

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



2013 Catalog

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 3,000 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 showrooms 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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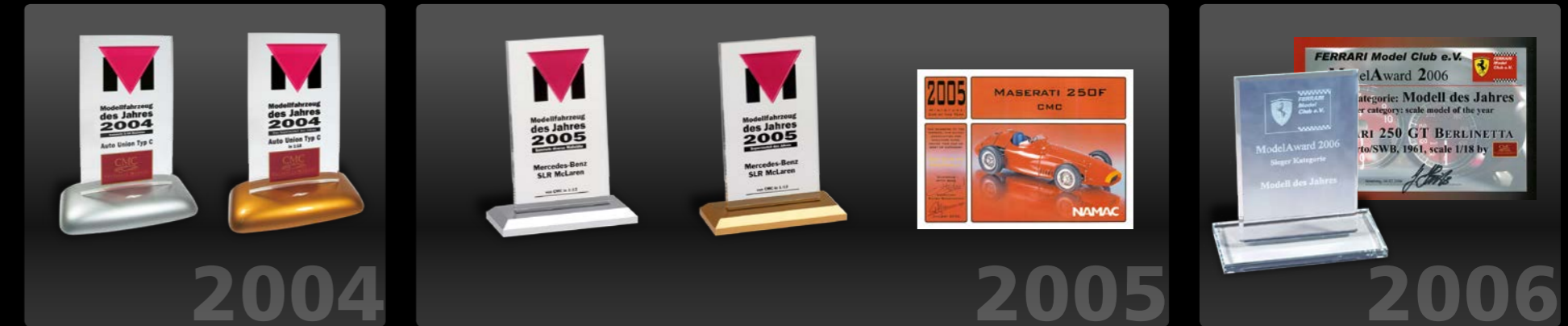
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We Build Award-Winning Models



"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.

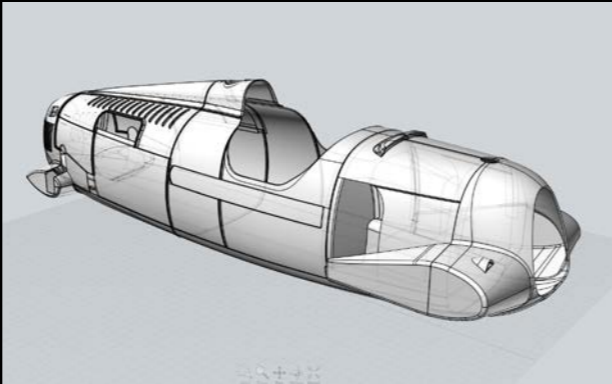


Our Future, A Preview of the Years 2013 and 2014

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.



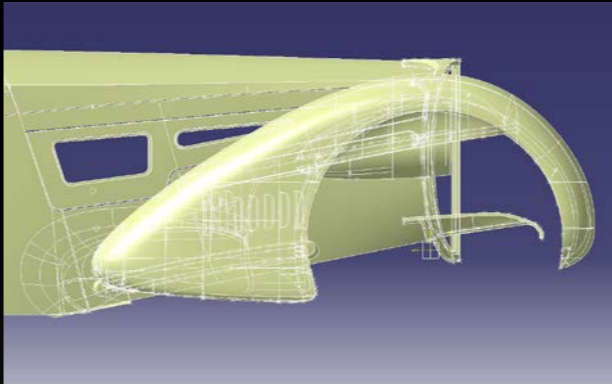
Ferrari 312P Berlinetta, 1969 – Item No. M-096



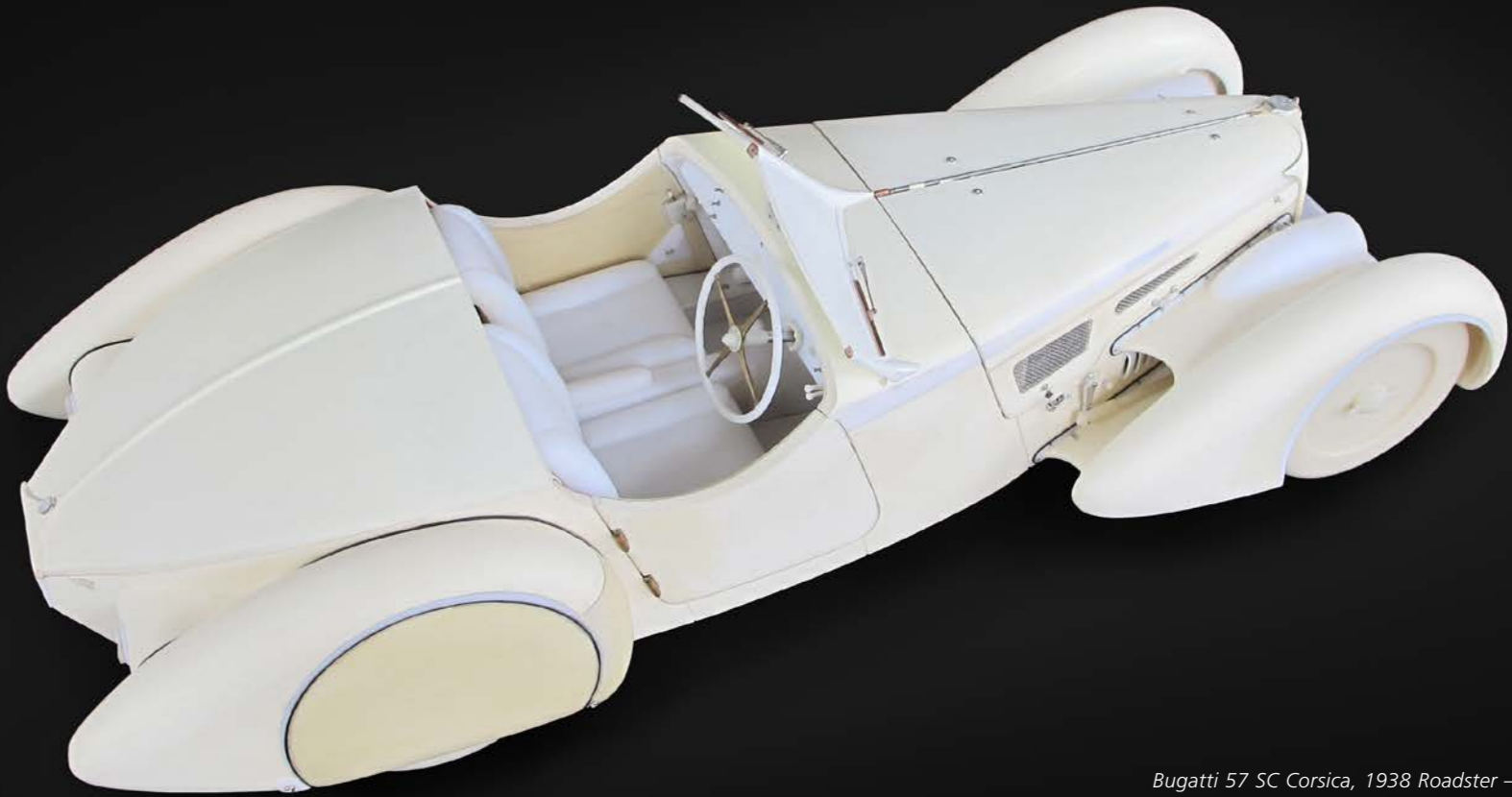
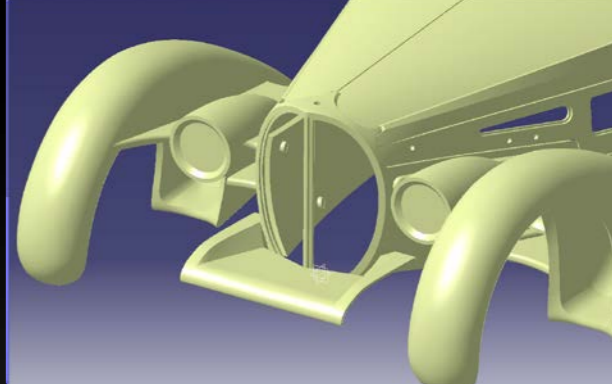
Auto Union Typ C, GP Donington / Rosemeyer #5, 1937
Item No. C-008



Alfa-Romeo 8C 2900 B Speciale Touring Coupé – Item No. M-107



Bugatti 57 SC Corsica, 1938 Roadster – Item No. M-106



Bugatti 57 SC Corsica, 1938 Roadster – Item No. M-106

Ferrari Dino 156 F1 Sharknose



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.

Technical data of the original vehicle:

Six-cylinder V-engine with a 120° cylinder angle, Aluminium body with space frame.

Maximum output:	190 hp at 9,500 rpm
Displacement:	1,476.6 ccm
Top speed:	260 km/h
Wheel base:	2,300 mm
Total length:	4,060 mm
Track front / rear:	1,200 mm



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.

