

20 YEARS ANNIVERSARY ISSUE  
CMC CLASSIC CARS  
MODEL CARS

EXTRAORDINARY  
IN A CLASS OF THE EXQUISITE



2015 Catalog

# Cordially Welcome



Shuxiao Jia  
Company Director

CMC has manufactured miniatures of classic cars for over 20 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.



# Content

Multiple Awards	02   03
Our Philosophy	04   07

<b>Models in Scale 1:12</b>	
Ferrari Dino 156 F1 Sharknose, 1961	08   09

<b>Models in Scale 1:18</b>	
Alfa Romeo 8C 2900B - Speciale Touring Coupé, 1938	12   15
Audi Front 225 Roadster, 1935	16   17
Bugatti Type 35 Grand Prix, 1924	18   19
Bugatti Type 35 Nation Color Project, 1924	20   21
Bugatti Type 57 SC Atlantic Coupé, 1938	22   23
Bugatti Type 57 SC Corsica Roadster, 1938	24   27
Ferrari 500 F2, 1953	28   29
Ferrari 250 Testa Rossa Pontoon Fender, 1958	30   31
Ferrari 250 California SWB, 1960	32   35
Ferrari Dino 156 F1 Sharknose, 1961	36   37
Ferrari 250 GT Berlinetta SWB, 1961	38   39
Ferrari 312 P Spyder Sebring Racing Version, 1969	40   41
Ferrari 312 P Berlinetta Sports Coupé, 1969	42   43
Maserati 300S Sports Car, 1956	44   47

Maserati 250F, 1957	47   49
Maserati Race Car Transporter Type Fiat 642 RN2, 1957	50   51
Maserati Tipo 61 Birdcage, 1960	52   53
Mercedes-Benz W25, 1934	54   55
Mercedes-Benz W125 Special Editions, 1937	56   57
Mercedes-Benz W154, 1938	58   59
Mercedes-Benz W165, 1939	60   61
Mercedes-Benz W196R, 1954	62   63
Mercedes-Benz Racing Car Transporter, 1954	64   65
Mercedes-Benz 300 SLR, Special Editions, 1955	66   69
Porsche 901 Coupé, 1964	70   71
History of all CMC-Models	72   87
Accessories	88





# 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.



1995



1996



1997



1998



1999



2000



2001



2002



2002



2003



2004



2005



2006



2008



2009



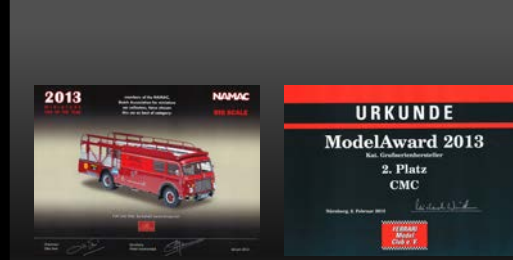
2010



2011



2012



2013



2014

AWARDS

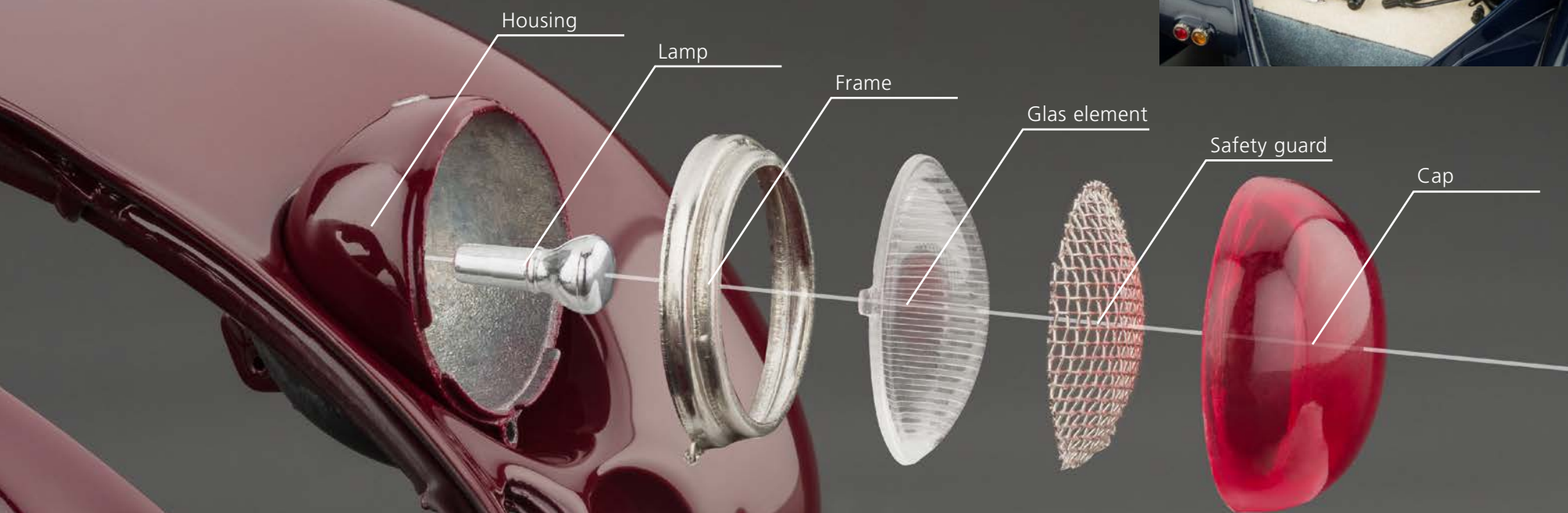




# Our Philosophy

For 20 year now CMC – Classic Model Cars stands for scale miniatures of the top class. We try to make each new development a little better than the one before. Only this way a constantly progression is possible. We think our model history (which can be found on

the last pages of our anniversary catalog) does reflect this philosophy very clearly. To keep a leading role in model building, we dedicated ourselves to several principles.



## Hand-Crafted with Elaborate Detailing

All our models are completely hand mounted from qualified employees. One of our latest developments includes finally often more than 1.500 single parts.

# Built of Top-of-the-Line Materials



Seats and interior covered with leather or textile, stainless steel spokes, aluminium rims, highly detailed cast part and only the best paint. That's our demand.



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





## Authentic Replication and Precision Engineering

Thousands of photos, film shootings, sketches, original plans and 3D scans our source to create a model car, which is based as close as possible to the original car.

## Steeped in Historical and Cultural Heritage

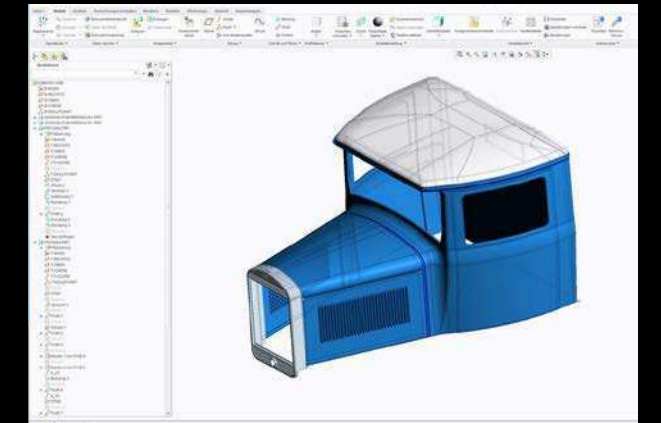
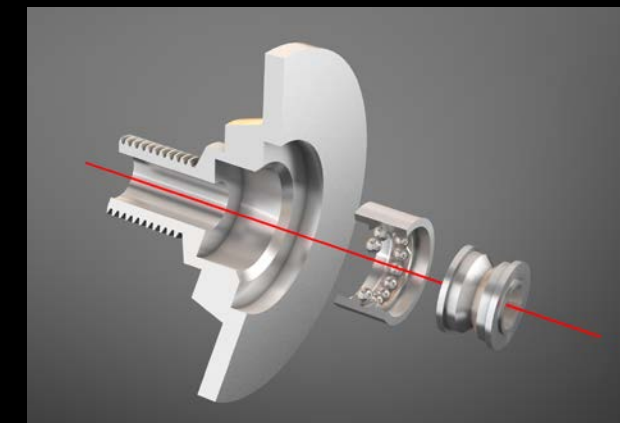
### *Winning Cars of World-Famous Championships*

Legendary races, vehicles and their pilots. The most beautiful and valuable automobiles of the 20s to the 60s of the last century worldwide. The most famous brands and types. This is the scope of CMC Classic Model Cars.



