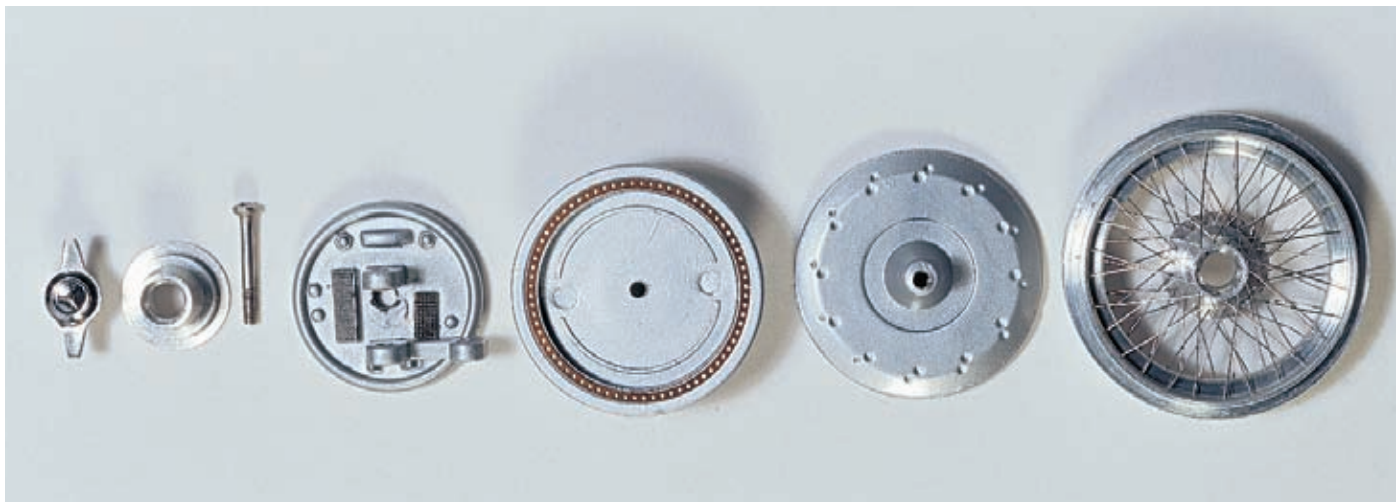
it wins! A rousing victory for Mercedes-Benz and the driver Manfred von Brauchitsch.

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.



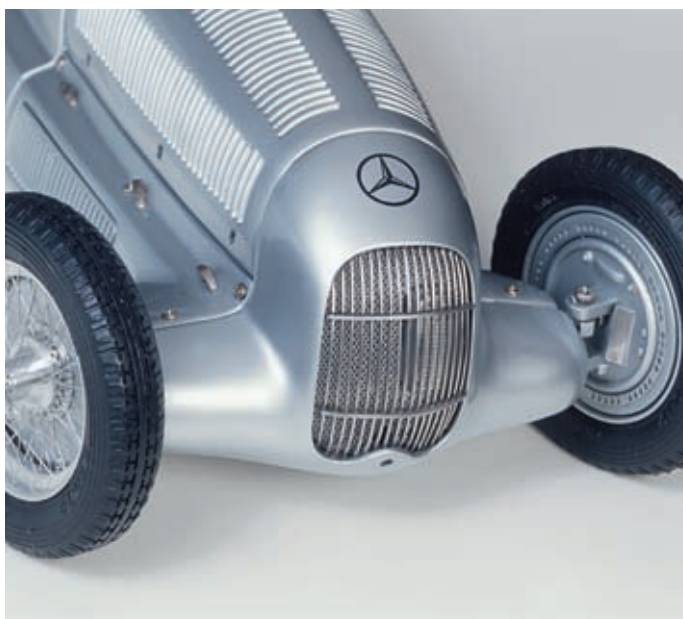
■ Cockpit seat with real textile covering
■ Tank cover can be opened



■ 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

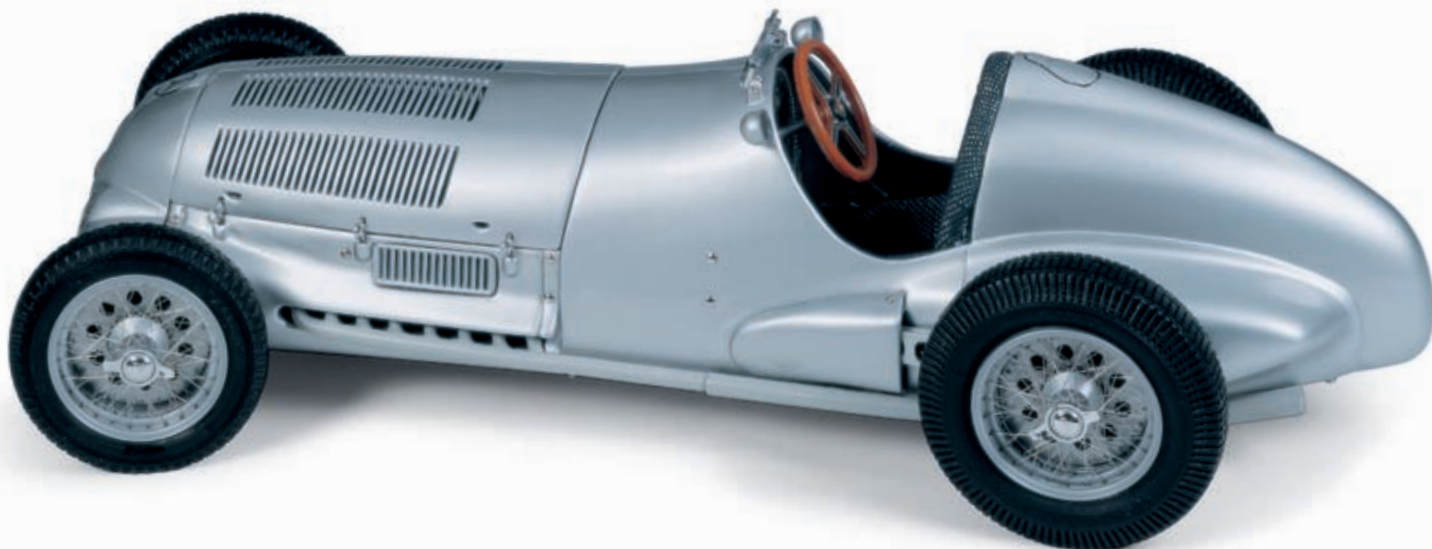


■ Instrument panel of stainless steel with a marbled surface and hand inserted instruments



■ 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: THE MERCEDES-BENZ W 196, 1954/55