Innovation that Became a Legend

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.



Item No. C-007
Limited to 500 pieces



Model of
the year 2010

SCALE
1:12



SCALE
1:18



Audi Front 225 Roadster



Accurately recreated cockpit. Seats are covered with leather.



Six-cylinder in-line-engine with all aggregates, cabeling and pipes.



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

Technical data of the original vehicle:

Wanderer 6-cylinder in-line-engine.

Maximum output:	50 hp at 3,500 rpm
Bore x stroke:	71 x 95 mm
Displacement:	2,257 ccm
Top speed:	approx. 120 km/h
Wheel base:	3,100 mm
Total length:	4,500 mm



With an authentic and true-to-scale body, this metal precision model shines in a two-tone painting. It's composed of more than 1,600 single parts.

Dynamic and Sportsmanship

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.



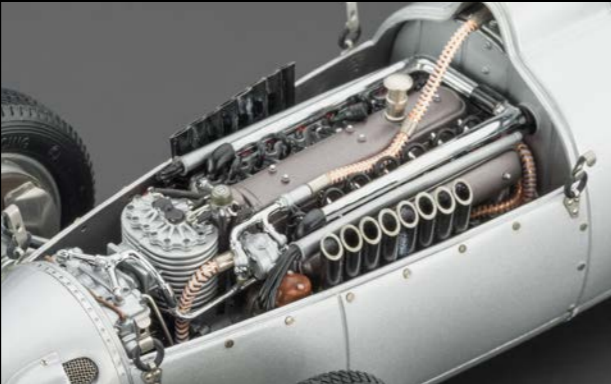
Item No. M-075 A: black / yellow – limited to 4,000 pieces
Item No. M-075 B: blue / silver – limited to 4,000 pieces
Item No. M-075 C: red / white – limited to 4,000 pieces

SCALE
1:18

Auto Union Type C



Ornately-furnished dashboard. Metal cockpit sidings. Fabric-covered seat with a leather-covered headrest.



Precise reproduction of the 16-cylinder-V-engine. Detailed cabeling and laying of the oil- and fuel pipes.



Exact replication of the front friction shock absorber. Brake drums ventilated with metal scoops.

Technical data of the original vehicle:

16-cylinder-V-engine, Roots compressor.

Maximum output:	520 hp at 5,000 rpm
Displacement:	6,005 ccm
Top speed:	approx. 340 km/h
Wheel base:	2,310 mm
Total length:	3,920 mm



The debut of a new model-making technology: Outside mirror housing, windscreen frame, and the air scoops of brake drums are all made of sheet metal.

1.000 Parts – 1 Model-Car

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.



Model of the year 2003



Model of the year 2004



Supermodel of the year 2004

Item No. M-034
without starting number

SCALE
1:18

Auto Union Type D



The engine hood locking mechanisms consist of 32 parts. Driver's seat covered with textile.

Technical data of the original vehicle:

V-12- engine with 60° cylinder-angle, 2 Solex-horizontal-carburetor, Tubular-chassis, De-Dion rear axle.

Maximum output:	485 hp at 7,000 rpm
Bore x stroke:	65 x 75 mm
Displacement:	2,984 ccm
Top speed:	approx. 330 km/h
Wheel base:	2,850 mm
Track front:	1,390 mm
Track rear:	1,390 mm



True-to-the-original replication of the 12-cylinder engine with 12 metal exhaust pipes.



Spoked wheels are each wired with 30 stainless steel spokes.



44 big rivets and 100 small ones (diameter 0.75-0.9 mm) are individually assembled with a pair of tweezers. Removable engine hood is fastened with 0 rings made of real rubber.

The Revolution in Modeling

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.



Model of the year 2001

Item No. M-027

SCALE
1:18

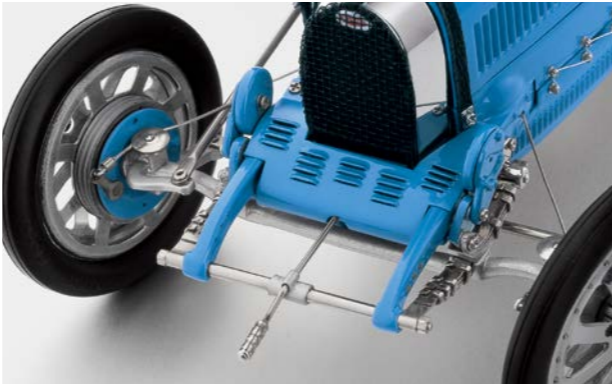
Bugatti Type 35 Grand Prix



Faithfully replicated dashboard in a metal brush finish and complete with all instruments and inserted magneto.



Two-winged engine hood with open-cut cooling slots. It folds in the middle and fastens with two leather belts.



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

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

Maximum output:	95 hp at 6,000 rpm
Displacement:	1,991 ccm
Top speed:	approx. 180 km/h
Wheel base:	2,400 mm
Total length:	3,700 mm



Highly detailed 8-cylinder in-line-engine, complete with all aggregates, cabling, and pipes.



Each wheel is assembled from 35 single parts. With a rim-spoke assemblage akin to the original cast design, the wheel is removable with an authentic quad-winged nut. It also forms a unitary whole with the ripped drum brake. Note the cable-operated brake on the rear axle.

The Archetype of a Whole Era

With his ground-breaking Type 35, Ettore Bugatti created in 1924 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.

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.



Model of the year 2009

Item No. M-063

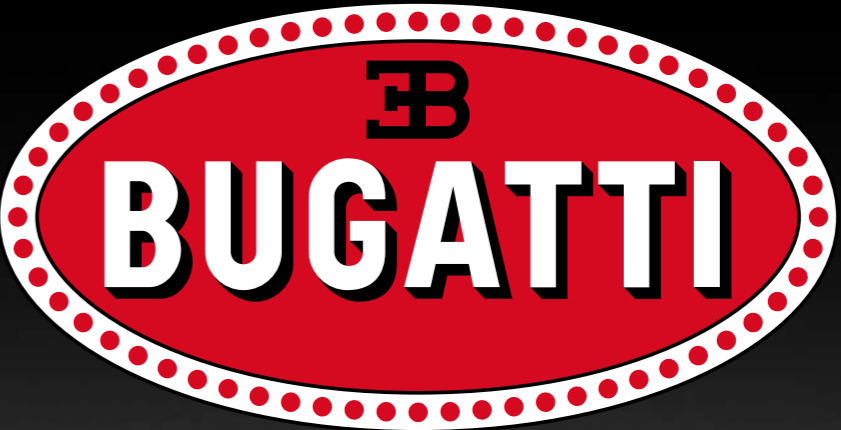
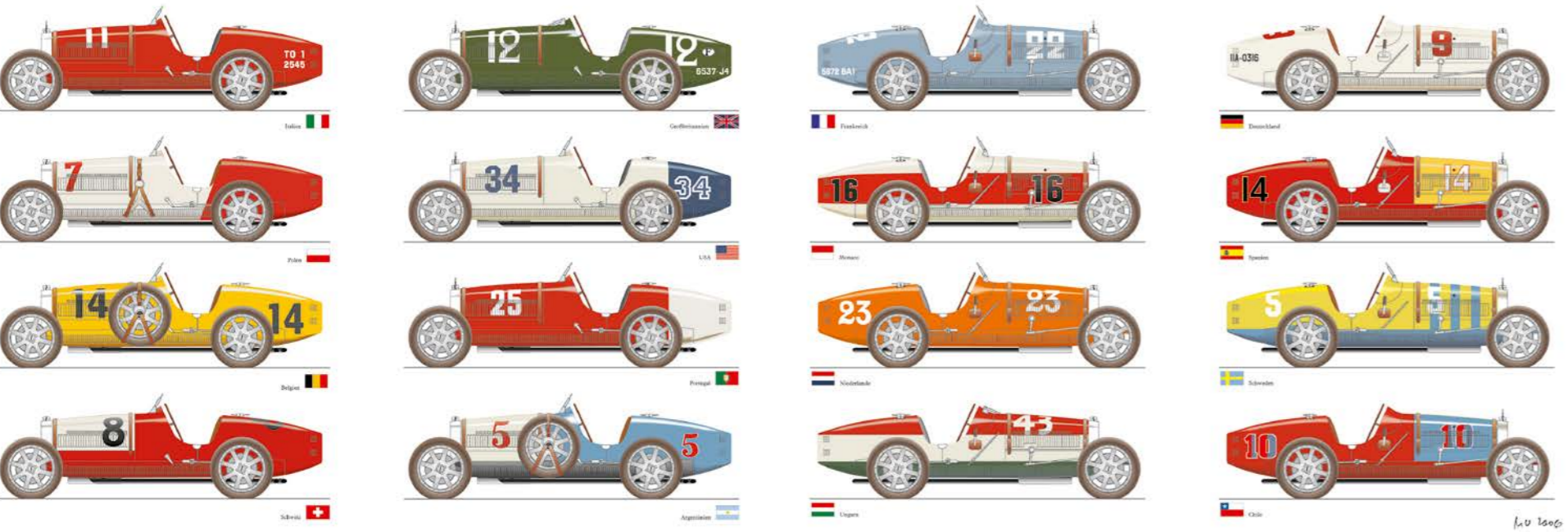
SCALE
1:18

Bugatti Type 35 Nation Color Project

The contemporary black and white photos are just inadequate to show how colorful the race cars of the 20s and 30s were. Back then, each participant had to follow the rule to deck out the race car in its unique country color. Consequently the starting grid of each Grand Prix always provided a very colorful view.

