2020 Catalog

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE

CMC
Exclusive Modelle

Token fee € 9.–

Welcome

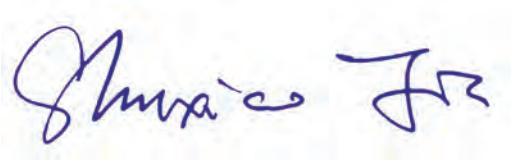
Shuxiao Jia
Owner and CEO
CMC Classic Model Cars

Only the best is good enough

People often ask me what the philosophy of the CMC brand is. There are in fact two answers: My first answer is to take only the best of everything and to combine these ingredients into the world's best model cars. This starts with the details and ends with the details. We always try to find the best materials for each and every component of a model car, i.e. the most suitable metal for the floor pan and the body, the finest leather for the interior as well as fabric materials that closely match the original at the correct scale. Finest castings or machined parts are used to reproduce the full-size originals as faithfully as possible. And last but not least – authentic paint colours supplied by name paint manufacturers to provide a perfect finish and add a colourful touch for a truly impressive presentation of our scale models.

My second answer is that our model cars do have a soul of their own. Each model car tells a story because we select only actual cars that have made history – milestones of automotive history, vehicles that have been sought after and made headlines in their day as well as race cars that have left a lasting impression, even though their entries, victories and tragedies date back to remote days in history.

At the same time I would like to express my sincere thanks to all customers and friends of our marque. You support us by providing suggestions, ideas, and sometimes criticism too. Without our fans around the world and their stimulating input our success story would not have been possible.This is why – even after 25 years of producing CMC model cars – we continue working at continuously expanding the limits of what can be achieved.



Shuxiao Jia,
Owner and CEO
CMC Classic Model Cars

Contents

We build cars that are winners

"It probably won't be long until CMC start delivering their models complete with an ignition key and a functional petrol engine – after all this would be about the only way to top the attention to detail displayed by this exquisite scale model factory."

Quote from "Motor Klassik" magazine.

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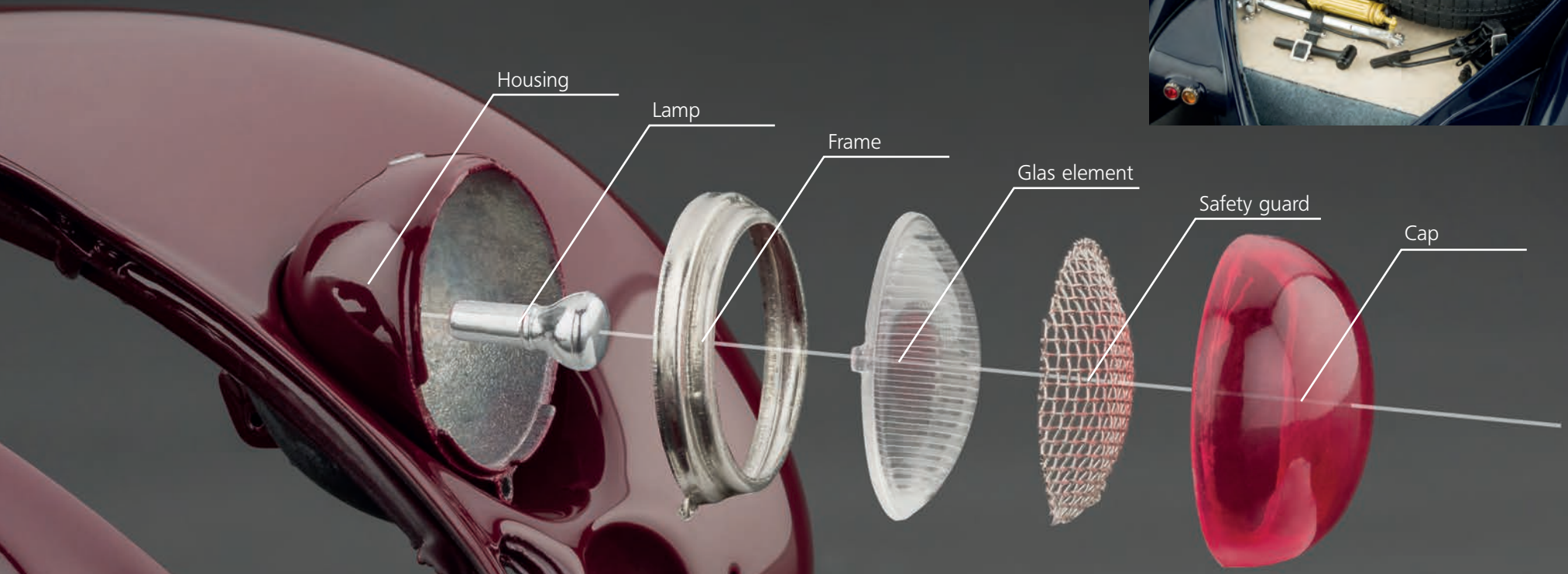
Our Philosophy

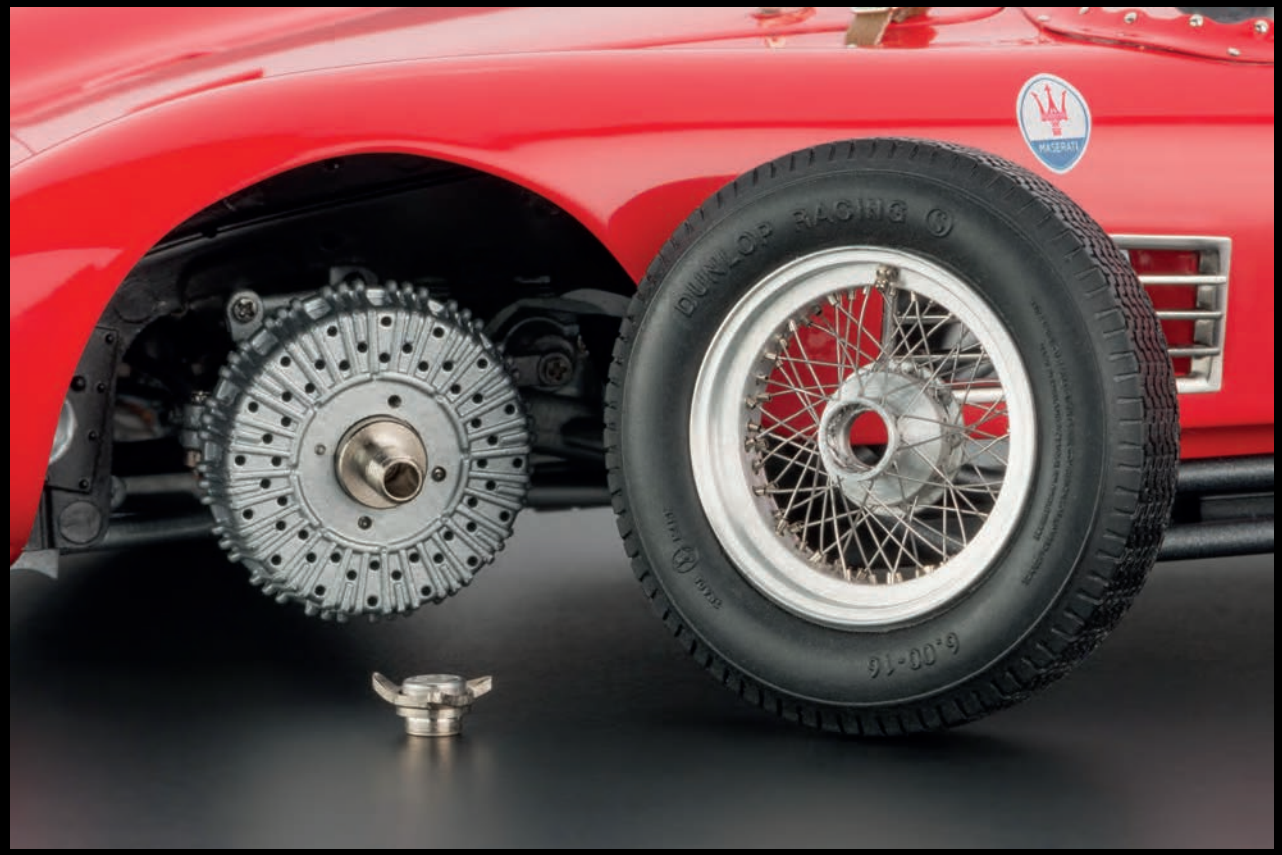
For 25 years, CMC Classic Model Cars has served as the benchmark for scale autos of the finest quality. We consistently strive to make each new item even more perfect than anything we created before. Our model car history highlights our ongoing quest for ultimate perfection.