## Innovation

We introduce permanently new development- and manufacturing techniques into our production. Existing technologies becomes improved and advanced constantly.





# 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

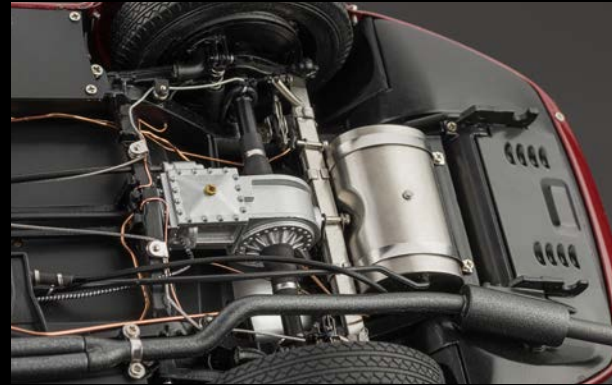




# Alfa Romeo 8C 2900 B - Speciale Touring Coupé



The Alfa Romeo 8C 2900 B was the fastest road vehicle in the 1930s.



Transmission blocked with rear axle as a transaxle. Hydraulic brakes on all 4 wheels.



Highly detailed 8-cylinder in-line-engine with crankcase made of two light-metal blocks, each with 4 cylinders.



A dreamlike roadster. A gorgeous cockpit that leaves nothing to be desired.



Touring body with a lightweight closed structure (coupé) known as Supperleggera.

Alfa Romeo, one of the leading and most long-standing Italian car manufacturers, built a monument for itself with this car. The extraordinary styling design and distinctive looks of the vehicle have been admired and extolled all around the world ever since.

Originally the 8C 2900 B was built for the 24 hour race of Le Mans in 1938. It was fitted with a closed body (Berlinetta) designed by Touring specialists based on their aerodynamic research in lightweight construction – a patented technology known as Touring Superleggera (aluminium body). An

optimized 8-cylinder in-line-engine with 220 hp plus the necessary accessories for Le Mans overnight racing completed the car.

Despite its superior lead during the race, the 8C was not able to finish. A tire blowout and a subsequent ruptured valve put an end to its chase of a seemingly certain victory.

After the race, the car was completely repaired and sold into private hands. It was possessed by a succession of owners in the course of time. Finally the

car wound up in England, from where it was brought back home in the 1980s by the Alfa Romeo Museum “Storico” in exchange for a Grand Prix racing car Type 158 Alfetta. Storico decided to restore the car as a street version with an original dark red finish.

In close collaboration with the Alfa Romeo museum “Storico,” CMC has turned it into a high-end model of the premium class. A gem of model building made in honor of a highlight in racing history.



Item No. M-107  
Hand-assembled diecast precision model that is made of approx. 1,577 single parts.

SCALE  
1:18





# Alfa Romeo 8C 2900 B - „Speciale Le Mans”



Rear view of the Le Mans car.



Bird's eye view of the Le Mans racing car with the legendary starting number 19.



Ready to race. The Le Mans car with its unique streamlined body.

## Technical Data of the Original Vehicle:

8-cylinder in-line-engine with crankcase that is made of 2 light metal blocks. Each block includes four cylinders. Two roots turbo chargers.

**Maximum output:** 220 hp at 6,000 rpm

**Bore x stroke:** 68 x 100 mm

**Displacement:** 2,905 (2,927) ccm

**Compression ratio:** 6.3 : 1

**Top speed:** approx. 245 km/h

**Wheel base:** 2,799 mm

**Track front:** 1,349 mm

**Track rear:** 1,349 mm



The 1938 Le Mans racing version. The drivers Raymond Sommer and Clemente Biondetti led the race till hour 20 with an uncatchable lead of approx. 160 km. A burst tire set a sudden end to all hopes and dreams.



SCALE  
1:18



ALFA ROMEO | 8C 2900 B - SPECIALE TOURING COUPÉ

1938



# 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



# 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

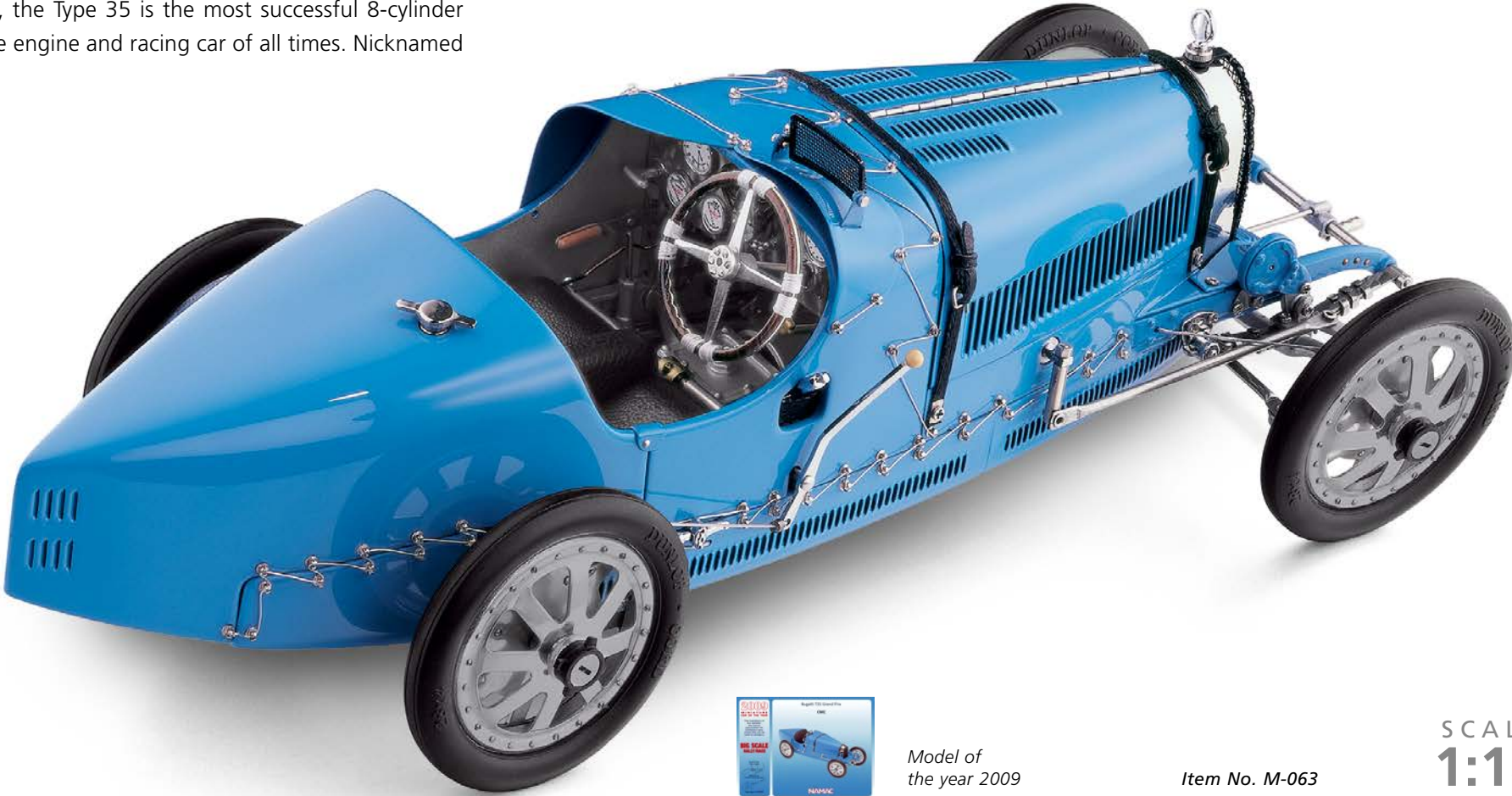
With his ground-breaking Type 35, Ettore Bugatti created in 1924 the superior racing car of his era, which would become the inspiration for many other models. Type 35 had his Grand Prix premiere at the European Grand Prix of Lyon/France at the 3rd of August in 1924. As of today, the Bugatti Type 35 remains 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