The Bugatti T35 predominated the Grand Prix races like no other race car of its era. So based on this car, we would like to present to you the official country colors from those decades. That's how we started our Nation Color Project in the first place. It is an ongoing project, and we intend to release every

1-2 year 2-3 new color variations till the whole collection is complete. Each version is a limited edition of 2,000 pieces.



Item No. M-100 B-002 - England
Item No. M-100 B-003 - Poland
Item No. M-100 B-016 - Spain

SCALE
1:18

Bugatti Type 57 SC Atlantic Coupé



Finely recreated cockpit. The dashboard looks true to the original with all instruments and control elements.



The spare wheel in the rear end hatch can be taken out. The gas cap and the cap of the cooler are removable, too.



The double leaves of the engine hood each have a hinged side. The 8-cylinder in-line-engine includes all aggregates.

Technical data of the original vehicle:

8-cylinder in-line-engine with two overhead cam shafts, Compressor, Dry sump lubrication, Mechanical cable-operated brakes.

Maximum output:	approx. 200 hp at 5,500 rpm
Displacement:	3,257 ccm
Top speed:	approx. 200 km/h
Wheel base:	2,980 mm
Total length:	4,510 mm



Attentive to details! The exact replication of the silencer and its chromed end pipes.



Experts agree that the Bugatti Atlantic Coupé is one of the most beautiful cars in automobile history. Its streamlined body is a classic example of Art Deco on wheels. Only three units of this fascinating sports car were ever built.

A Classic of Engineering Decorative Art

The development of the Atlantic Coupé was intellectually indebted to Ettore Bugatti's son, Jean. Only 26 years old, he came up with a masterpiece that made automobile history.

What he presented was a design that had never been seen before, and it outshined anything else. The car has upheld its halo and fascination to this day. By the way, the dorsal seam that goes from its wind shield to the rear end, is just a style element. It's

reminiscent of the seam that held the two body half of the prototype car "Aerolithe" together.

Our original was the third and last produced Atlantic, delivered in May 1938 to the English businessman R.B. Pope. He kept the car for nearly 30 years. We spared no cost and effort to find out and realize all single details of R.B. Pope's original car and incorporated them into our model.

Only a person without any petrol in its blood could resist this phenomenal replica. Words are just not

enough to describe this beauty. Grant yourself this extraordinary collector's item of stable value and explore its countless highlights.

In the early 80's of the last century, the Pope car was sold to the well known fashion designer Ralph Lauren. After a costly restoration in which many Bugatti experts were involved, the Coupé was re-introduced in a elegant black painting. CMC also recreated this Atlantic. We offer that car with item number M-085 in a worldwide limited edition of 5,000 pieces.



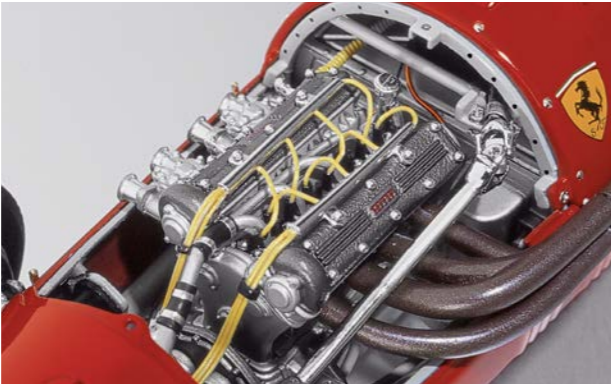
Item No. M-083 sapphire
Item No. M-085 black

SCALE
1:18

Ferrari 500 F2



Authentic recreation of the cockpit. Driver seat is covered with cord textile.



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



Perfect spokes and aluminium rims. Stainless steel spokes wired by hand.

Technical data of the original vehicle:

Fourcylinder in-line-engine, Double wishbone axle in the front with cross installed compound spring, De-Dion rear axle.

Maximum output:	185 hp at 7,500 rpm
Displacement:	1,985 ccm
Top speed:	265 km/h
Wheel base:	2,160 mm
Total length:	3,988 mm
Total weight:	approx. 560 kg

Ferrari

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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.

The Super-Ferrari

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 trademark symbol of the small black prancing horse called “Cavallino Rampante” in Italian. 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.”

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 hears 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.



Item No. M-056

SCALE
1:18



Ferrari Race Car Transporter Type Fiat 642 RN2



True to the original. The authentic dashboard, complete with all instruments and control elements.



The tailgate is equipped with a functional bar-slide locking mechanism.



Behind the removable cover is a flanged towing hitch.

Technical data of the original vehicle:

6-cylinder diesel in-line-engine type 364A, Auto body work and vehicle hoist made by Bartoletti, Fiat-bus chassis.

Maximum output:	92 hp
Displacement:	6,650 ccm
Top speed:	85 km/h
Total length:	9,085 mm
Total breadth:	2,492 mm
Total height:	2,924 mm



The Ferrari race car transporter is a true spectacle to see, especially when it is loaded with three CMC Ferrari models. It incorporates an unbelievable number of details, including a mirror-like finish of the original two-tone red paintwork and decals.

The Courier of Enzo Ferrari

The 1950s and 1960s are known as an era that witnessed a boom of race car transporters, which are being re-discovered today and held in a high regard. The two similar-looking transporters of the Scuderia Ferrari and Maserati might well be the most famous and technically most mature transporters of those

days. They were mounted on Fiat-bus chassis of the type 642 RN2. With an open body work designed by Bartoletti, the resultant transporter was good for hauling three race cars.

Back in those days, it took a transporter to haul race cars to the race track from time to time. But transporters were not limited to hauling a precious freight

only. They had quite a few other functions, too. In each of the transporters, a small but complete inspection bay was set up. It was also used as the crew quarters.

This was where the head-quarters were located, in addition to providing a crew space and a sleeping berth during the hectic race weekends.



Item No. M-084
This Ferrari race car transporter replica is assembled from 3,115 single parts.



Model of the year 2011

SCALE
1:18



Ferrari 250 Testa Rossa Pontoon Fender



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



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



Large drum brakes with star-shaped air inlets.

Technical data of the original vehicle:

Twelve cylinder V-engine with two overhead cam shafts,
Six dual carburettors, Weber DCN

Maximum output:	300 hp at 7,200 rpm
Bore x stroke:	73 x 58.8 mm
Top speed:	approx. 270 km/h
Wheel base:	2,350 mm
Total length:	4,000 mm

Ferrari

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Item No. M-081, limited to 5,000 pieces worldwide. Hand-mounted from 1,640 parts. The red /white border on its nose and the metallic silver cover of the headlights are distinctively characteristics of the chassis number 0714.

Hot-Blooded and Classy

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.



Model of the year 2009

Item No. M-071 red
Item No. M-081 black - limited to 5,000 pieces

SCALE
1:18

1958

FERRARI | 250 TESTA ROSSA PONTOON FENDER



Ferrari 250 California SWB

California Dreamin'

Growing wealth and mild climate turned California into some kind of a dream land for the Americans. Johnny von Neumann, the official Ferrari dealer in California, realized that the rich, jet-setting people needed a very special toy – a car that was completely different from what the Americans were used to. His wish came true when Enzo created the ground-breaking Spyder.

The California Spyder was introduced at the end of the 1950s, and it immediately became the new benchmark of all open roadsters. This was attributable to the contributions of a brilliant duo: Sergio Pininfarina as coachbuilder and Sergio Scaglietti as sheet artist who was no less of a virtuoso.

The “Cal-Spyder” started off with a long wheelbase of 2,600 mm in 1958. 1960 saw Ferrari release the short wheelbase version (SWB), with a wheelbase of only 2,400 mm. This new version was essentially constructed in the same way as the 250 GT/SWB, which had debuted in 1959. Its famous 12-cylinder V-Engine was capable of generating a maximum output of 280 hp.

Street-worthy vehicles were built with a steel body. In contrast, the cars for racing were built with a light-weight aluminum body and equipped with a larger fuel tank as well as a filler neck that allowed for quick release.

The Ferrari “Cal-Spyder” soon became the symbol of truly “dual-purpose” cars. In other words, it was capable of handling both public roads and race tracks adeptly. Its status as a successful race car was also brought to an almost “mythical” level by the low quantities of its production that made it one of the most rare, valuable Ferraris, and by the extraordinary beauty and high quality that it boasted.