Strictly Hand-Assembled, Crafted with Maximum Detailing

Our models are hand-crafted by highly skilled employees. Each scale model is built from over 1,500 individual parts on an average.

First choice materials



Even minute details are presented in the replica by our exacting criteria: Interiors are decked out with upholstery of genuine leather or fabrics, and spoke wheels are meticulously wired with the finest stainless-steel cord. A variety of different metals goes into producing our highly-detailed model cars. For the finishing touch, their metallic bodies are spray-coated to perfection with paints supplied by the world's leading manufacturers.

Ultimate precision

Elaborate 3D scans, countless recent and historical photographs, engineering blueprints and videos provide the data for our development of scale models that replicate the originals as closely as possible.

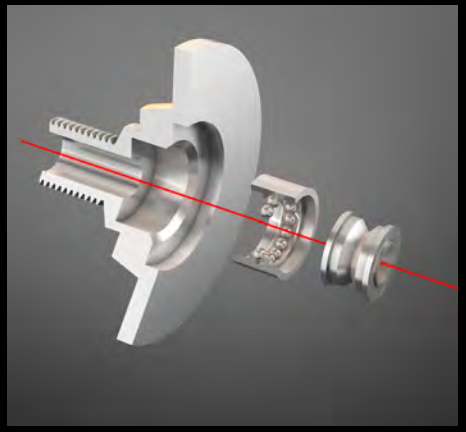
Moments in history

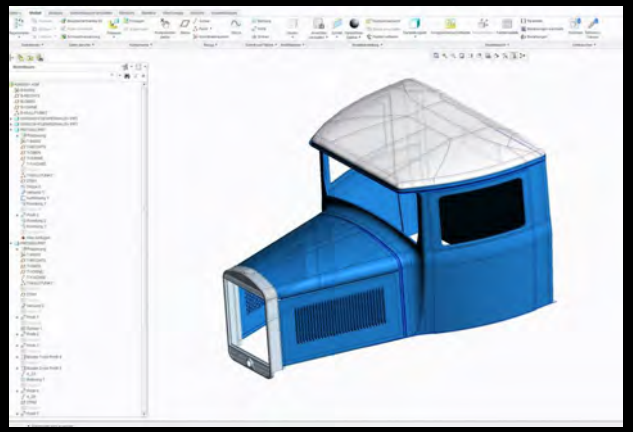
Gorgeous beauties and breathtaking legends of motor racing

It is only the best that qualifies for replication by CMC Classic Model Cars in miniature: the most impressive milestones of automotive history from the 1920s to the 1970s – the race cars driven to glory by the greatest heroes of motor racing.

Getting ready for the future

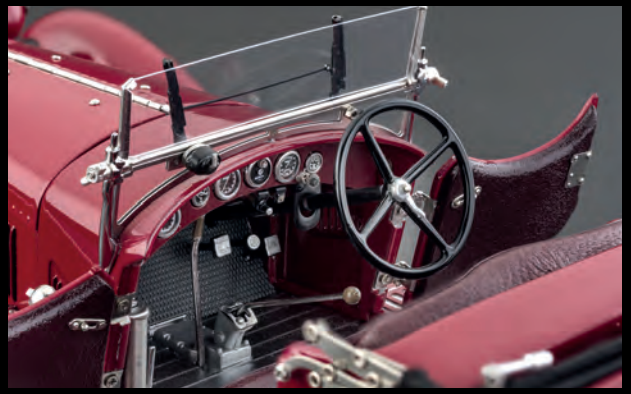
Our development and production methods have evolved constantly. CMC is committed to exploring the latest advances in technology.






SCALE
1/18

CMC Alfa Romeo 6C 1750 - Gran Sport, 1930



All cockpit gauges are reproduced accurately, seats and door panels are upholstered with genuine leather

The alloy wheels and the hand-wired stainless steel spokes are a perfect recreation of the full-size original

Both spare wheels can be taken off after releasing a T-screw

The accurately detailed floor pan is built up from finely finished zinc alloy casting

An authentic replica of the Spyder body designed by Ugo Zagato

Until well into the 1930s Alfa Romeo did not produce their own bodies but commissioned coachbuilders to supply the bodywork. The body of the 1750 GS launched in 1929 was a creation of Zagato based near Milan. The Zagato-bodied Alfa Romeo 1750 GS (Gran Sport) soon established a solid reputation for itself in motor racing.

Power was provided by a six-cylinder in-line engine developed by chief designer Vittorio Jano. Enhanced by a Roots supercharger, the powerplant equipped with twin-throat horizontal carburettors by Memini produced a competitive 85 hp output at 4,500 rpm. Fitted with specially welded cylinder heads, factory competition cars were capable of an output of 102 hp at 5,000 rpm. The performance provided by both versions with the short wheelbase of 2745 mm and a resulting vehicle weight of only 920 kg turned the 6C 1750 Gran Sport into a serious contender in sports car racing and before long it became the most famous Alfa Romeo of its day.

Numerous victories at long-distance events such as the Mille Miglia and the Tourist Trophy in Northern Ireland testify to the success of this Alfa Romeo design. To prepare the car for the distances of these races, the compact 1750 GS that measured a mere 4 metres in length was fitted with two spare wheels housed in a rear pan. A basic fabric soft top provided at least a minimum of rain protection in poor weather. As a distinctive feature of the front end, the three headlights were fitted with translucent red covers intended to improve aerodynamics.

Item No. M-138
Hand-assembled metal precision scale model built from more than 1,800 parts

SCALE
1/18

CMC ALFA ROMEO | 6C 1750 - GRAN SPORT 1930

CMC Alfa Romeo 6C 1750 - Gran Sport, 1930

The translucent red headlight covers can be removed – they were intended to improve the aerodynamics of the original car

Highly detailed six-cylinder engine with front- mounted Roots supercharger and ancillaries complete with wiring and plumbing

Lift-to-open boot lid ahead of the spare wheels

Technical data of the original vehicle:

Six-cylinder in-line engine with two overhead camshafts. Light-alloy crankcase and cylinder head. Roots supercharger.

Maximum output:	*85 hp at 4,500 rpm*
(factory race cars 1930)	*102 hp at 5,000 rpm*
Bore x stroke:	*65 x 88 mm*
Displacement:	*1,752 ccm*
Top speed:	*approx. 145 Km/h*
(factory race cars 1930)	*170 Km/h*
Wheel base:	*2,745 mm*
Track front / rear:	*1,380 / 1,380 mm*
Total weight:	*920 Kg*
(factory race cars 1930)	*840 Kg*

The dual folding-leaf hood and hinged side doors are functional, as in the original car

SCALE
1/18

CMC ALFA ROMEO | 6C 1750 - GRAN SPORT

1930

CMC Alfa Romeo 8C 2900 B - Speciale Touring Coupé, 1938

No details are unimportant in replication of the interior

The transaxle design integrates the gearbox and rear-axle final drive in one unit

Highly detailed 8-cylinder in-line engine, crankcase with two light-alloy blocks housing with 4 cylinders each

Technical data of the original vehicle:

8-cylinder in-line engine, crankcase with two light-alloy blocks housing with 4 cylinders each. Two Roots superchargers.

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*

Superleggera coupé body by Touring

Alfa Romeo, a leading marque among the long-established car manufacturers of Italy, wrote a unique chapter of motoring history with this one-off special. A combination of distinctive body design and standout individuality makes this car a masterpiece in automotive engineering.