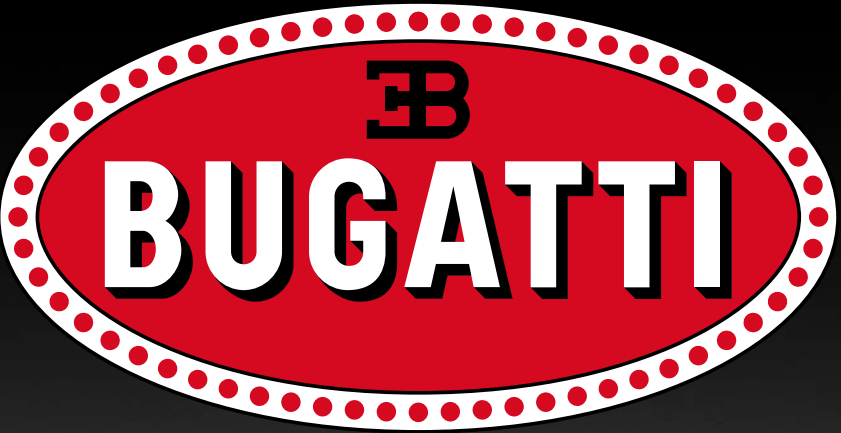
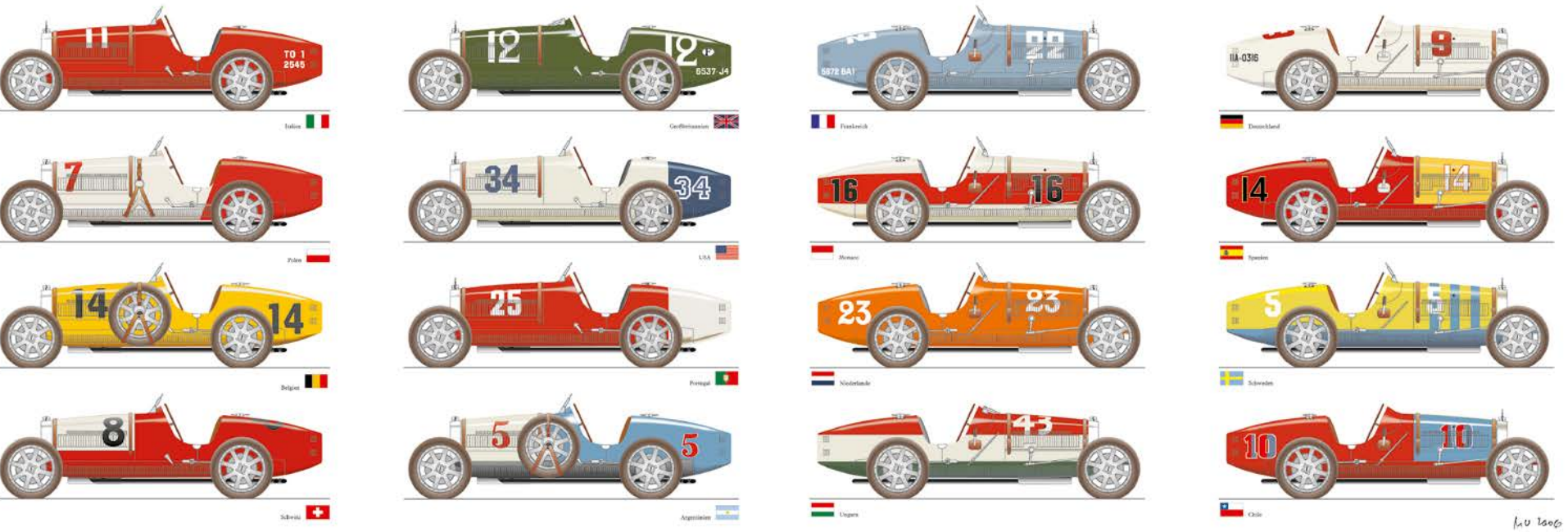


# Bugatti Type 35 Nation Color Project

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.

**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.



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



Inviting and classy interior.



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-085 black

SCALE  
1:18



# Bugatti Type 57 SC Corsica Roadster



Award Winning Version Item No. M-136.  
Another milestone in CMC model-building. Advanced engineering and stylistic elegance culminated in this unmatched beauty.



True-to-the-original replication of the front with beautifully-integrated head lamps.



Trunk with enclosed miniature version of the car jack, air-pump, grease gun and toolkit.



Authentically formed and true-to-scale body, built after the contemporary appearance of the car found in John Mozart's collection.

## One of a kind

British Colonel Godfrey Giles acquired a Bugatti 57 S chassis in 1937 for the roadster he would like to have. His brother Eric Giles undertook to design the bodywork, and an English coachbuilder Corsica executed his plan. It led to the birth of an astonishingly beautiful roadster. Its recorded registration took place in 1938, with the license plate number "GU7".

The roadster seemed to develop some engine problems later on. To fix them, a compressor and pistons of a different type were installed, hence the new type designation 57 SC, where C stands for "compresseur."

In 1985, the vehicle came to be owned by John Mozart, a renowned collector in California. At the end of 1995, he initiated a complete restoration of the car. The roadster re-emerged as a stunning beauty

in a dark blue finish and won the much-coveted "Best of Show" award at the 1998 Pebble Beach Concours d'Elegance. CMC has replicated the Mozart car in its contemporary gorgeous appearance as a high-end model of the first class.

We would like to thank Mr. Mozart and the Bugatti Automobiles S.A.S. – Tradition for their generous support during the research and development process.



Item No. M-106  
Hand-assembled diecast precision model that is made of approx. 1,780 single parts.  
The replica is going to be a gem that belongs in everybody's model car collection.



Model of the year 2013

SCALE  
1:18



# Bugatti Type 57 SC Corsica Roadster



Engine: Item No. M-112.



Elaborate underbody with an exhaust system of stainless steel.  
High-quality paintwork with an excellent finish.



A beguiling invitation to enter and be comfortable!



Perfectly spoked wheels and two-wing central locking nuts with  
right- or left-hand thread for the release of the wheels.



Finely replicated dashboard with all instruments and controls.



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

## Technische Daten des Originalfahrzeugs:

Achtzylinder-Reihenmotor mit zwei obenliegenden Nockenwellen,  
Trockensumpfschmierung, Mechanische Seilzugbremse

Leistung:	ca. 200 PS bei 5.500 U/min
Bohrung x Hub:	72 x 100 mm
Hubraum:	3.257 ccm
Höchstgeschwindigkeit:	ca. 200 km/h
Radstand:	2.980 mm
Spurweite vorn:	1.350 mm
Spurweite hinten:	1.350 mm
Gesamtlänge:	4.510 mm



Award Winning Version Item No. M-136.  
This cutaway picture reveals the extremely high-level detailing of the model.