The side engine ventilators are equipped with ventilation fins of stainless steel against a meshed wire of metal.



Another highlight: For the first time CMC presents a fully functional trunk lock.



The instruments of the dashboard are accurately replicated with readable scales.



Supermodel of the year 2012

Item No. M-091
A handmade miniature of the first class, assembled from 1,634 single parts. A dream model to fall in love with.

SCALE
1:18



FERRARI | 250 CALIFORNIA SWB

1960

Ferrari 250 California SWB



A real gem. Meticulous replication of the legendary Colombo 12-cylinder V-engine that is complete with wiring and cabling.

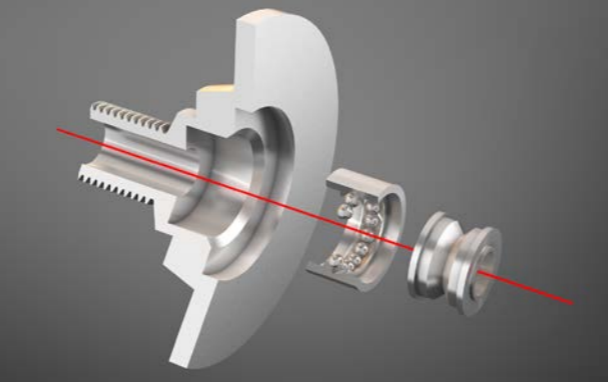
Technical data of the original vehicle:

12-cylinder V-Engine with a 60° cylinder adjustment and two overhead cam shafts.

Maximum output:	280 hp at 7,000 rpm
Displacement:	2,953 ccm
Top speed:	approx. 270 km/h
Total length:	4,200 mm
Wheel base:	2,400 mm
Track front:	1,354 (1,378) mm
Track rear:	1,349 (1,374) mm



Elaborately replicated cylindrical spring suspension and a brake unit true to the original.



Latest development. For the first time it incorporates the precision engineering of ball bearings. Pure innovation!



The replica on a pedestal. With the doors, hinged engine hood and trunk lid open. The interior and seats are covered in fine leather. Inlaid map pocket and the Nardi three-spoke steering wheel. You are looking at the high art of model making.



SCALE
1:18

1960

FERRARI | 250 CALIFORNIA SWB



Ferrari
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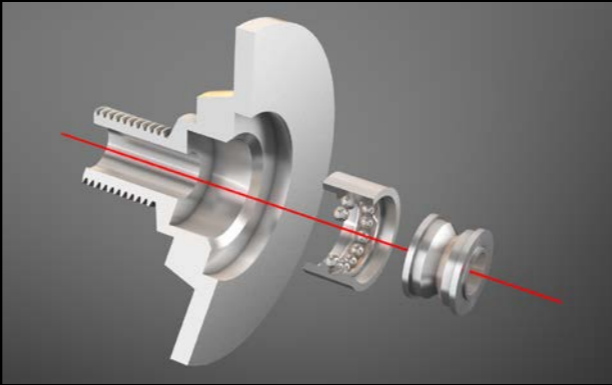
Ferrari 250 California SWB - Limited Edition



The instruments of the dashboard are accurately replicated with readable scales.



A real gem. Meticulous replication of the legendary Colombo 12-cylinder V-engine that is complete with wiring and cabling.



Latest development. For the first time it incorporates the precision engineering of ball bearings. Pure innovation!



True to the original, the underbody of the Ferrari 250 SWB.



Detachable hardtop with separate trolley for elegant display and safekeeping.

Limited Edition – Hardtop

Admittedly, it's not easy to choose between these three incredibly beautiful Ferraris because each of these special editions has its own particular elegance.

CMC has created three attractive exterior finishes in blue, silver and black as three limited editions, all based on the legendary Ferrari 250 California SWB standard edition (item no. M-091 in red).

The interior colors have also been specially selected to complement the external paintwork – so the black is done in a red leather interior, the silver is done in a black interior, and the blue is done in a beige interior.

This is a very limited edition, with only 2,500 units available worldwide. A special feature is that each model has a detachable hardtop so that you can

turn your roadster into a coupé. This special edition is rounded off with a smart trolley for displaying the hardtop.

Don't miss out – choose your favorite color now. We hope your new "Cal-Spyder" will bring you endless fun and excitement.



We use for all our models first - class paints from the world leading manufacturers, such as Du Pont.



Supermodel of the year 2012

Item No. M-092 blue
Item No. M-093 silver
Item No. M-094 black

SCALE
1:18



Ferrari 250 California SWB - Limited Edition



A handmade miniature of the first class, assembled from 1,634 single parts. A dream model to fall in love with.



Elaborately replicated cylindrical spring suspension and a brake unit true to the original.



Another highlight: For the first time CMC presents a fully functional trunk lock.

Technical data of the original vehicle:

12-cylinder V-Engine with a 60° cylinder adjustment and two overhead cam shafts.

Maximum output:	280 hp at 7,000 rpm
Displacement:	2,953 ccm
Top speed:	approx. 270 km/h
Total length:	4,200 mm
Wheel base:	2,400 mm
Track front:	1,354 (1,378) mm
Track rear:	1,349 (1,374) mm



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Beauty and functionality: The replica poised with the doors, hinged engine hood, and trunk lid opened to reveal fine leather covering the seats and interior complete with inlaid map pockets and the Nardi three-spoke steering wheel.



Item No. M-092 blue



Item No. M-093 silver



Item No. M-094 black



SCALE
1:18



Ferrari Dino 156 F1 Sharknose



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



Highly-detailed reconstruction of the six-cylinder V-engine, including gearbox and clutch.



Removable wheels on aluminium rims and stainless steel spokes with nipples.

Technical data of the original vehicle:

Six-cylinder V-engine with a 120° cylinder angle, Aluminium body with space frame.

Maximum output:	190 hp at 9,500 rpm
Displacement:	1,476.6 ccm
Top speed:	260 km/h
Wheel base:	2,300 mm
Total length:	4,060 mm
Track front / rear:	1,200 mm



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.

The Red Shark

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."

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.



Model of the year 2009



Supermodel of the year 2009

Item No. M-078

SCALE
1:18



FERRARI | DINO 156 F1 SHARKNOSE

1961

Ferrari 250 GT Berlinetta SWB



Nardi three-spoke steering wheel in wood-like finish. The interior and padded bucket seats are covered with finest leather.



Fantastic miniature of the twelve-cylinder-V-engine with all the aggregates, pipelines and cabling.



Screwable Borrani wheel nut enables you to remove the wheel.

Technical data of the original vehicle:

Twelve-cylinder-V-engine, Independent wheel suspension in the front, all around disk brakes.

Maximum output:	280/290 hp at 7,000 rpm
Displacement:	2,953 ccm
Top speed:	approx. 270 km/h
Wheel base:	2,400 mm
Total length:	4,150 mm

Ferrari

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The 250 GT Race Car Version "Competizione" Item No. M-077.

Leggenda e Passione

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.

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.



Model of the year 2006



Model of the year 2006

Item No. M-046 street version
Item No. M-079 24h France
limited to 7,000 pieces

SCALE
1:18

1961

FERRARI | 250 GT BERLINETTA SWB



Maserati 300S Sports Car



The instruments of the dashboard are authentically recreated, and so is the upside down dial of the rev meter.