This 8C 2900 B was originally built for the 24 Hours of Le Mans 1938. To this end it was outfitted with an aerodynamic Berlinetta coupé body of lightweight aluminium design that was based on the Superleggera construction principle patented by coachbuilder Touring. An eight-cylinder in-line engine with with a maximum output of 220 hp, plus all necessary accessories for long-distance racing completed the furnishing for this task-oriented creation. The Alfa took the lead early on but a severe tyre blowout quashed any hope to clinch what looked like a clear-cut victory.

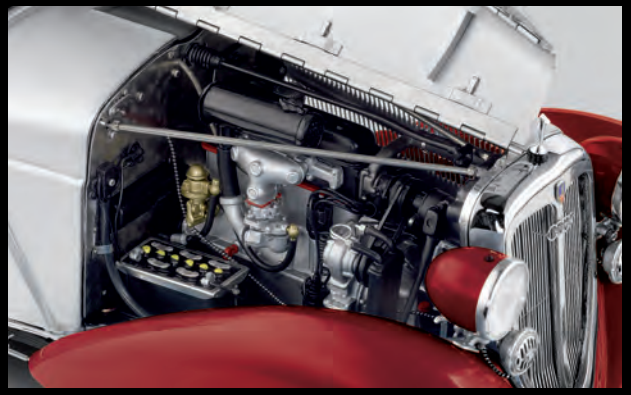
After the race the car was rebuilt completely and sold to a private buyer. Following several changes of ownership this competition coupé today occupies a place of honour in the Museo storico Alfa Romeo, the factory museum in Arese. It was restored to its original specifications, together with a deep red finish that looks particularly appealing on this car.Cooperating closely with the Museo storico Alfa Romeo, CMC has turned this milestone of motor racing into a superb high-end scale model.

Item No. M-107
Hand-assembled metal precision model built from more than 1,570 parts

SCALE
1/18

CMC ALFA ROMEO | 8C 2900 B - SPECIALE TOURING COUPÉ 1938

CMC Audi Front 225 Roadster, 1935



Six-cylinder engine with all ancillaries, full wiring and plumbing

Technical data of the original vehicle:

Wanderer six-cylinder engine, front wheel drive.

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*

This precision metal model with its classic, true to scale body is available in two colour schemes

The origins of the Audi marque may well be one of the most unusual stories in the more than 130 years of automotive history.

It all started with the name of August Horch. In 1904 Horch, a mechanical engineer, founded the "A. Horch & Cie. Motorwagenwerke Actiengesellschaft" in Zwickau, Saxonia. After the supervisory board had forced him to retreat from his company in June, 1909, Horch immediately started a new motor car company, and his "August Horch Automobilwerke GmbH" was registered only a few weeks later on 16 July, 1909, in the commercial register of Zwickau. This led "A. Horch & Cie." to file a lawsuit against the use of "Horch" by any other business entity – and the resulting court decision barred the bearer of the family name from using his own name commercially!

Under such a situation, August Horch swiftly renamed his new company "Audi", which is the Latin verb meaning "listen!" – just as "Horch" does in German. Throughout the 1920s and 1930s Audi made headlines as a manufacturer of high-quality performance cars. In tribute to the long-standing tradition of the Audi marque, CMC has launched a unique classic – the roadster version of the Audi Front 225. Presented to the public in 1935, tthis open-top featured surprising modern looks and became an instant feast for the eyes, due to its sporty styling and sleek, dynamic lines.

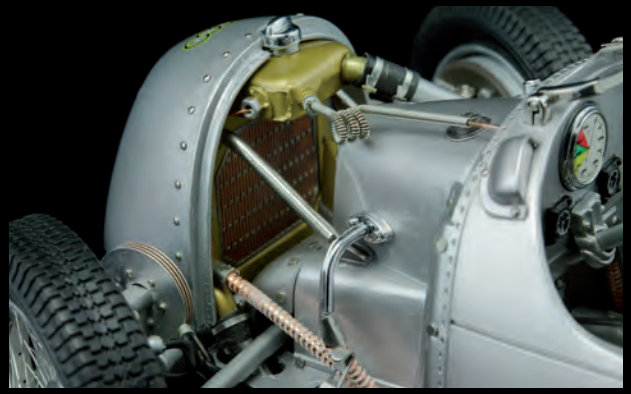
CMC offers this dream car of the 1930s in two colour combinations, each of which features a two-tone finish that adds to the brilliance and elegance of this model.

Item No. M-075 A *yellow/black – limited edition of 4,000*
Item No. M-075 C *white/red – limited edition of 4,000*
Hand-assembled metal precision scale model built from more than 1,600 parts

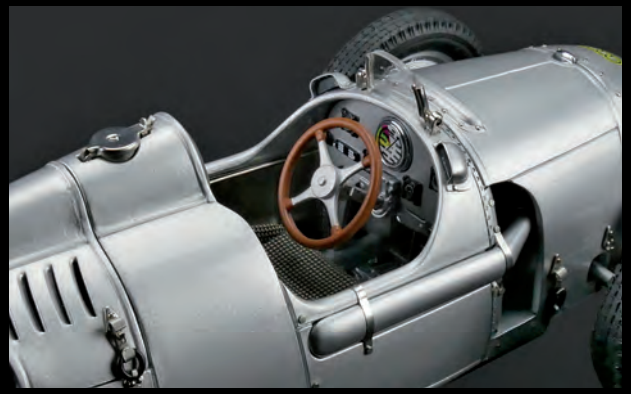
SCALE
1/18

CMC Auto Union Type C, 1936/1937

Bonnet latches that faithfully replicate the original



Elaborate replica of the radiator

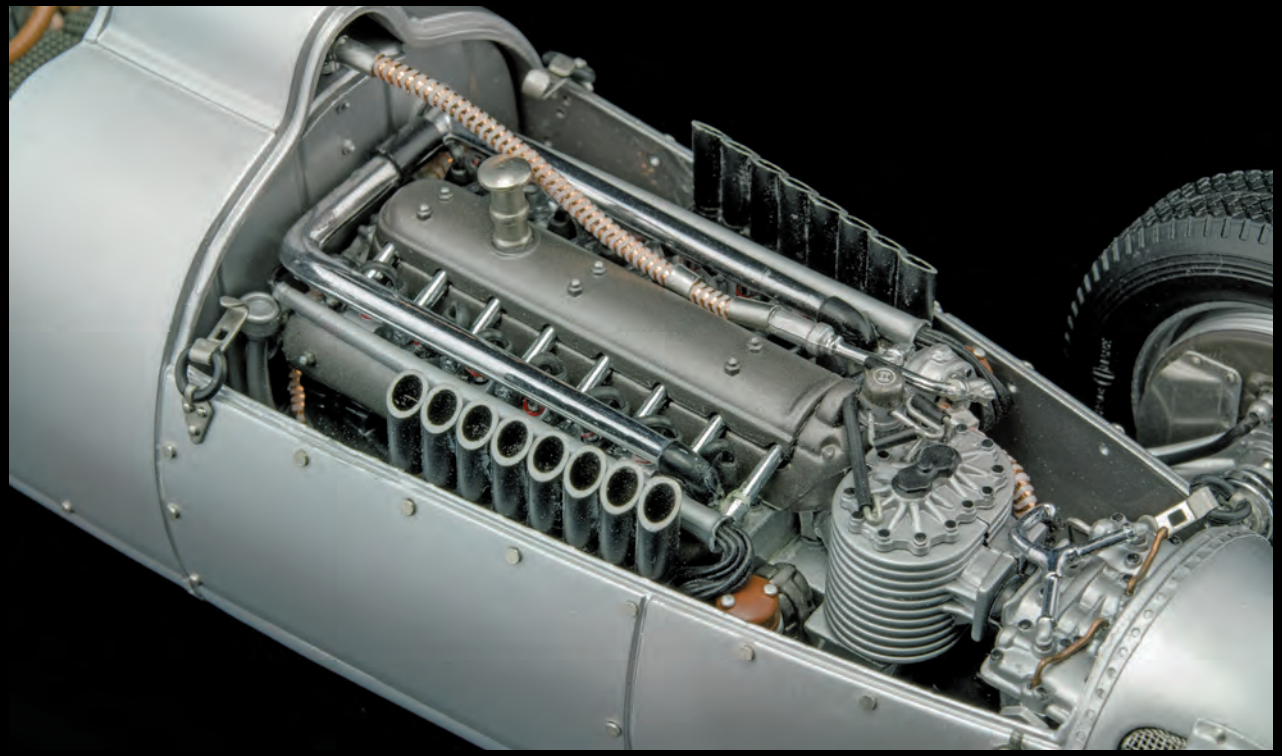


Authentically detailed cockpit with a full array of gauges and fabric seat upholstery

