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# EXTRAORDINARY IN A CLASS OF THE EXQUISITE



# CORDIALLY WELCOME



SHUXIAO JIA  
Company director

CMC has manufactured miniatures of classic cars for over 15 years. In the course of time, CMC models kept pushing the limits of authentic and detail-exact replication. Much to our delight, CMC has attracted a large following of fans over the years, who wait patiently for our next new release to expand their collections. These fans scrutinize

each new acquisition so carefully that not even a tiny inaccuracy would escape their attention. They commend us; they criticise us. If their judgement is positive, which is usually the case, it makes us really proud, because we know how critically they have examined our models.

More than anything else, the feedback of our fans is a driving force. It reinvigorates our love and passion for

the profession, which move us to become even better and more exact. Each CMC miniature is a product of months of research, which result in a precision model assembled by the hand and composed of up to 1,800 single parts. Given our goal to produce authentic miniatures, the use of high-class materials is a matter of course. If the original car has a leather seat or a carpeted interior or trunk, our models are to be made the same way.

If you are not one of our customers yet, you are cordially invited to make a tour of our show-rooms starting with the next page. We are looking forward to the pleasure of welcoming you as one of our collectors. If you are already one of our regular customers, we would like to say “thank you for your loyalty” and hope that you will stay with us in the coming years.

Shuxiao Jia, company director



HERBERT NICKERL †  
Technical director

As the owner of a model car shop in Stuttgart, Germany, Herbert Nickerl rarely found products that met his expectations. So he decided, like a typical Swabian, to make them himself. He founded CMC together with his wife Shuxiao Jia and laid the foundation for a successful future. We keep up the spirit of the late Herbert Nickerl in our work, bearing in mind what he would have thought and said. We will never forget him.



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# MUSEUM OUR PAST

These items are largely sold out, and we won't reproduce them. But they are a part of the 15-year-long CMC history and have rightly become treasured collectors' items. Please take a look in this museum of our past, which features a selection of our models in scale 1:24



Audi 920  
1938-40

Horch 853  
1937

Wanderer 25 K, Roadster  
1936-38



Mercedes-Benz 300d  
Cabriolet D  
(Adenauer-Mercedes)  
1958-62

Mercedes-Benz 540 K, Cabriolet B  
1936

Mercedes-Benz SSK  
(The Black Prince of Count Trossi)  
1930



<b>1995</b> Mercedes-Benz SSK „The Black Prince“		Kit
<b>1996</b> Mercedes-Benz 500K Special Roadster		Kit Modell Fan
<b>1997</b> Mercedes-Benz 540K, Cabriolet B		Modell Fan Kit Modell Fahrzeug
<b>1998</b> Mercedes-Benz W 196		Kit
<b>1999</b> Horch 853 Mercedes-Benz W 196		Modell Fan Modell Fahrzeug
<b>2000</b> Wanderer 25K Roadster Mercedes-Benz 300 SL Horch 853		Modell Fan Modell Fahrzeug
<b>2001</b> Auto Union Type D Mercedes-Benz 300d, Cabriolet D		Modell Fan Kit
<b>2002</b> Mercedes-Benz 300d, Cabriolet D Mercedes-Benz Racing Car Transporter		Modell Fahrzeug NAMAC
<b>2003</b> Auto Union Type C Audi 920 Mercedes-Benz W 25		Modell Fan Modell Fahrzeug ZONEE AWARD
<b>2004</b> Mercedes-Benz W 25 Auto Union Type C		Modell Fahrzeug
<b>2005</b> Mercedes-Benz SLR McLaren Maserati 250 F		Modell Fahrzeug NAMAC
<b>2006</b> Ferrari 250 GT Berlinetta		Ferrari Model Club e.V.
<b>2008</b> Porsche 901		modell magazin CarPlus + HIM
<b>2009</b> Ferrari 156 F1 (Sharknose) Porsche 901 Bugatti T 35		Ferrari Model Club e.V. MINIAUTO mag' NAMAC Modell Fahrzeug

MULTIPLE

AWARDS

“It looks as if CMC were going to deliver its models with ignition keys and working engines before long – in other words, the level of detailing in this Swabian manufacturer’s models is too realistic to be topped.” This is how the magazine Motor Klassik described our products,

For a commendation like this and also the many awards that we have received over the years, we are thankful. It motivates us to persist in what we have been doing, and to match your expectations with every new model to be released in the future.







Ferrari Dino 156 F1 (Sharknose), 1961, 1:18





# WORKS OF ART



*Porsche 901: The map pouch on the driver's door is made of leather, fully functional and perfectly sewn.*



*Audi Front 225: The radiator grill is made of metal, down to the smallest detail.*



*Ferrari 250 GT: The dashboard includes all instruments and controls.*



*Mercedes-Benz SSKL: The wheel is a masterpiece of fine craftsmanship.*

Upon the first look, it becomes obvious: CMC models are true to the original down to the smallest detail. Wheels with original designs, fine-mesh radiator grills, wipers with rubber blades, movable sun visors or seats with an adjustable backrest – we recreate every detail as exactly as possible. That is why some of our models are built with more than 1,500 single parts



*Bugatti Type 35: Custom made body screws of metal in the famous and typical Bugatti style. Secured with stainless steel wire.*



UNIQUELY

## CMC QUALITIES

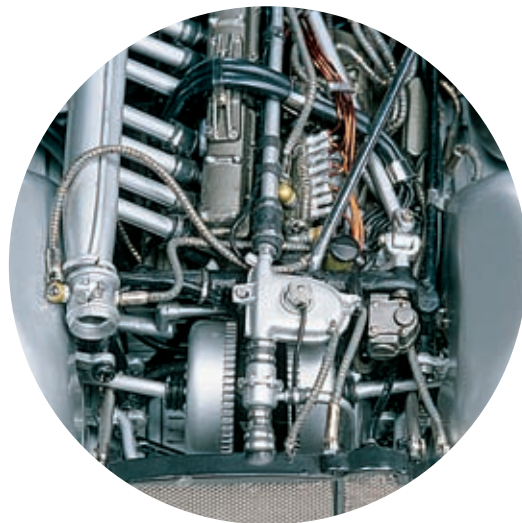


*Remove the rear part of the 500 F2 body, and you will see a fuel- and oil-tank made of stainless steel with a fine assemblage of hand-mounted rivets.*

Our models are more than just skin-deep beauties. Even parts that are invisible are replicated true to the detail, whether under the engine hood, in the trunk, or behind the wheels. Sometimes a specially-provided screwdriver is necessary to explore all the fineness of details. This is also one of the reasons why a CMC model is a real collectors' item.



*The removable spare wheel of the Audi Front 225 is hidden underneath a cover in the rear bodywork.*



*Below the engine hood of the Mercedes-Benz W 196 is an 8-cylinder in-line-engine with all aggregates.*



*Porsche 901: The leather flaps under the filler cap serve to protect the paintwork from scratches by a gas-pump nozzle.*



# PREMIUM MATERIALS

*A body made of 0.6 mm shiny copper plate. This is what our 1:12 scale Horch 853 is built with. It broke new ground in the manufacturing of model cars.*



*This unpainted Mercedes-Benz SSKL is a good example of the materials that we work with: brass, die-cast, tin plate, aluminium and stainless steel.*

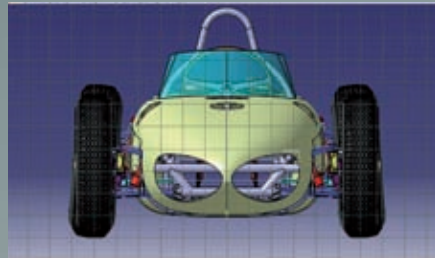


*Seats, doors, and the trunk interior of the Audi Front 225 are covered with leather.*

There is good reason that the automobile industry has switched to automated production. Such is not the case with CMC products, which are essentially handcrafted. Only premium materials are used: genuine leather or cloth fabric for the seats and high-quality metal and paint for the body. Before a model leaves our factory, it is polished to a perfect gloss finish. Needless to say, all this is done by the hand.



# FACTORY OUR FUTURE



■ CAD construction drawing

It takes many months to conduct the research necessary for the development of a CMC miniature. More problems will arise if there is no original car left, and its blueprints are hard to find or even non-existent. In this case, it may take years before an authentic miniature can be developed that we are satisfied with. Here is a look into the factory where CMC is shaping its future.



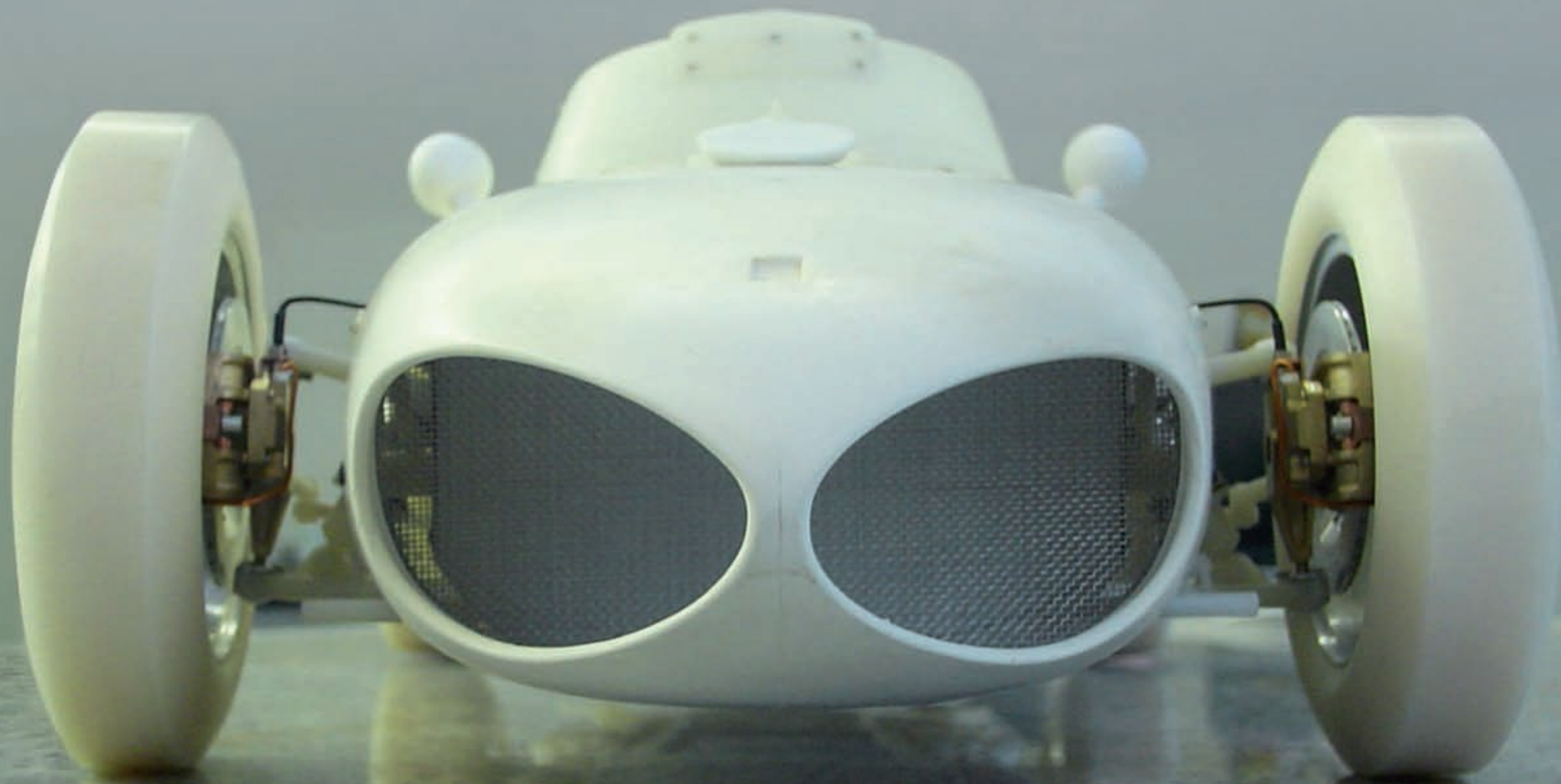
■ Scanning the body of an original vehicle with the help of a special camera.



■ Marks on a car that support the digitalization of the body.



■ Quality control of the final product.







Scale

1:12



## INNOVATION THAT BECAME A LEGEND FERRARI, DINO 156 F1 (SHARKNOSE), 1961



**Item-No. C-007**  
Limited to 500 pieces

**Ferrari**  
OFFICIAL LICENSED PRODUCT

Produced under license of Ferrari S.p.A. FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs are trademarks of Ferrari S.p.A. The body designs of the Ferrari cars are protected as Ferrari property under design, trademark and trade dress regulations.

Rarely has a race car left such an enduring memory as did the Ferrari 156 F1. It is a pity that not a single original exists in the world today.

The nickname "Sharknose" is indicative of its prominent oval radiator inlets in the front.

Famous drivers clinched sensational victories with the "Sharknose," the first Ferrari race car powered by a mid-mounted engine. Among these pilots was Wolfgang Graf Berghe von Trips, the first German to join the Scuderia Ferrari and win a

Grand Prix after World War II. There was also Phil Hill, the first American to win the Formula 1 World Championship in 1961.

This recreated and detail-exact model is hand-assembled and composed of 1,945 single parts. It uses only the finest materials like copper, aluminium, stainless steel, cloth fabric and leather. This replica is enhanced by countless fine mesh embellishments and a highly polished finish.

Technical data of  
the original vehicle:

■ Six-cylinder V-engine with a 120° cylinder angle ■ Displacement: 1,476.6 ccm  
■ Output: 190 hp at 9,500 rpm ■ Top Speed: 260 km/h  
■ Total length: 4,060 mm ■ Wheel base: 2,300 mm ■ Track front / rear: 1,200 mm  
■ Aluminium body with space frame



■ Lifting the engine cover reveals a highly-detailed six-cylinder V-engine and gearbox. The rear axle driveshafts, with functional cardan joints, rotate when the rear wheels are turning. This rotation causes the perforated clutch bell housing to turn in sync with the driveshafts.



■ The handcrafted and removable spoked wheels are truly remarkable, with realistic suspension and meticulously-recreated shock absorbers as well as coil springs. Another highlight is the brake unit, which is made of metal and composed of a true-to-scale calliper and a brake disk with drilled cooling holes.



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



The name of Horch was a synonym for noblesse, highest quality, and aristocratic looks in automobile manufacturing of that time. The Type 853 might have been the most remarkable model that the auto manufacturer from Zwickau presented to the public in 1937. The four-seat sport convertible, with its 5-litre engine, was the vehicle of choice for industrialists, actors, and government leaders – in short, High Society.

There are four attractive paint schemes. Select your favorite 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



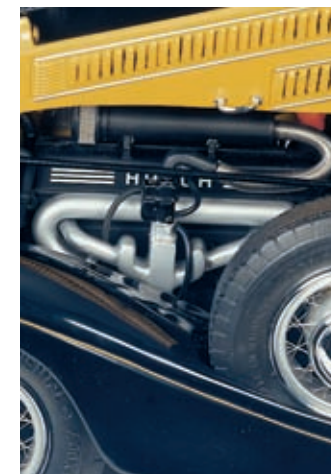
Even today, this Horch seems as fascinating as it was during that time. In order to show its glamour to best advantage, we have chosen to produce it in large 1:12 scale. We now offer you a model of extraordinary charisma, elegance, and enduring value which testifies to our passion for detail.

Technical data of  
the original vehicle:

■ 8-cylinder-in-line-engine ■ Displacement: 4.944 cm<sup>3</sup> ■ 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



LIMITED COPPER-EDITION  
HORCH 853, 1937



**Item-No. C-005**  
A global limited edition of 200 pieces

Covered with a transparent coat and polished to a shining finish, this limited-edition of Horch 853 reveals the breathtaking beauty and finesse of the copper material that we use for its bodywork. The hand-assembled body is made from 0.6 mm pressed copper plates, a true innovation in model building. This model of elegance and precision will make an extraordinary addition to your collection, not to mention the fact that this piece of art is limited to a small number world-

wide. If you open the engine hood, a detailed 8-cylinder inline-engine comes into view. The hinged convertible top unfolds to close down on the upper metal frame of the wind shield and stays in place by magnetic force. The interior is lined with carpet while the seats are covered with high quality leather. An authentic dashboard equipped with multifarious control elements.







Scale

1:18



## DYNAMIC AND SPORTSMANSHIP AUDI FRONT 225 ROADSTER, 1935



*This metal precision model with its authentic and true-to-scale formed body, shines in a brilliant two-tone painting. It's composed of more than 1,600 single parts.*

The rise of the company "Audi" is undoubtedly one of the most fascinating stories in the 100-odd years of automobile history.

It began with one special name: August Horch. In June 1909, the top management of Horch decided that its founder August Horch had to leave the company. Undaunted by this twist of fate, August sought to launch a new automobile plant on his own. Only four weeks later, his dream virtually came true: The "August Horch Automobilwerke GmbH" was officially registered in Zwickau, Saxony on July 16, 1909. But the Horch plants took August to court, claiming exclusive use rights of the name "Horch" for themselves. August Horch lost the trial and had to find a new name. He wound up renaming his new plant "Audi", the imperative case of the Latin verb "audire" – meaning "Horch!" in German.

2009 marks the 100th anniversary of Audi. This is reason enough for CMC to introduce a real classic miniature: the Audi Front 225 Roadster. First presented to the public in 1935, the car proved to be a real sensation for its time. Sporty and graceful, its body was a feast for the eyes. The aerodynamic line management enhanced the charming sporty look of its overall configuration in particular.

CMC offers this ravishingly beautiful hand-assembled miniature of more than 1,600 single parts in three different two-tone colour versions. Each colour combination brings out the glamour of this extraordinary model in a special way.

Celebrate the centennial anniversary of Audi with us.