Item-No. M-006



**Modell of
the year 1998**



**Modell 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.

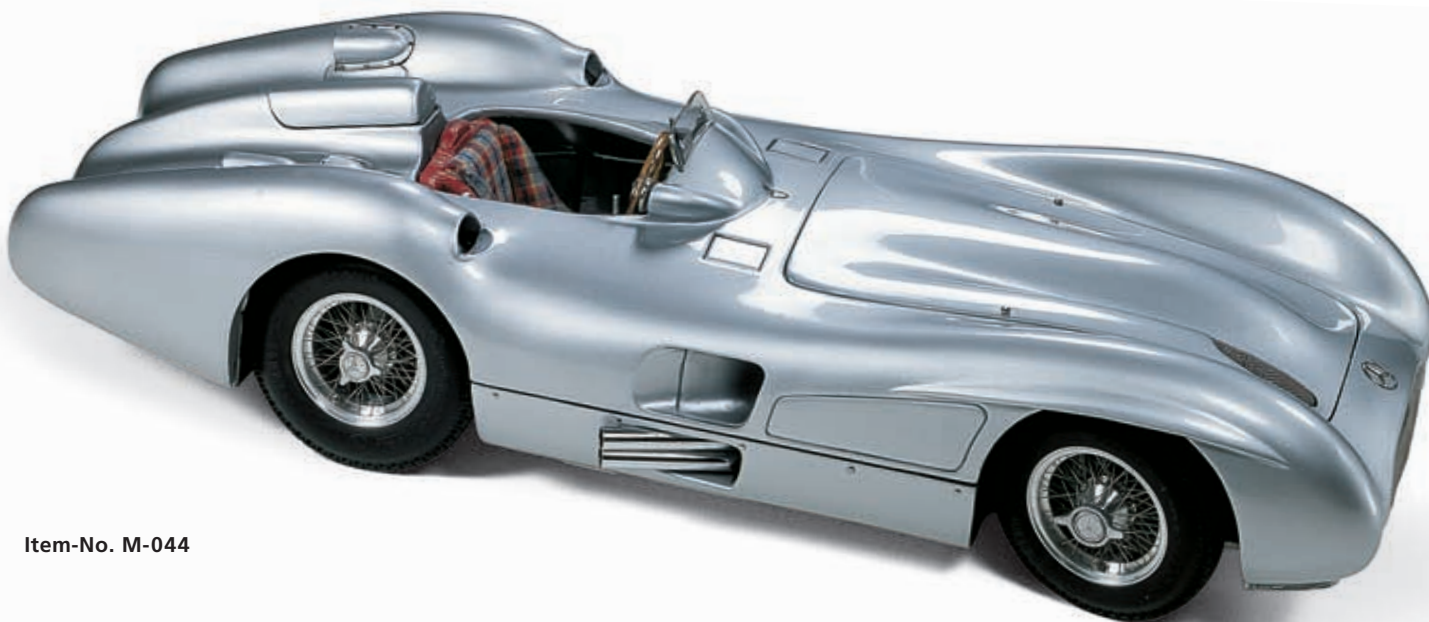


- Hand assembled from more than 180 parts
- Very detailed chassis and dashboard
- Driver seat textile covered
- 8-cylinder in-line-engine, brakes enclosed
- Double exhaust pipes and rear-starter
- Photo-etched spoke wheels, radiator-grill and slit for air-inlet pipe of stainless steel mesh
- Windscreen 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: THE MERCEDES-BENZ W 196 R, 1954/55



Item-No. M-044

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

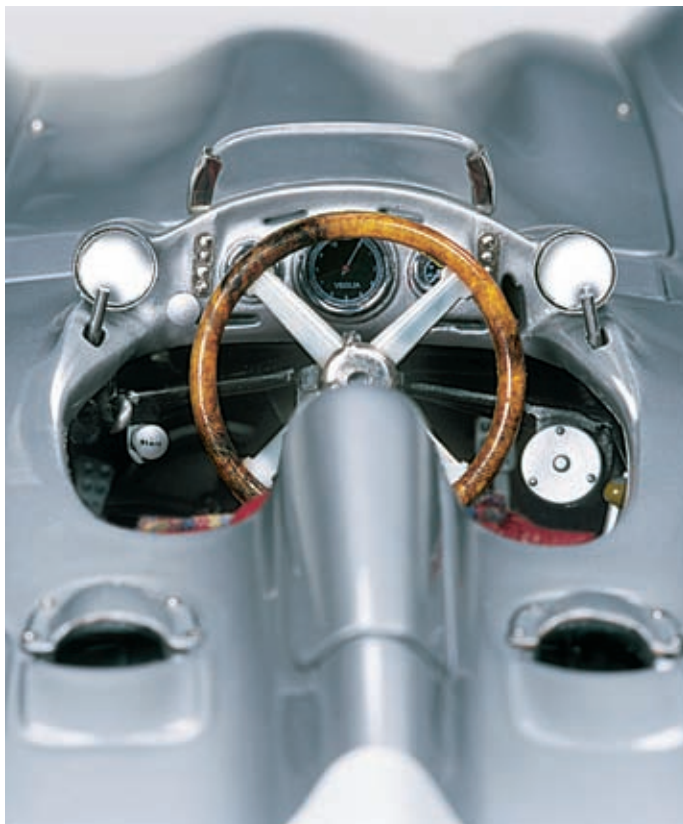
the parallel used W 196 Monoposto, the version with the freestanding wheels.

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.

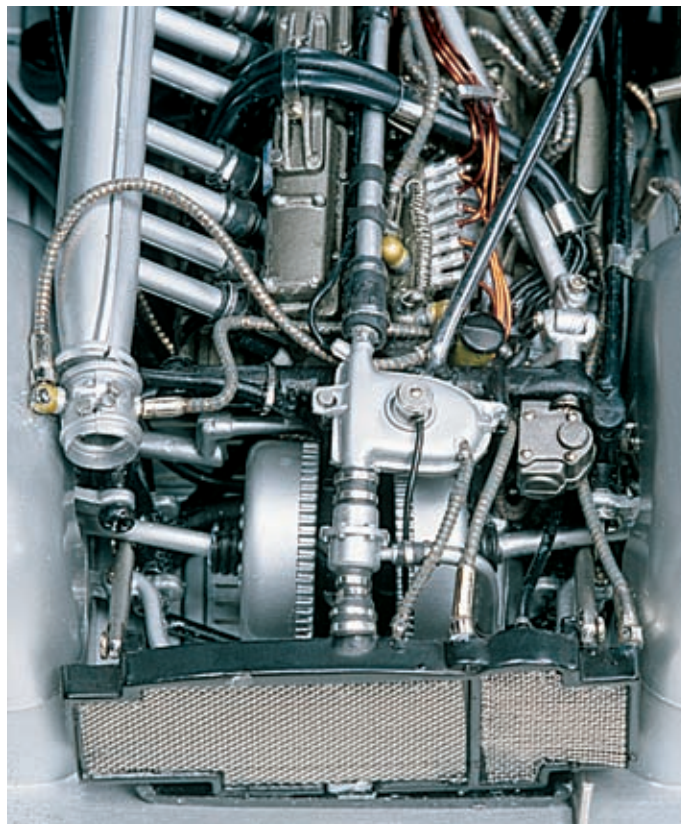
The fullmetal model is handmounted of more than 1.100 parts. The interaction of precision, details and functionality, the use of high-class material and the brilliant paintwork in finest polish are making this to a masterpiece of model architecture.