SCALE  
1:18



# Ferrari 500 F2

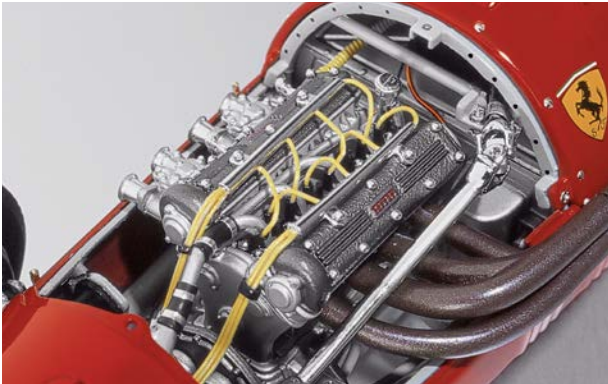


Authentic recreation of the cockpit. Driver seat is covered with cord textile.

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



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



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



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

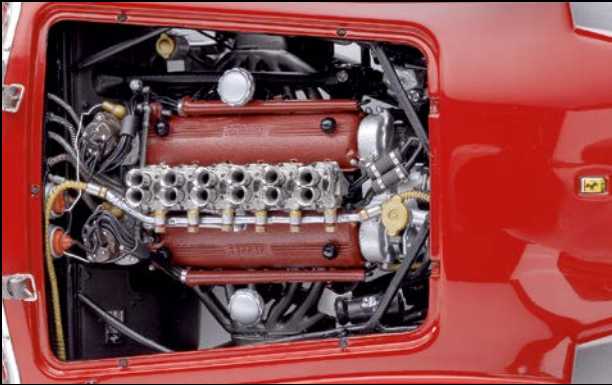
SCALE  
1:18



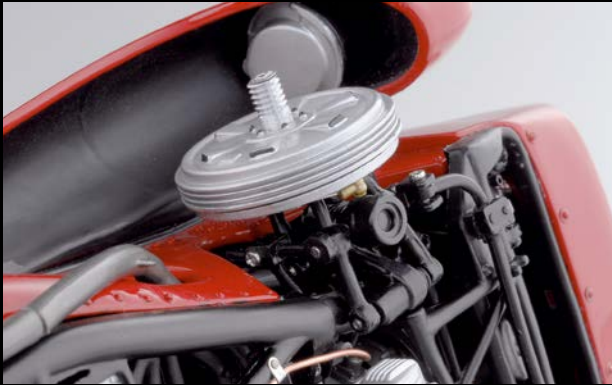
# Ferrari 250 Testa Rossa Pontoon Fender



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



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





# 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 red  
Item No. M-093 silver  
A handmade miniature of the first class, assembled from 1,634 single parts.

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.

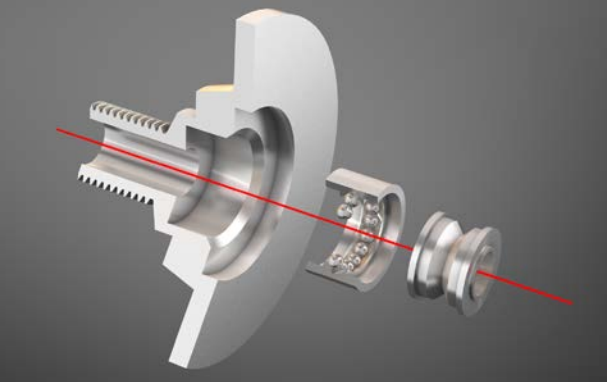
Technical data of the original vehicle:

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!



Item No. M-093 silver . Detachable hardtop with separate trolley for elegant display and safekeeping. 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.



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

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 24h Le Mans



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.



Front view of the 1961 Le Mans GT champion.



The 250 GT Race Car Version “Competizione” Item No. M-079.

## Leggenda e Passione

In 2008, a Ferrari 250 GT landed one of the highest bids that had ever 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-079 24h France limited to 7,000 pieces

SCALE  
1:18





# Ferrari 312 P Spyder Sebring Racing Version



A new aerodynamic configuration that is replicated down to the minute detail.

**Technical Data of the Original Vehicle:**

Two seater sports Spyder with a polyester body, twelve-cylinder V-Engine with a 60° cylinder angle, two camshafts per cylinder row

Maximum output:	420 hp at 9,800 rpm
Bore x stroke:	77 x 53.5 mm
Displacement:	2,989 ccm
Top speed:	approx. 320 km/h
Wheel base:	2,370 mm
Track front:	1,485 mm
Track rear:	1,500 mm
Total width:	1,980 mm
Total height:	890 mm
Total length:	4,230 mm



Functional front and rear single wheel suspension on double wish-bones with metal coil springs and telescopic shock absorbers.



Removable front with screw fixation. Authentically replicated Firestone tires from real rubber.



Lift-to-open rear cover that has locking hooks. A support rod is enclosed to keep the rear cover open for inspection of the engine compartment. Highly-detailed exhaust system in its original light-toned color.

## Ferrari 312P, Starting Number 25

Due to a change of rules, Ferrari found itself devoid of a car suitable for the 1968 season of international sports car racing.

Much to the surprise of the international racing world, however, by the end of 1968, the Scuderia had come up with a prototype 312P for the 1969 season.

The first sports car that they built for the forthcoming races had an open-top Spyder body and a twelve-cylinder, three-litre engine with a maximum output of 420 hp. A showdown came on March 31, 1969, when the 312P was pitted against hotly-favored rivals, such as the Porsche 908, Ford GT 40 and the Alfa Romeo Tipo 33 at the world-famous 12 Hours of Sebring endurance race. Eventually the 312P

team of Chris Amon and Mario Andretti clinched an impressive second place in the overall standings and one class victory.

The Sebring runner-up car with starting number 25 is now replicated by CMC as a high-end model in scale 1:18. This extraordinary miniature may well deserve a place of honor in your private “pits.”



Item No. M-095  
Hand-assembled diecast precision model that is made of approx. 1,550 single parts.

SCALE  
1:18





# Ferrari 312 P Berlinetta Sports Coupé



Authentically replicated Firestone tires from real rubber. Highly-detailed exhaust system in its original light-toned color.



Fold-up doors, each equipped with a safety cable-handle. Cockpit seats are covered in real leather