Technical data of the original vehicle:

V16 engine with Roots supercharger, 2 valves per cylinder, overhead camshaft

Bore x stroke:	*75 x 85 mm*
Maximum output:	*520 hp at 5000 rpm*
Displacement:	*6,005 cc*
Top speed:	*340 km/h*
Wheel base:	*2,310 mm*
Track front/rear:	*1,420/1,420 mm*
Total length:	*3,920 mm*

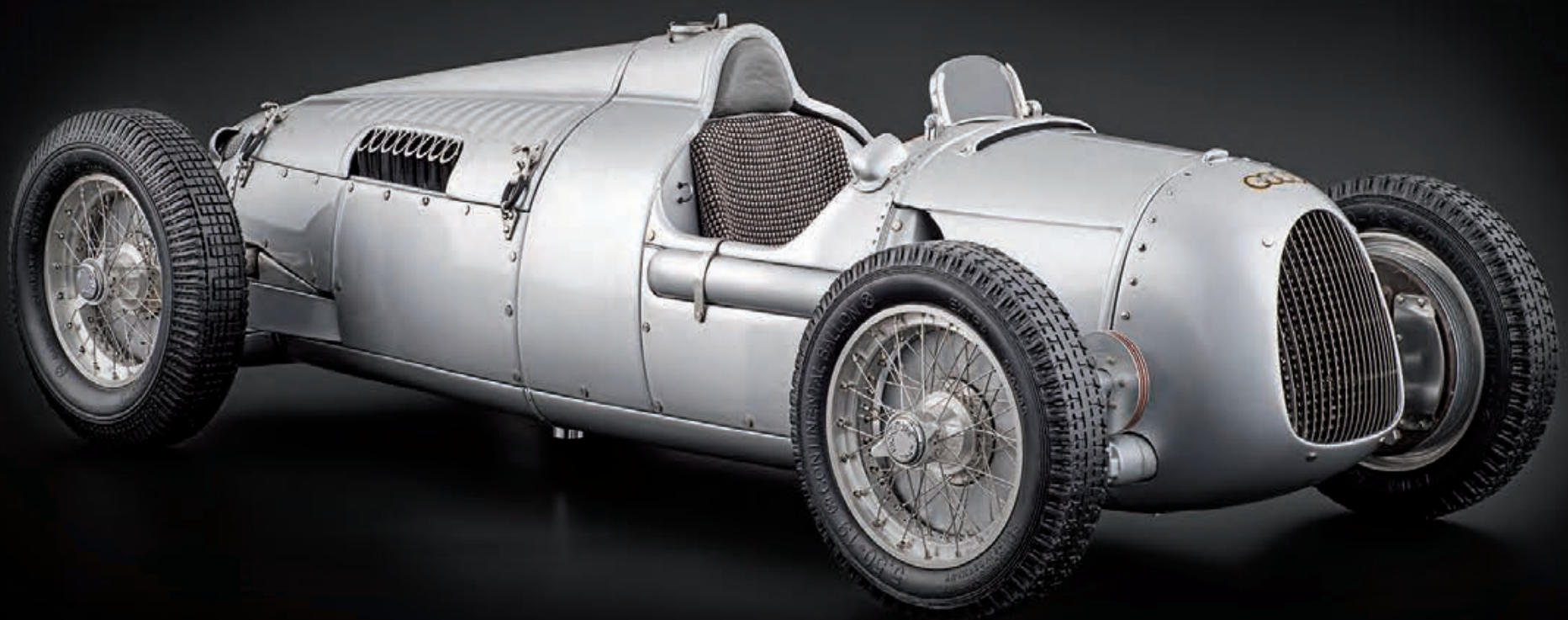


Intricately detailed V16 engine with Roots supercharger

In the mid-1930s the Grand Prix races of the 750 kg formula were dominated by the ongoing battle for supremacy between Auto Union and Mercedes-Benz, the two leading German racing teams. The Auto Union Type C fielded by the Zwickau racing department in 1936 was a challenge aimed directly at the Stuttgart factory that had won the European Grand Prix Championship with its potent Mercedes-Benz W 25 in 1935.

Virtually everything about the Type C was different from earlier Formula race cars. Most noticeable was the unconventional V16 engine designed by Fernand Porsche and mounted right behind the driver and ahead of the rear axle. This made the Type C the first mid-engined car in motor racing history and put it in the spotlight in its first time out at the starting line. In addition to being a feat of engineering, this 520-hp monster was lucky enough to be piloted by 27-year old Bernd Rosemeyer, a particularly talented up-and-coming star on the German racing scene.

While the torque-laden Type C was notoriously difficult to handle, his superb mastery in harnessing it led to a series of victories during the 1936 racing season that culminated in the title of European champion.



Item No. M-034
Hand-assembled metal precision scale model built from more than 1,000 parts