*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



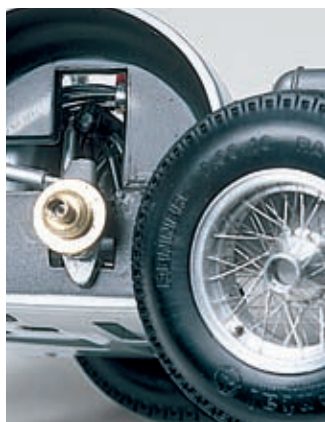
- Fine elaborated cockpit with hand implemented instruments
- Steering wheel with metal spokes and in lifelike woodlook
- Ventilation flap in front of the windshield can be opened by a lever in the cockpit



- True to the original replication of the 8-cylinder in-line-engine with bevelled 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



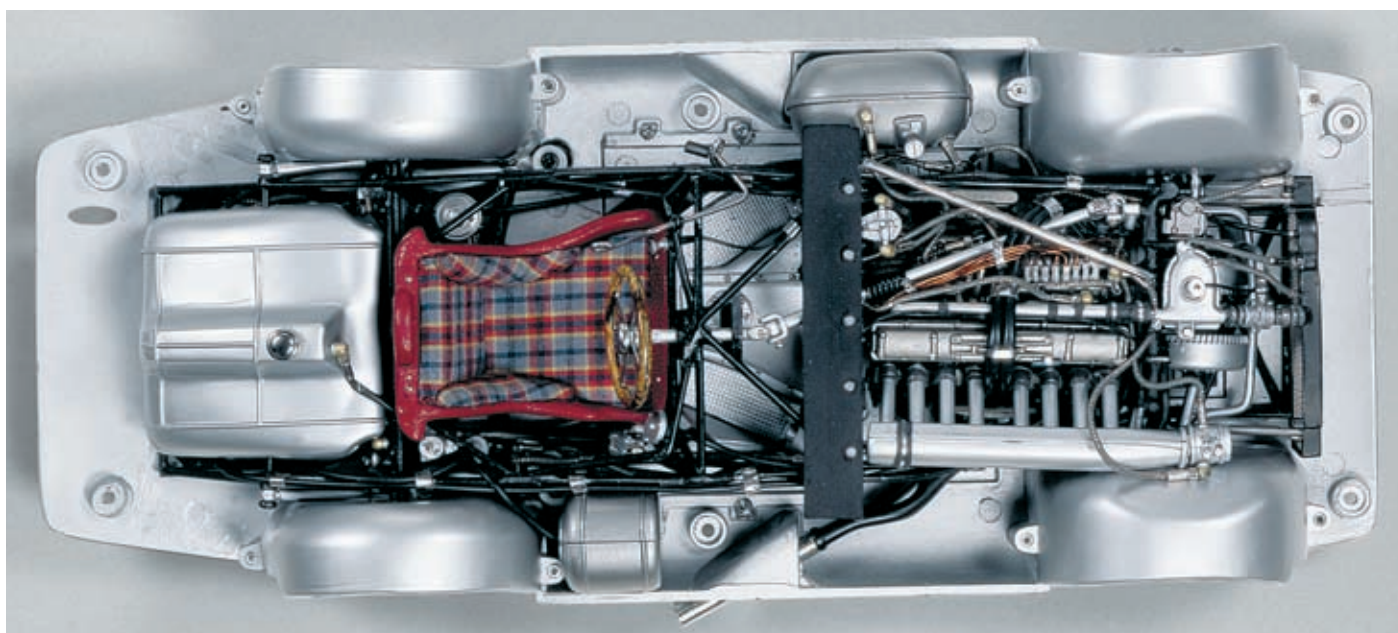
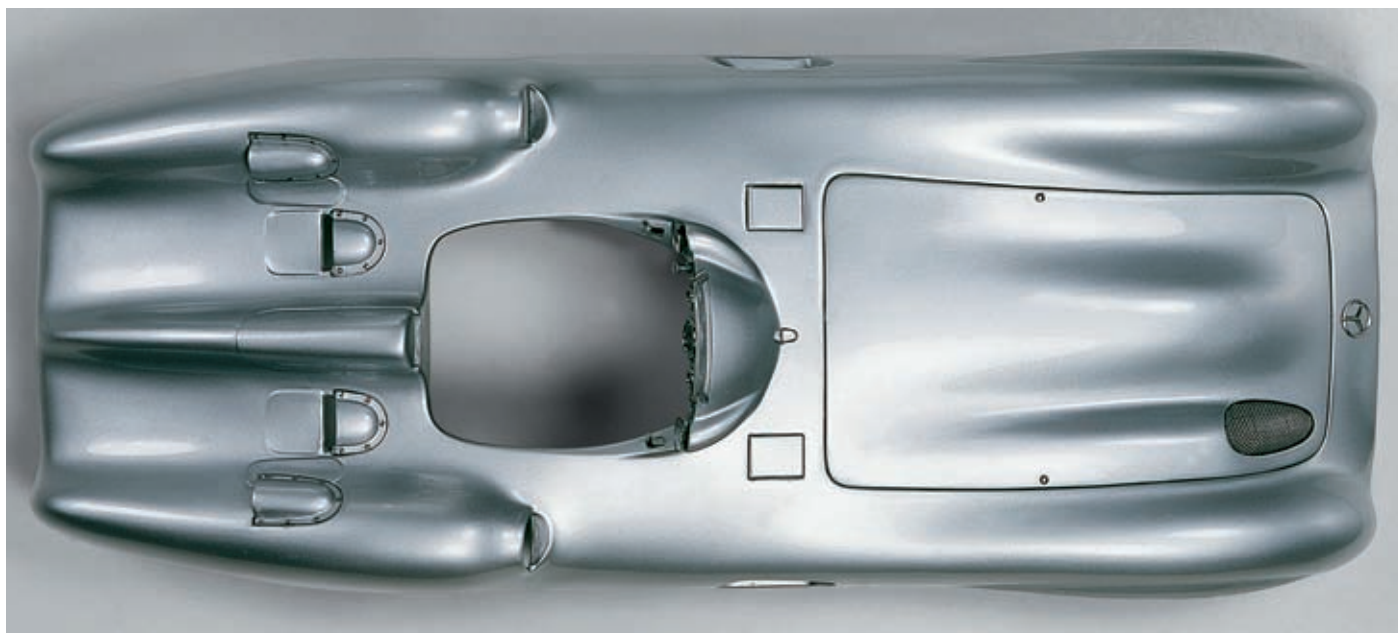
- Cockpit seat in real textile covering and headrest in leather
- Precisely designed tubular space frame with welded metal bars
- Precisely replicated steering linkage with functional universal joints



- 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 2002Model of
the year 2002Modell 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 exited public at the Festival of Speed in Goodwood in South England.