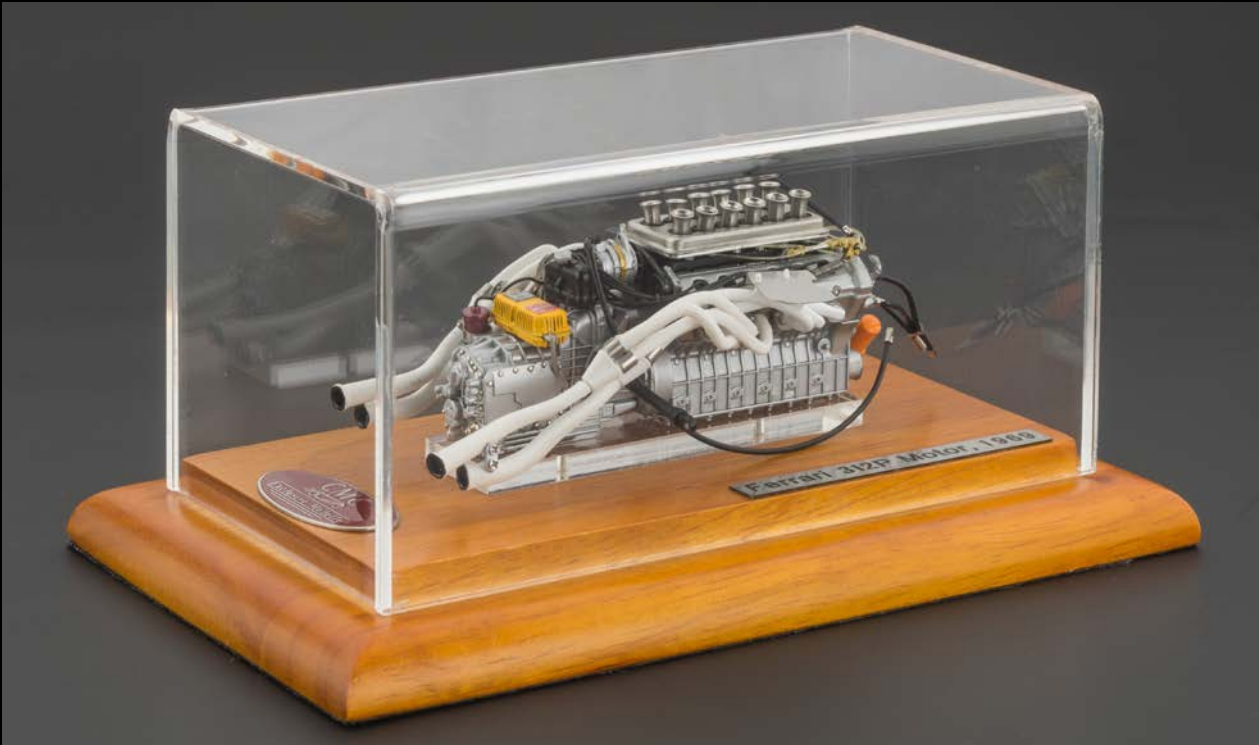


Authentisch und maßstabsgetreu geformte Karosserie als Rennsport-Coupé.

**Technical Data of the Original Vehicle:**

Two seater sports Spyder with a polyester body, twelve-cylinder V-Engine with a 60° cylinder angle, two camshafts per cylinder row

Maximum output:	420 hp at 9,800 rpm
Bore x stroke:	77 x 53.5 mm
Displacement:	2,989 ccm
Top speed:	approx. 320 km/h
Wheel base:	2,370 mm
Track front:	1,485 mm
Track rear:	1,500 mm
Total width:	1,980 mm
Total height:	950 mm
Total length:	4,230 mm



The twelve cylinder V-Engine with all aggregates and cabling is also seperately available with a nice showcase. Item No. M-121

## Sports Coupé

After the first few races, the 312P Spyder version did not appear to do too well, except for a 2nd place finish in Sebring. So by the end of April 1969, Ferrari had come up with a new 312P version, designed to provide better aerodynamics with a Berlinetta body that had a fixed roof.

At the race in Spa-Francorchamps, the 312P Berlinetta finished 2nd, which was a considerable achievement. In the subsequent race at the 1969 24 Hours of Le Mans, Ferrari entered two 312P Berlinettas, but they were out of luck due to technical problems for one car, and the other had to retire early from the race because of an accident.

However, even if the 312P Berlinetta was not one of the most successful Ferrari race cars, it went down in history as one of the most beautiful cars that ever hit the race track.

CMC has replicated this stunningly beautiful sports car down to the minute detail as a precision miniature in 1:18 scale. Thank you for your acquisition of this extraordinary replica of a racing classic.



Item No. M-096  
Hand-assembled diecast precision model that is made of approx. 1,600 single parts.  
Rear part with open lamination coverage of the engine compartment. Doors with sliding window.

SCALE  
1:18





# 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.



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.

## 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



The seats and co-pilot cover are upholstered in genuine leather. The instruments of the dashboard are authentically recreated.



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



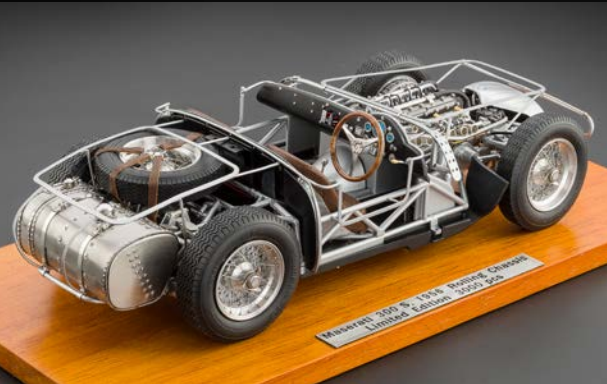
Gas and oil tank are made of stainless steel plate and hand-assembled with an elaborate rivet arrangement.

**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



Item No. M-110. This gorgeous 6-cylinder in-line-engine is now available as a sophisticated scale model from CMC.



The spare wheel is fastened with three leather straps. Gas and oil tank are made of stainless steel plate and handassembled.



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



Two functional doors, and removable bonnet and trunk lid. Another highlight in CMC's efforts -- an exquisite 1:18 scale model.



Item No. M-108 #1 24h Le Mans  
Item No. M-109 Rolling Chassis  
Item No. M-110 Engine with Showcase

SCALE  
1:18

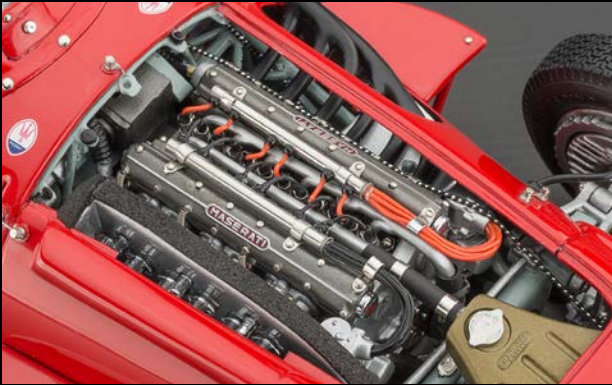




# Maserati 250F



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.



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





# 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



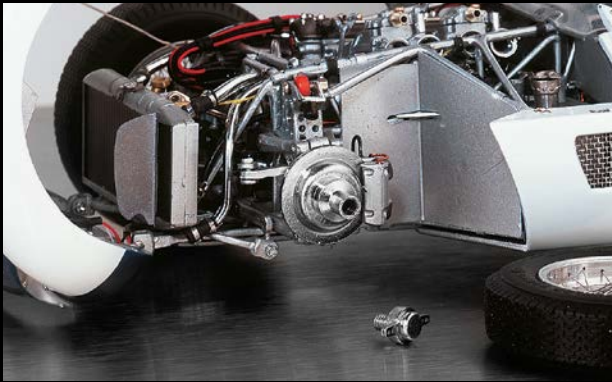
# Maserati Tipo 61 Birdcage



Dashboard with detailed instruments. Bucket seats with textile cover



The front hinged engine hood opens to reveal the engine, cooling system and front wheel suspension.



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 right, 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



Maserati Tipo 61 Spaceframe, Item No. M-122. The innovative frame reconstructed true to the original and made from filigrane metal tubes.

## 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  
Item No. M-122 Spaceframe

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-103 with starting number 20 - limited to 2,000 pieces  
Item No. M-104 with starting number 4 - limited to 2,000 pieces

SCALE  
1:18



MERCEDES-BENZ | W 25

1934



# Mercedes-Benz W 125 Special Editions



Donington GP racing car 1937, #4 Richard Seaman.



Donington GP racing car 1937, #3 Manfred von Brauchitsch.

## 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



Exhaust manifold of metal in a brilliant chrome finish.



Donington GP racing car 1937, #2 Hermann Lang.