**Item M-075 A:** black / yellow – limited to 4,000 pieces  
**Item M-075 B:** blue / silver – limited to 4,000 pieces  
**Item M-075 C:** red / white – limited to 4,000 pieces

*Technical data of  
the original vehicle:*

■ Wanderer 6-cylinder in-line-engine ■ Displacement: 2,257 ccm ■ Front drive ■ Bore x stroke: 71 x 95 mm  
 ■ Maximum output: 50 hp at 3,500 / min ■ Top speed: approx. 120 km/h ■ Central box-type frame  
 ■ Wheel base: 3,100 mm ■ Track front / rear: 1,350 mm ■ Total length (without bumpers): 4,500 mm



■ Fully instrumented dashboard



■ Windshield with high gloss chromed metal frame and installed wiper motors  
 ■ Doors and trunk deck are covered with leather at the inside



■ True-to-the-original grill set in a masterfully crafted assemblage of metal work



■ Accurately recreated cockpit  
 ■ Seats are covered with leather







- Double-winged engine hood with louvered vents
- Bar that swings out to support the opened engine hood



- Six-cylinder in-line-engine with all aggregates, cabling and pipes
- Engine compartment rear bulk of metal with handbrushed marble effect surface



- Removable spare wheel, deposited in a concave space and covered by a rounded hood



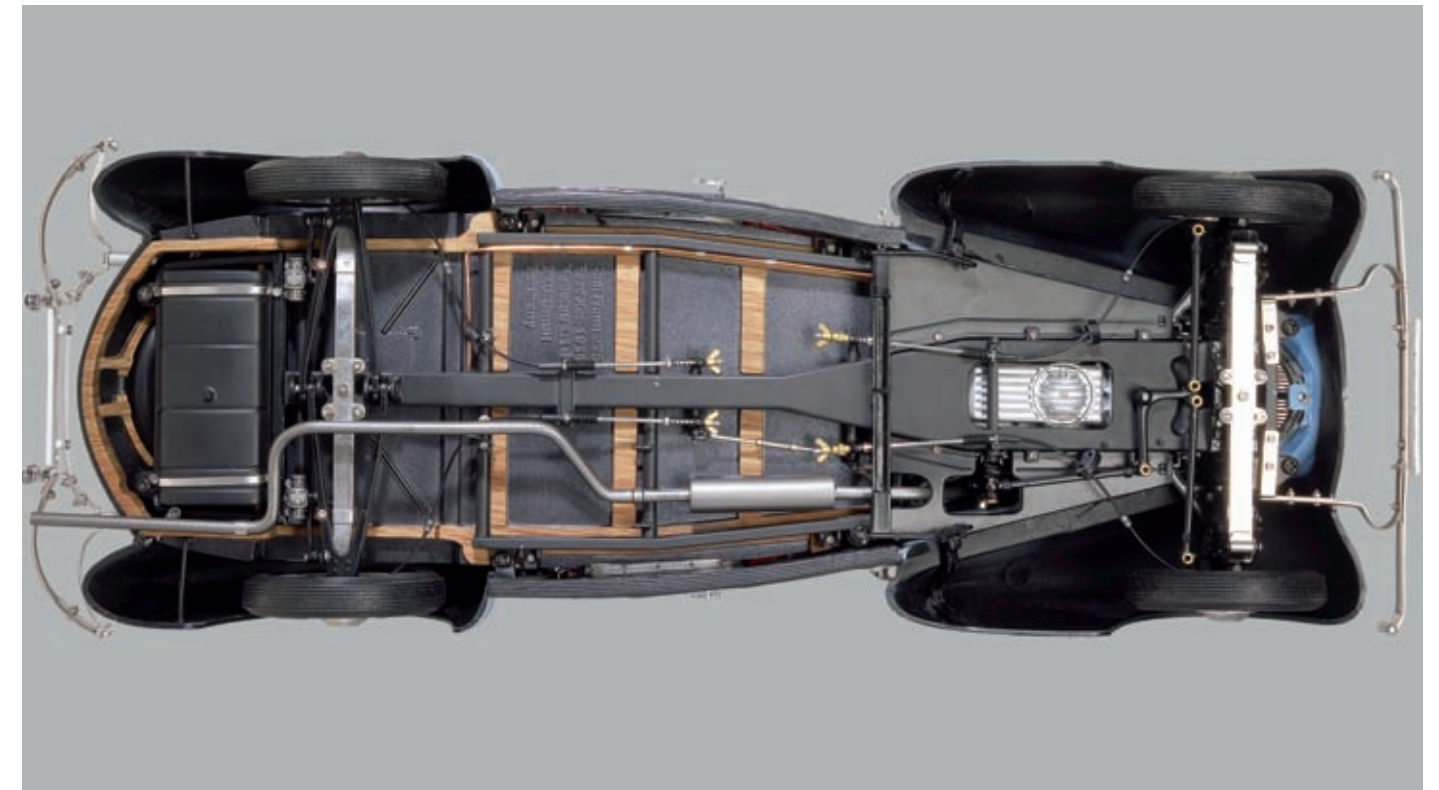
- Perfectly spoked wheels with aluminium rims, stainless steel spokes and nipples, all mounted by the hand



- Shaftless single wheel suspension with cross-installed leaf springs of metal in the front and the rear



- Bonded brake cables



- Box-type metal frame with a perfect imitation of the wood sub-frame
- Highly-detailed undercarriage displaying the filigree brake leverage of the mechanical brake system
- Complex designed bumpers front / rear of stainless steel



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



Model of  
the year 2003

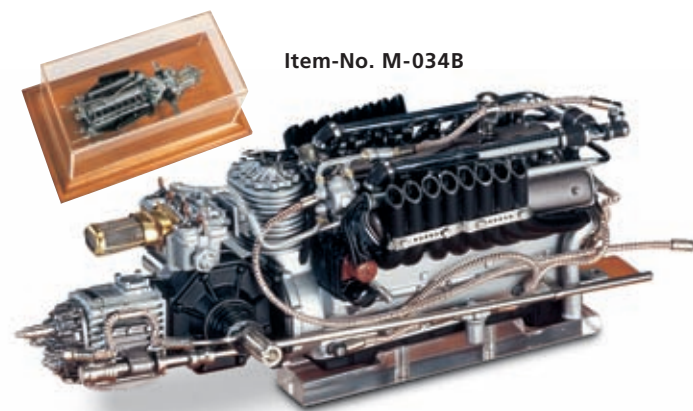
Model of  
the year 2004

Supermodel of  
the year 2004

Item-No. M-034  
without starting number  
Item-No. M-073  
with starting number 4  
limited of 5.000 pieces

Developed by Ferdinand Porsche, this race car made history in a way that virtually no other race car had done before. With the Type C in 1936, Auto Union introduced a monoposto that was almost totally different from all other race cars up to that time. The most striking feature was the unconventional design of the sensational 16-cylinder V-type engine installed behind the driver and ahead of the rear axle—an innovation which soon became an accepted practice. Perhaps the greatest reason for the success of the 520 hp “bullet” was its highly talented race driver: Bernd Rosemeyer. In 1936, which was his most successful year, he became the European Champion and won numerous Grand Prix races. In 1937, this new ace of Auto Union kept his main competitor, Mercedes-Benz, in check, and was able to continue his successful career with five more wins. At the beginning of 1938, however, his career came to an abrupt and tragic end due to a fatal accident that occurred while he was trying to break the world speed record. After the end of the Second World War, the remaining race cars in Zwickau were turned over to the Soviet Union as reparation payment. It is still unknown what exactly happened to the race cars.

The Auto Union Type C is hand-assembled from 1026 parts into an extraordinary precision model. The individual parts are made of high-quality materials: 23 parts are zinc die-cast, 754 are metal or copper, and 153 are made of plastic. The remaining 96 parts are screws, rivets, or simulated screw heads. For the first time, CMC is presenting a model in 1:18 scale that is composed of more than 1,000 parts – a milestone in its history.



Item-No. M-034B  
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:

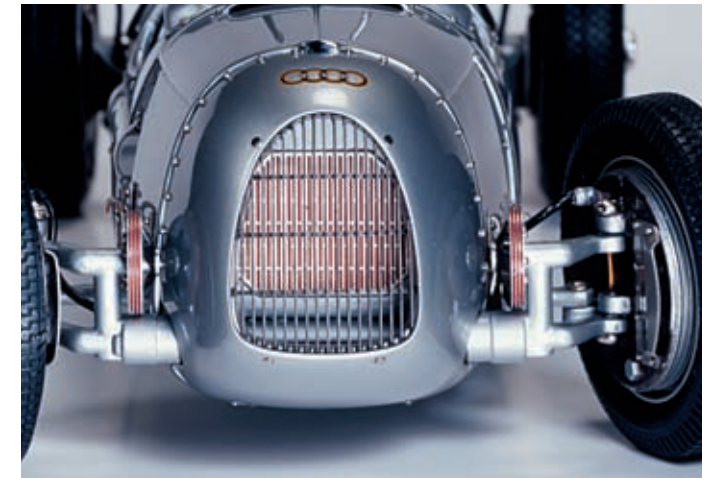
■ 16-cylinder-V-engine ■ Roots compressor ■ Displacement: 6.005 cm<sup>3</sup> ■ Maximum output: 520 hp at 5.000 rpm  
■ Wheel Base: 2.310 mm ■ Topspeed: 340 km/h ■ Total length: 3.920 mm



■ 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



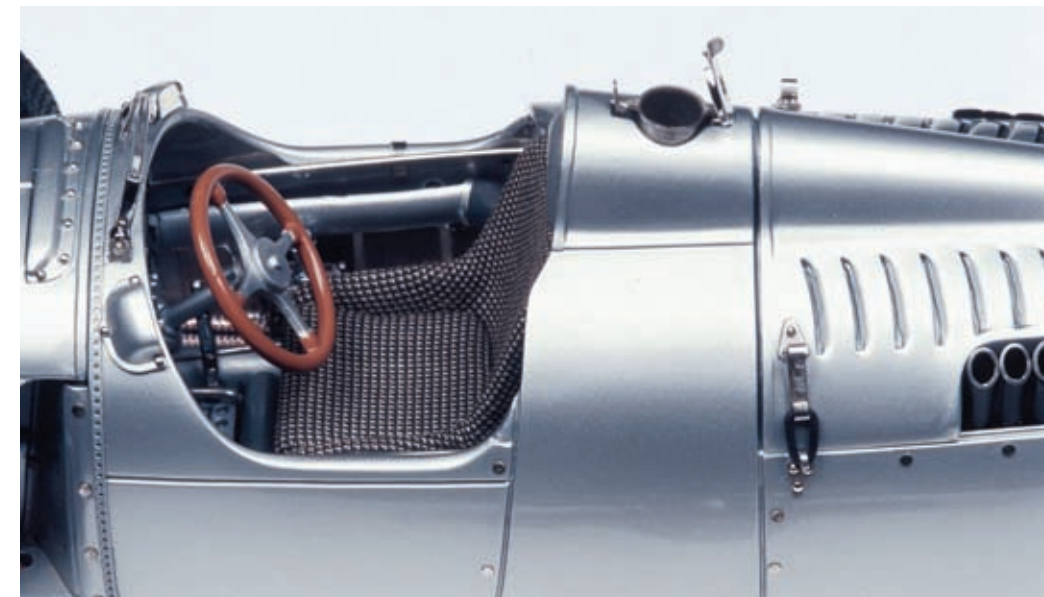
■ Hand-made stainless steel radiator grill  
■ Authentic reproduction of cooling system



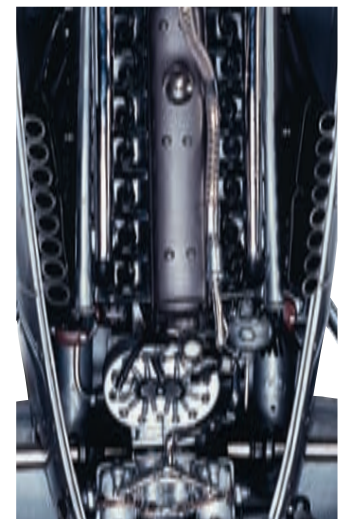
■ Wheels in filigree spoke design. Each wheel is composed of 75 parts and removable by means of a double-winged central locking nut



■ 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



## THE REVOLUTION IN MODELING AUTO UNION TYPE D, 1938



Model of  
the year 2001

Item-No. M-027

At the beginning of 1938, the racing team of Auto Union had to face a dilemma: The contract with Ferdinand Porsche was cancelled, and Bernd Rosemeyer was killed in an accident in January while the team was attempting to break the world speed record.

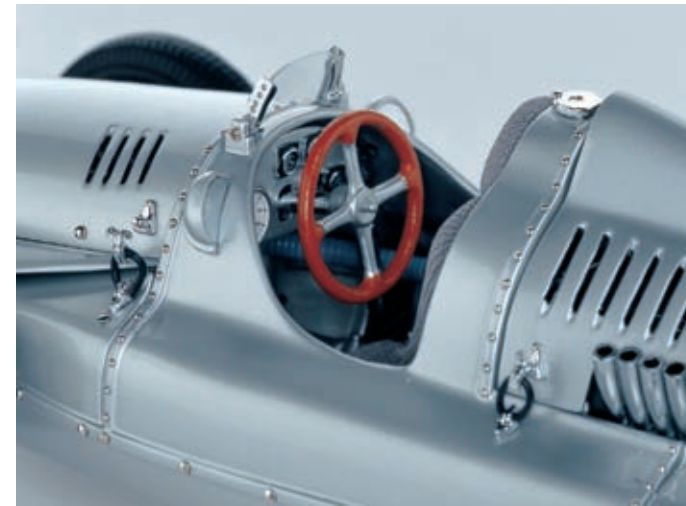
Eberan von Eberhorst replaced Ferdinand Porsche as designer, and "Il Diavolo" Tazio Nuvolari succeeded to the national hero Rosemeyer. The "Flying Man from Mantua", who earned his nickname due to his devil-may-care style of driving, piloted an Auto Union Type D to win the 1938 Grand Prix in Italy and England.

In the following year, Auto Union scored a double victory in Reims with the drivers H. P. Muller and Schorsch Meier, despite the tough competition of the Mercedes Silver Arrows. Also, Nuvolari gained the last Grand Prix victory before the Second World War, driving an Auto Union Type D in Belgrade on September 3, 1939.

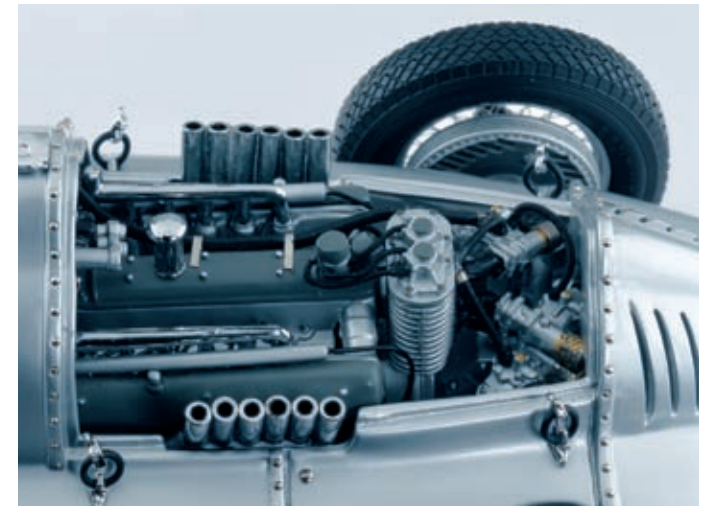
The Auto Union Type D redefines the manufacturing of model cars. More than 680 parts are hand-assembled into a collector's item par excellence. First-class paint is applied to the body, giving the car an exceptional brilliance unparalleled in model industry.

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



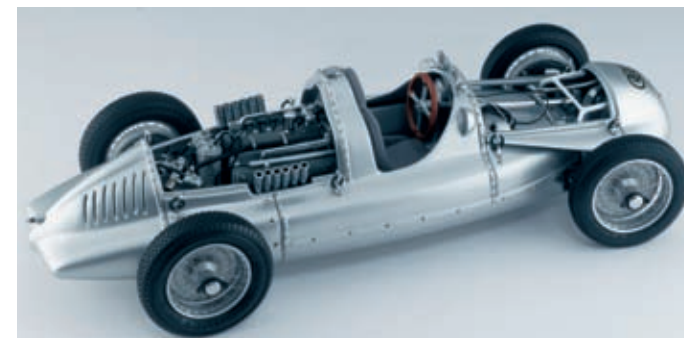
■ 44 big and 100 small rivets (diameter 0,75–0,9 mm) individually fixed with a tweezers



■ 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

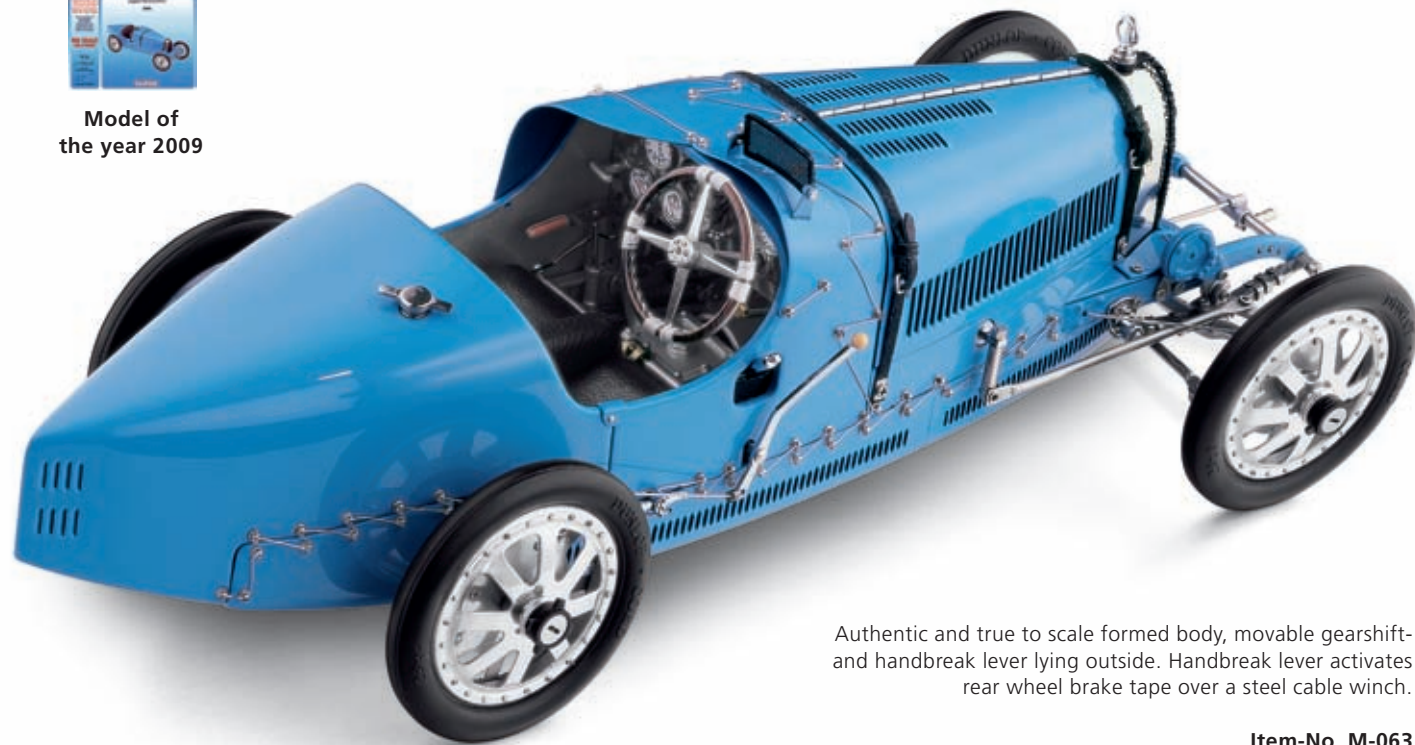




## THE ARCHETYPE OF A WHOLE ERA BUGATTI TYPE 35 GRAND PRIX, 1924



Model of  
the year 2009



Authentic and true to scale formed body, movable gearshift- and handbreak lever lying outside. Handbreak lever activates rear wheel brake tape over a steel cable winch.