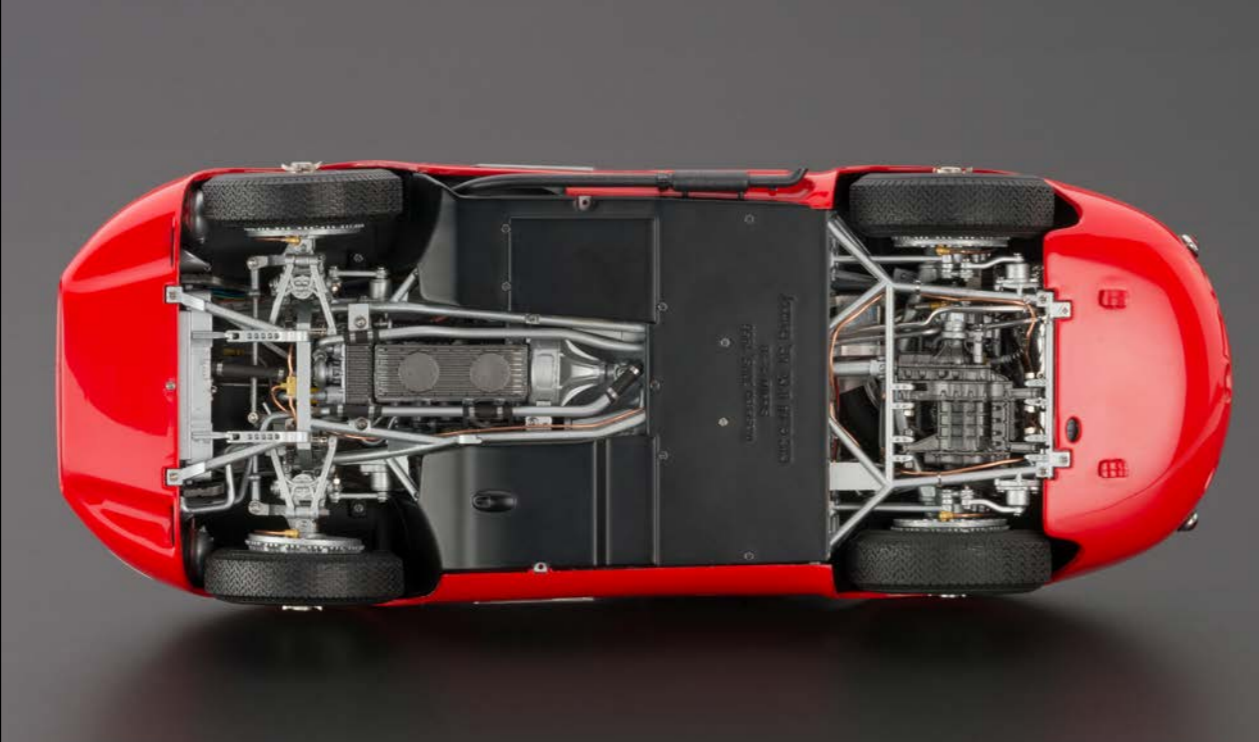
A centerpiece, the detailed recreation of the husky 6-cylinder in-line-engine that is complete with wiring and cabling.



An awesome amount of detailing. Even the elaborate suspension and the brake unit are recreated true to the original.



The spare wheel is fastened with three leather straps, as in the original vehicle.



The underbody of the Maserati 300S is a masterpiece by itself. Nothing is missing.

A Hard-Nosed Racing Car

Well-known for its trident logo, Maserati is a venerable name in the world of motor sports and racing and a symbol of the rich automotive heritage distilled in Modena, Italy. CMC proudly presents to you its new release -- the Maserati 300S.

Only 26 (27) units of this racing car were produced and fitted with three different body designs (in the front section) between 1955 and 1959.

Many components of the successful Formula 1 race car 250F were incorporated into the 300S. By so doing, Maserati managed to create a sports car with a lot of potentials. It immediately captured the attention of a long list of renowned race drivers and racing teams, who rode the car successfully in countless races.

With top drivers such as Stirling Moss, Piero Taruffi, Harry Schell and Jean Behra behind the wheel of its 300S, the Maserati team was able to achieve a great

victory in the 1,000 km endurance race on May 27, 1956 at the Nürburgring. Further successes followed at many more famous race tracks around the world during the same year. At a result, the 300S finished 2nd in the 1956 World Sportscar Championship.

CMC has crafted an authentic replica of a 1956 300S original. This original vehicle holds a very special place in the 300S history, because it is the only 300S that integrates a number of features and components rarely seen in the other 300S units.



Item No. M-105
Composed of 1,838 single parts
A Miniature of the premium class

SCALE
1:18



Maserati 300S Sports Car



Another highlight in CMC's efforts -- the shapely Maserati 300S as an exquisite 1:18 scale model.

Technical data of the original vehicle:

6-cylinder in-line-engine, two-seat sports spyder with aluminium body and tubular space frame, right hand drive.	
Maximum output:	260 hp at 6,500 rpm
Bore x stroke:	84 x 90 mm
Displacement:	2,991 ccm
Top speed:	approx. 280 km/h
Wheel base:	2,310 mm
Track front:	1,300 mm
Track rear:	1,250 mm



Detailed elaborate drum brakes and removable hand-wired spoked wheels with authentic-looking tires.



Gas and oil tank are made of stainless steel plate and hand-assembled with an elaborate rivet arrangement.



Two functional doors, and removable bonnet and trunk lid. The seats and head rest are upholstered in genuine leather. The Spartan cockpit interior is typical of the racing cars from that era.



SCALE
1:18



MASERATI | 300S SPORTS CAR

1956

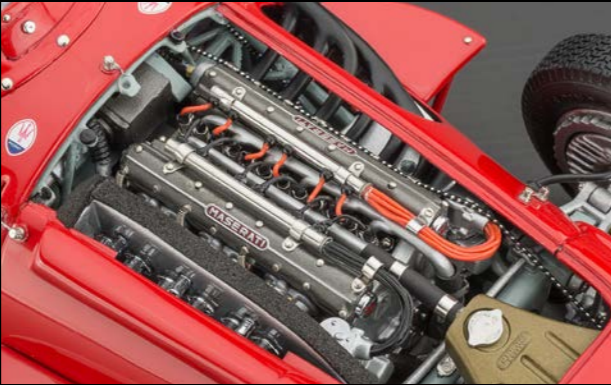


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Maserati 250F



Elaborated detail-exact cockpit, precise display of the dashboard and the pedals and slotted link for the gear lever.



True-to-be-original recreation of the complete 6-cylinder-inline-engine with all aggregates.



The slots of the ventilation louvres (grille) are cut open, as in the original vehicle.

Technical data of the original vehicle:

6-cylinder-inline-engine, De-Dion-rear axle with transverse installed compound spring.

Maximum output:	270 hp at 8.000 rpm
Displacement:	2.493 ccm
Top speed:	300 km/h
Wheel base:	2.280 mm
Total length:	4.050 mm
Total weight:	630 kg



Limited version of the Maserati 250 F, # 32 GP Monaco, "Fangio" and # 2 GP France "Fangio", 1957.

Red like Fire

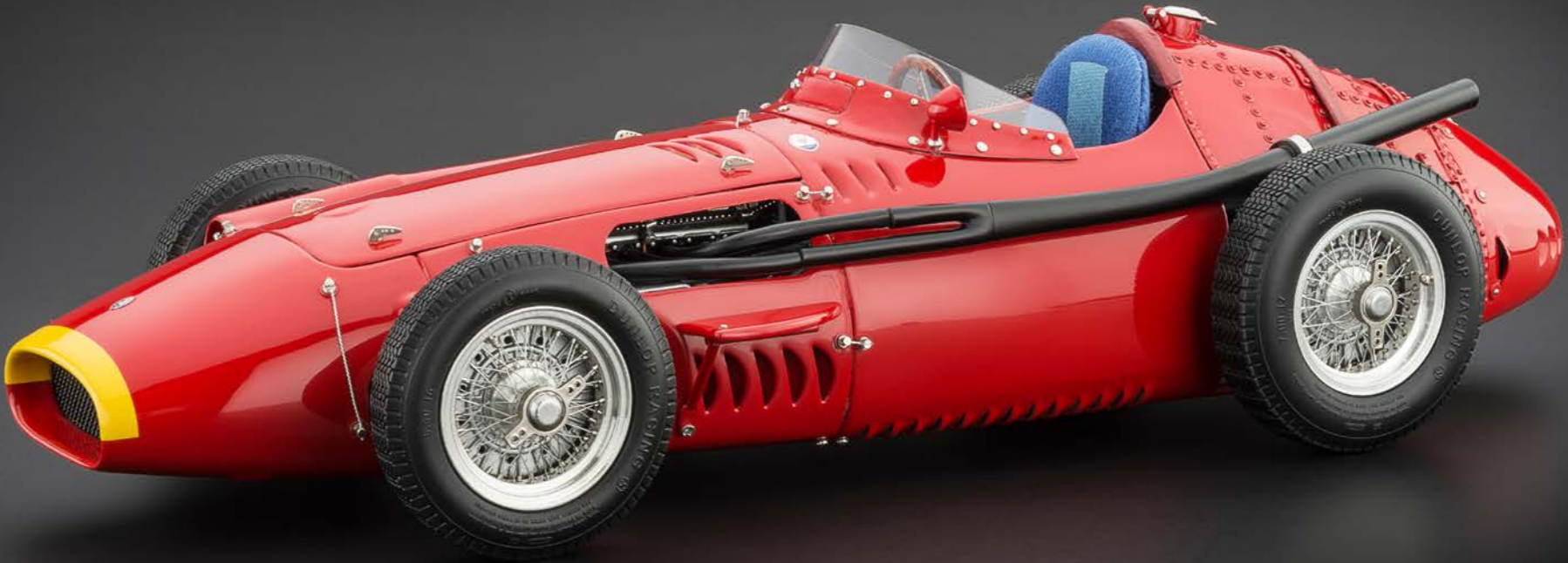
90-years-old Maserati was reason enough for CMC to focus on this make, which is undoubtedly one of the most venerable Italian manufacturers of racing cars. CMC celebrated its 90th birthday with a replica of the 250 F. After all, this racing car is deemed the most beautiful Monoposto that had ever hit the racetrack. In addition, 1957 was a very remarkable and eventful year in the company history. Back

then on August 4, more than 200,000 spectators witnessed the start of the Grand Prix of the century at the Nürburgring.