## 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-113 GP Donington #1 Caracciola  
Item No. M-114 GP Donington #2 Lang  
Item No. M-115 GP Donington #3 von Brauchitsch  
Item No. M-116 GP Donington #4 Seaman

SCALE  
1:18



MERCEDES-BENZ | W 125 SPECIAL EDITIONS

1934



# 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



Victor of the GP Germany 1938. Richard Seaman #16. Limited Edition 3,000 pcs.

## 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.

**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



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.



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-074 with starting number 24 - limited to 5,000 pieces

SCALE  
1:18



MERCEDES-BENZ | W 165

1939



# 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-127

SCALE  
1:18



MERCEDES-BENZ | W 196 R

1954



# 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 | RACING CAR TRANSPORTER

1954



# Mercedes-Benz 300 SLR - Special Editions



Kling's car had an additional stone guard in front of the wind shield.



Inside look through the open drivers door into the cockpit. All instruments became recreated true to the original.



A typical characteristic of the 300 SLR engine are the sidewise installed double exhaust pipes with the small exhaust silencers.



Fangio and Kling drove without a co-pilot. Their cars were equipped with a metal cover over the co-pilots seat.



An overwhelming number of details with numerous functional elements.

## A Racing Star Forever

The annual endurance race of the Mille Miglia attracted a very impressive group of competitors in 1955. Mercedes-Benz had big plans up its sleeve, so it sent over a fleet of four racing cars, all of the type 300 SLR, which was to make its debut here.

With the allotted starting number 658, the first car of the Mercedes team started off at 6:58 am (starting number = starting time), and it was piloted by J.M.

Fangio without a co-pilot. With starting number 701, Karl Kling took off on the next 300 SLR at 7:01 am, followed by Hans Herrmann and his co-pilot Hermann Eger at 7:04 am with starting number 704. Finally the young daredevil Stirling Moss and his co-pilot Denis Jenkinson left the start line with starting number 722 at 7:22 am.

The outcome of this race became world-famous and went down in racing history subsequently. Stirling Moss turned out to be the triumphant winner. CMC

recreated his 300 SLR some time ago (item number M-066). CMC's commemoration of the 1955 Mille Miglia race is now completed with the release of new miniatures for the other three cars of the Mercedes-Benz SLR team. Each item is a worldwide limited edition of 2,000 pieces only.

J.M. Fangio finished 2nd in the race (item number M-117). Karl Kling was caught in an accident and had to retire (item number M-118). Likewise, Hans Herrmann was unable to finish the race due to a fuel spill from the loosened fuel filler cap that forestalled any efforts to carry on (item number M-119).



Model of the year 2013

Item No. M-117 Mille Miglia #658 Fangio  
Item No. M-118 Mille Miglia #701 Kling  
Item No. M-119 Mille Miglia #704 Herrmann  
Item No. M-120 300SLR Motor mit Vitrine

SCALE  
1:18





# Mercedes-Benz 300 SLR - Special Editions



Item No. M-117 Mille Miglia #658 Fangio



Item No. M-118 Mille Miglia #701 Kling



Item No. M-119 Mille Miglia #704 Herrmann

**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

Detailed, hand-assembled engine replica of the Mercedes-Benz racing sports car 300 SLR. Replicated with top-notch craftsmanship,

With a capacity of 310 hp, it reached a top speed up to 300 km/hr. The sheer prowess of the engine, along with its reliability and stability, led the 300 SLR to the World Sports Car Championship in 1955.



8-cylinder in-line-engine. Installation position tended 53° to the right. Felicitous presentation of the mechanical fuel injection pump from Bosch.



Item No. M-117 Mille Miglia #658 Fangio  
Item No. M-118 Mille Miglia #701 Kling  
Item No. M-119 Mille Miglia #704 Herrmann  
Item No. M-120 300SLR Motor mit Vitrine

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



# Alfa Romeo



*Alfa Romeo 8C 2900 B  
Speciale Touring Coupé, 1938  
Item No. M-107 - Scale 1:18*



*Alfa Romeo 8C 2900 B  
Speciale Le Mans, 1938, 3,000 pieces  
Item No. M-111 - Scale 1:18*



*Alfa Romeo 8C 2900 B  
Rolling Chassis, 1938, 1,000 pieces  
Item No. M-130 - Scale 1:18*