Item-No. M-063

An ingenious eccentric, Ettore Bugatti started his factory in Molsheim, Alsace and set the pace for the young automobile industry when he himself was still young. With his groundbreaking Type 35 in 1924, he created the superior racing car of his era, which would become the inspiration for many other models. Type 35 had his Grand Prix premiere at the European Grand Prix of Lyon/France at the 3rd of August in 1924. As of today, the Bugatti Type 35 remains the unparalleled record holder of 1,851 documented victories. Since all these victories were scored within the short period of 1924 through 1927, the Type 35 is the most successful 8-cylinder in-line engine and racing car of all times. Nicknamed "Le Patron", Ettore Bugatti is remembered as one of the most valued automobile engineers because of his exceptional talent and the new height he set for the technical design of his time.

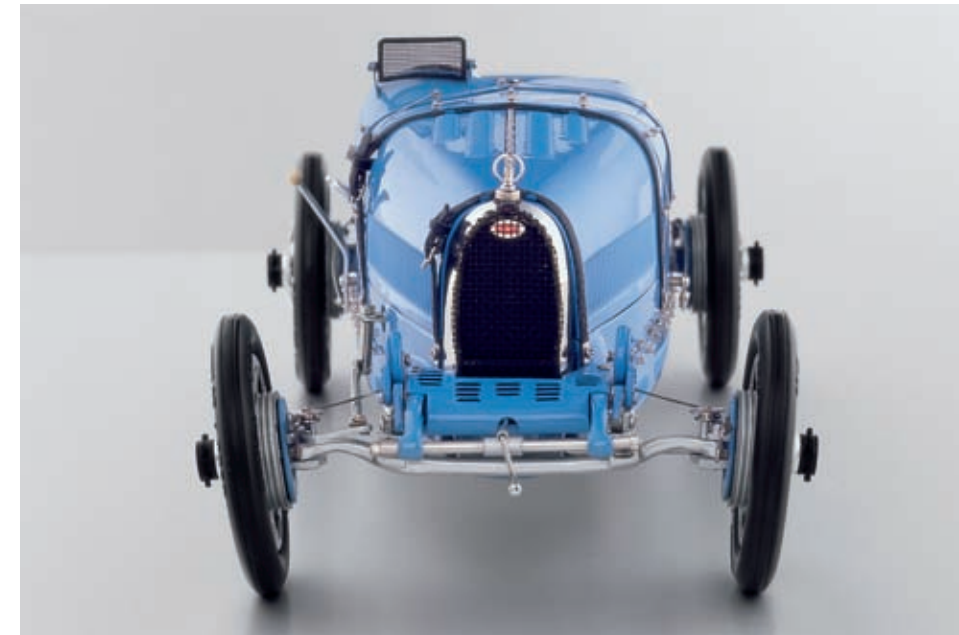
Also noteworthy are the so-called "gentlemen" drivers who steered Bugatti cars to victories with a lot of fanfare and

charisma. Among those who wound up behind the steering wheel were counts, gigolos, bohemians and adventurers. The majority of them were very wealthy. They lived in a world of luxury that featured excessive parties, startling love affairs, costly wagers as well as reckless urges to play with their lives.

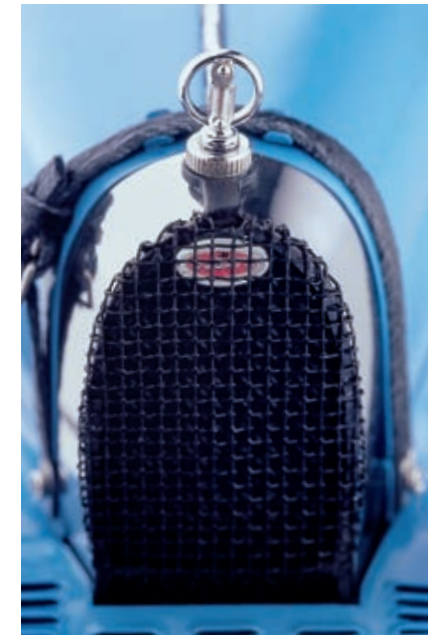
Take a close look at our model and be transported back to a world of extraordinary design and elegance in the 1920s – the world of Ettore Bugatti. Hand-assembled from 926 parts, this miniature, which is a display of a Grand Prix racing version (without an additional spare wheel), takes a lot of experience and love of details to create. It is a fine example of the authentic replication and superior craftsmanship that only CMC can bring to you. Simply a piece of art. The trademark horse-shoe cooler, the spoke wheels made of aluminum cast, and the rectangular box-shaped engine – these are just a few characteristics that make the car so very special

Technical data of  
the original vehicle:

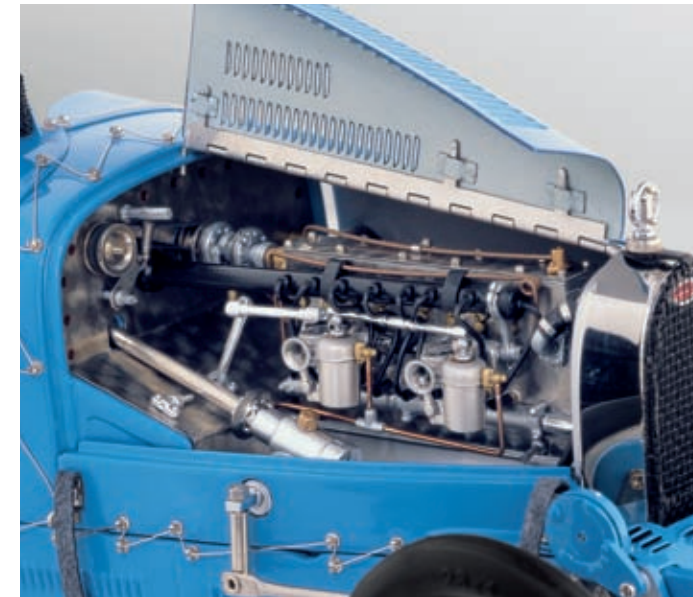
- 8-cylinder in-line-engine (double block) ■ Overhead camshaft, 3 valves for each cylinder
- Two times Zenith-horizontal carburettor ■ Displacement: 1,991 ccm
- Maximum output: approx. 95 hp at 6000 rpm ■ Top speed: approx. 180 km/h
- Wheel base: 2,400 mm ■ Total length: 3,700 mm



■ Front wheel axle suspension in typical Bugatti slanting position with positive wheel-camber



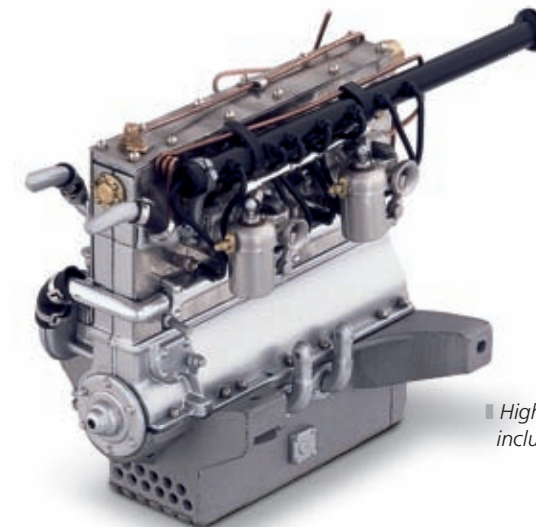
■ Radiator grill and stone-chipping protection fence made of metal



- Two winged engine hood with open cooling slots
- Working folding mechanism with two fastening leather belts
- Lower body longitudinal side with open ventilation slots



- Steering wheel with metal spokes and steering wheel rim with cord wrapping
- Originally replicated dashboard in metal brush optic including all instruments and inserted magneto
- Movable lever for the cockpit-hand oil pump
- Two winged removable tank cap made of stainless steel



■ Highly detailed 8-cylinder in-line-engine including all aggregates, complete cabling and pipes





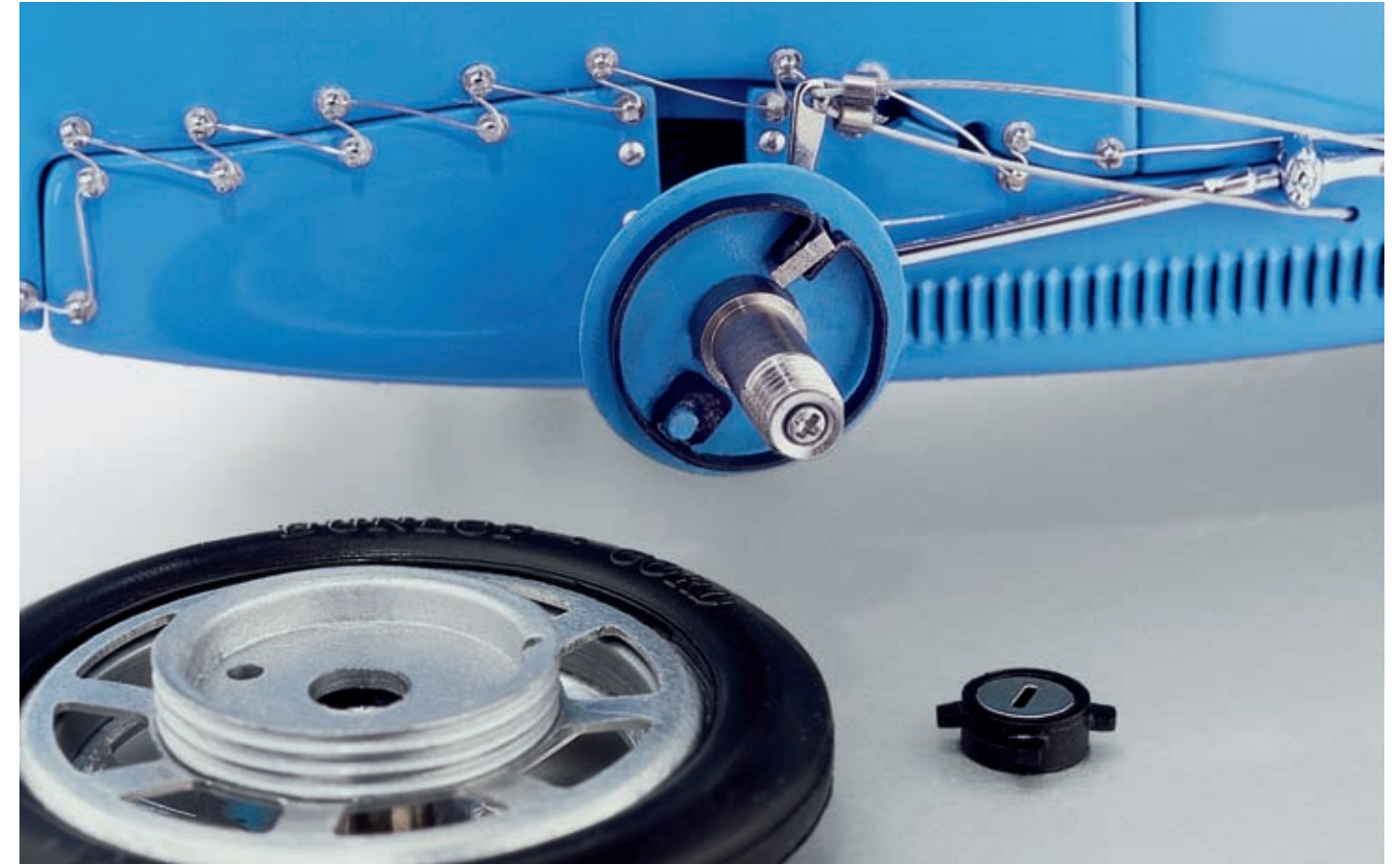
- Rotatable starting crank handle of metal
- Molded frame rail of metal
- Cable-operated brake on the front axle



- Compact front axle of metal. Painted in silver dull finish
- Fully functional metal compound spring at the front and rear axle
- Friction shock absorber on the front axle



- A true to the original recreated Steering box with worm gear



- Removable metal wheels in aluminium cast design with original recreated quad winged ring nut
- Spoke wheel and ripped drumbrake are an intrinsically tied unit
- Cable-operated brake on the rear axle



- Wheel construction of 35 single parts



## THE SUPER-FERRARI FERRARI 500 F2, 1953



The exhaust manifold is made of metal as well as the heat shield at the cockpit entrance.

Item-No. M-056

**Ferrari**  
OFFICIAL LICENSED PRODUCT

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1950 marked the inception of the Formula One World Championship. From Day One, Ferrari was involved in this highest class of auto racing, flashing a distinctive symbol of the small black prancing horse called "Cavallino Rampante" in Italian. In fact, Ferrari is the only F1 participant that has remained active ever since. Its record of successes is just as impressive. In 1951 Alfa Romeo – the toughest opponent of Ferrari – decided to quit the Formula 1 series. The rules for competition were subsequently changed so that Formula 2 racing cars were allowed to participate in the championship. Luckily Ferrari had already developed one – the 500 F2. The new car was light-weighted and compact in size. Other new features included a very low barycentre, well-balanced distribution of the aggregates, good brakes and high torque. Developed by Aurelio Lampredi, the 4-cylinder engine was capable of rendering 185 hp. All these gave the 500 F2 a superior manoeuvre and response to handling. But there was more. The driver of the 500 F2 was none other than the exceptionally gifted Alberto Ascari. It was not without reason that he was known as "The flying Milan". Ascari drove his 500 F2 to the title of a two-time world champion in 1952 and 1953.

Other drivers such as Villoresi, Farina, Taruffi and the young Mike Hawthorn also contributed to the winning streak of the 500 F2. This legendary car virtually won everything there was to win during these years, hence its nickname "the Super-Ferrari." With the return of the Mercedes and the rise of the Maserati in the 1954 season, Ferrari was faced with new challenges. As a result, its winning streak came to a temporary end. One year later – in 1955, Alberto Ascari died of a tragic accident in Monza, and the whole nation of Italy was deeply mournful.

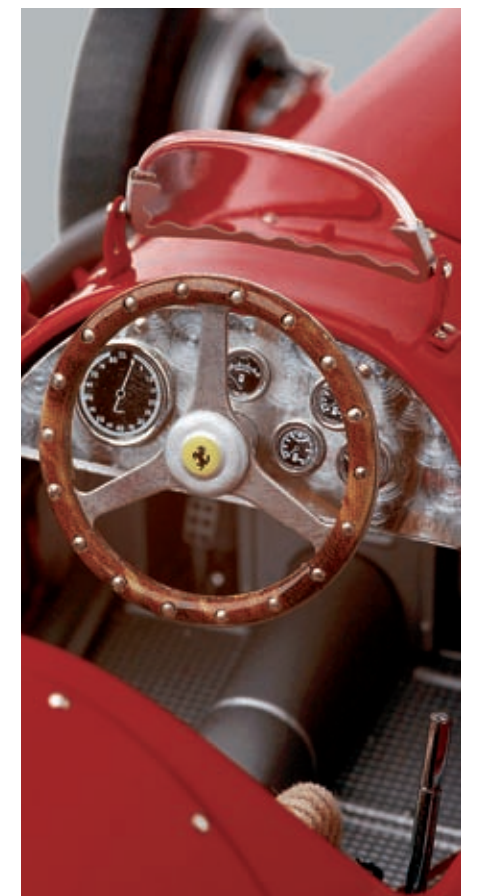
This all-metal model is a sincere tribute to the legendary Ferrari 500 F2, the world championship car of 1953. Hand-assembled from 1,463 parts, M-056 is exact-detailed and feature the craftsmanship and precision that make CMC miniatures so special in the hearts of collectors. Just take a look under the engine hood or remove the rear part to assure yourself! By the way, you can save your're time if you want to know how many rivets are included on the gas- and oiltank. We already did that job for you. 526 single rivets were necessary to rebuild the tanks true to the original.