*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 Stromlinie: **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



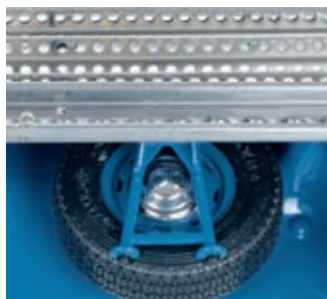
- Functional doors with movable sliding windows
- Detailed replica of the cockpit
- Textile covering of seats and inner side of doors



- Drivers cabin with original form rear window



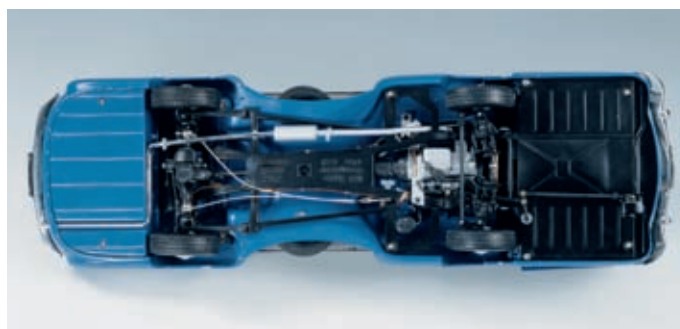
- Lashing with functional tightener of metal for the fastening of the racing car



- 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 REALISABLE DREAM: THE MERCEDES-BENZ SLR MCLAREN, 2003



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 was real adventures for bold mens.

Memories become awake of the glorious SLR-races of the 50s and the legendary roadworthy coupé-versions, called the "Uhlenhaut-Coupé", became history. The SLR is connecting the myth of the old silver arrows with the hightech of the Formula 1 bolids of the present.

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.

All models become painted by hand with the burn-in method and shine in the highest possible brilliance. We offer six different paintings. The interior in red, black or gray leather is perfectly harmonised with the painting.

Mercedes-Benz SLR McLaren, 2003

Painting red/Leather colour black:
Item-No. M-045A

Painting anthracite/Leather colour red:
Item-No. M-045B

Painting gray/Leather colour red:
Item-No. M-045C

Painting blue/Leather colour gray:
Item-No. M-045D

Painting silver/Leather colour red:
Item-No. M-045E

Painting black/Leather colour red:
Item-No. M-045F



*Technical data of
the original vehicle:*

■ 8-cylinder-V-engine ■ Screw-type compressor ■ Displacement: 5.439 ccm
■ Rated power output: 460 kW/626 PS at 6.500 rpm. ■ Acceleration: 0–100 km/h: 3,8 s
■ Top speed: 334 km/h ■ Wheel base: 2.700 mm ■ Total length: 4.656 mm



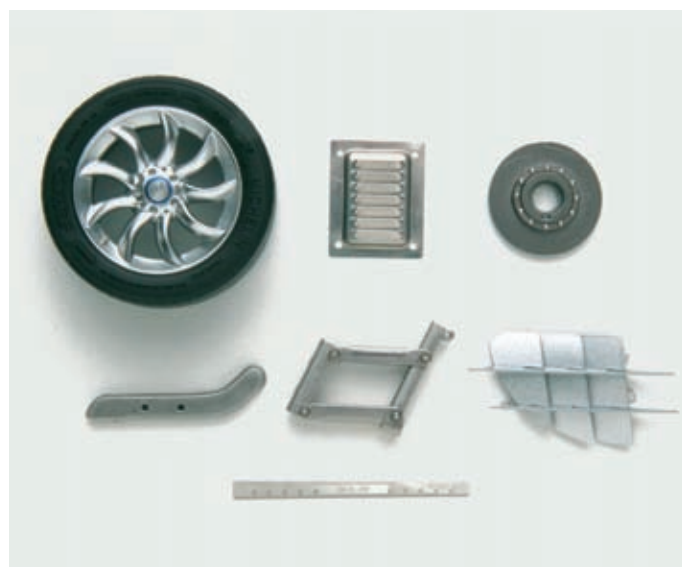
- Costly manual production of the prominent side gills and the with gills populated airinlets of the engine hood made of teeny single copper parts.
- Dominant sidepipes made of metal on both sides of the model.
- Alu-look designed center console, perfect formed multi-functional steering wheel and the true to the detail instruments in the classic and beautiful chronometer-design
- Movable tank flap



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



- Engine hood of pressed copper. The mapped inside shows the costly constructed hinges with gasfeathers and brackets with slide-rollers for the correct motion sequence of the hood. All parts made of metal.



- Examples in detail: polished steel casting rims in costly turbine design, hood hinges, prominent side gills, slide-rollers of the engine hood, break disks, metal plate of the entrance, air grille from the metal base plate as precise replications.



A REAL BEAUTY: THE 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.

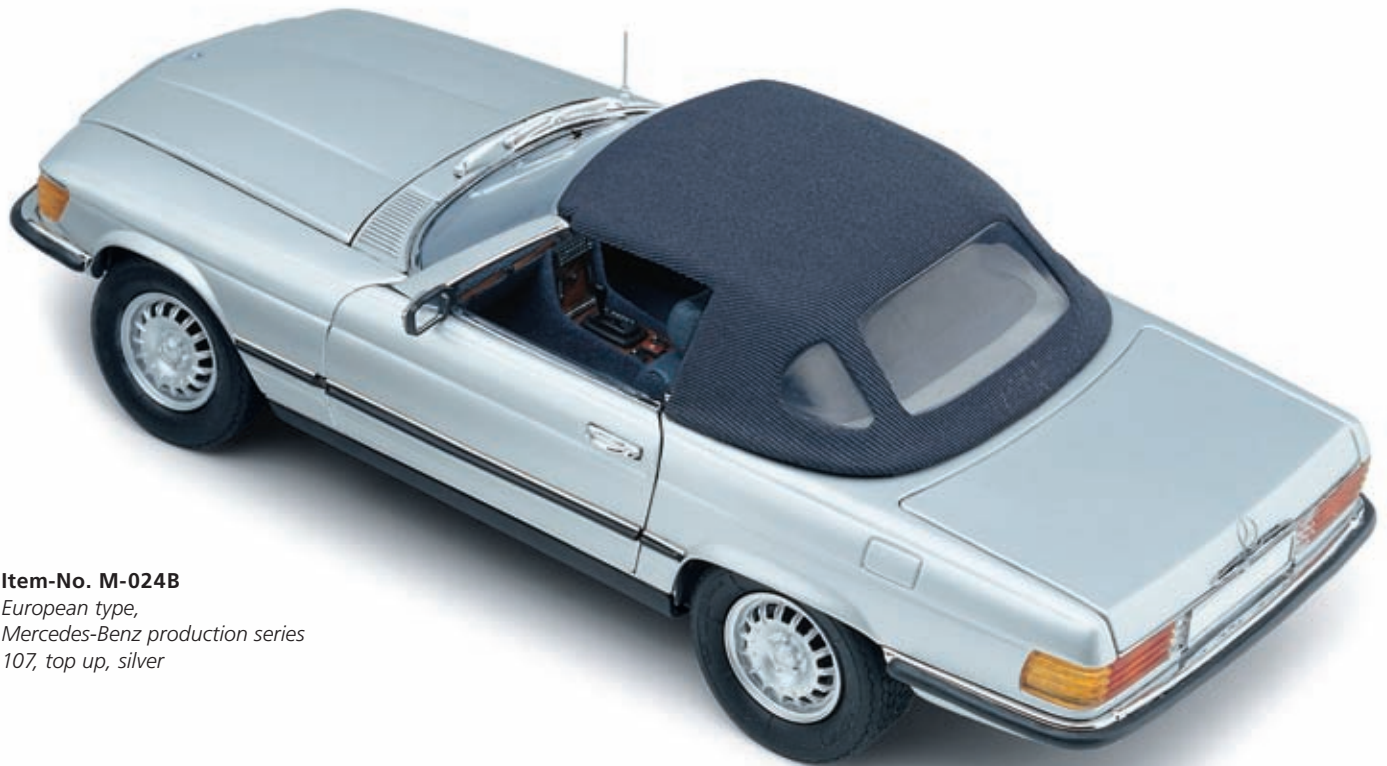
The huge V-8 engine with 4.520 ccm and 225 hp reached a maximum speed of 218 km/h. Therefore it wasn't asto-