After an acrimonious fight with his chief rivals Mike Hawthorn and Peter Collins, each of whom drove a Ferrari 801 F1, Juan Manuel Fangio was able to celebrate one of his most thrilling wins in his more light-weight Maserati 250 F with a lead of barely 3.6 seconds. Thanks to this terrific victory that led to his

fifth world championship, Fangio became a legend in racing history, and so did the 250 F.

This precision model is hand-assembled from 1,387 single parts. As can be seen here, our attention was focused not only on the body, but also the "inner life" of the car; it translated into the highest possible level of detailing. Some of the parts are, of course, invisible after the assembling, as in the case of the original car.



Model of the year 2005

Item No. M-051 without starting number
Item No. M-101 with starting number 32 - limited to 2,000 pieces
Item No. M-102 with starting number 2 - limited to 2,000 pieces

SCALE
1:18



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Maserati Race Car Transporter Type Fiat 642 RN2



True to the original. The authentic dashboard, complete with all instruments and control elements.



Removable spare wheel with a functional spring clip-lock. Authentic replication of the Trilex wheel assemblage.



Perfectly-designed rope mechanics with wheels and pulleys.

Technical data of the original vehicle:

6-cylinder diesel in-line-engine type 364A.

Auto body work and vehicle hoist made by Bartoletti at Forlì, Italy. Fiat-bus chassis with a ladder frame

Maximum output:	approx. 92 hp
Displacement:	6,650 ccm
Top speed:	85 km/h
Total length:	9,085 mm
Total breadth:	2,492 mm
Total height:	2,924 mm



The Maserati race car transporter is a true spectacle to see, especially when it is loaded with three CMC Maserati models. Removable ramps to load and unload the race cars.

The Maserati Race Car Transporter

The 1950s and 1960s are known as an era that witnessed a boom of race car transporters, which are being re-discovered today and held in a high regard. The two similar-looking transporters of the Scuderia Ferrari and Maserati might well be the most famous and technically most mature transporters of those days. They were mounted on Fiat-bus chassis of the type 642 RN2.

With an open body work designed by Bartoletti, the resultant transporter was good for hauling three race cars. At first sight, those two transporters, equipped with a 92 hp diesel in-line-engine, look alike except for paintwork and decals. But upon a closer look, they differ in a considerable number of details.

It's an exact replica of the Maserati version, just as it was used back in the late 50s till the mid 60s. We are sure you'll like what we prepared for you.

This official transporter from the Scuderia Maserati from 1957 is a true eye catcher. Especially if it's loaded with up to three CMC Maserati models. Hand mounted of 2,640 single parts and approx. 50 cm long. A true proof of CMC's abilities. A countless number of details and a contemporary two tone painting will match even the highest expectations.



Item No. M-097
This Maserati race car transporter replica is assembled from 2,640 single parts.

SCALE
1:18

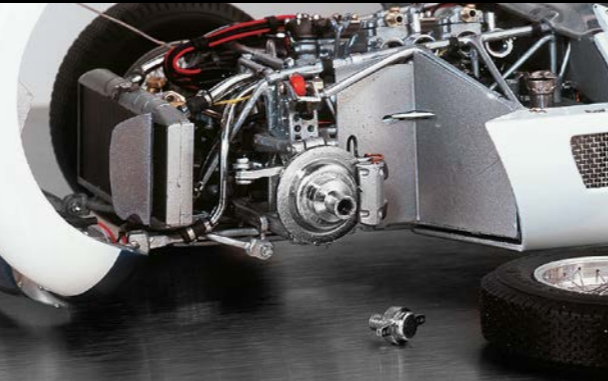
Maserati Tipo 61 Birdcage



Dashboard with detailed instruments. Bucket seats with textile cover



The innovative frame reconstructed true to the original and made from filigrane metal tubes.



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

Technical data of the original vehicle:

Four cylinder inline engine 45° sloped to the righ,
Independent wheel suspension in the front. De-Dion rear axle.

Maximum output:	250 hp at 6,800 rpm
Displacement:	2,890 ccm
Top speed:	285 km/h
Wheel base:	2,200 mm
Total length:	3,800 mm
Total weight:	approx. 600 kg



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The front hinged engine hood opens to reveal the engine, cooling system and front wheel suspension, all crafted with authentic sophistication. Metal fuel tank with the filler neck and movable cap.

A Stroke of Genius That Made History

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 Racing 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.



Item No. M-047

SCALE
1:18



Mercedes Targa Florio



Leather-wrapped rim of the steering wheel and leather-covered seats. Nicely replicated dashboard complete with instruments.



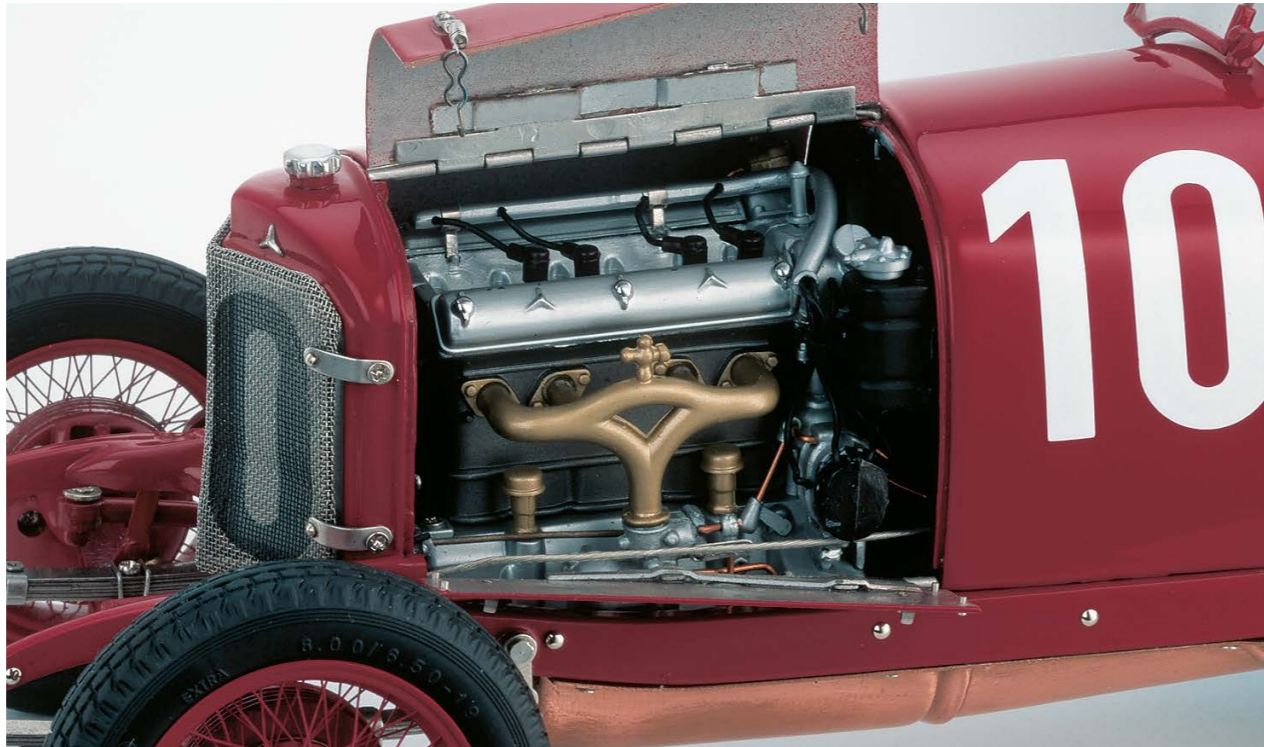
Movable handbreak with a functional catching mechanism and a leather-wrapped grip.



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

Technical data of the original vehicle:
4-cylinder-inline-engine M 7294.

Maximum output:	126 hp at 4,500 rpm
Displacement:	1,989 ccm
Top speed:	120 km/h
Wheel base:	2,700 mm
Total length:	3,800 mm



Double-leaf engine hood made of copper. Side panels can also be opened. Highly detailed engine with cabling and an array of levers. Removable spark plug sockets.

A German with a Sicilian Temper

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 duo won both titles with the supercharged Mercedes. They also established a new track record with a laptime of 1 hour and 35 minutes, while teammates Christian Lautenschlager and Alfred Neubauer finished 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.