Technical data of  
the original vehicle:

- Fourcylinder in-line-engine ■ Displacement: 1,985 ccm ■ Max. output: 185 hp at 7.500 rpm
- Top speed: 265 km/h ■ Total weight: approx. 560 kg ■ Total length: 3,988 mm
- Wheel base: 2,160 mm ■ Double wishbone axle in the front with cross installed compound spring
- De-Dion rear axle with trailing link and cross installed compound spring



- Rear cover can be removed by unscrewing 4 little screws
- Gas- and oiltank made of stainless steel with original rivet arrangement and leather belt fixation
- Filler neck made of stainless steel and movable tank cap

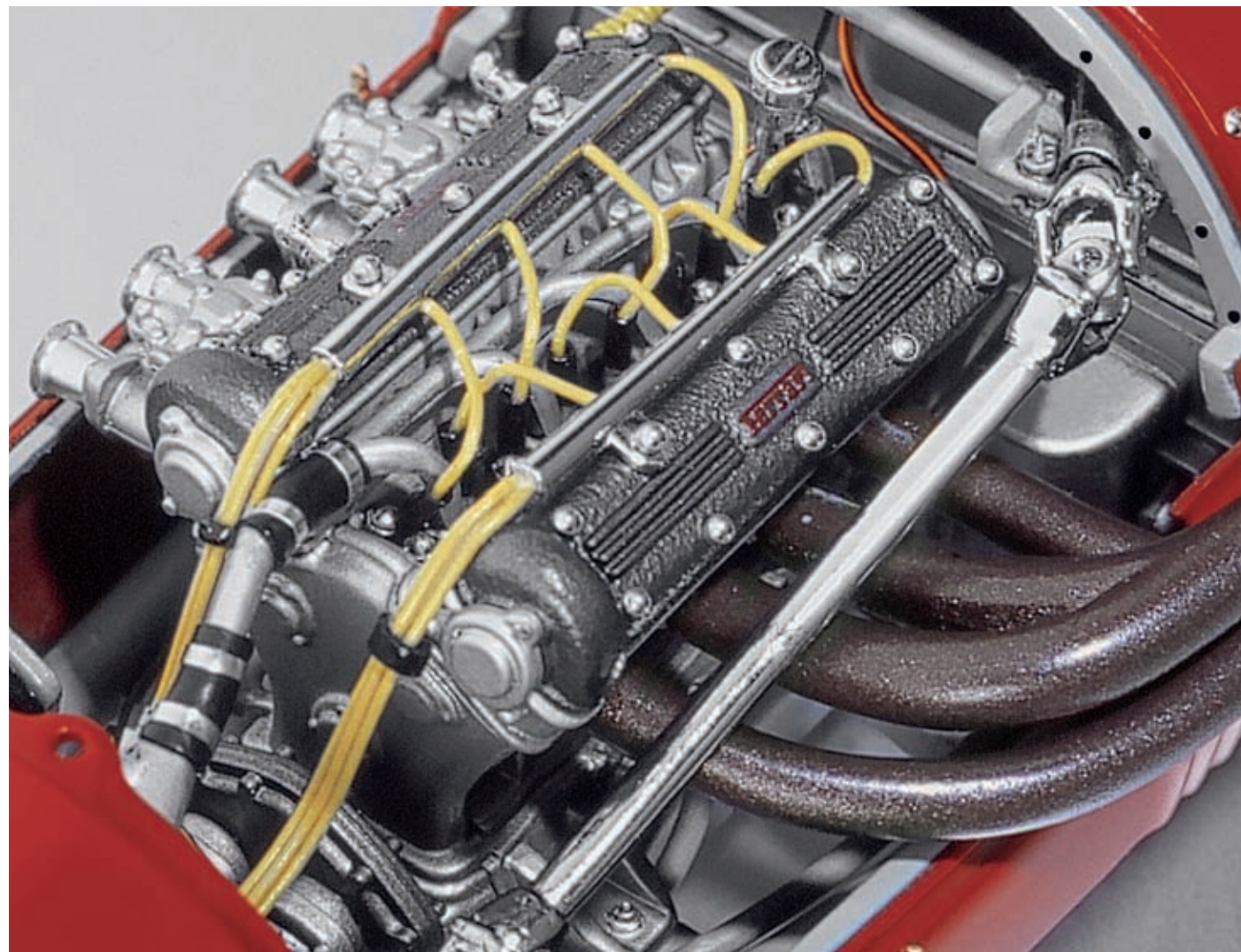


- Authentic recreation of the cockpit. Drivers seat is covered with cord textile, absorbing steering wheel and open gear-shifting diagram
- Original instruments arrangement. Brushed metal dashboard





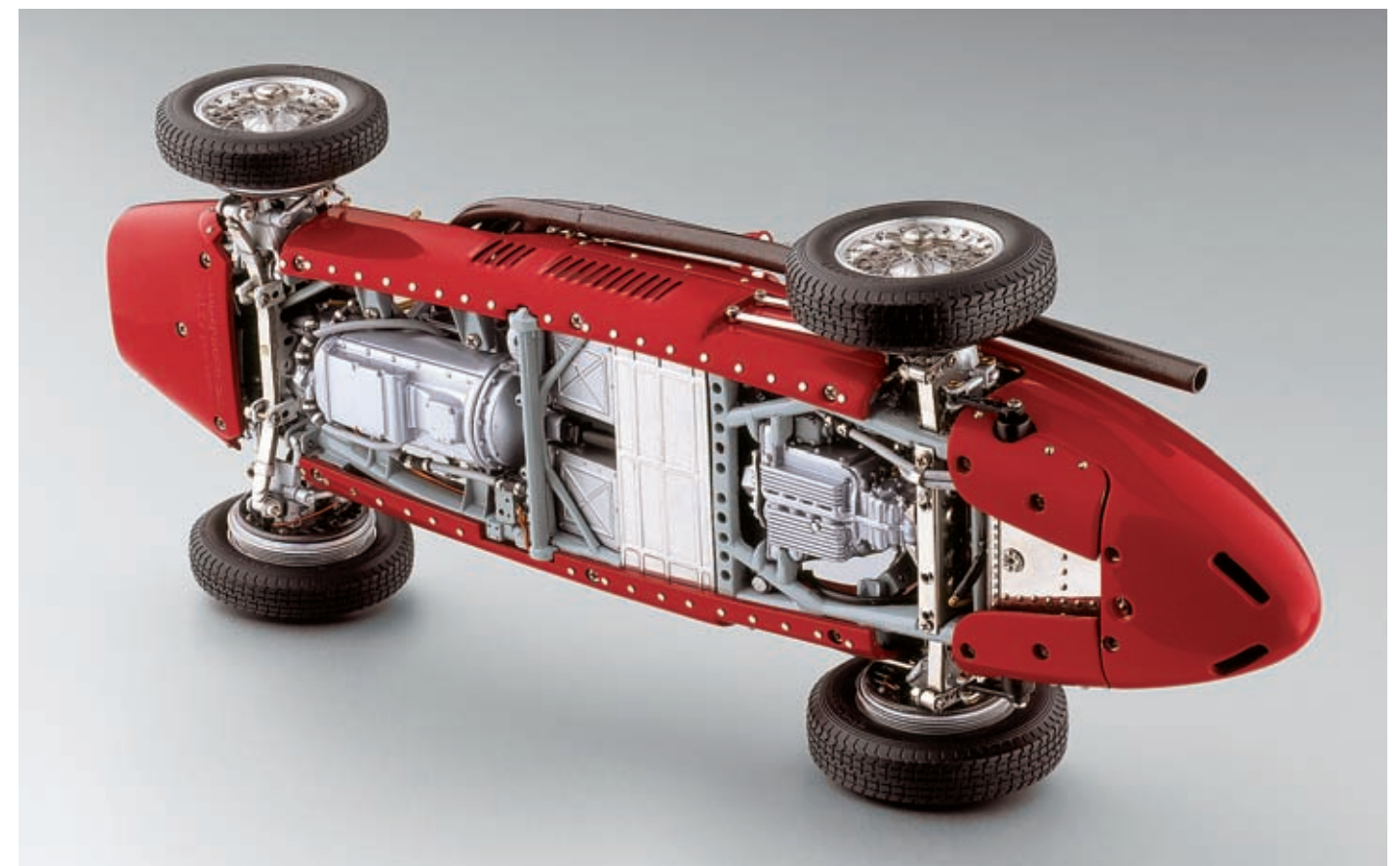
- Perfect spokes and aluminium rims. Stainless steel spokes wired by hand
- New: All spokes are equipped with single nipples
- Screwable doublewing central locking nut with Borrani-logo
- Detailed body screw connection with slitted lens head screws



- Extreme detailed four cylinder in-line-engine with all aggregates, piping and cables



- Removable engine hood and rear cover
- Multiple movable service flaps on the body for the cooling system, oil filler neck and the air inlet for the cockpit floor cooling



- Detailed display of the underbody group and apparent power train
- Front wheel suspension with double wishbone axle with cross installed metal compound spring and shock absorber
- De-Dion rear axle with trailing link and cross installed metal compound spring and shock absorbers



## HOT-BLOODED AND CLASSY FERRARI 250 TESTA ROSSA, “PONTOON FENDER”, 1958



Item-No. M-071

**Ferrari**  
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The Testa Rossa, literally “red head” in English, owes its name to the valve covers of its 12-cylinder engine being painted red. As one of the most hot-blooded and successful race cars of all time, it led Ferrari to win several Sports Car World Championships and three Le Mans victories (1958 / 60 / 61), among others. There is good reason that this car is one of the best-remembered classics in automotive history.

With its prowess, its unique beauty and elegance, the Testa Rossa touched off a fascination that has stayed with racing enthusiasts around the world to this day. Sergio Scaglietti, an exceptionally gifted automobile designer, had Formula 1 in the back of his mind when he started his work on the body design. The distinctive front styling proved to be a trademark of his design, causing instant excitement. No less breath-taking were its extremely drawn-in front fenders. They were designed to give the Testa Rossa’s front drum brakes better cooling. Soon everybody in the international racing circles

started talking about the Ferrari 250 Testa Rossa “Pontoon Fender”.

A total of 19 vehicles were delivered to private racing teams, and four more were built just for the Scuderia Ferrari. 2009 saw Maranello hold a famous auction “Leggenda e Passione,” where a 250 Testa Rossa “Pontoon Fender” was sold for 9.02 Million Euros (approx. 12.5 Million US Dollars). Is there better proof that the fascination about the Testa Rossa lives on today?

This CMC model features an impressively realistic-looking body and an impeccable finish in Ferrari red. The unprecedented detailing is so complete that will raise the heartbeat of every collector.

Check it out yourself!

Technical data of  
the original vehicle:

■ Twelve cylinder V-engine with two overhead cam shafts ■ Six dual carburetors, Weber DCN  
■ Bore x stroke: 73 x 58.8 mm ■ Maximum output: 221 kW (300 hp) at 7,200 rpm ■ Wheel base: 2,350 mm  
■ Top speed: approx. 270 km/h ■ Total length: approx. 4,000 mm



■ Exact replication of the cockpit. The seats are covered with leather, and the dashboard is fully instrumented



■ Elaborate rendition of the circuit board with wiring and relays



■ The tank cap and tank flap in the head rest can be opened  
■ The spare wheel is fastened with a leather belt



■ The rear cover is affixed with a quick closing device that can be opened

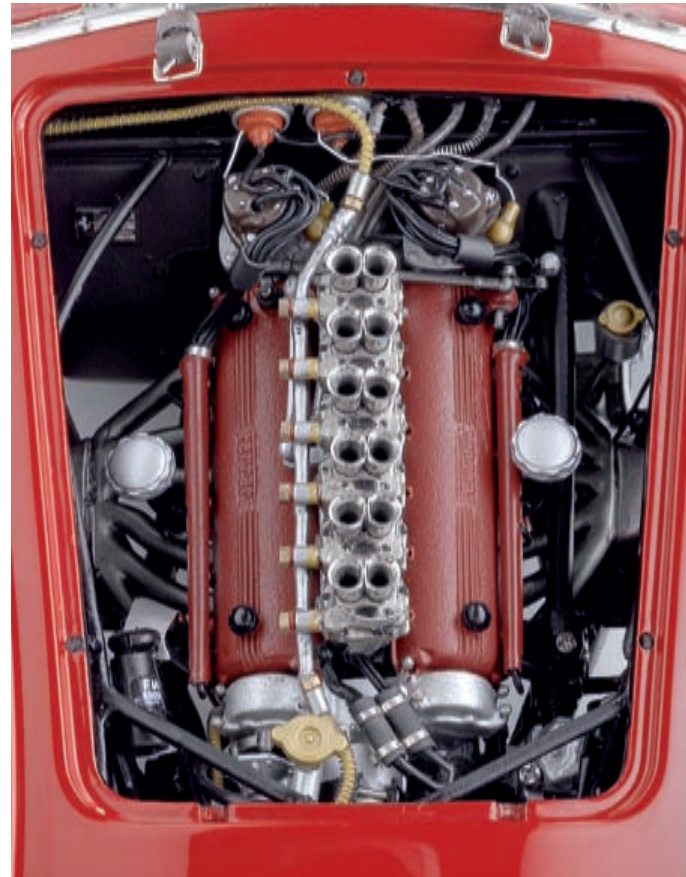


■ composed of 1,638 single parts





- Sturdy wind shield with chromed metal frame
- Detachable engine hood with a quick opening device and additional leather straps



- Twelve cylinder V-engine complete with all aggregates, pipes and cabling



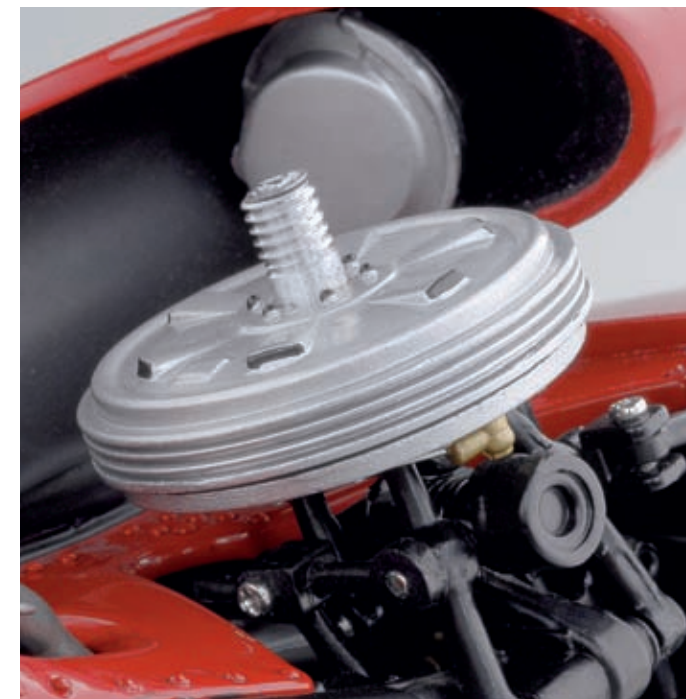
- Perfect wire wheels with aluminium rims
- Hand-assembled stainless steel spokes with nipples
- Removable two-winged Borrani central locking nuts



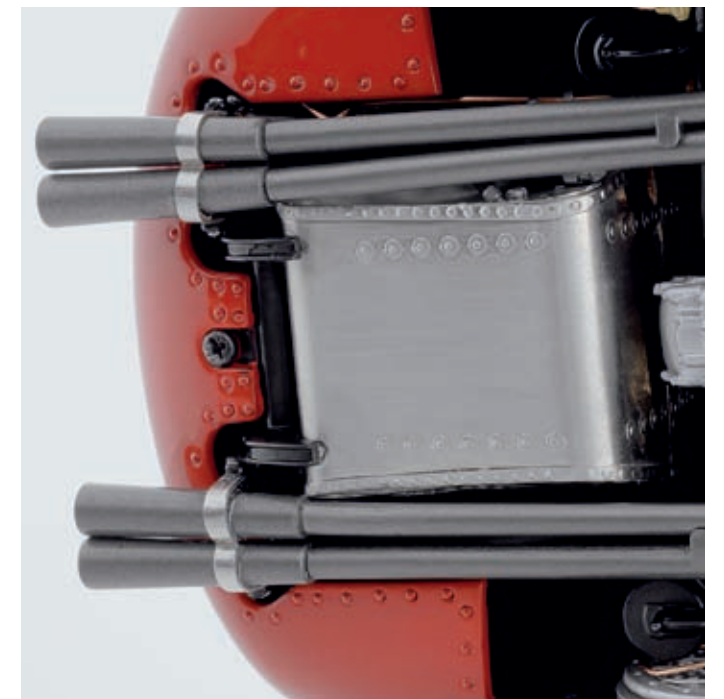
- Exact replication of the underbody



- A metal tube space frame true to the original



- Large drum brakes with star-shaped air inlets



- Stainless-steel fuel tank with rivets
- Metal exhaust tailpipe



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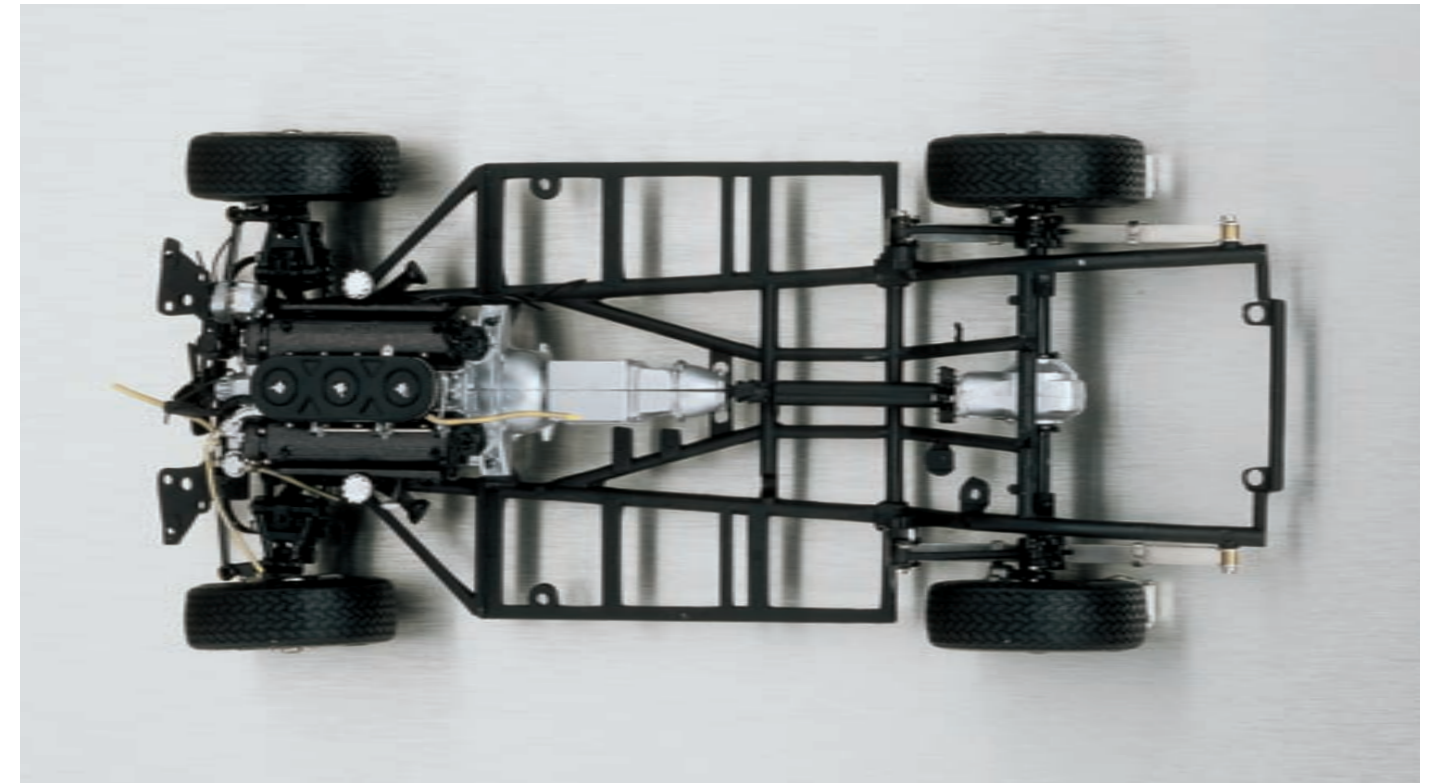
Probably no other model has such a lasting and sensational impact on the history of Ferrari and the popularity of the Scuderia as the 250 GT SWB does. More than 40 years later, this model is still hard to be foreshadowed, thanks to its graceful contour, flowing line management, and harmonious proportionality.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



LEGGENDA E PASSIONE  
FERRARI 250 GT BERLINETTA PASSO CORTO/SWB,  
COMPETIZIONE, 1961



This race car miniature (**M-077**) is comparable to its highly popular precursor in terms of quality and authenticity. The Ferrari 250 GT/SWB, itemized as M-046, is its standard street version.