nishing 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: THE 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
- Detailed engine-painting made by hand, true to the original

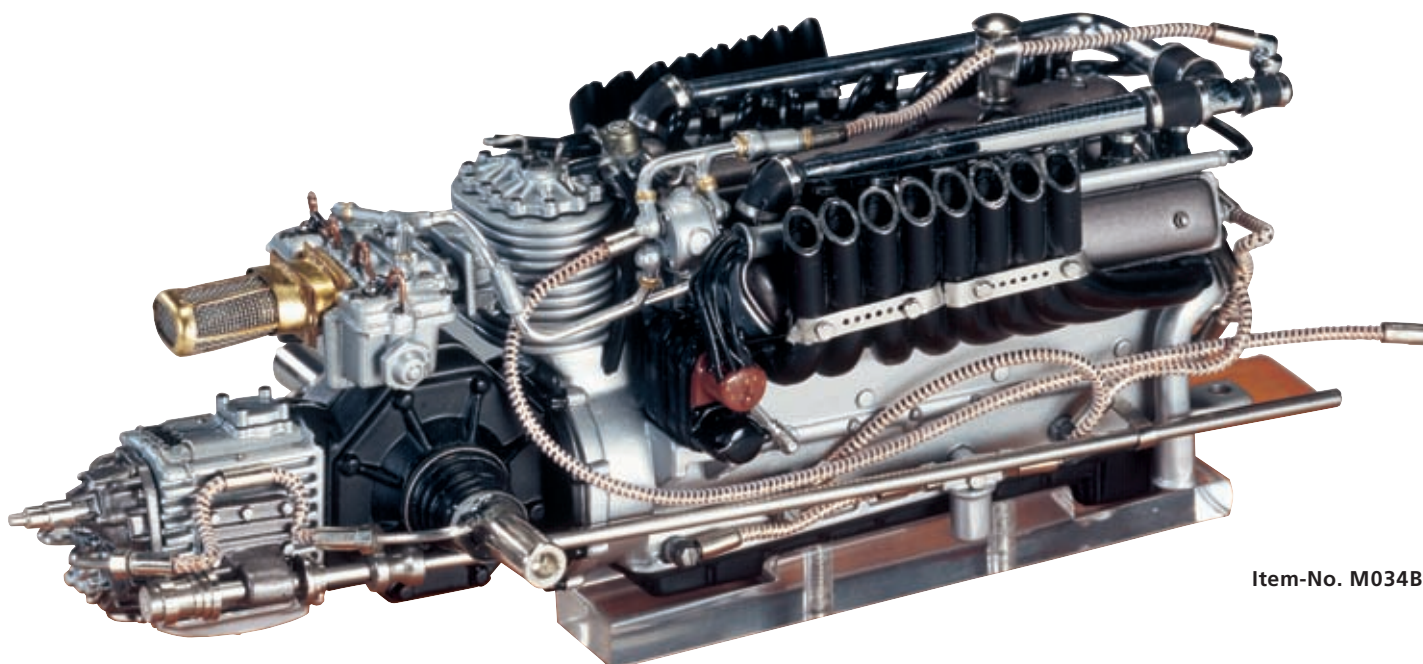


■ Hand assembled from more than 250 parts

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

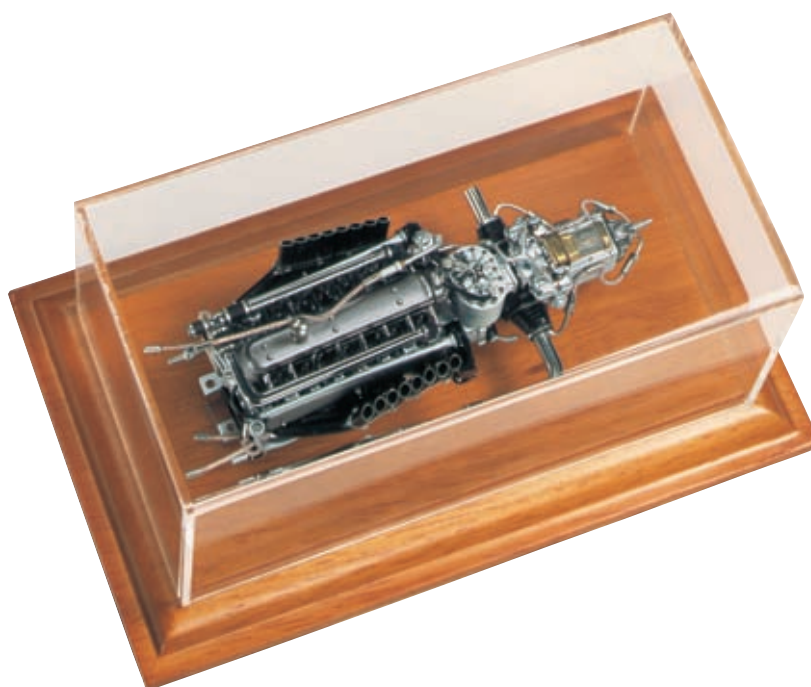
THE HEART OF A CHAMPION: ENGINE OF THE AUTO UNION TYPE C



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.