Item No. M-048

SCALE
1:18



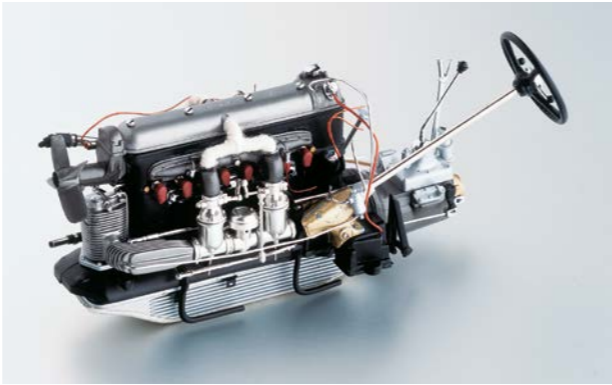
Mercedes-Benz SSKL Mille Miglia



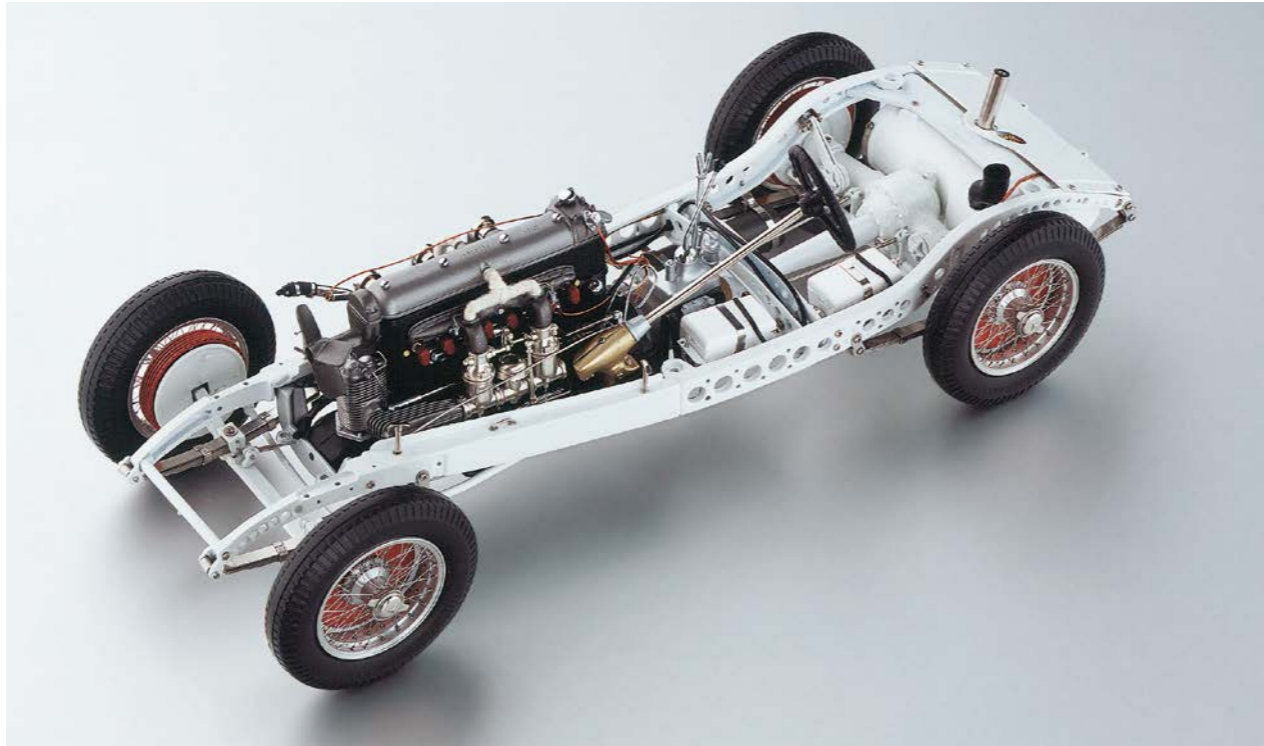
True-to-the-original cockpit with all instruments and a detail-exact dashboard. Movable wind shields.



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



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



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

The Unforgettable “White Elephant”

By 1931 Alfa Romeo and Bugatti had become serious contenders 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. 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.



Item No. M-055

SCALE
1:18



Mercedes-Benz W 25



Stainless steel dashboard polished in a metal brush finish and assembled with instruments by hand.



Exhaust manifold of metal in a brilliant chrome finish.



All-metal precision model, hand-assembled from 610 parts.

Technical data of the original vehicle:

8-cylinder-compressor-engine, Single wheel suspension of the front axle, De-Dion rear axle.

Maximum output:	354 hp at 5,800 rpm
Displacement:	3,364 ccm
Top speed:	approx. 300 km/h



The limited editions of the W25: with starting number 4 GP Monaco "L. Fagioli", with starting number 20 Eifelrennen "M. v. Brauchitsch".

The Birth of a Legend

It was June 2, the eve of the 1934 Eifel Race, when technical inspection was conducted of the participants cars entered for the new 750 kg racing formula. The white Mercedes-Benz Monoposto was found to weigh 751 kg, which threatened to disqualify it for the race. The Mercedes crew, however, refused to give up: that one extra kilogram must be shed somehow. Finally an ingenious idea was proposed that all they had to do was to remove the white paint. So through swelter efforts all night long, the paintwork was sanded off.

The next morning, a new-looking Monoposto with a shining aluminum body came to the start line, weighing exactly 750 kg, and it won! This was a tremendous victory for Mercedes-Benz and the driver Manfred von Brauchitsch.

The enthusiastic press nicknamed the car "Silver Arrow," and rightly they did so. Of the eight Grand Prix races in the first season, the Silver Arrow scored four wins and finished second three times. A legend was born, and it has lived on to this day.

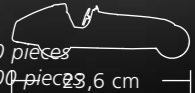
The Silver Arrow W 25 is a true collector's item for all fans of Silver Arrow miniatures, and it deserves a place in any collection.



ZONEE AWARD 2003 A.D.

Supermodel of the year 2003

Item No. M-033 without starting number
Item No. M-104 with starting number 4 - limited to 2,000 pieces
Item No. M-105 with starting number 20 - limited to 2,000 pieces



SCALE 1:18



Mercedes-Benz W 125



Instrument panel of stainless steel, polished in a brush finish that features a pattern of marbles.

Technical data of the original vehicle:	
8-cylinder-in-line-engine, Roots compressor.	
Maximum output:	600 hp at 5,800 rpm
Displacement:	5,660 ccm
Top speed:	approx. 318 km/h



Radiator grill is made by soldering 35 stainless steel bars and mounted in place against a fine metal mesh.



Wheel with filigree spokes. Steel spokes are wired by hand. Authentic-looking tyres.



Removable engine hood with finely shaped slits. Spring-loaded locking hooks made of steel wire. Fine ventilation slits in the sides of the engine compartment.

A Masterpiece

Various setbacks with the W 25 forced Daimler-Benz to change. In order to keep pace with Auto Union, a 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 soon became apparent that Daimler-Benz had created a masterpiece. Since the German race cars were now so advanced ahead of 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.



Item No. M-031

SCALE
1:18



MERCEDES-BENZ | W 125

1937

Mercedes-Benz W 154



Stainless steel panel polished to a brush finish featuring a pattern of marbles and assembled with instruments by hand.



Removable engine hood. Finely replicated and detailed engine.



Radiator grill made from fine metal bars soldered by hand.

Technical data of the original vehicle:

V-12-engine with 2 Roots-compressors, Transmission: 5-speed.

Maximum output:	485 hp at 7,500 rpm
Bore x stroke:	67 x 70 mm
Displacement:	2,962 ccm
Top speed:	320 km/h
Wheel base:	2,730 mm
Track front:	1,470 mm
Track rear:	1,410 mm



The limited edition of the W154 with starting number 16, GP 1938.

The Great Victor of France

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.



Item No. M-025 without starting number
Item No. M-098 with starting number 16

SCALE
1:18



MERCEDES-BENZ | W 154

1938

Mercedes-Benz W 165



Hand-assembled from more than 400 parts. Elegant presentation of the cutting-edge fashion in racing sport back then.



Wheels with hand-assembled spokes. Each has 30 steel spokes individually wired by hand.



Radiator grille made of metal bars with finely replicated air slots.

Technical data of the original vehicle:

V-8-engine with 2 camshafts, 3-stage-suction carburator,
Transmission: 5-speed, gate.

Maximum output:	256 hp at 8,000 rpm
Bore x stroke:	64 x 58 mm
Displacement:	1,495 ccm
Top speed:	approx. 300 km/h
Wheel base:	2,450 mm
Track front:	1,280 mm
Track rear:	1,338 mm



The limited edition of the W 165 with starting number 24 "Caracciola" 2nd place GP Tripolis.

A Glorious Piece of Car Racing History

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 racing car, Hermann Lang clinched a sensational victory. It was one of the most unexpected triumphs in the history of motor

sport and was made possible by an outstanding team performance. No wonder, this car and the Tripoli race became legends.



Item No. M-018 without starting number
Item No. M-074 with starting number 24 - limited to 5,000 pieces

SCALE
1:18



MERCEDES-BENZ | W 165

1939

Mercedes-Benz 300 SL Panamericana

Technical data of the original vehicle:

6-cylinder in-line-engine, overhead camshaft, Fuel supply: injection pump, Transmission: 4-speed synchromeshed.