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In 2008, a Ferrari 250 GT landed one of the highest bids that had every been made in an automobile auction. Including all charges and surcharges, the bidder was willing to pay 7.04 Million Euros (approx. 10 Million US Dollars) for the vehicle. Why? Just two words, which happened to be the title of the auction: Leggenda e passione or “legend and passion.”

By the end of the 1950's, the 250 GT was already a much demanded car. Aristocrats or Hollywood stars – the ones who could afford it – tried to lay their hands on a street version.

Famous race drivers, such as Stirling Moss, Wolfgang Graf Berghe von Trips, John Surtees and Maurice Trintignant, virtually felt obliged to drive a racing version of the 250 GT called “Competizione.” Perhaps no other car has had such an impact on the history of the Scuderia Ferrari.

After having introduced the street version of the 250 GT SWB, we are now delighted to offer you a CMC high-end precision model of the racing version, which is composed of more than 1,100 single parts



Distinctive features of the racing version compared to the street version

- The bumpers are removed
- Additional front air inlets for the cooling of the disk brakes
- Big 16 inch wheels: 6.00 x 16 (front) and 6.50 x 16 (rear)
- Exhaust pipes with chromed SNAP extractors
- Undercarriage with cover plate
- Quick lifting jack slots in the front
- Functioning quick opening/closing device of the tank (in lieu of fuel tank cap)
- Re-designed trunk with a larger tank (130 litres) and removable spare wheel
- Optically enhanced dashboard with a black shrivel vanish surface
- Inside door-panel is uncovered (without window crank mechanism)
- Carburettor system with open induction funnels and air shield
- Broadened rear wheel housing



Technical data of  
the original vehicle:

- Twelve-cylinder-V-engine ■ Displacement: 2.953 ccm ■ Maximum output: 280 hp at 7.000 rpm
- Topspeed: 270 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



THE GREAT VICTOR OF LE MANS  
FERRARI 250 GT BERLINETTA PASSO CORTO/SWB,  
COMPETIZIONE LE MANS, 1961



After having introduced the street version (M-046) and the neutral racing version (M-077) of the 250 GT SWB, CMC now offers a high-end precision model of its Le Mans victor as a limited edition of 7,000 pieces (M-079).

**Ferrari**  
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Sometimes the name of “Ferrari” alone is enough to bring a smile to an automobile enthusiast’s face. This is especially true of its Berlinettas, which have remained legendary to this day. From the mid-1950’s through the beginning of the 1960’s, the Ferrari 250 GT Berlinettas dominated the GT-class races around the world. The production of Berlinettas started with a long wheel base version, followed by a short wheel base version, called passo corto or SWB (short wheel base). The latter was introduced in 1959 and became a fixture until the 250 Series was eventually phased out of production in 1962. One of the most famous cars of the racing version “Competizione” is Chassis 2689, the silver Berlinetta with

its prominent blue Gordini French racing stripe. This car was assembled on May 30, 1961 – just in time to participate in the famous 24 Hours of Le Mans eleven days later. Jean Guichet and Pierre Noblet teamed up and piloted their No. 14 Competizione to a sensational victory in the GT-class. They also walked away with an impressive 3rd place in the overall standings of all participating race cars.

In terms of authenticity and level of details, this Le Mans victor replica of more than 1,100 single parts is equal to its most successful street version miniature, also made by CMC.



Distinctive features of the racing version compared to the CMC street version

- Devoid of the front and rear bumpers
- Additional front air inlets for the cooling of the disk brakes
- Bigger wheels in the front and rear plus splash guard on the rear wheelhouses
- Little insect-guard windshield on the bonnet
- Exhaust pipes with chromed SNAP extractors
- Protection plate for the left double exhaust pipe
- Adjustable illumination for the starting number on the trunk
- Red pit-stop light on the right rear fender
- Undercarriage with cover plates
- Quick lifting jacks in the front and the rear
- Functional quick opening/closing cover for the fuel tank (with no tank cap per se)
- Optically enhanced dashboard with a black shrivel vanish surface
- Spacious trunk with a larger tank (approx. 130 litres) and a removable spare wheel
- Border-covering panel on the door inside (without window crank mechanism)
- Carburettor system with open induction funnels and air shield
- Silver body paintwork with a blue racing stripe
- Starting numbers generated by the tampon printing method.
- Broadened rear wheel housing



Technical data of  
the original vehicle:

- Twelve-cylinder-V-engine ■ Displacement: 2.953 ccm ■ Maximum output: 290 hp at 7.000 rpm
- Topspeed: 270 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



THE RED SHARK  
FERRARI DINO 156 F1, (SHARKNOSE)  
FORMULA 1 WORLD CHAMPION 1961



Our precision model is made of metals and composed of 1,450 single parts, all assembled by the hand. The Ferrari logos and starting numbers are printed by the tampon printing method. Each model receives a high gloss finish for its body paint.



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The 1961 racing season was dominated by two Ferrari pilots: the American Phil Hill and the German Wolfgang Graf Berghe von Trips. Von Trips was known for the gallant way he carried himself, which conquered the hearts of his fellow countrymen like a fire. Both men won one victory after another for the Scuderia. Beside their driving skills, they also owed their successes to the superb performances of the race car that Ferrari had developed for them. It was specially made for the occasion following a change of the F1 regulations that took effect in 1961. Consequently, only cars with a maximum displacement of 1.5 litres were allowed to participate. The most eye-catching trait of the new Ferrari race car was a pointed front-end, with the nostrils of ventilation intake shaped like open jaws. This very special look was responsible for the nickname “Sharknose.” The final title-fight took place between Graf Berghe von Trips and Phil Hill on September 10, 1961 in Monza. The German pilot had collected 33 points, and the American, only 29. For the first time, von Trips started off from the pole position. But it did not work out quite well for him, since he was almost losing sight of the leading drivers. Nonetheless, he did not give up, managing to overtake Brabham first and then Clark. Now, he was

shifting to the outside of the track in anticipation of the loop ahead, but he overlooked that Clark was close in his wake, running a counter move. In a split second, Clark’s Lotus hit the rear axle of the Ferrari. The two cars collided, sending the Ferrari overturning twice before it was thrown into a fence. Behind the fence was a crowd of spectators standing close to the rails. Von Trips was catapulted out of his cockpit and died immediately. 15 people of the audience were killed with him. It was one of the darkest days in the history of racing.

Phil Hill won the race to become the first American Formula 1 World Champion. At the same time Ferrari also won the Constructors World Championship title.

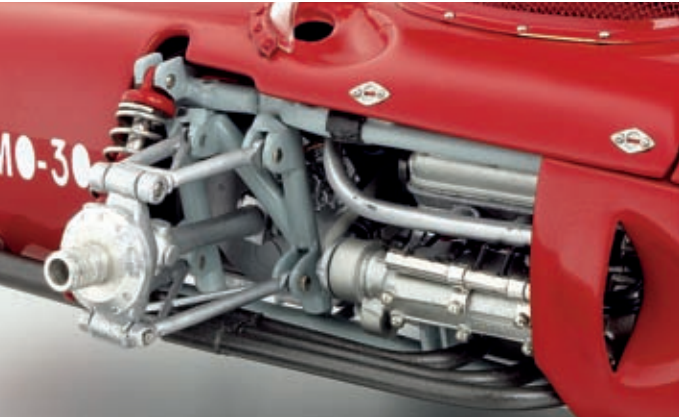
It is true that not a single original vehicle of the Sharknose has existed to this day. But thanks to months of pains-taking research and consultation with Ferrari experts around the globe, CMC was able to develop an authentic replica of this word-famous model that features CMC’s well-known devotion to exact detail and fine craftsmanship. We believe we did a good job. But you are the jury, if only you just see it for yourself.



**Item-No. M-068** Starting number 2: Monza, GP Italy 1961, Driven by Phil Hill  
**Item-No. M-069** Starting number 3: Nürburgring, GP Germany 1961, Driven by Wolfgang Graf Berghe von Trips  
**Item-No. M-070** Starting number 4: Spa, GP Belgium 1961, Driven by Phil Hill  
Each model has a different look, depending on the race it participated in. Every version is limited to 6,000 units worldwide.  
**Item-No. M-078** without starting number and unlimited. Identical with item-no. **M-068**



- True-to-the-original cockpit
- The leather-framed seat bucket is covered with textile
- Authentic-looking dashboard with gauges and instruments



- Single wheel suspension on metal control arms including coil springs
- Inside telescopic shock absorber
- Exhaust system with manifolds of metal



- Carburettor covers made of finely-meshed wire (the model with starting number 3 comes with transparent plastic cover) and carburettor hoppers made of stainless steel



- Authentic three-part wind shield made of high quality plastic glass (plus an additional air-deflector for the model with starting number 4)

Technical data of  
the original vehicle:

- Six-cylinder V-engine with a 120° cylinder angle
- Displacement: 1,476.6 ccm
- Output: 190 hp at 9,500 rpm
- Top Speed: 260 km/h
- Total length: 4,060 mm
- Wheel base: 2,300 mm
- Track front / rear: 1,200 mm
- Aluminium body with space frame





■ The iconic feature of this model - a pointed front-end flanked by two big openings that remind you of jaws and nostrils, hence "Sharknose."



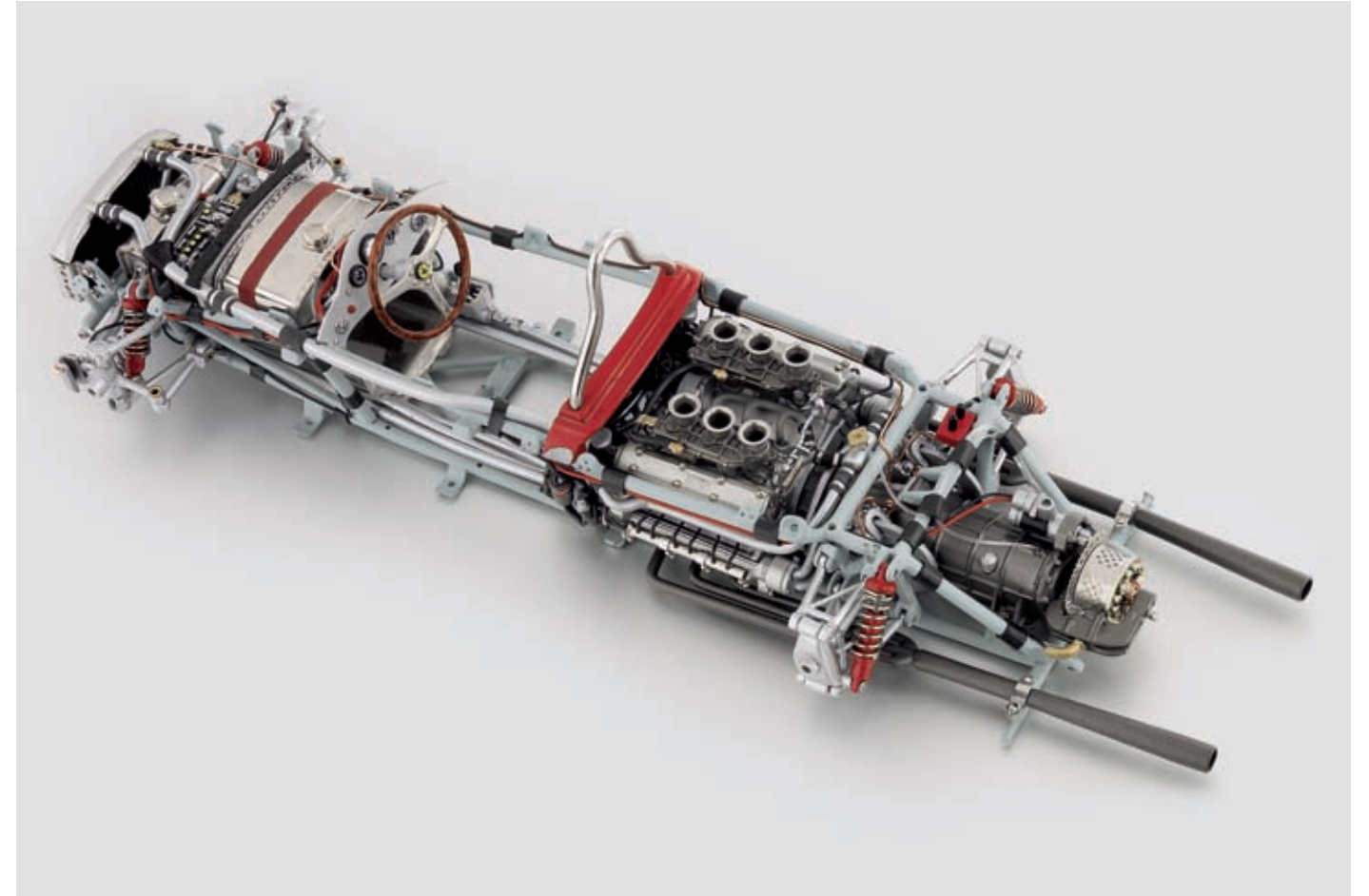
■ Pure dynamic! Negative camber at the rear wheels, just like the original car. Behind the rear-end fence, you can identify the exterior clutch.



■ Highly-detailed reconstruction of the six-cylinder V-engine, including gearbox and clutch  
■ Inside rear-wheel brake disks including axle drive shafts  
■ Complete with all pipes and cabling



■ Remove the two screws, and the front part will come off  
■ The oil tank, the additional fuel tank and the painted side fuel tanks are made of stainless steel  
■ Movable tank flap and air inlet for the cockpit cooling



■ Space frame as a filigree metal construction  
■ Chromed roll bar made of metal  
■ Brake-, fuel- and ventilation conduits  
■ Conduits for water and oil (dry sump lubrication)  
■ Detailed battery



■ Removable wheels on aluminium rims and stainless steel spokes with nipples  
■ Three-winged Borrani wheel central locking nut  
■ Stainless-steel oil and additional fuel tanks with a true-to-the-original rivet arrangement



■ Detailed replication of the exterior clutch, including annular gear



## A GERMAN WITH SICILIAN TEMPER MERCEDES TARGA FLORIO, 1924



Item-No. M-048

The route of the Targa and Coppa Florio, known as the race of “7,000 curves”, ran along tight mountain roads that wound through the mountain villages of Sicily. The Targa Florio included four laps, and the Coppa, one more. Each lap had a length of 108 km. Winning the Targa didn’t necessarily mean winning the Coppa, because completing one more lap of this difficult street race was no easy task.

Christian Werner made it – supported by his co-pilot Karl Sailer. Sailer’s main duties were keeping the fuel tank pressurized with a manual pump and tending to the engine lubrication. On April 27, 1924, the team won both titles

with the supercharged Mercedes. They also established a new track record with a lap of 1 hour and 35 minutes, while teammates Christian Lautenschlager and Alfred Neubauer placed 10th and 15th. In the team competition, Mercedes placed 1st, 2nd, and 3rd.

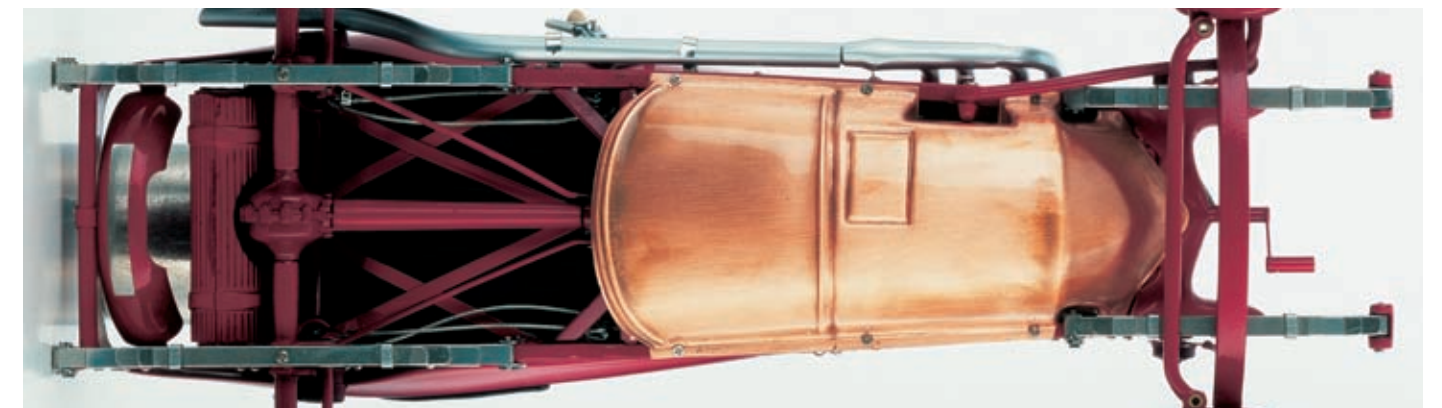
Some confusion arose from the paint color of the car. Instead of the typical white paint used on German race cars of that time, the Targa Florio came with a shining Italian red paint. Rumors circulated that the Mercedes crew was trying to prevent rock-throwing attacks from the hot-blooded Sicilian fans.