*Alfa Romeo 8C 2900 B  
Motor, 1938  
Item No. M-131 - Scale 1:18*

# Aston Martin



*Aston Martin DB 4 GT  
Zagato, 1961  
Item No. M-132 - Scale 1:18*



*Aston Martin DB 4 GT  
Motor, 1961  
Item No. M-133 - Scale 1:18*

# Auto Union



*Horch 853  
1937  
Item No. M-015 - Scale 1:24*



*Horch 853  
1937, 1,000 pieces  
Item No. M-015A - Scale 1:24*



*Horch 853  
1937  
Item No. M-016 - Scale 1:24*



*Horch 853  
1937  
Item No. M-016A - Scale 1:24*



*Auto Union Type D  
1938  
Item No. M-027 - Scale 1:18*



*Wanderer W25K  
1936/38  
Item No. M-028 - Scale 1:24*



*Wanderer W25K  
1936/38  
Item No. M-028A - Scale 1:24*



*Audi 920  
1938/40  
Item No. M-032 - Scale 1:24*



*Auto Union Type C  
1936/37  
Item No. M-034 - Scale 1:18*



*Auto Union Type C  
1936/37, 1,000 pieces  
Item No. M-034A - Scale 1:18*



*Auto Union Typ C  
Motor, 1936/37  
Item No. M-034B - Scale 1:18*



*Wanderer W25k  
1936/38  
Item No. M-037 - Scale 1:24*



# Auto Union



**Auto Union Type D**  
1938, 2,000 pieces  
Item No. M-043 - Scale 1:18



**Auto Union Type C**  
Bergrenner, 1936/37, 5,000 pieces  
Item No. M-053 - Scale 1:18



**Auto Union Type C**  
1936/37, 5,000 pieces  
Item No. M-073 - Scale 1:18



**Audi 225 Front Roadster**  
1935  
Item No. M-075 - Scale 1:18



**Audi 225 Front Roadster**  
1935, 4,000 pieces  
Item No. M-075A - Scale 1:18



**Audi 225 Front Roadster**  
1935, 4,000 pieces  
Item No. M-075B - Scale 1:18



**Audi 225 Front Roadster**  
1935, 4,000 pieces  
Item No. M-075C - Scale 1:18



**Auto Union Type D**  
1938, 1,500 pieces  
Item No. M-089 - Scale 1:18



**Auto Union Type D**  
1938, 1,500 pieces  
Item No. M-090 - Scale 1:18

# Bugatti



**Bugatti Type 35**  
1924  
Item No. M-063 - Scale 1:18



**Bugatti Type 57 SC Atlantic**  
1937  
Item No. M-083 - Scale 1:18



**Bugatti Type 57 SC Atlantic**  
1937  
Item No. M-085 - Scale 1:18



**Bugatti Type 35 England**  
1924, 2,000 pieces  
Item No. M-100 B-002 - Scale 1:18



**Bugatti Type 35 Poland**  
1924, 2,000 pieces  
Item No. M-100 B-003 - Scale 1:18



**Bugatti Type 35 Spain**  
1924, 2,000 pieces  
Item No. M-100 B-016 - Scale 1:18



**Bugatti Type 57 SC Corsica**  
1938  
Item No. M-106 - Scale 1:18



**Bugatti Type 57 SC Motor**, 1938  
Item No. M-112 - Scale 1:18



**Bugatti Type 57 SC Corsica Sport Version**, 1938, 1,000 pieces  
Item No. M-129 - Scale 1:18



**Bugatti Type 57 SC Corsica Unpainted**, 1938, 1,000 pieces  
Item No. M-134 - Scale 1:18



**Bugatti Type 57 SC Corsica Award Winning Version**, 1938, 3,000 pieces  
Item No. M-136 - Scale 1:18





**Ferrari 250 GT SWB**  
1961  
Item No. M-046 - Scale 1:18



**Ferrari 250 GT SWB**  
1961  
Item No. M-054 - Scale 1:18



**Ferrari 500 F2**  
1952/53  
Item No. M-056 - Scale 1:18



**Ferrari 156 F1**  
1961, 6,000 pieces  
Item No. M-068 - Scale 1:18



**Ferrari Racingtransporter Type Fiat 642 RN2**  
Bartoletti, 1957  
Item No. M-084 - Scale 1:18



**Ferrari Testa Rossa**  
1958, 2,000 pieces  
Item No. M-086 - Scale 1:18



**Ferrari 250 GT SWB**  
California Spyder, 1961  
Item No. M-091 - Scale 1:18



**Ferrari 250 GT SWB**  
California Spyder, 1961, 2,500 pieces  
Item No. M-092 - Scale 1:18



**Ferrari 156 F1**  
1961, 6,000 pieces  
Item No. M-069 - Scale 1:18



**Ferrari 156 F1**  
1961, 6,000 pieces  
Item No. M-070 - Scale 1:18



**Ferrari Testa Rossa**  
1958  
Item No. M-071 - Scale 1:18



**Ferrari 250 GT SWB**  
Competizione, 1961  
Item No. M-077 - Scale 1:18



**Ferrari 250 GT SWB**  
California Spyder, 1961, 2,500 pieces  
Item No. M-093 - Scale 1:18



**Ferrari 250 GT SWB**  
California Spyder, 1961, 2,500 pieces  
Item No. M-094 - Scale 1:18



**Ferrari 312P Spyder**  
1969  
Item No. M-095 - Scale 1:18



**Ferrari 312P**  
Berlinetta, 1969  
Item No. M-096 - Scale 1:18



**Ferrari 156 F1**  
1961  
Item No. M-078 - Scale 1:18



**Ferrari 250 GT SWB**  
Competizione, 1961, 7,000 pieces  
Item No. M-079 - Scale 1:18



**Ferrari Testa Rossa**  
1958, 3,000 pieces  
Item No. M-080 - Scale 1:18



**Ferrari Testa Rossa**  
1958, 5,000 pieces  
Item No. M-081 - Scale 1:18



**Ferrari 312P Spyder**  
Motor, 1969  
Item No. M-121 - Scale 1:18



**Ferrari 312P Spyder**  
Andretti Signature, 1969, 325 pieces  
Item No. M-123 - Scale 1:18



# Maserati



**Maserati Tipo 61**  
Birdcage, 1961  
Item No. M-047 - Scale 1:18



**Maserati 250F**  
1957  
Item No. M-051 - Scale 1:18



**Maserati Tipo 61**  
Birdcage Rolling Chassis, 1961, 3,000 pieces  
Item No. M-060 - Scale 1:18



**Maserati Tipo 61**  
Birdcage Moss Signature, 1961, 600 pieces  
Item No. M-061 - Scale 1:18



**Maserati Tipo 61**  
Birdcage Gurney Signature, 1961, 600 pieces  
Item No. M-062 - Scale 1:18



**Maserati 250F**  
1957, 5,000 pieces  
Item No. M-064 - Scale 1:18



**Maserati Racingtransporter**  
Typ Fiat 642 RN2 Bartoletti, 1957  
Item No. M-097 - Scale 1:18



**Maserati 250F**  
1957, 2,000 pieces  
Item No. M-101 - Scale 1:18



**Maserati 250F**  
1957, 2,000 pieces  
Item No. M-102 - Scale 1:18



**Maserati 300S**  
1957  
Item No. M-105 - Scale 1:18



**Maserati 300S**  
Le Mans, 1958, 3,000 pieces  
Item No. M-108 - Scale 1:18



**Maserati 300S**  
Rolling Chassis, 1956, 3,000 pieces  
Item No. M-109 - Scale 1:18

# Maserati



**Maserati 300S**  
Motor, 1956  
Item No. M-110 - Scale 1:18



**Maserati Tipo 61**  
Space Frame, 1961, 2,000 pieces  
Item No. M-122 - Scale 1:18



**Maserati Tipo 61**  
Birdcage, 1961, 1,500 pieces  
Item No. M-125 - Scale 1:18



**Maserati Tipo 61**  
Birdcage Motor, 1961  
Item No. M-126 - Scale 1:18

# Mercedes-Benz



**Mercedes-Benz SSK**  
Black Prince, 1930  
Item No. M-001 - Scale 1:24



**Mercedes-Benz 500K**  
Specialroadster, 1936  
Item No. M-002B - Scale 1:24



**Mercedes-Benz 500K**  
Specialroadster, 1936  
Item No. M-002R - Scale 1:24



**Mercedes-Benz 540K**  
1936  
Item No. M-003B - Scale 1:24



# Mercedes-Benz



**Mercedes-Benz 540K**  
1936  
Item No. M-003R - Scale 1:24



**Mercedes-Benz W196**  
1954 / 55  
Item No. M-006 - Scale 1:18



**Mercedes-Benz W196**  
Training car 1954 / 55, 196 pieces  
Item No. M-006T - Scale 1:18



**Mercedes-Benz 540K**  
1936  
Item No. M-007 - Scale 1:24



**Mercedes-Benz 540K**  
1936  
Item No. M-010 - Scale 1:24



**Mercedes-Benz 540K**  
1936  
Item No. M-011 - Scale 1:24



**Mercedes-Benz 450 SL**  
1973/80 US Version  
Item No. M-012 - Scale 1:24



**Mercedes-Benz 450 SL**  
1973/80 US Version  
Item No. M-013 - Scale 1:24



**Mercedes-Benz 300 SLS**  
1956/57  
Item No. M-014 - Scale 1:24



**Mercedes-Benz 300 SL**  
Panamericana, 1952  
Item No. M-017 - Scale 1:24