SCALE
1/18

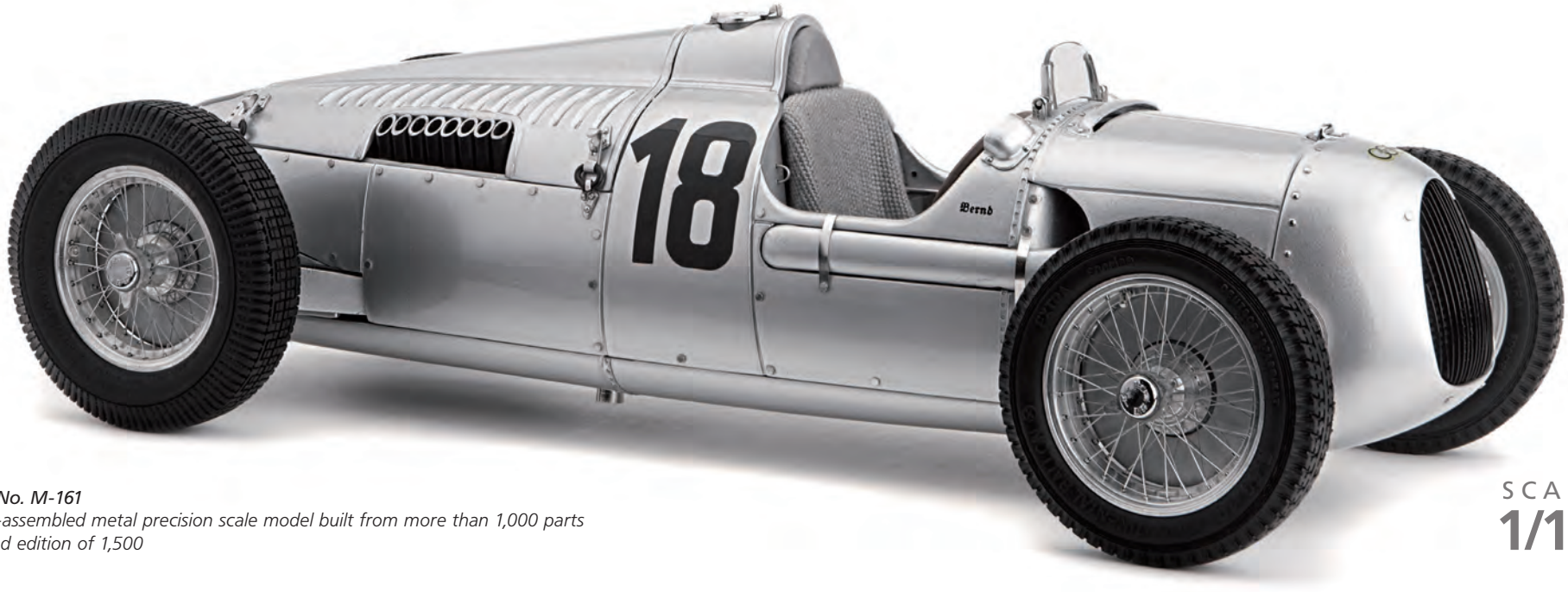
CMC AUTO UNION | TYPE C

1936/37

CMC Auto Union Type C, 1936

Eifel race, Bernd Rosemeyer #18

On 14 June, 1936 Bernd Rosemeyer lined up his Auto Union Type C with starting number 18 in the starting grid of the Eifel race on the Nürburgring circuit. The race would evolve into one of the most memorable events on the Nürburgring circuit notorious for its unpredictable weather conditions. The Eifel race went for a total distance of 10 laps which equalled 228 km. The time started to vie for the front place from lap one. Rudolf Caracciola in the Mercedes-Benz W 25 was quick to move to the front, closely followed by Italian Tazio Nuvolari in an Alfa Romeo P3 and then Bernd Rosemeyer in third place. When Caracciola dropped out due to shock absorber damage, a fierce duel ensued for the front spot he had left. In lap 7 Rosemeyer took the lead and kept Nuvolari trailing behind. In the next lap, however, the weather changed abruptly and all of a sudden the Nürburgring track disappeared under a dense layer of fog with visibility reduced to less than 20 metres. Undaunted, Rosemeyer continued at a virtually undiminished pace. With hardly any visual trace of the track, it must have been owing to his good memory of the circuit and a so-called seventh sense of orientation and risk management that Rosemeyer scuttled through the rest of the race safely to take the chequered flag. A myth was born that day, with Bernd Rosemeyer going down in racing history as the "Fogmaster".



Item No. M-161
Hand-assembled metal precision scale model built from more than 1,000 parts
Limited edition of 1,500

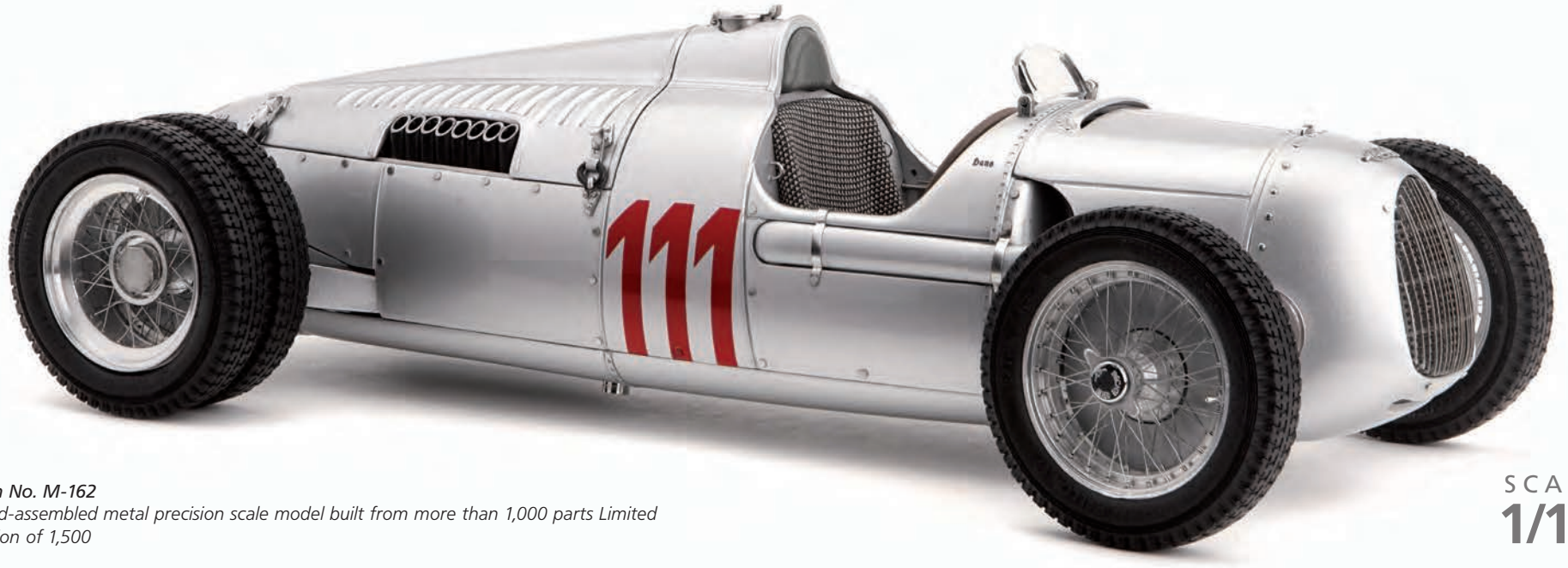
SCALE
1/18

CMC Auto Union Type C, Hillclimb Version, 1937

Schauinsland race, Hans Stuck #111

The year 1925 saw the first hillclimb race staged on the Schauinsland mountain track near Freiburg in the heart of the Black Forest. The event became popular internationally in the years that followed, and in the 1930s the 12-km track leading up to the Schauinsland summit was regularly lined by tens of thousands of spectators on racing day . The altitude difference of the track totalled a staggering 780 metres and the drivers had to negotiate 1,778 curves and upwards gradients of up to 12%. Such was the setting for the 13th Schauinsland hillclimb for the "Grosser Bergpreis" of Germany run on 1 August, 1937. Of the drivers from 10 nations, the drivers of the Auto Union and the Mercedes-Benz teams were considered the favourites. Auto Union fielded their head drivers Hans Stuck and Bernd Rosemeyer, whereas the Mercedes-Benz line-up consisted of Rudolf Caracciola, Manfred von Brauchitsch and Hermann Lang. At the end of the day, it was Hans Stuck, the old master and "mountain king", who proved the Schauinsland track was tailor-made for him.

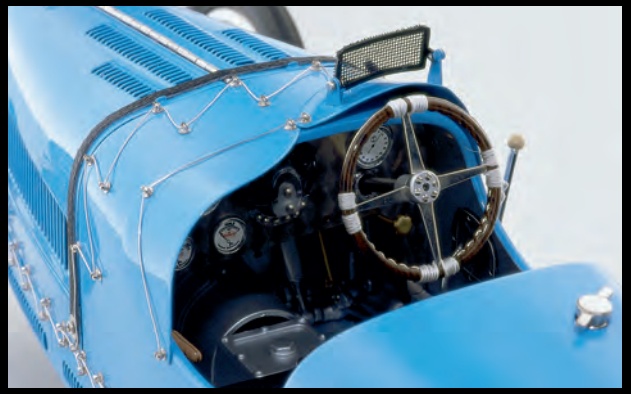
The winning Auto Union Type C with starting number 111 is easily distinguished by the twin tyres mounted on its rear axle. To transfer the enormous engine torque onto the road in the best possible way, the adoption of four wheels on the drive axle effectively improved traction, especially in tight hairpin curves. Just as important for the outright victory, of course, were the expert driving skills of Hans Stuck who had made a name for himself as a hillclimb master and twice managed to secure the European Hillclimb Champion title.