- 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 engine hood 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



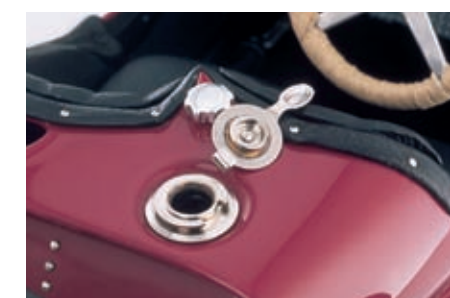
- Movable handbreak lever with functional catch and a with leather covered grip



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



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



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



- Functional engine hood catch with coil springs

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



## 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.

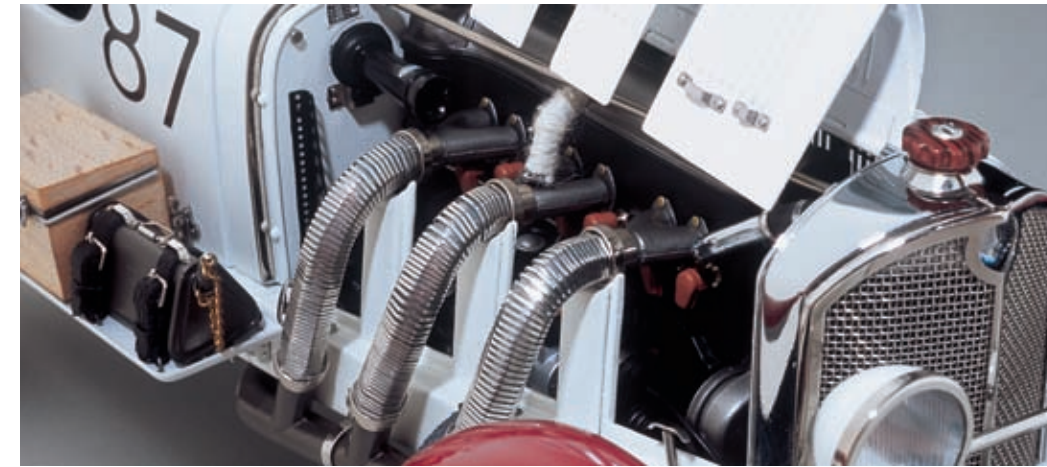
11th of April, 3:20 pm: Rudolf Caracciola and his co-driver Wilhelm Sebastian started off with the number 87 against their Italian competitors. The 1,635 km roadway stretched from Brescia to Bologna, Florenz, and Rom. Then the racers had to cross the Abruzzo region and continued to Ancona, where they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

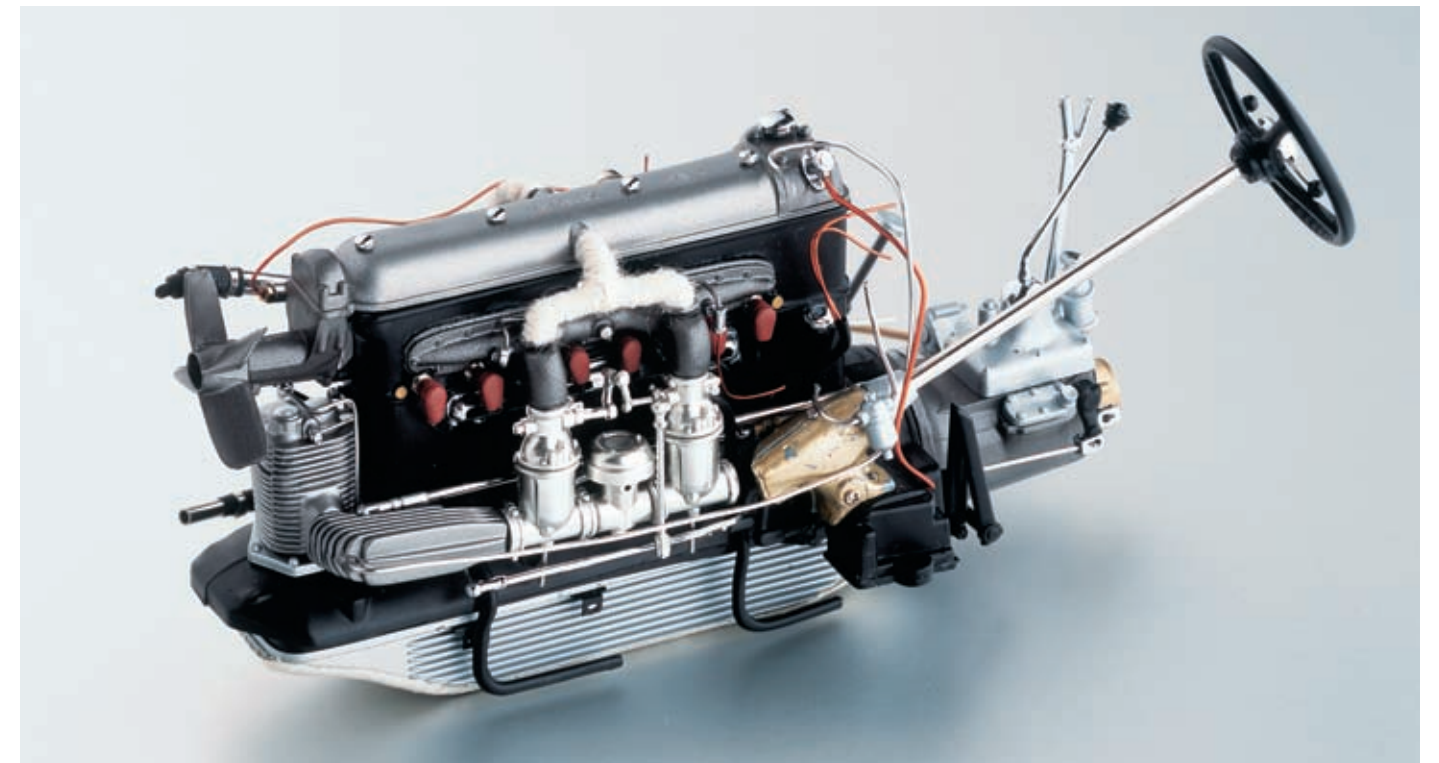
■ Six cylinder in-line-engine with overhead camshaft ■ Compressor that can be activated when required  
■ Displacement: 7,059 cc ■ Maximum output: 240 hp (without compressor), 300 hp (with activated compressor) at 3,300 rpm ■ Top speed: 235 km/h ■ Wheel base: 2,950 mm ■ Total length: 4,250 mm  
■ Track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



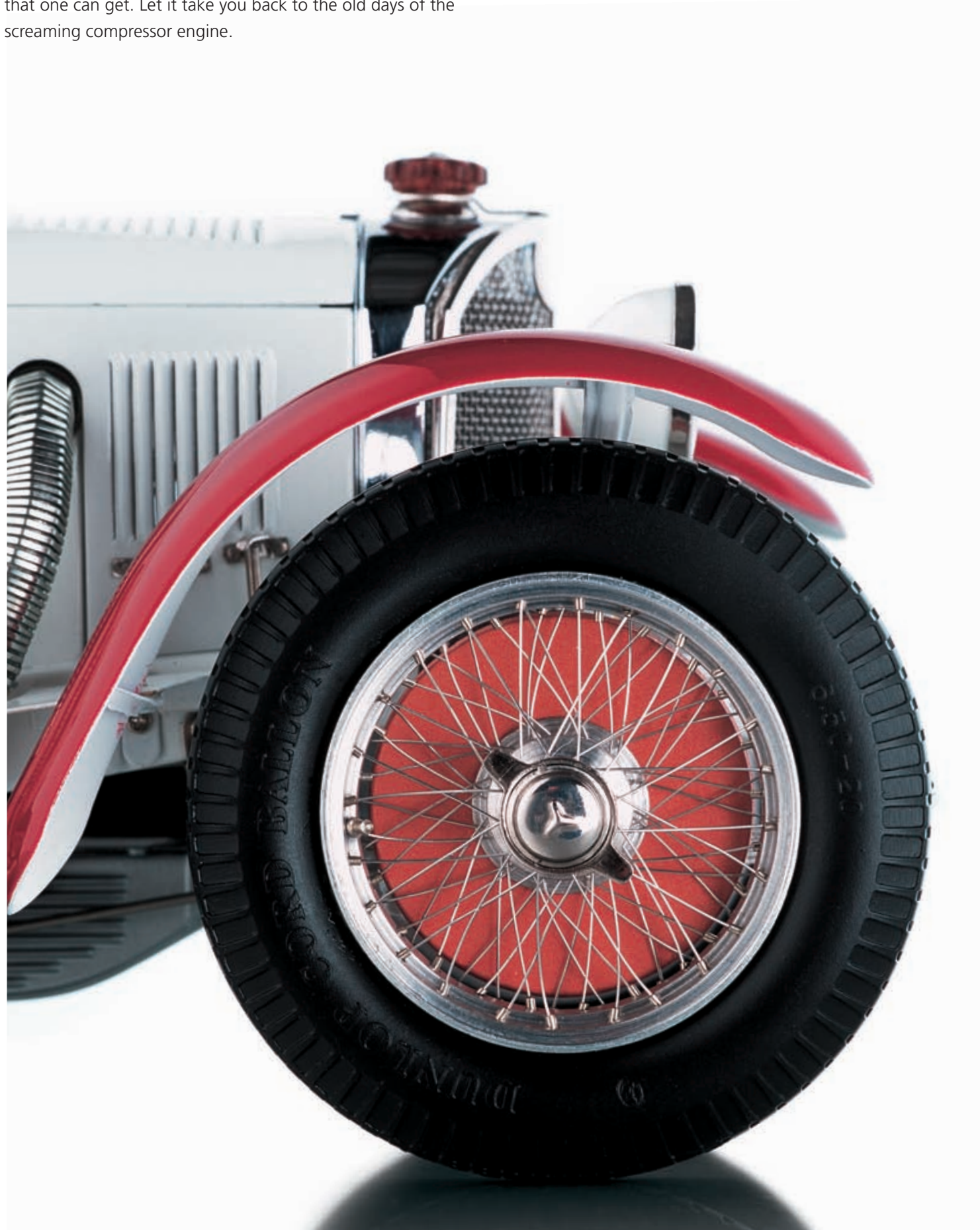
- Masterly manufactured engine hood of metal on filigree hinges
- Accurate display of the open work ventilation slots



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



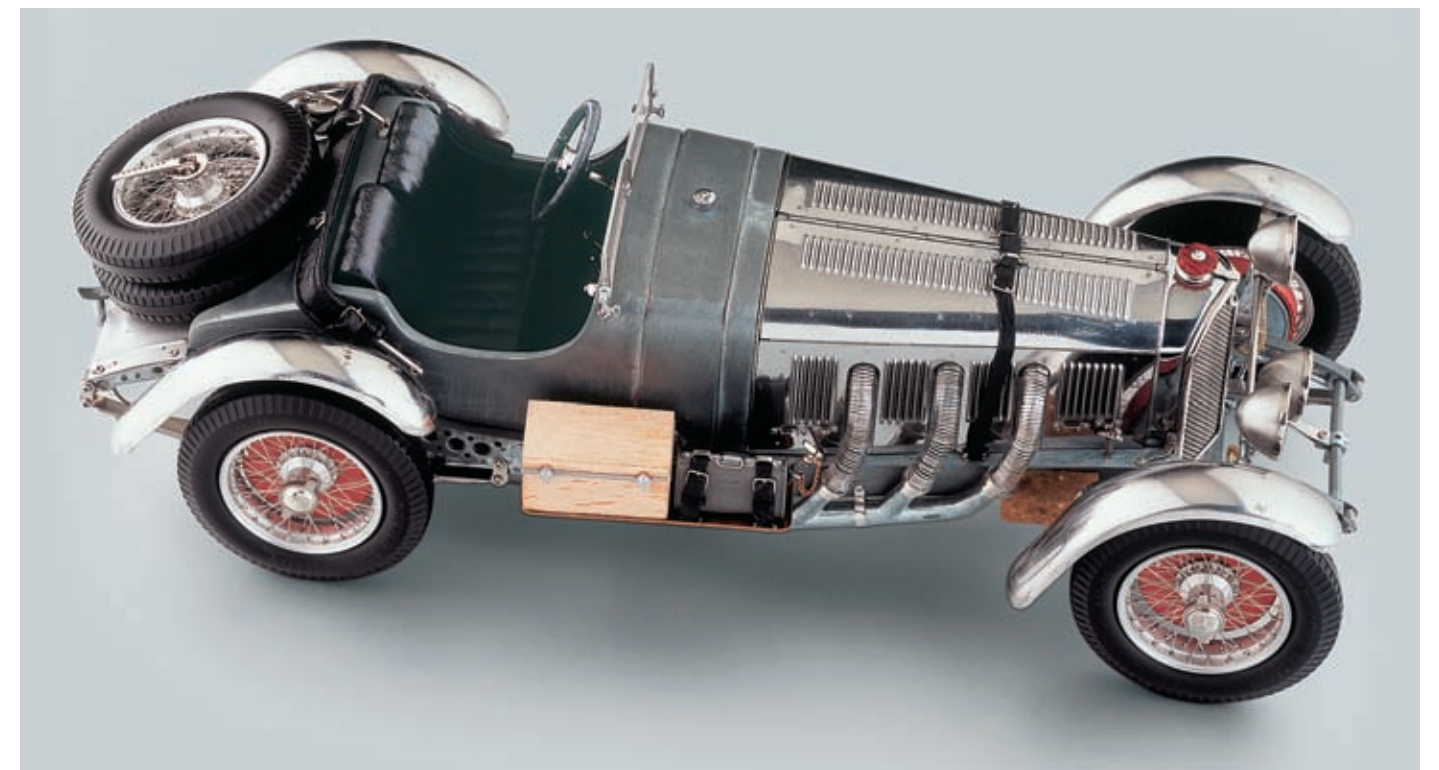
Only about 5 original SSKL vehicles were ever built. Our true-to-the-original miniature is the closest thing to its big brother that one can get. Let it take you back to the old days of the screaming compressor engine.



■ **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



**ZONEE AWARD  
2003 A.D.**



**Supermodel of  
the year 2003**

Item-No. M-033

June 2, 1934. On the evening before the Eifel Race at the Nürburgring, technical inspection is conducted on cars entered in the new 750 kg racing formula. The shining white Monoposto weighs in at 751 kgs. It is a major blow, for the Monoposto will not be qualified to start. But the Mercedes crew refuse to give up. That one kilogram must somehow be removed. Finally an ingenious solution is proposed. All they have to do is remove the paintwork. So all night long, in sweat-pouring work, the paint is completely sanded off.

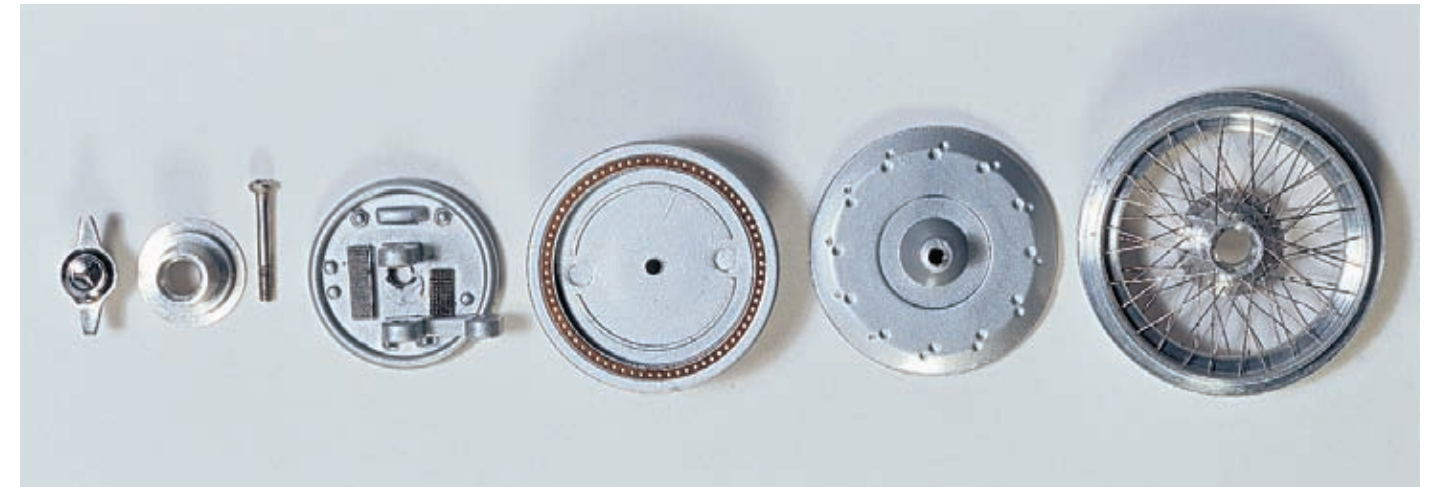
In the morning, a shooting star with a shining silver aluminum body comes to the start line, weighing exactly 750 kgs, and it wins! This is a tremendous victory for Mercedes-Benz and the driver Manfred von Brauchitsch.

The enthusiastic press names the car the "Silver Arrow," and rightly so. Of the eight Grand Prix races in their first season, the Silver Arrows score four wins and finish 2nd three times. A legend is born, which lives on to this day with all of its glory.

The Silver Arrow W 25 is a true collector's item for all fans of Silver Arrow miniatures, and it deserves a place in any collection.