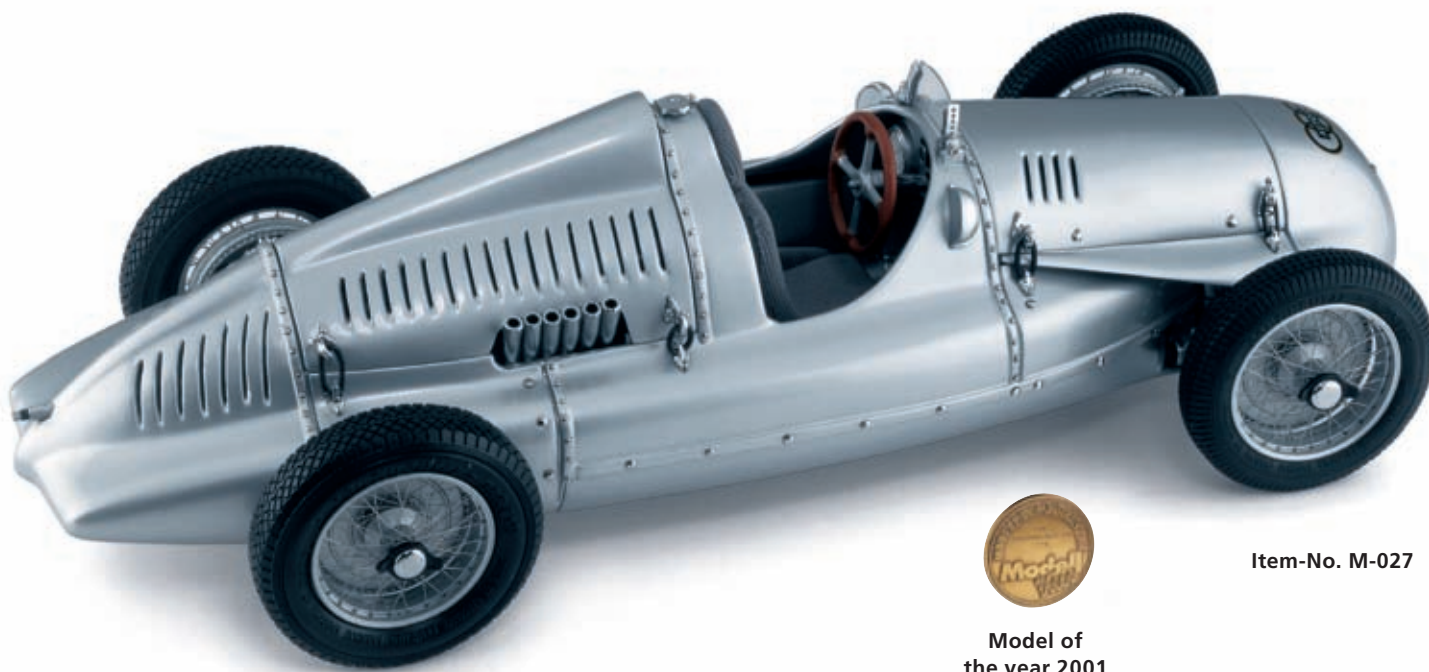
An exquisitely piece of jewelry and a delightful completion to your valuable model collection.



*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 TYPE 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.

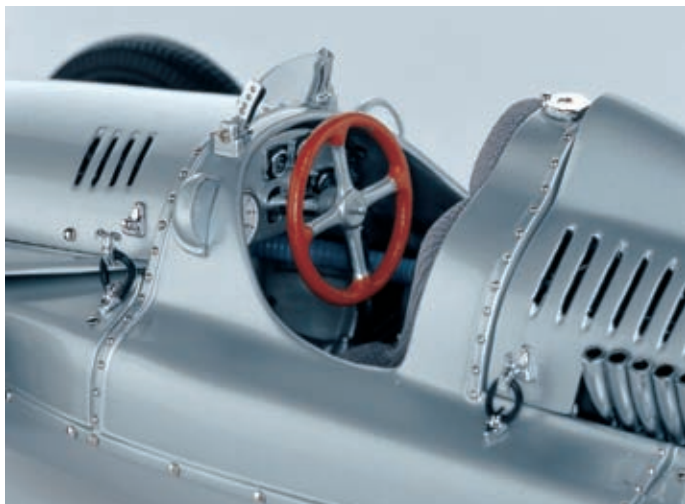
The "Flying man from Mantua" who got his nicknames due to his spectacular style of driving won the Grand Prix of Italy and England in an Auto Union Type D in 1938.

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 Mercedes 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



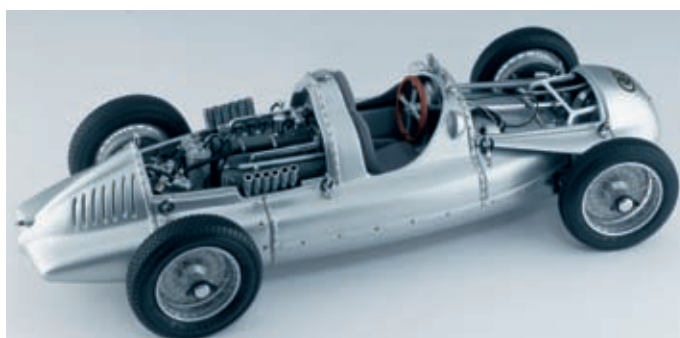
■ 44 big and 100 small rivets (diameter 0,75–0,9 mm) individually fixed with a tweezers.