**Mercedes-Benz W165**  
1939  
Item No. M-018 - Scale 1:18



**Mercedes-Benz W196**  
1954 / 55, 1,000 pieces  
Item No. M-019 - Scale 1:18

# Mercedes-Benz



**Mercedes-Benz W196**  
1954 / 55, 1,000 pieces  
Item No. M-020 - Scale 1:18



**Mercedes-Benz W196**  
1954 / 55, 1,000 pieces  
Item No. M-021 - Scale 1:18



**Mercedes-Benz 300 SL**  
Panamericana, 1952  
Item No. M-023 - Scale 1:18



**Mercedes-Benz 450 SL**  
1973/80  
Item No. M-024A - Scale 1:18



**Mercedes-Benz 450 SL**  
1973/80  
Item No. M-024B - Scale 1:18



**Mercedes-Benz W154**  
1938  
Item No. M-025 - Scale 1:18



**Mercedes-Benz 300d**  
1958/62  
Item No. M-026 - Scale 1:24



**Mercedes-Benz 300d**  
1958/62, 500 pieces  
Item No. M-026A - Scale 1:24



**Mercedes-Benz 300 SL**  
Le Mans, 1952, 1,500 pieces  
Item No. M-029 - Scale 1:18



**Mercedes-Benz 300 SLS**  
1956/57, 1,500 pieces  
Item No. M-030 - Scale 1:24



**Mercedes-Benz W125**  
1937  
Item No. M-031 - Scale 1:18



**Mercedes-Benz W25**  
1934  
Item No. M-033 - Scale 1:18



# Mercedes-Benz



**Mercedes-Benz W165**  
1939, 1,500 pieces  
Item No. M-035 - Scale 1:18



**Mercedes-Benz Racing Car Transporter**  
1954  
Item No. M-036 - Scale 1:18



**Mercedes-Benz W154**  
1938, 1,000 pieces  
Item No. M-038 - Scale 1:18



**Mercedes-Benz W154**  
1938, 1,000 pieces  
Item No. M-039 - Scale 1:18



**Mercedes-Benz W154**  
1938, 1,000 pieces  
Item No. M-040 - Scale 1:18



**Mercedes-Benz W196**  
1954 / 55, 2,000 pieces  
Item No. M-041 - Scale 1:18



**Mercedes-Benz W196**  
1954 / 55, 2,000 pieces  
Item No. M-042 - Scale 1:18



**Mercedes-Benz W196**  
1954 / 55  
Item No. M-044 - Scale 1:18



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045A - Scale 1:18



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045B - Scale 1:18



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045C - Scale 1:18



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045D - Scale 1:18

# Mercedes-Benz



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045E - Scale 1:18



**Mercedes-Benz SLR McLaren**  
2003  
Item No. M-045F - Scale 1:18



**Mercedes-Benz Targa Florio**  
1924  
Item No. M-048 - Scale 1:18



**Mercedes-Benz W196R**  
1954/55, 5,000 pieces  
Item No. M-049 - Scale 1:18



**Mercedes-Benz W125**  
1937, 3,000 pieces  
Item No. M-052 - Scale 1:18



**Mercedes-Benz SSKL**  
1931  
Item No. M-055 - Scale 1:18



**Mercedes-Benz SSKL**  
1931, (Techno Classica 2013)  
Item No. M-055A - Scale 1:18



**Mercedes-Benz W196R**  
1954/55, 4,000 pieces  
Item No. M-057 - Scale 1:18



**Mercedes-Benz 300 SL Panamericana**  
1952, 3,000 pieces  
Item No. M-058 - Scale 1:18



**Mercedes-Benz W196R**  
Stirling Moss, 1954/55, 800 pieces  
Item No. M-059 - Scale 1:18



**Mercedes-Benz W25**  
1934, 3,000 pieces  
Item No. M-065 - Scale 1:18



**Mercedes-Benz 300 SLR**  
1955  
Item No. M-066 - Scale 1:18



# Mercedes-Benz



**Mercedes-Benz 300 SLR**  
1955, (Techno Classica 2014), 36 pieces  
Item No. M-066A - Scale 1:18



**Mercedes-Benz 300 SLR**  
Moss Signature, 1955, 722 pieces  
Item No. M-072 - Scale 1:18



**Mercedes-Benz W165**  
1939, 5,000 pieces  
Item No. M-074 - Scale 1:18



**Mercedes-Benz 300 SLR**  
Uhlenhaut Coupé, 1955  
Item No. M-076 - Scale 1:18



**Mercedes-Benz SSKL**  
1931, 4,000 pieces  
Item No. M-082 - Scale 1:18



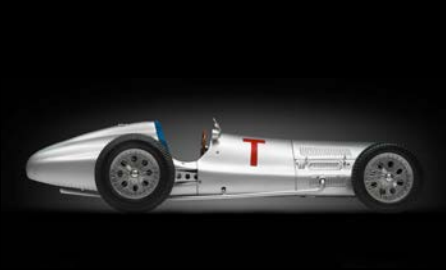
**Mercedes-Benz SSKL**  
1931, 1,500 pieces  
Item No. M-087 - Scale 1:18



**Mercedes-Benz 300 SLR**  
Uhlenhaut Coupé, 1955, 4,000 pieces  
Item No. M-088 - Scale 1:18



**Mercedes-Benz W154**  
1938, 3,000 pieces  
Item No. M-098 - Scale 1:18



**Mercedes-Benz W154**  
1938, 1,540 pieces  
Item No. M-099 - Scale 1:18



**Mercedes-Benz W25**  
1934, 2,000 pieces  
Item No. M-103 - Scale 1:18



**Mercedes-Benz W25**  
1934, 2,000 pieces  
Item No. M-104 - Scale 1:18



**Mercedes-Benz W125**  
1937, 1,000 pieces  
Item No. M-113 - Scale 1:18

# Mercedes-Benz



**Mercedes-Benz W125**  
1937, 1,000 pieces  
Item No. M-114 - Scale 1:18



**Mercedes-Benz W125**  
1937, 1,000 pieces  
Item No. M-115 - Scale 1:18



**Mercedes-Benz W125**  
1937, 1,000 pieces  
Item No. M-116 - Scale 1:18



**Mercedes-Benz 300 SLR**  
1955, 2,000 pieces  
Item No. M-117 - Scale 1:18



**Mercedes-Benz 300 SLR**  
1955, 2,000 pieces  
Item No. M-118 - Scale 1:18



**Mercedes-Benz 300 SLR**  
1955, 2,000 pieces  
Item No. M-119 - Scale 1:18



**Mercedes-Benz 300 SLR**  
Motor, 1955  
Item No. M-120 - Scale 1:18



**Mercedes-Benz 300 SLR**  
Herrmann Signature, 1955, 400 pieces  
Item No. M-124 - Scale 1:18



**Mercedes-Benz W196R**  
1954/55  
Item No. M-127 - Scale 1:18



**Mercedes-Benz W196R**  
1954, 1,000 pieces  
Item No. M-128A - Scale 1:18



**Mercedes-Benz W196R**  
1954, 1,000 pieces  
Item No. M-128B - Scale 1:18



**Mercedes-Benz W196R**  
1954, 1,000 pieces  
Item No. M-128C - Scale 1:18



# 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 (extra strenghtening at the corners for Item-No: A-005).



**Item No. A-004**  
*Showcase for 1:18 scale models*



**Item No. A-005**  
*Showcase for the MB-Renntransporter in 1:18 scale.  
(With or without “Piggy-Back” racing car)*

# Open Around the Clock

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

[www.cmc-modelcars.de](http://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.





*Porsche 550 Spyder*  
1954 / 55  
Item No. M-004 - Scale 1:24



*Porsche 550 Spyder*  
1954 / 55  
Item No. M-008 - Scale 1:24



*Porsche 550 Spyder*  
1954 / 55  
Item No. M-009 - Scale 1:24



*Porsch 901*  
1964  
Item No. M-067 - Scale 1:18



*Porsch 901*  
1964, 5,000 pieces  
Item No. M-067A - Scale 1:18



*Porsch 901*  
1964, 5,000 pieces  
Item No. M-067B - Scale 1:18



*Porsch 901*  
1964  
Item No. M-067C - Scale 1:18



*Porsch 901*  
1964, 5,000 pieces  
Item No. M-067D - Scale 1:18

## Thank you

We'd like to take the opportunity to say thank you to all our fans, collectors and business partners. Without your help, a nearly complete illustration of our model history would not have been possible.



**CMC GmbH & Co. KG Classic Model Cars**

Stuttgarter Straße 106 · D 70736 Fellbach · Germany

Phone: +49 (0)711-4 40 07 99-0 · Fax: +49 (0)711-45 43 78

info@cmc-modelcars.de · www.cmc-modelcars.de

**CMC Classical Model Cars (USA)**

1225 Jefferson Road · Suite 14

Rochester NY 14623 · USA

Phone: 1-585-292-7280 · Fax: 1-585-292-7285

usacmc@msn.com · www.cmcmodelcarsusa.com

**CMC Classic Model Car (HK) Ltd.**

Flat D, 8/F, Tower 5, Deerhill Bay, 4699 Tai Po Kau,  
Tai Po, NT, Hong Kong

Phone: 852-21869020 · Fax: 852-21869010

cmchk@yahoo.com.hk · www.cmc-modelcars.com