Item No. M-162
Hand-assembled metal precision scale model built from more than 1,000 parts Limited edition of 1,500

SCALE
1/18

CMC Bugatti Type 35, 1924



Intricately replicated cockpit with instrument panel in brushed-metal surface finish

Highly detailed straight-8 engine with all ancillaries and full plumbing and wiring

Each wheel is made up of 35 individual parts, cast aluminium rim-and-hub, flange-mounted brake drums

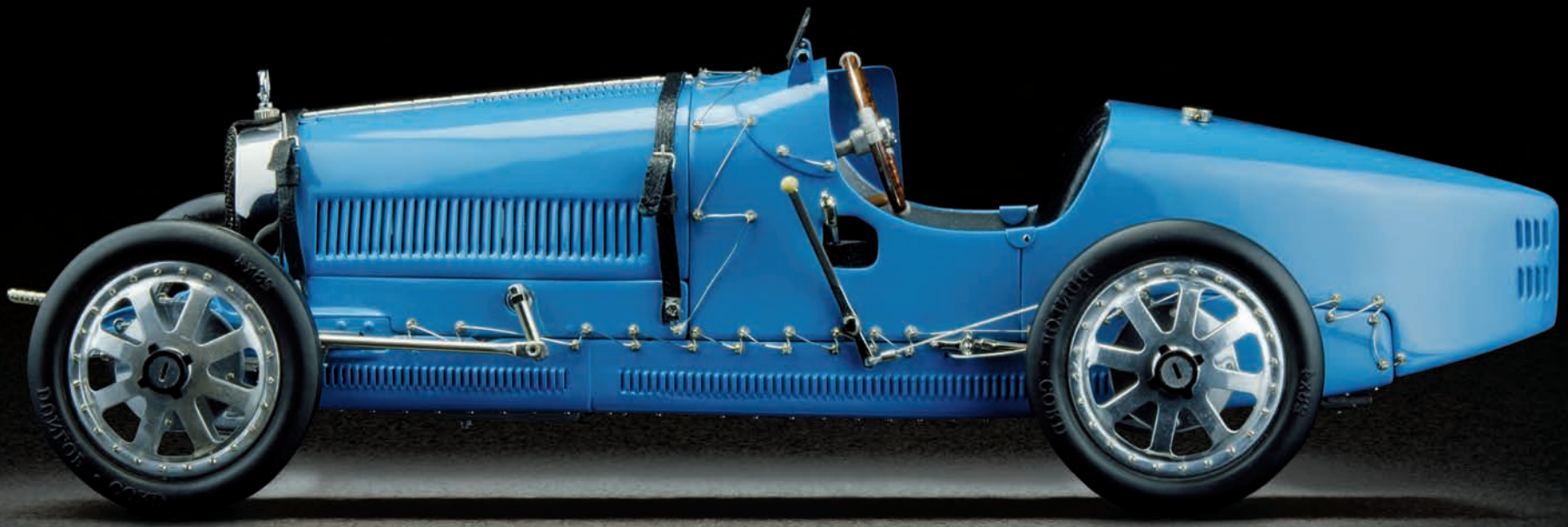
Technical data of the original vehicle:

8-cylinder in-line engine (two cylinder blocks with 4 cylinders each) Overhead camshaft, 3 valves per cylinder Two Zenith horizontal carburettors

Bore x stroke	*60 x 88 mm*
Maximum output:	*95 hp at 6,000 rpm*
Displacement:	*1,991 ccm*
Top speed:	*180 km/h*
Wheel base:	*2,400 mm*
Total length:	*3,700 mm*

Authentic Grand Prix racing bodywork without side-mount spare wheel

The Bugatti Type 35 Grand Prix of 1924 marked the beginning of an era that saw the race team from Molsheim in the French Alsace region dominate Grand Prix racing up to 1930 like no other marque before. The Type 35 grew out of a continuous pursuit of technological improvement and was powered by a straight-eight engine comprising two four-cylinder blocks – a common feature of all Bugatti Grand Prix cars of those years. The overhead camshaft was driven by a vertical bevel shaft. Later engine versions received a side-mounted Roots blower. The Type 35 racer debuted at the Grand Prix of France that saw Ettore Bugatti arrive at the paddocks with a fleet of seven race cars and 45 tons of equipment.To Ettore Bugatti, born in 1881 in Milan, motor car building was a form of art that aimed at providing perfection and beauty. It is this self-imposed criterion that has kept alive his reputation as the "Molsheim genius". Our replication of the Bugatti Type 35 as a miniature in 1/18 scale is a tribute to this iconic Grand Prix racer.



Item No. M-063
Hand-assembled metal precision scale model built from more than 926 parts

SCALE
1/18

Item No. M-100 B-001 *- Itay*
Limited edition of 800

Item No. M-100 B-002 *- Great Britain*
Limited edition of 2,000

Item No. M-100 B-003 *- Poland*
Limited edition of 2,000

Item No. M-100 B-004 *- France*
Limited edition of 1,000

Item No. M-100 B-005 *- Germany*
Limited edition of 800

Item No. M-100 B-006 *- USA*
Limited edition of 500

Item No. M-100 B-007 *- Monaco*
Limited edition of 500

Item No. M-100 B-008 *- Belgium*
Limited edition of 500

Item No. M-100 B-009 *- Portugal*
Limited edition of 500

Item No. M-100 B-010 *- Netherlands*
Limited edition of 500

Item No. M-100 B-011 *- Sweden*
Limited edition of 500

FACTORY STOCKS SOLD OUT

Item No. M-100 B-012 *- Switzerland*
Limited edition of 300

Item No. M-100 B-013 *- Argentina*
Limited edition of 500

FACTORY STOCKS SOLD OUT

Item No. M-100 B-014 *- Hungary*
Limited edition of 300

FACTORY STOCKS SOLD OUT

Item No. M-100 B-015 *- Chile*
Limited edition of 300

Item No. M-100 B-016 *- Spain*
Limited edition of 2,000

CMC Bugatti Type 35 Nation Colour Project

Archival photographs of 1920s and 1930s Grand Prix races usually are black and white. We feel this is a pity because the racing scene of those days actually was quite colourful. In fact, back then the International Association of Automobile Clubs designated a colour scheme for marking the nationality of race teams so that they were easily distinguishable by the crowds. This meant that the colours shown at the starting grids of the Grand Prix races certainly were not lacking in variety. We adapted the CMC-made Bugatti Type 35 Grand Prix miniature to the making of our "Nation Colour Project". It gives a vivid idea of how fascinatingly colourful a congregation of racing cars looked as they were finished in the national colours of their homelands. Each country variant was produced as a limited edition, and some variants are already sold out.