■ 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



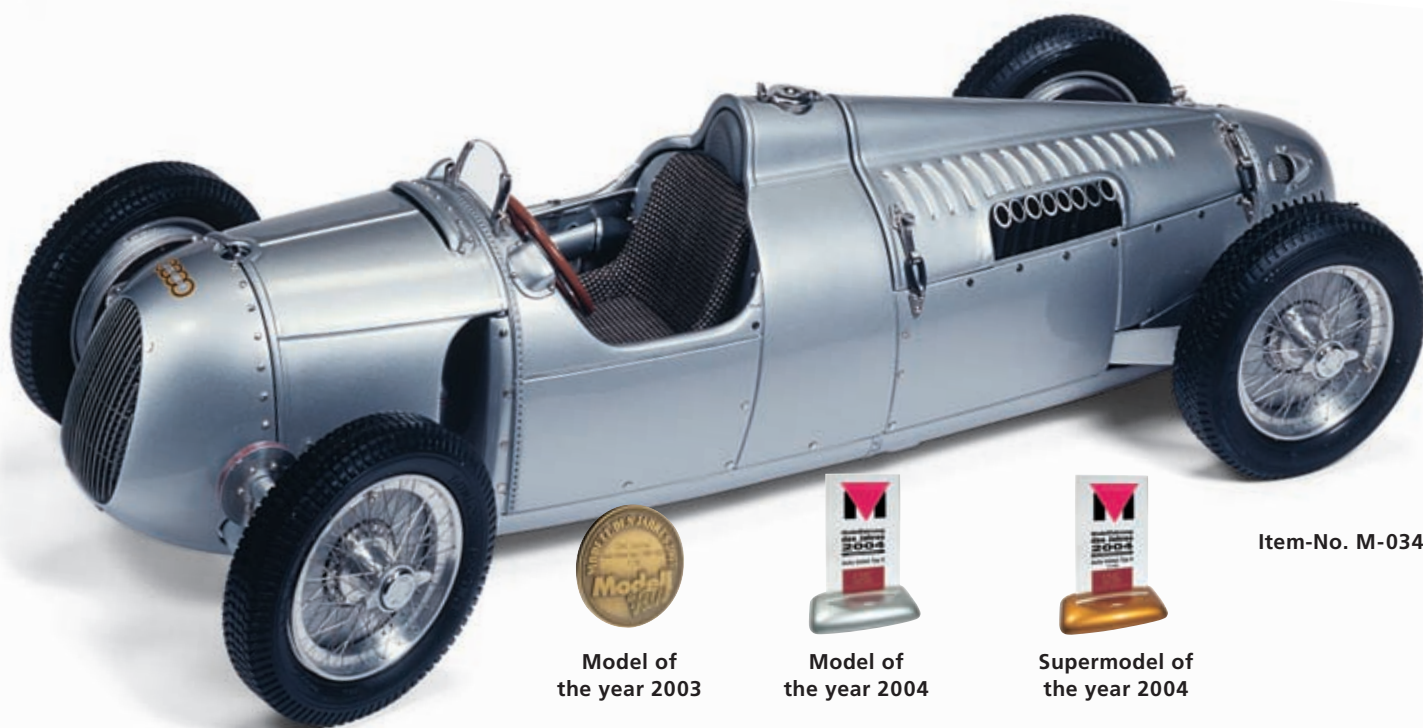
■ The engine hood fastening consists of 32 parts
■ Driver's seat covered with textile



■ 36 cables and fuel pipes



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



Item-No. M-034

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:*

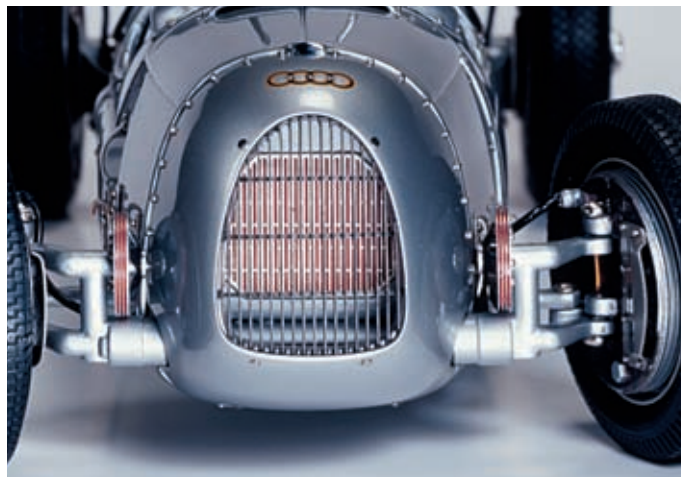
■ 16-cylinder-V-engine ■ Roots compressor ■ Displacement: 6.005 cm³ ■ Maximum output: 520 hp at 5.000 rpm
■ Wheel Base: 2.310 mm ■ Topspeed: 340 km/h ■ Total length: 3.920 mm



- 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



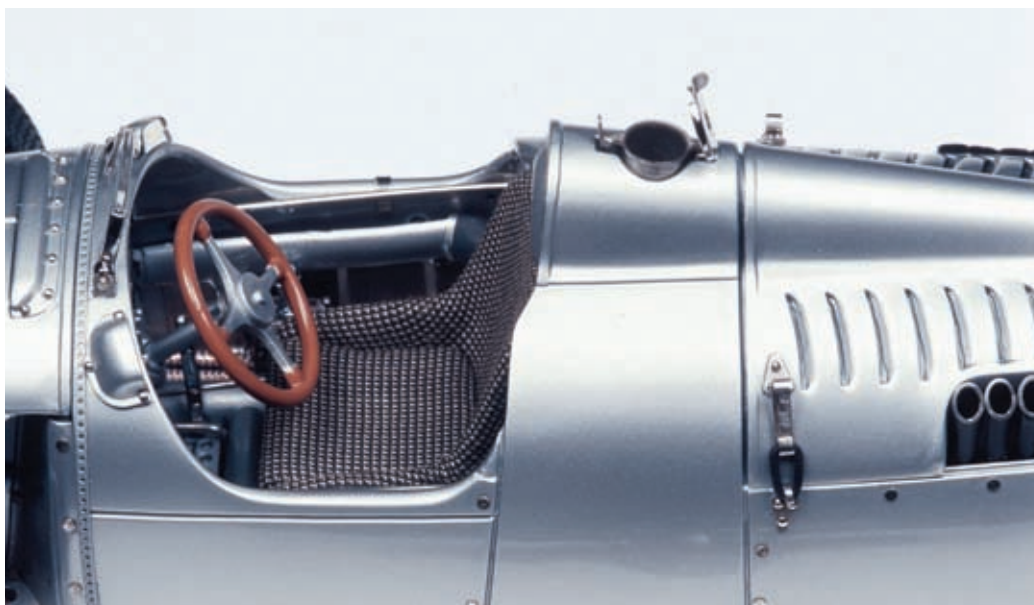
- Hand-made stainless steel radiator grill
- Authentic reproduction of cooling system



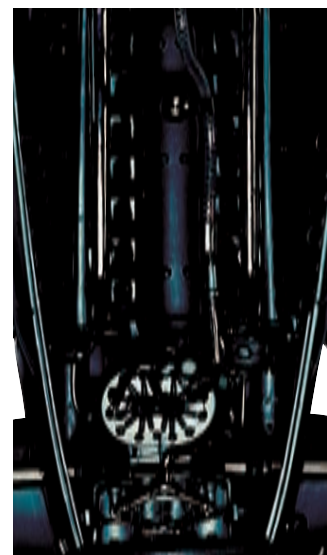
- Wheels in filigree spoke design. Each wheel is composed of 75 parts and removable by means of a double-winged central locking nut