Maximum output:	177 hp at 5,400 rpm
Displacement:	3,100 ccm
Top speed:	257 km/h
Wheel base:	2,400 mm
Track front:	1,330 mm
Track rear:	1,445 mm



Hand-assembled from more than 250 parts. Doors, engine hood and trunk can be opened.



Dark green bucket seats covered in textile fabric with a checked pattern.



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

A Dream Coming True for Mercedes Fans and Motorsport Enthusiasts

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, which broke 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.



Model of the year 2000

Item No. M-023

SCALE
1:18



MERCEDES-BENZ | 300 SL PANAMERICANA

1952

Mercedes-Benz W 196



Very detailed chassis and dashboard. Driver seat covered in textile fabric.



8-cylinder in-line-engine, brakes enclosed. Double exhaust pipes and rear-starter.



Wheels with hand-assembled spokes. Air-inlet cover and radiator grille made of stainless steel mesh.

Technical data of the original vehicle:

8-cylinder in-line-engine, 2 overhead camshafts, Fuel supply: injection pump, Transmission: 5-speed, 4 gears synchromeshed, gate.

Maximum output:	257 hp at 8,250 rpm
Bore x stroke:	76 x 68.8 mm
Displacement:	2,496 ccm
Top speed:	approx. 300 km/h
Wheel base:	2,350 mm
Track front:	1,330 mm
Track rear:	1,358 mm



Hand assembled from more than 180 parts. Windscreen frame of metal. Perfect painting, polished by hand.

The Legend is Alive

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

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

those two years, Fangio drove this car to become the world champion. Race drivers, such as Kling, Hermann, and Moss also raced the Silver Arrow to finish second and third in several races.



Model of the year 1998



Model of the year 1999

Item No. M-006

SCALE
1:18



MERCEDES-BENZ | W 196

1954 / 1955

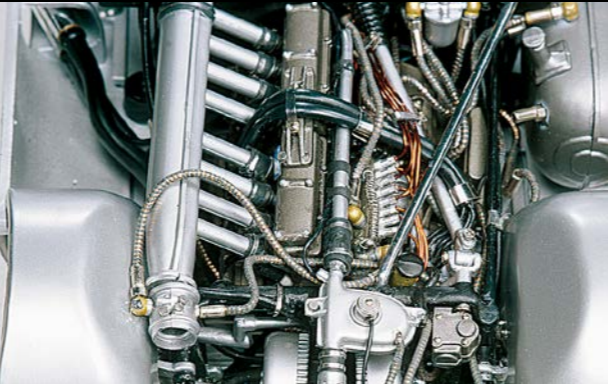
Mercedes-Benz W 196 R



Steering wheel with metal spokes and a ring in a vivid wood finish.



Cockpit seat covered in textile fabric with a leather headrest. Precisely replicated tubular space frame with metal bars.



True-to-the-original replication of the 8-cylinder in-line-engine with beveled fitting positon.

Technical data of the original vehicle:

8-cylinder in-line-engine, in lengthwise 50° leant to the right side.
Fuel direct injection, controlled mechanical.

Maximum output:	290 hp at 8,500 rpm
Displacement:	2,496 ccm
Top speed:	approx. 300 km/h
Wheel base:	2,350 mm
Total length:	4,420 mm



Perfection and Harmony

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 a new, completely enclosed body, 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 suddenly 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.

This 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.



Item No. M-044

SCALE
1:18



MERCEDES-BENZ | W 196 R

1954 / 1955

Mercedes-Benz Racing Car Transporter



Detailed replication of the cockpit. Textile covering of seats and inner side of doors.



Metal fenders in a brilliant chrome finish.



Engine hood can be opened and the servicing cover is removable.

Technical data of the original vehicle:

6-Zylinder-Reihenmotor (300 SL), Fuel direct injection.

Maximum output:	192 hp at 5,500 rpm
Displacement:	2,996 ccm
Top speed:	approx. 170 km/h
Wheel base:	3,050 mm
Total length:	6,750 mm
Total breadth:	2,000 mm
Total weight:	2,100 kg



Stainless Steel tracks with an authentic presentation of the holes and eyes for loading, unloading, and securing carriage. Loading ramps can be conjoined or stowed away with leather straps and metal buckets.

The Blue Wonder

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.



Model of the year 2002



Supermodel of the year 2002

Item No. M-036

SCALE
1:18



Mercedes-Benz 300 SLR, Mille-Miglia-Victor



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



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



The headrest dome is a part of the hatch, which opens to allow access to the spare wheels.

Technical data of the original vehicle:

8-cylinder in-line engine (installed in a 33° inclination to the right side), Direct fuel injection (positively controlled valves), Desmodromic valve control, Underbody: wishbone in the front, single hinged swing axle in the rear.

Maximum output:	310 hp at 7,500 rpm
Displacement:	2,982 ccm
Top speed:	approx. 300 km/h
Wheel base:	2,370 mm
Total length:	4,315 mm

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.



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.

A Racing Star Forever

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!

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.



Item No. M-066

SCALE
1:18



Mercedes-Benz 300 SLR Uhlenhaut Coupé



True to the original, the interior is covered with red leather. The cockpit is complete with all instruments and control elements.

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), Chassis: wishbone in the front, one joint single hinged swing axle in the rear.

Maximum output:	300 hp at 7,600 rpm
Displacement:	2,982 ccm
Top speed:	approx. 300 km/h
Wheel base:	2,370 mm
Total length:	4,315 mm



Highly-detailed and angular-installed 8-cylinder in-line-engine. All aggregates, pipes and cabling included.



Removable three-wing central locking nuts. The central locking nuts are so designed that they are side-specific.



The Uhlenhaut coupès are not for sale. Daimler holds onto them as if they were their crown jewels. But now, this virtually unattainable model has become available to you! Don't you think it's time to get one for yourself or for a good friend?

Exciting and Sensational

Who doesn't know about the famous Uhlenhaut coupé with its landmark gullwing doors? Only two prototypes of this model were built, and it was and still is a formidable street car. The irony is that most people only had the chance to see it from behind. Back then, while the fastest BMW was capable of reaching 170 km/h, and the fastest Porsche, even up to 200 km/h, the Uhlenhaut coupé could speed at nearly 300 km/h. It surely caused a lot of amazement as well as jealousy.

The explanation, however, is simple. Underneath the bodywork is an enhanced 3-litre Formula 1 engine. Actually the two coupés were built for racing. Their intended mission was to participate in endurance races, such as the Mille Miglia or the 24 Hours of Le Mans. But Daimler surprisingly decided to retire from professional racing at the end of 1955, and the situation changed drastically.

Rudolf Uhlenhaut, an ingenious engineer in charge of the Mercedes racing department, rightly decided that it would be a shame to let the two cars sit idle to

gather dust in a garage. As a result, the two 300 SLR coupés became his personal company cars. Today every automobile enthusiast knows what is meant by „the Uhlenhaut coupé,“ even though this was never an official designation. When Rudolf went to work in the morning, the whole neighborhood noticed it. Because the 300 hp 8-cylinder would send out a throbbing uproar



Item No. M-076
Precision model, hand-assembled and composed of 1,817 single parts.

SCALE
1:18



Porsche 901 Coupé



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



Interior replicated to the exact detail. Dashboard with all original instruments.



Tank top that flaps open to reveal leather cloth (scratch protection). Retractable antenna.

Technical data of the original vehicle:

Six-cylinder boxer engine with air cooling, two doors, 2+2-seater, self-supporting Coupé-body of sheet steel.

Maximum output:	130 hp at 6,100 rpm
Displacement:	1,991 ccm
Top speed:	approx. 210 km/h
Total length:	4,163 mm
Wheel base:	2,211 mm



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.

The Benchmark for Every Sports Car

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 3-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.

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 beauty.



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



Model of the year 2008



Model of the year 2008

SCALE
1:18



PORSCHE | 901 COUPÉ

1964

Showcase

Valuable Collector’s Showcase for 1:18 models

Display your precious model cars in a safe environment and protect them from dust, dampness and damage.

Coated genuine wood plate.
Protective textile cover on the bottom of the wood base. Acryl glass cover with rounded edges (Item number A-010 is strengthened with four metal corner rails that hide edges)



Item No. A-004
Showcase for 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-010
Showcase for 1:18 scale Race Car Transporter M-084 and M-097.
The showcase will be delivered in kit form.
Wooden base: 645 (l) x 335 (w) mm
Acrylic cover: 610 (l) x 300 (w) x 270 (h) mm

Open Around the Clock

Our online-shop is open around the clock. Visit our homepage

www.cmc-modelcars.de

In our Webshop you will find our most up-to-date stock of models and accessories, as well as our current offers. All articles can be ordered comfortably by credit card.

As a registered customer you can subscribe to our newsletters, receive individual product notifications and check your past orders.

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