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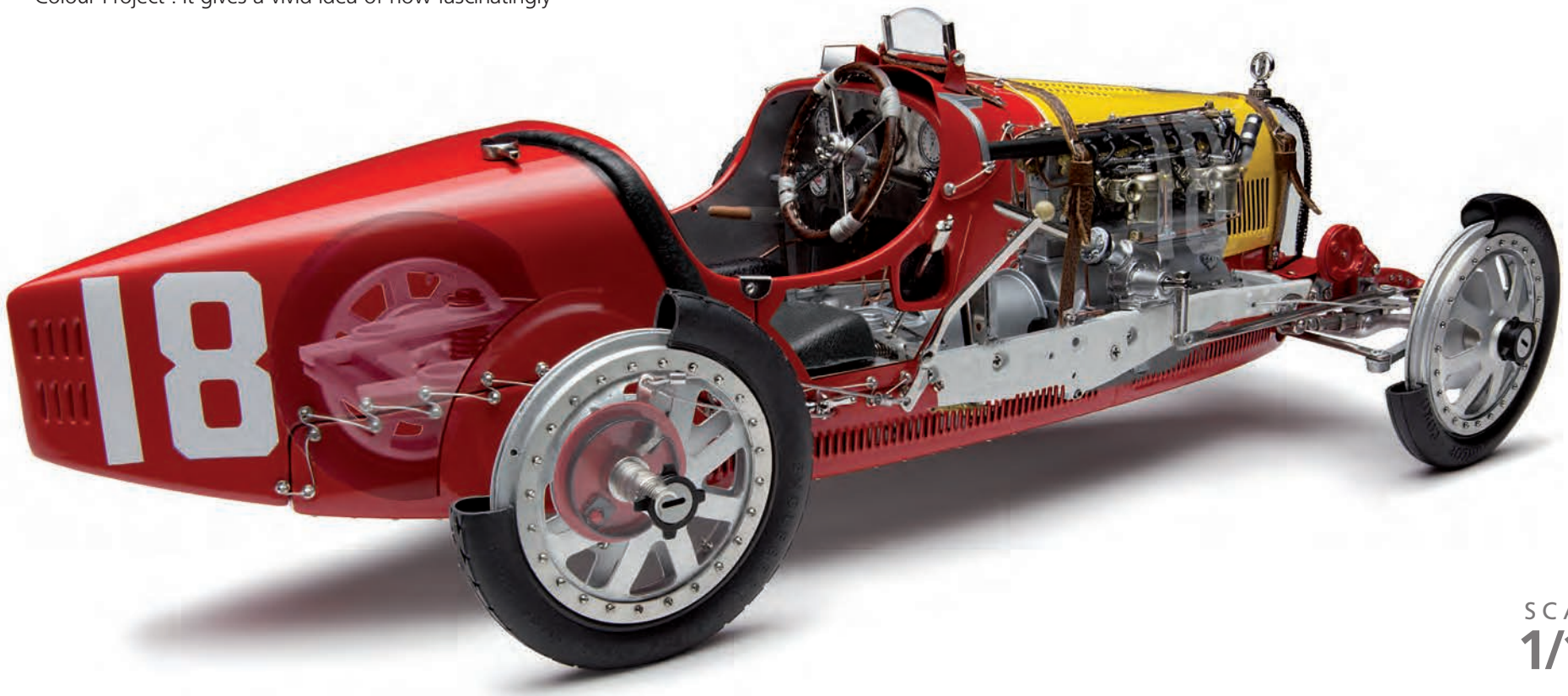
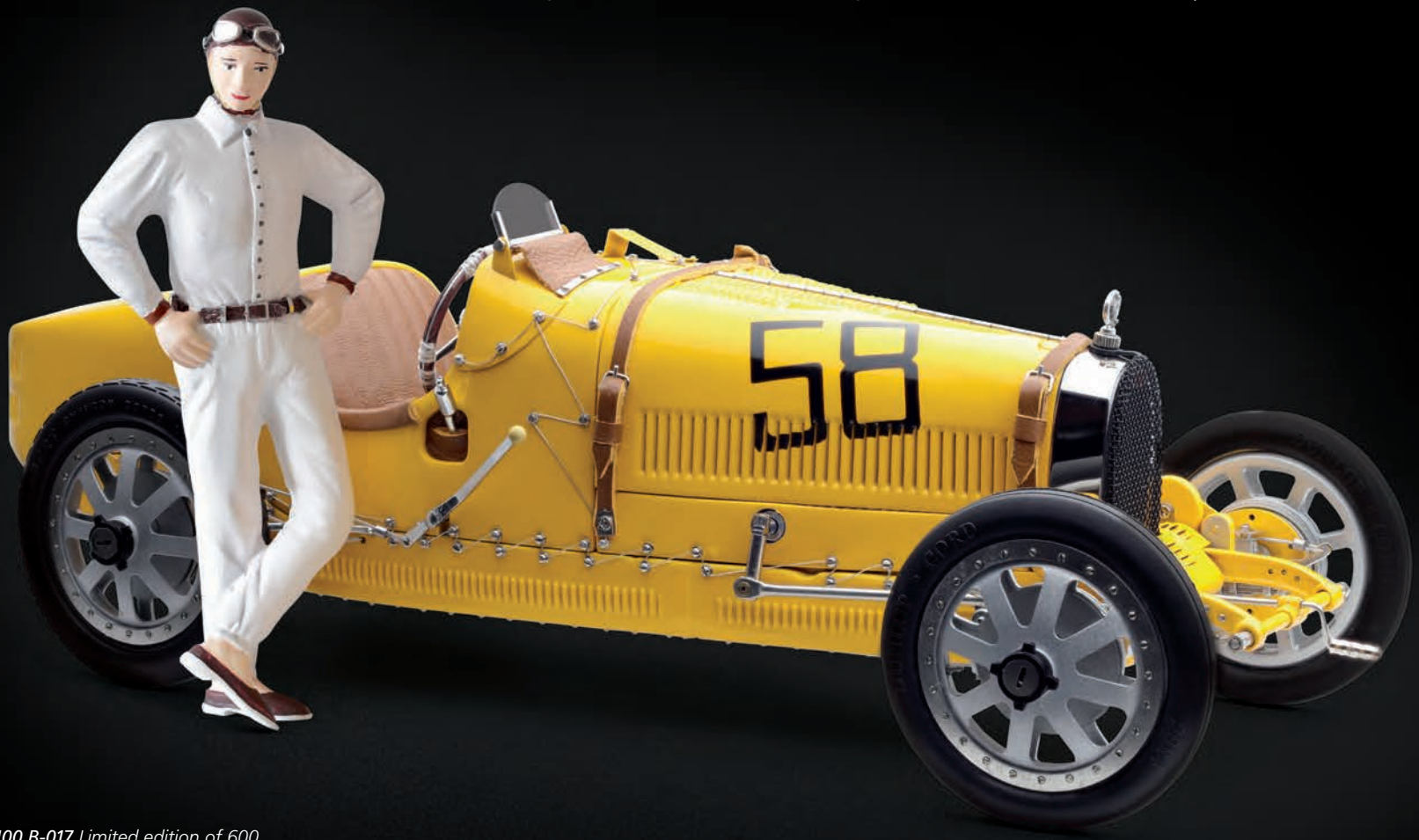


SCALE
1/18

CMC Bugatti Type 35 Grand Prix, yellow

with female driver figurine

In the course of our research of the CMC Bugatti "Nation Colour Project", we went through countless photographs and documents of the Grand Prix races back then. It was impressive to discover that every now and then, female drivers showed up among the starters for GP racing. It turned out that the "Roaring Twenties" heralded the onset of emancipation in multiple realms of life, as well. We decided to pay tribute to those unsung early speed-queens with two limited sets of the CMC Bugatti Type 35, each with a lady-driver figurine. As it is, to this day female motor racing drivers largely remain the exception rather than the rule.



Item No. M-100 B-017 *Limited edition of 600*

CMC Bugatti Type 35 Grand Prix, blue

with female driver figurine

Items No. M-100 B-017 and M-100 B-018 are two limited editions, each featuring the CMC Bugatti Type 35 with a figurine of an early speed-queen. You can choose between the yellow-bodied and the bright-blue-bodied miniatures, and your pick will come with a matching speed-queen figurine. Issued in commemoration of pioneering female race car drivers, each edition is limited to 600 pieces worldwide and available only as a two-piece set.

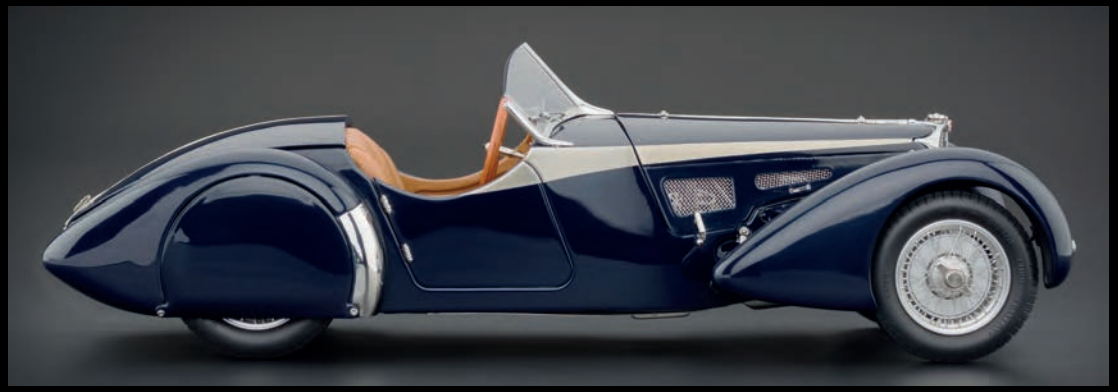
Item No. M-100 B-018 *Limited edition of 600*

CMC Bugatti Type 57 SC Corsica Roadster - Award Winning Version

Car jack, tyre pump, grease gun, parts boxes and tool kit are included as miniature re-creations in the trunk

Perfect replica of the crocodile leather interior

A virtual look underneath the body shell shows the elaborately finished scale reproduction of this model



Breath-takingly beautiful – a one-off creation that experts still enthuse about today

In 1937 British Bugatti enthusiast Col. Godfrey Giles acquired the chassis of a Bugatti 57 S and intended to have it fitted with a roadster body. His brother Eric Giles, a Bugatti enthusiast himself, sketched the lines of contour for the roadster and London-based Corsica Coachworks, a coachbuilder specializing in bespoke upmarket car bodies, was commissioned to build the body. True to his fame, Corsica came up with a one-off body of extravagant beauty that was first registered in 1938, carrying the distinctive British number plate GU7.