Technical data of  
the original vehicle:

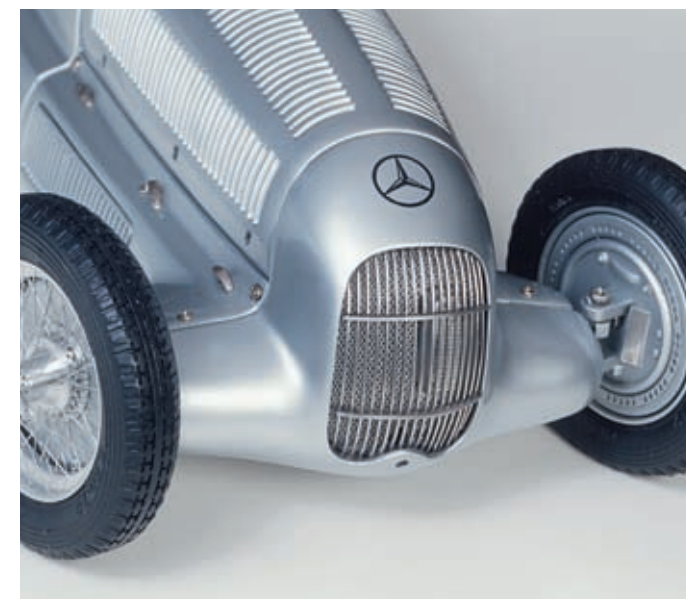
■ 8-cylinder-compressor-engine ■ Displacement: 3.364 cm<sup>3</sup> ■ Maximum output: 354 hp at 5.800 rpm  
■ Topspeed: 300 km/h ■ Single wheel suspension of the front axle ■ De-Dion rear axle



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



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



■ 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



■ Exhaust manifold of metal with  
highly polished chrom finish



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



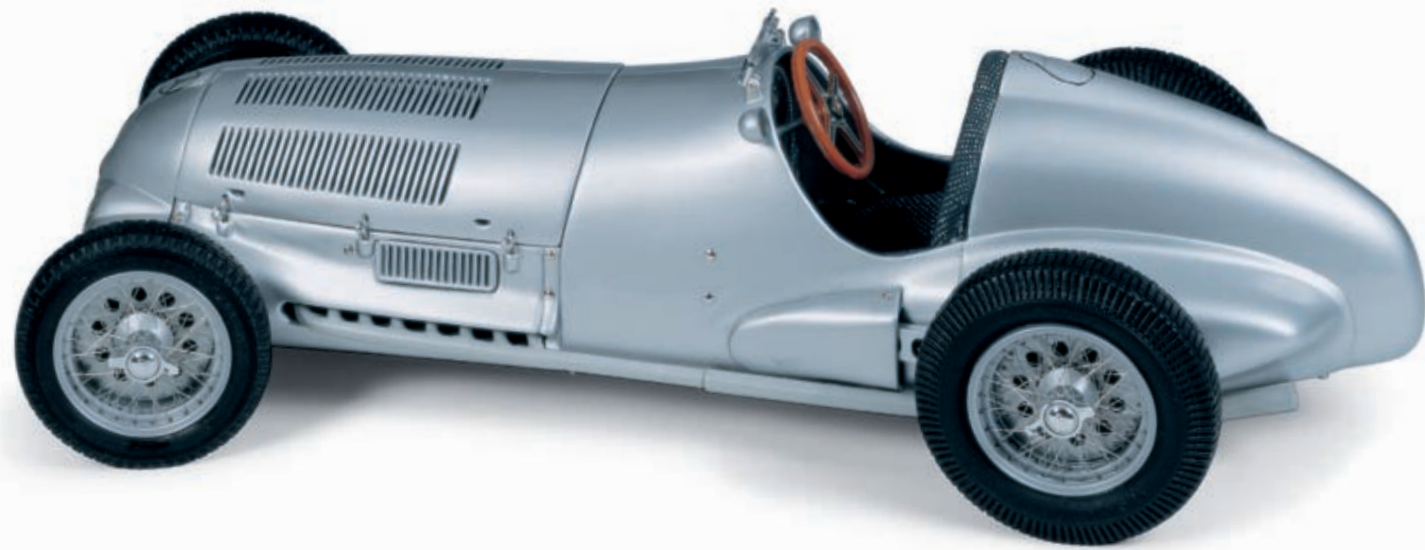
■ Wheel hub and rim are of milled  
aluminium  
■ 140 drilled holes of 0,4 mm  
diameter in hub and rim for the  
insertion of the spokes  
■ Each wheel is hand assembled  
from 70 spokes of 0,2 mm  
diameter stainless steel wire  
■ Mounting and dismounting of  
the wheels is possible with the  
double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



■ 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 forced Daimler-Benz to change. In order to keep pace with Auto Union, the decision was made to begin the new season with a fully revamped race car. The new W 125 was ready by the beginning of 1937.

It was soon apparent that Daimler-Benz had created a masterpiece. Since the German race cars were now so advanced beyond their competitors, Grand Prix racing was really a duel between Mercedes-Benz and Auto Union. The W 125

marked the technical zenith in the construction of racing cars at that time.

Rudolph Caracciola drove the W 125 to four victories and became the European Champion of 1937.

The W 125 miniature is hand-assembled and crafted as a treasured collector's item. Our devotion to detail is evidenced in the 51 small and 27 large metal rivets, and the replication of the 41 cables and wires.

Technical data of  
the original vehicle:

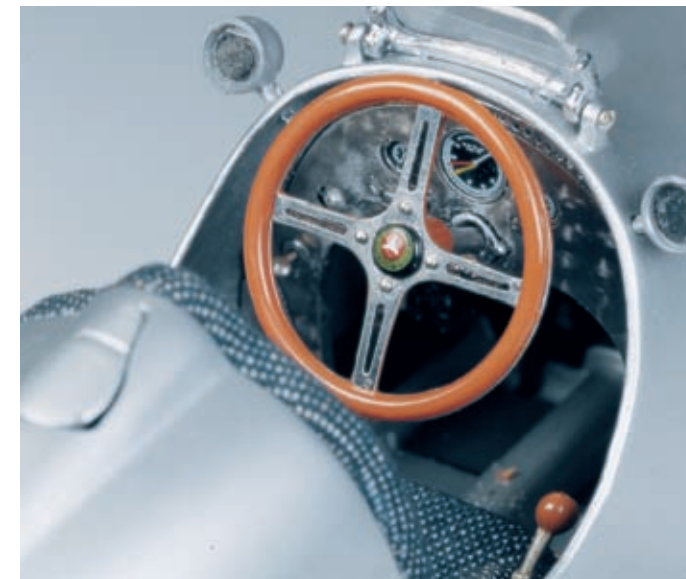
■ 8-cylinder-in-line-engine ■ Roots compressor ■ Displacement: 5.660 cm<sup>3</sup>  
■ Maximum output: up to 600 hp at 5.800 rpm ■ Topspeed: 318 km/h



- 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, limiting the engine displacement of supercharged race cars to 3 liters. This rule change redefined the direction of motor sport racing for the succeeding years.

Mercedes-Benz developed an entirely new 485 hp V-12 engine for the W 154. A 5-speed transmission was added and mounted directly on the de Dion rear axle. One fuel tank was in the rear, and a second tank was in the cockpit, above the driver's legs.

In this car, the Daimler-Benz team of Caracciola, Lang, von Brauchitsch, and Seaman gained one victory after another. In 1938, Caracciola became European Champion. At the French Grand Prix on July 3, 1938, Mercedes-Benz earned a triple victory: von Brauchitsch came in first, Caracciola second, and Hermann Lang third. In 1939, Hermann Lang became European Champion with a revamped 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 cm<sup>3</sup> ■ 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

Art.-No. M-018 without starting number, unlimited  
Art.-No. M-074 with starting number 24 (driver Caracciola)  
Limited to 5,000 pieces world wide

In the 1930's, the most glamorous Grand Prix races were held in the North African city of Tripoli. Since 1934 this exotic paradise had served as the backdrop of motor races which were dominated by the superiority of Mercedes-Benz.

In 1939 Grand Prix cars were limited to 1.5 liter engines. To meet this new formula, Mercedes-Benz succeeded in building an entirely new race car at a record pace – the 1.5

liter W 165 with a remarkable 256 hp V-8 engine. With this race car, Hermann Lang gained a sensational victory. This was one of the most unexpected triumphs in the history of motor sport and was made possible by an outstanding team performance. It is no surprise that this car and the Tripoli race became legends.



■ 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 cm<sup>3</sup> ■ Bore x stroke: 64 x 58 mm ■ Fuel supply: 3-stage-suction carburettor ■ 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



## A DREAM FOR MERCEDES FANS AND MOTORSPORT ENTHUSIASTS: **MERCEDES-BENZ 300 SL, 1952**



Model of the year 2000

*Mercedes 300 SL, double champion at the Carrera Panamericana in 1952*

Item-No. M-023

For Alfred Neubauer, the head of the Mercedes-Benz racing department, only one victory was missing – winning 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 had been increased to 3.1 liters, producing 177 hp. Kling's car collided with a vulture 50 km ahead of the finish, breaking the windshield. The windshield was then protected by a metal grid, and Kling, in car No. 4, took first place. Hermann Lang in car No. 3, also a Mercedes 300 SL, finished in second place.



- 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

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

Technical data of the original vehicle:

■ 6-cylinder in-line-engine, overhead camshaft ■ Displacement: 3.100 cm<sup>3</sup> ■ 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 LEGEND IS ALIVE **MERCEDES-BENZ W 196, 1954/55**



Modell of the year 1998



Modell of the year 1999

Item-No. M-006

The Silver Arrow – one of the most famous racing cars from Mercedes-Benz. Even today, motor sport fans are inspired by the Silver Arrow of the fifties.

years, Fangio became world champion with this car. Race drivers Kling, Herrmann, and Moss finished second and third in several races with the Silver Arrow, as well.

This racing car earned its fame with numerous first and second place finishes in 1954 and 1955. During those two



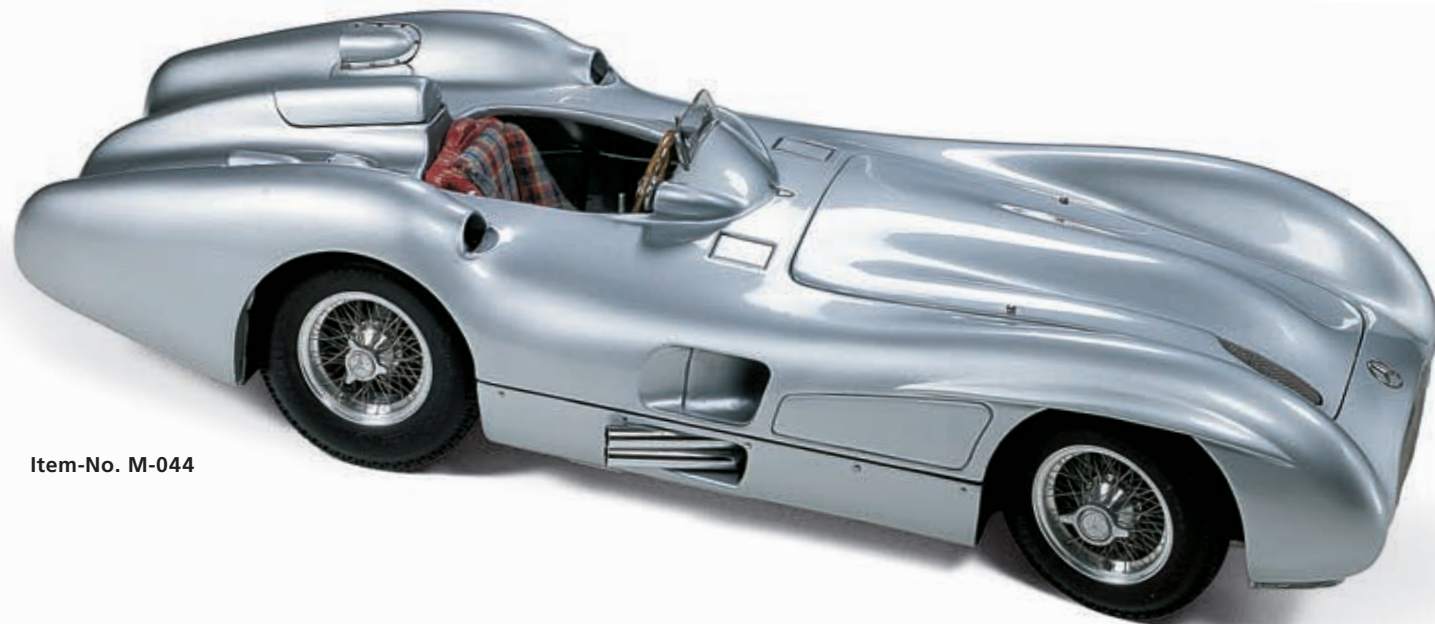
- Hand assembled from more than 180 parts
- Very detailed chassis and dashboard
- Driver seat textile covered
- 8-cylinder in-line-engine, brakes enclosed
- Double exhaust pipes and rear-starter
- Photo-etched spoke wheels, radiator-grill and slit for air-inlet pipe of stainless steel mesh
- Windscreen 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 cm<sup>3</sup> ■ 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



## PERFECTION AND HARMONY MERCEDES-BENZ W 196 R, 1954/55



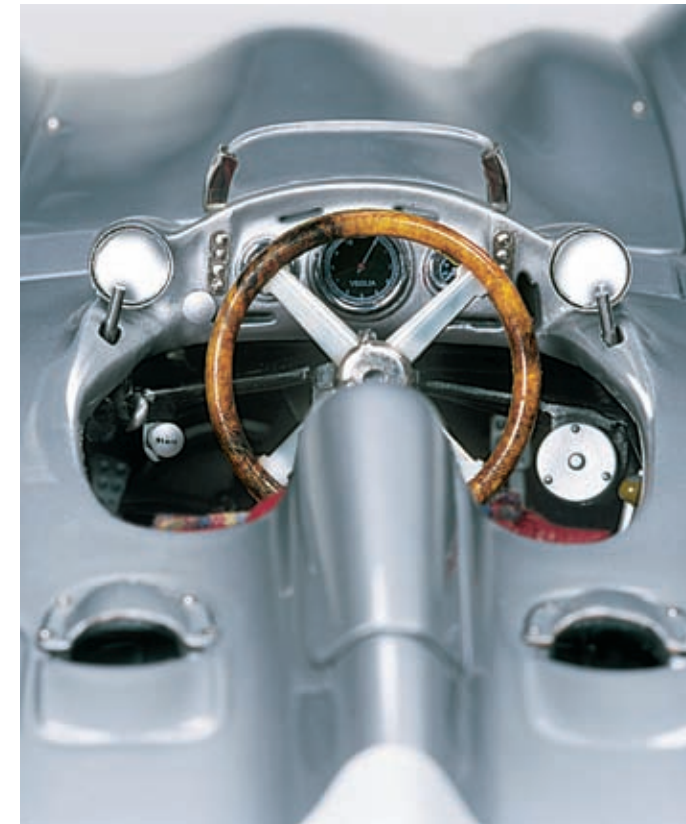
Item-No. M-044

In 1954 Mercedes-Benz made its first postwar return to Formula 1 racing. At the opening in Reims, three new Silver Arrows were unveiled. With their new completely enclosed bodies, they created tremendous excitement among the fans, and a lot of anxiety among the competitors. The world had never before seen such an aerodynamic, elegant, and streamlined racing car.

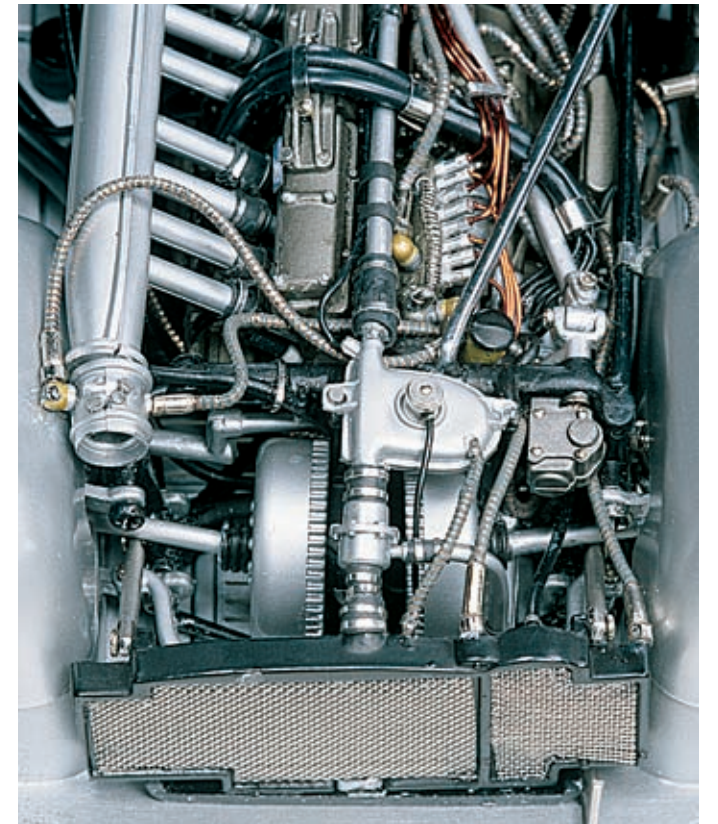
It was a sensational spectacle as the Mercedes of Juan Manuel Fangio and Karl Kling engaged in a spirited duel from the very start. Fangio became a double world champion in 1954 and 1955, but Kling, Stirling Moss, Hans Herrmann, and Piero Taruffi became stars as well. They celebrated many triumphs with the streamlined version and then the open wheel version of the W 196 Monoposto.

The success story ended as it began. In the 1955 Grand Prix season finale at Monza, Fangio was able to win again with the streamlined version wearing starting number 18. Subsequently Mercedes retired one more time from Formula 1, and the glorious era of the Silver Arrows came to a conclusion.

The zinc alloy model is hand-assembled from more than 1,100 parts. The integration of detail, functionality, and precision engineering, the use of premium materials, and the finely-polished paintwork make this miniature a masterpiece of model construction.



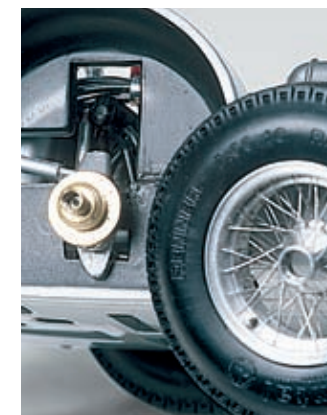
- Fine elaborated cockpit with hand implemented instruments
- Steering wheel with metal spokes and in lifelike woodlook
- Ventilation flap in front of the windshield can be opened by a lever in the cockpit



- 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

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



## THE BLUE WONDER MERCEDES-BENZ RACING CAR TRANSPORTER, 1954/55



Item-No. M-036

Supermodel of  
the year 2002Model of  
the year 2002Modell of  
the year 2002

In 1954 a special and unique hand-built vehicle emerged from the workshops of Daimler-Benz – the Mercedes-Benz racing car transporter. With its deep blue Daimler-Benz paintwork, the soft curves of the body, and a maximum speed of 170 km/h, it caused just as much fascination as the W 196 and 300 SLR racing cars on the loading bed.

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

In the early 1990's, Daimler-Benz resurrected this treasure. Under the direction of the Mercedes-Benz Classic Center, a replica of the original was constructed, bringing this unique vehicle back to life.

To mark the occasion of the Mercedes-Benz 100th anniversary in 2001, the racing car transporter was shown to an excited public at the Goodwood Festival of Speed in South England.