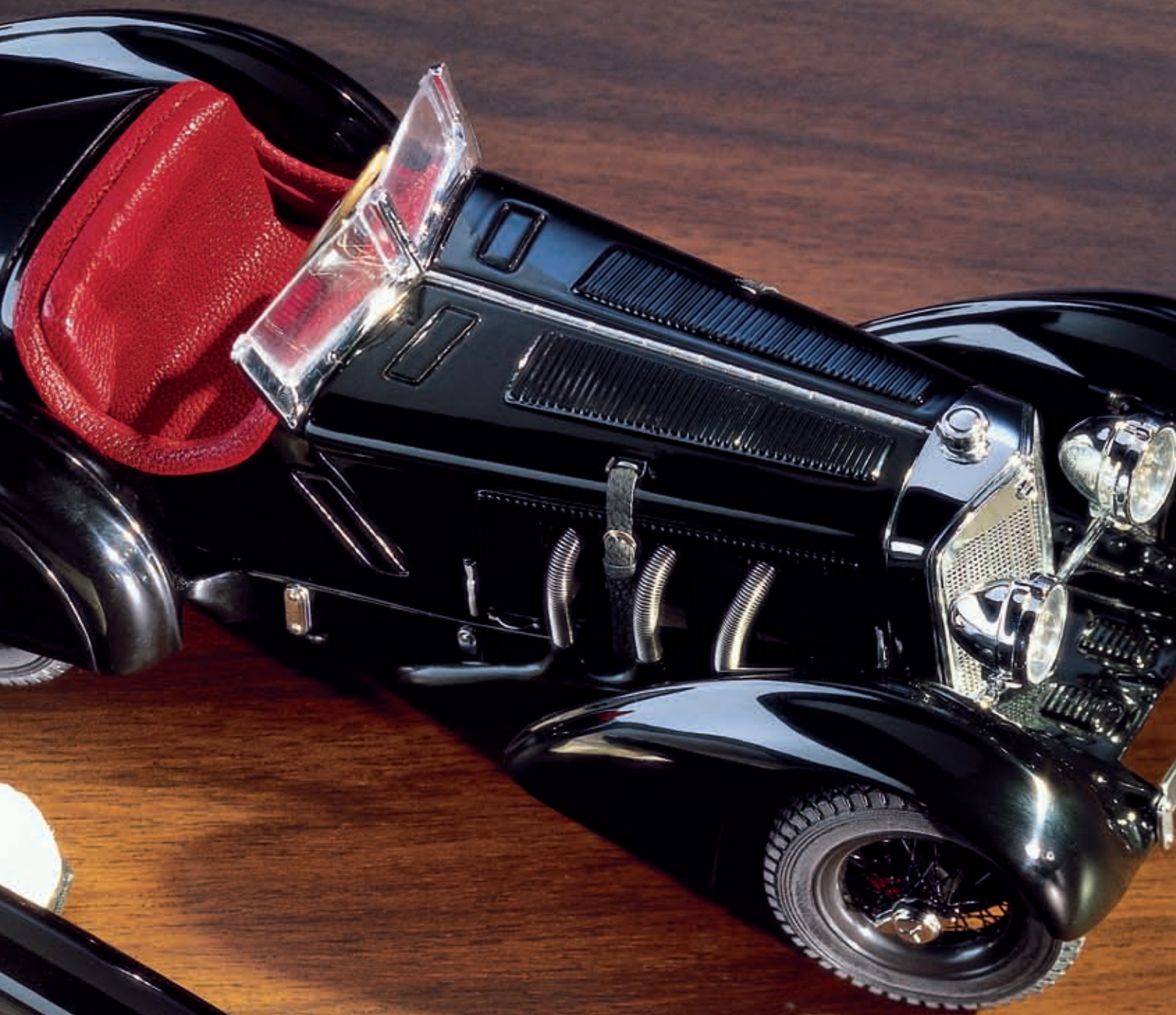
- Removable front- and engine hood of zinc die-casting or copper plate, locking with metal hooks and real rubber rings




- 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 cabeling and laying of the oil- and fuel pipes
- Removable sparking plugs





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: 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

Model of
the year 2003

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 ■ Topspeed: 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



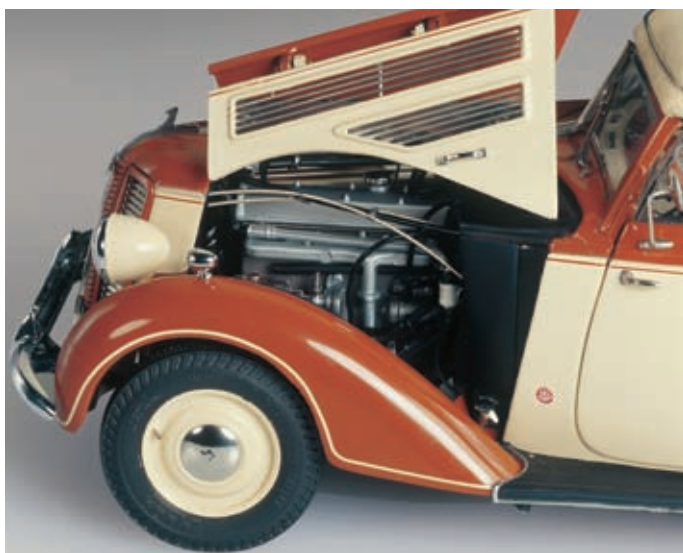
- Wheel hub cap of press-formed metal
- Wheel rims of steel with hand inserted metal valve



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



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



Model of
the year 1995

Item-No. M-001

Count Carlo Trossi is descended from the Castle Caglinico in Piedmont/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 outfitter, 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 ■ Topspeed: 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 wiht 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, TYPE 300 D, CABRIOLET D, 1958–62



Item-No. M-026

Model of
the year 2001

Model of
the year 2002

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



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



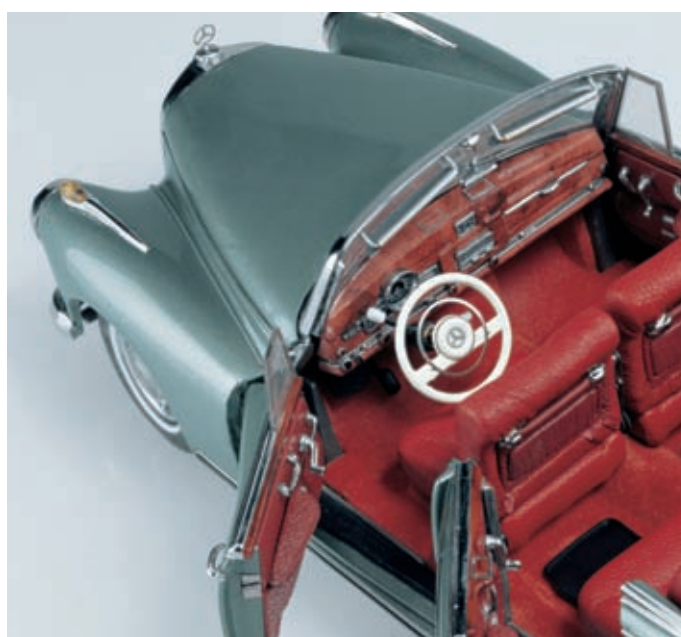
- Stone-fly protectors on mudguards of the rear wheels of stainless steel
- Fuel tank cover can be opened



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



- 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



- 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



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

NOBLE WITHIN – FINESSE ON THE OUTER



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

Valuable Collectors Showcase for 1:12, 1:18 and 1:24 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-Renntransporter
 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 limited edition models in
 1:12 scale. Measurements not yet known
 at time of printing
Item-No. A-007