Showcase for the Mercedes-Benz Racing Car Transporter (with piggyback car)  
Wooden base: 500 (L) x 270 (B) mm  
Acrylic cover: 470 (L) x 240 (B) x 150 (H) mm  
Item-No. A-005



- Massiv polished high grade timber
- Base is covered with velvet
- Hand glued acrylic cover with rounded edges (extra strenghtening at the corners)

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 ■ Lenght: 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
- Mercedes-Benz 300 SLR (W 196S): Item-No. M-066



- 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



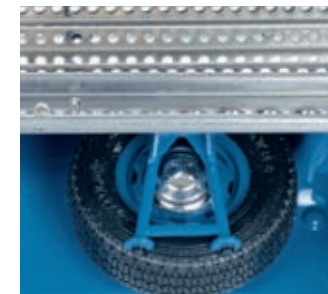
- Functional doors with movable sliding windows
- Detailed replica of the cockpit
- Textile covering of seats and inner side of doors



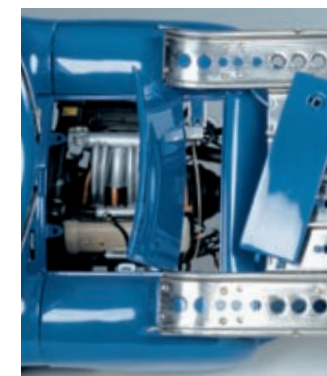
- Drivers cabin with original form rear window



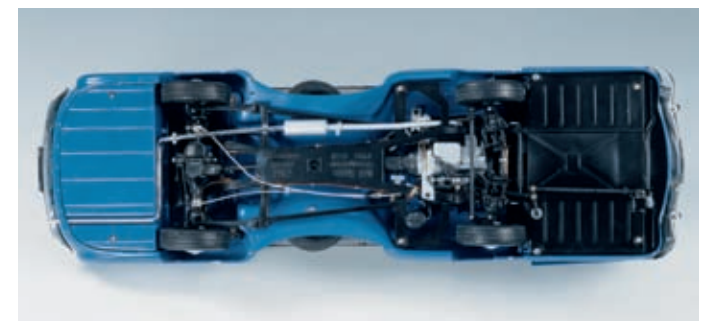
- Lashing with functional tightner of metal for the fastening of the racing car



- 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 STAR OF RACING FOREVER

### MERCEDES-BENZ 300 SLR (W 196S), MILLE-MIGLIA-VICTOR 1955



The model is delivered with the service opening unclosed for easy maintenance. Just like the way that Moss had it for the race to save time in the case of emergency. The starting number is printed on the car by the complex tampon-printing method and polished to a fine finish.

**Item-No. M-066**, unlimited  
**Item-No. M-072**, hand-signed by Sir Stirling Moss, limited of 722 pieces

1927 marked the birth of the Mille Miglia, the famous 1,635 km race through Italy. By 1930, the name of Mercedes-Benz was closely associated with this endurance race, and the first victory came in 1931 for Mercedes-Benz.

In 1955, Mercedes-Benz introduced its 300 SLR for the first time at the Mille Miglia. Among its toughest competitors were Ferrari, Maserati, and Aston Martin. Every minute, a competing car received its starting signal. Since 1949, the starting order had been decided by lot, so that each starting number was a record of the starting time. The young, but well-accomplished British race driver Stirling Moss, together with his co-pilot Denis Jenkinson ("Jenks"), received the starting number 722. That indicated that their exact starting time was 7:22 AM. What an unforgettable race they ran that day! Denis Jenkinson invented the so-called Roller-Map, a type of "navigation system" that would become a part of racing history. The Roller-Map was a six-meter paper roll containing details of the track information collected during the practice sessions. As a result, Jenkinson was able to give his driver very exact driving tips. Thanks to his driving skill, his will to win, and the reliability of his 300 SLR, Stirling Moss took the lead in Rome. After 10 hours, 07 minutes, and 48 seconds, the duo of Moss and Jenkinson crossed the finish

line to become the victors. They averaged an incredible speed of 157.65 km/h, an unparalleled record for years to come. Also driving for Mercedes-Benz, J. M. Fangio finished 2nd to complete a 1-2 sweep for Mercedes-Benz. After a dual victory like that, all the ordeals endured by the drivers – the painful jolts from driving over countless curbs, and the hard landings after jumping with full throttle over cambers and rough roads – were forgotten. At the end of the race, the only braking left was from metal on metal, since the brake shoes were completely worn out.

Our SLR is hand-assembled from more than 1,500 single parts. It is a precision model that incorporates thoroughly-researched historical details and authentic replication. Explore the realistic appearance of this great model, and you will feel like Stirling Moss. By the way, Moss drove the whole race with the service panel removed to expedite repair work in case of emergency. He simply did not want to lose a single second unnecessarily. If you don't feel capable of filling the shoes of this legendary race driver, then picture yourself as his co-pilot. You don't even have to do without Denis Jenkinson's roller-map, since we have included a miniature version of that device.

Technical data of  
the original vehicle:

■ 8-cylinder in-line engine (installed in a 33° inclination to the right side) ■ Direct fuel injection  
 ■ Desmodromic valve control (positively controlled valves) ■ Underbody: wishbone in the front,  
 single hinged swing axle in the rear ■ Displacement: 2,982 ccm ■ Maximum output: 310 hp at 7,500 rpm  
 ■ Top speed: approx. 300 km/h ■ Wheel base: 2,370 mm ■ Total length: 4,315 mm



■ Stirling Moss preferred a three-spoke steering wheel for all his races, a detail that we take very seriously, among many others. The interior is outfitted in leather, and the seats are covered with textile fabric. The swing-up driver's door provides ease for entry, but there is no such "luxury of convenience" for the co-pilot.



■ Removable front and rear spare wheels in different sizes



■ Spoked-wheels on aluminium rims. Each stainless-steel spoke is mounted with a single nipple.



■ The wheels can be removed by a three-winged central locking nut



■ Authentic replication of the cockpit air ventilation, wind shield and rear view mirror

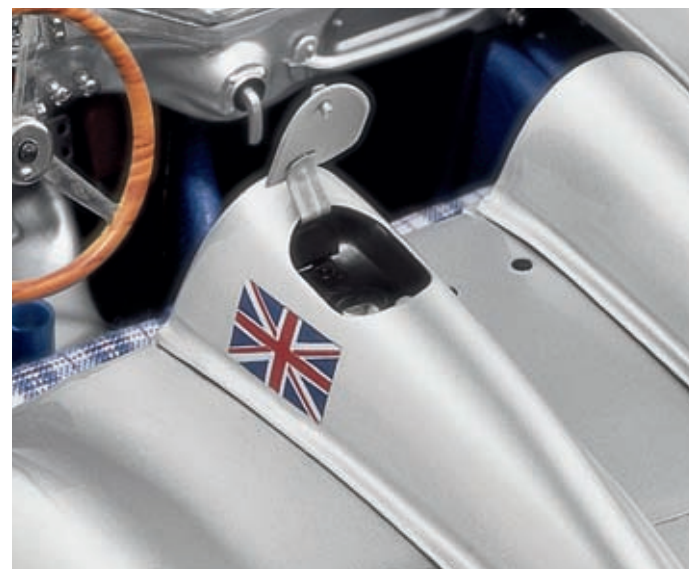


■ Realistic presentation of the original dashboard with all its instruments and control elements





■ The headrest dome connects with the hatch. It can be flipped up as one single unit to gain access to the spare wheels.  
The engine hood has a tent prop



■ A tank-access flap is integrated in the driver's headrest dome. The filler neck underneath is equipped with a removable tank cap made of stainless steel.



■ The front-right engine hood fitted with a filigree grill for the cooler and engine air-inlet duct



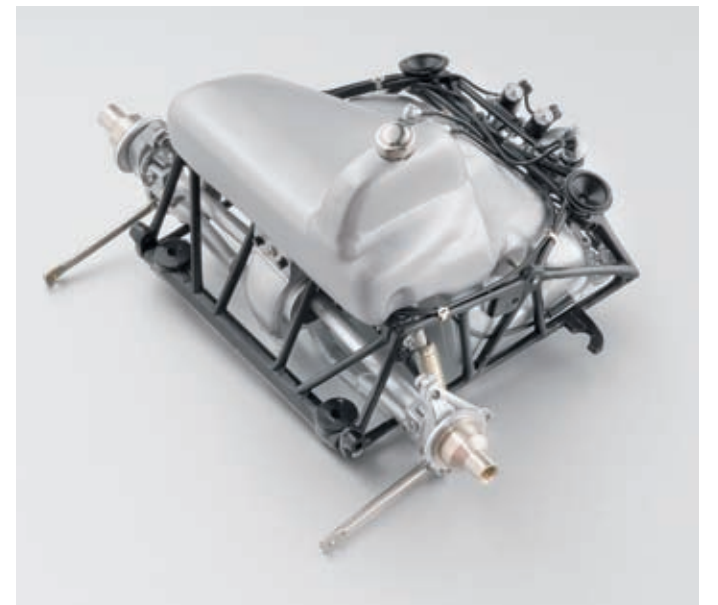
■ Highly detailed 8-cylinder in-line-engine installed in angular position and complete with all pipes and cabling



■ In deference to Stirling Moss, the model is presented with the service panel removed for easy maintenance.  
The panel can easily mount on the magnetic frame.  
The sidepipes are made of stainless steel



■ Front wheel suspension with inside drum brakes



■ Space-frame with tank, wheel suspension, console for the spare wheels and electric fuel pumps



■ Roller-Map: The ingenious innovation of Denis Jenkinson



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



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

Item-No. M-024A

In 1973, Mercedes-Benz introduced one of its most successful models. The public was fascinated by the elegant Mercedes 450 SL at the Geneva Motor Show.

The big 4.5 liter V-8 engine producing 225 hp powered the car to a maximum speed of 218 km/h. No wonder that Mercedes sold more than 66,000 units of this type within only seven years.

Our models are hand-assembled from more than 280 pieces. High quality materials and meticulous attention to detail result in the excellence of the model. For example, the roof of the 450 is covered with dark blue fabric.



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

Item-No. M-024B



- 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



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



## THE BENCHMARK FOR EVERY SPORTS CAR PORSCHE 901, COUPÉ, 1964



Model of the  
year 2008

Model of the  
year 2009

Authentically-replicated and true-to-scale body with a brilliant paint finish. Open-and-close engine- and trunk-hood. Solid metal bumpers with chrome-plated guards. Headlights with chromed metal frames.

**Item-No. M-067 A**

Champagne yellow – limited to 5,000 units

**Item-No. M-067 B**

Irish green – limited to 5,000 units

**Item-No. M-067 D**

Sky blue – limited to 5,000 units

**Item-No. M-067 C**

Light ivory – unlimited

On the 12th of September in 1963, Porsche introduced the Type 901 as the successor of the Porsche 356 at the IAA in Frankfurt. Just one year later, with the 901 poised to go into series-production, it was presented to the public eye again at the Parisian Autosalon.

Peugeot intervened, because they owned the copyright for all three-digit model designations with a “0” in the middle. But before Porsche was able to make the amends, production of the Type 901 had already got off the ground on September 14, 1964, and a total of 82 units were delivered by the factory. All of them carried the type designation “901”. Subsequently, the 901 became the 911, a legendary 3-digit designation that still raises the heartbeat of every sports car enthusiast.

Back in the 1950's, Porsche was rethinking the configuration of car bodies. A final design was developed by his son Ferdi-

nand Alexander. Based on an aesthetics that emphasized clear and simple beauty, he worked out a line management that was fully in tune with the spirit of the 60s. Ferry Porsche was succinct, when he said later: “This type shaped the unique character of all Porsche sports cars.” Even little boys started to dream of owning a 911 in the future. Those who were unable to afford one eventually, had received at least a miniature as a birthday present, and the treasured gift tended to be assigned a place of honour on their rack.

By now the 901, or the subsequent 911, has won an established spot in the sports car Olympus. To those that are still dreaming – and essentially to all model fans – CMC now offers the 901 in a most faithful and gorgeously-crafted replication. It is composed of 971 single parts. Finally the Porsche 901 has a miniature that does justice to its original and unparalleled beauty.

Technical data of the original vehicle:

- Six-cylinder boxer engine with air cooling ■ Displacement: 1,991 ccm
- Maximum output: 96 kW (130 hp) at 6,100 rpm ■ Top speed: 210 km/h ■ Total length: 4,163 mm
- Wheel base: 2,211 mm ■ Two doors, 2+2-seater, self-supporting Coupé-body of sheet steel



- Interior replicated to the exact detail
- Dashboard with all original instruments
- Adjustable back of the front seats
- Body identification plate in the door frame
- Hand-sewn side pockets of leather, with authentic quiltwork
- Seats covered in a combination of leather and fabric



- Fold-away sunshade and mirror
- Detailed radio



- Tank top that flaps open to reveal leather cloth (scratch protection)
- Retractable antenna
- Metal wipers with rubber blades



- Ventilation grid made of twelve horizontally and six vertically positioned stainless steel bars. The bars are glue-free and welded. A rhomb shaped thin metal plate (photo etched), completes the fence construction.





- Removable carpet cover and spare wheel
- True-to-the-original fuel tank
- Air-powered struts
- Identification plate



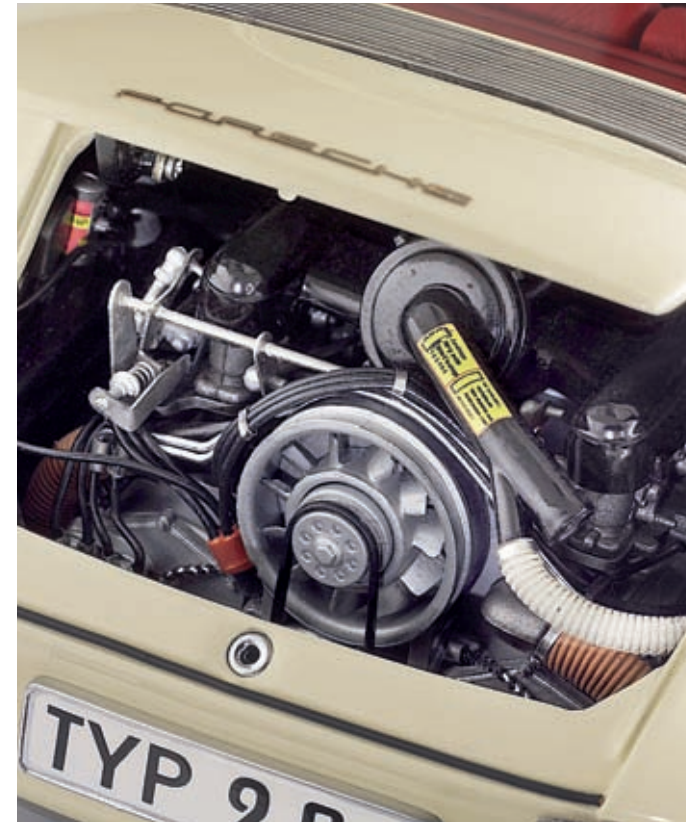
- Removable wheels, each fastened with five hexagonal nuts
- Chromed hub cap with a Porsche logo; it covers the wheel by a magnetic mechanism
- Tires cast in an authentic pattern with Continental writing



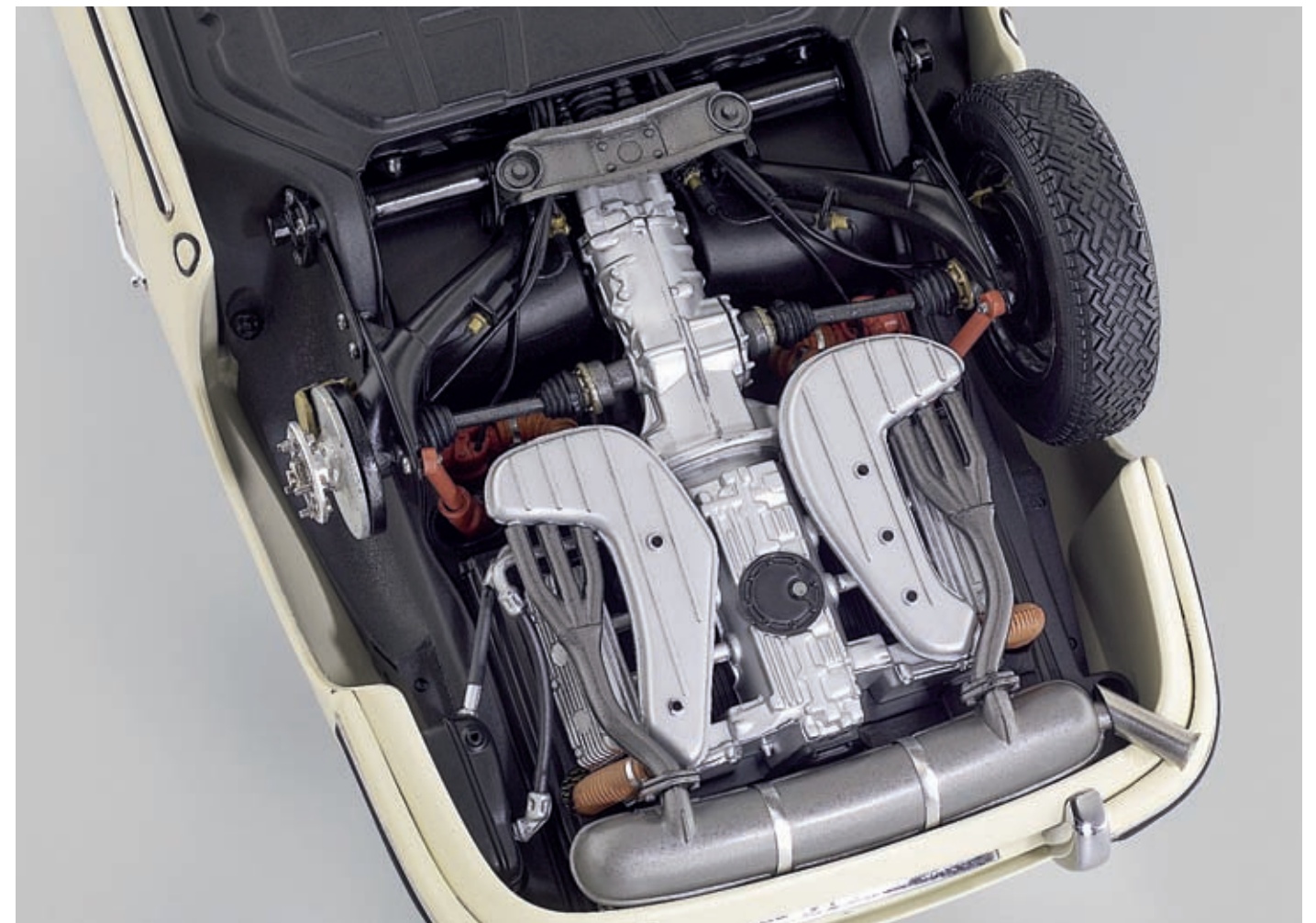
- The rim is made of two metal parts. The wheel disk becomes pressed in the rims outer ring. A valve becomes inserted afterwards



- The accessory box is made of metal. Encased in the box are a box spanner, an accessory tool, and four hub caps



- Highly detailed six-cylinder boxer engine, complete with all pipes and cabling



- Exact replication of the undercarriage with an embossed metal plate
- Functional and feathered single wheel suspension on a transverse control and a longitudinal control arm equipped with shock absorbers. All parts made of metal



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