The engine did not quite satisfy the discerning owner so a supercharger and modified pistons were fitted soon afterwards. As a result this one-off now became a 57 SC (C meaning "Compresseur") in line with the supercharged factory version marketed by Bugatti between 1936 and 1938.

In 1985 this unique piece of motoring joined the collection of Californian classic car enthusiast John Mozart. Ten years later the owner had the Bugatti roadster rebuilt in a chassis-off restoration.

After this major project was completed, this dream car stands out in gleaming dark blue. The Corsica Roadster soon became a much-admired showpiece at classic car shows and in 1998 was awarded the "Best of Show" title at the Pebble Beach Concours d´Elegance.

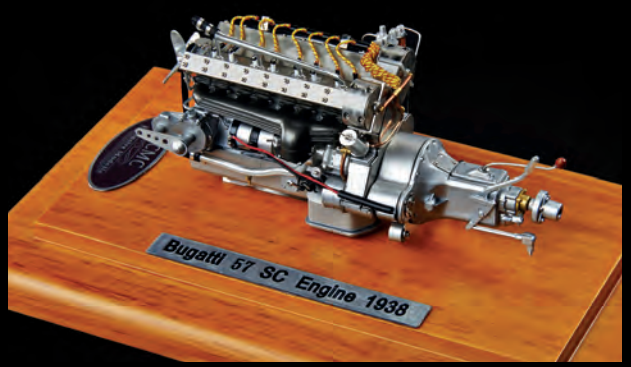
Thanks to the support provided by John Mozart and Bugatti Automobiles S.A.S Tradition we are able to present the amazing beauty of this car as a CMC scale model of uncompromisingly authenticity. An intricately-detailed model car of this calibre will add to the worthiness of any collection.

Item No. M-136
Hand-assembled metal precision scale model built from more than 1,780 parts.
Limited edition of 3,000

SCALE
1/18

CMC BUGATTI | TYPE 57 SC CORSICA ROADSTER 1938

CMC Bugatti Type 57 SC Corsica Roadster - Award Winning Version



Engine: Item No. M-112.

Stainless steel exhaust system, deep-gloss high-quality paintwork

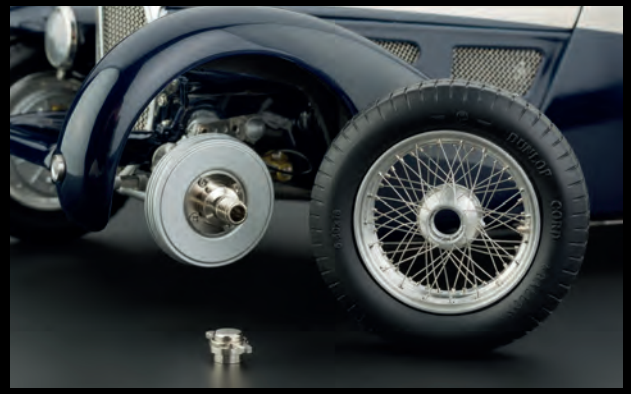
An interior of superlative quality with crocodile-hide patterned upholstery

Technical data of the original vehicle:

8-cylinder in-line engine with two overhead camshafts,dry sump lubrication, cable-operated brakes

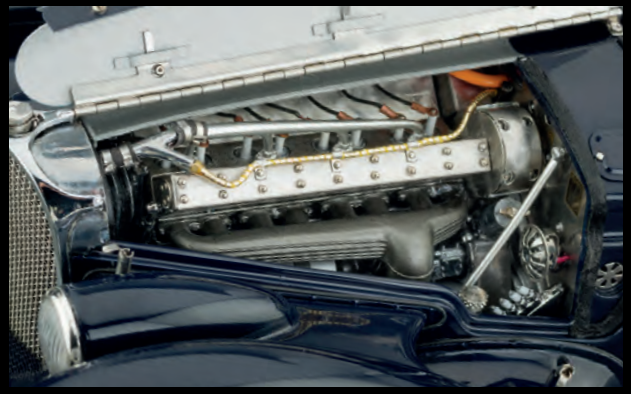
Maximum output:	*approx. 200 hp at 5,500 rpm*
Bore x stroke:	*72 x 100 mm*
Displacement:	*3,257 ccm*
Top speed:	*approx. 200 km/h*
Wheel base:	*2,980 mm*
Track front:	*1,350 mm*
Track rear:	*1,350 mm*
Total length:	*4,510 mm*

Impressing the jury with its breathtaking beauty and perfect restoration, the original car won the "Best of Show" award at the 1998 Pebble Beach Concours d'Elegance



Intricately-spoked wheels and central knock-off nuts with side-dependent right-/left-hand threads

Finely replicated dashboard with all gauges, switches and controls



Highly detailed straight-8 engine with all ancillaries and full wiring and plumbing

SCALE
1/18

CMC BUGATTI | TYPE 57 SC CORSICA ROADSTER 1938

CMC Ferrari D50, 1956

In 1955 Lancia withdrew from the Formula 1 racing after only one season. By that time the budget required for motor racing had begun to exceed the financial resources of this relatively small manufacturer. An additional blow came when Lancia works driver Alberto Ascari suffered fatal injuries in an accident during a private vehicle test run at Monza in May of the same year. This prompted Lancia to sell its entire racing department to the competing Ferrari stable, including the D50 Formula 1 race cars that had been campaigned by Lancia in 1954/55. In July 1955 the cars, blueprints, tooling and the entire spares stock were handed over to Ferrari. To Enzo Ferrari, it was nothing short of a windfall: The purchased package included a fully developed race car that looked eminently promising to the Scuderia that was still recovering from the less than satisfactory 1954 and 1955 seasons. An added bonus was that Vittorio Jano who had masterminded the development of the D50 for Lancia also moved on to Ferrari at Maranello. The thoroughly revised D50 was entered by Ferrari for the 1956 Formula 1 racing season. Besides the other modifications, Ferrari got rid of the two pannier tanks that had given the Lancia its unmistakeable looks and returned to conventional rear-mounted petrol and oil tanks. The 1956 season had its ups and downs. With Mercedes-Benz having withdrawn from motor racing, Juan Manuel Fangio was now with Ferrari, and he managed to clinch the World Driver's Champion title in the Ferrari D50. Adjusting to the specifics of the race track, the Ferrari D50s were lined up either with the standard short nose or – as in the German Grand Prix on the Nürburgring – with a lengthened front end ("longnose"). CMC has recreated both versions of this legendary World Championship winner.

Technical data of the original vehicle

- *Monoposto with open wheels on a tubular space frame chassis*
- *8-cylinder engine of 90° V layout designed as a load-bearing part of the chassis*
- *2 valves per cylinder, actuated by 2 overhead camshafts per cylinder bank*
- *Dry sump lubrication*
- *Fuel system with four Solex PII horizontal twin-choke carburettors*
- *Double ignition (two spark plugs per cylinder)*
- *Transverse-mounted five-speed gearbox fitted behind the driver*

Engine displacement:	*2,486 cc*
Bore x Stroke:	*76 x 68.5 mm*
Maximum output:	*265 HP at 8,000 rpm*
Top speed:	*300 Km/h (depending on ratio)*
Wheelbase:	*2,280 mm*
Track front/rear:	*1,270/1,270 mm*
Total length:	*3,570 mm Longnose: 3,850 mm*
Total width:	*1,448 mm*
Total height:	*962 mm*
Curb weight:	*640 kg*

SCALE
1/18

CMC FERRARI | D50

1956

CMC Ferrari D50, 1956

The V8 engine with the cylinders set at a 90° angle is reproduced with maximum detailing

Cockpit with sparse gauge layout – as on the original car

The wishbones of the front wheel suspension are accessible after removing the wheel

Item No. M-180
CMC Ferrari D 50, 1956
Hand-assembled metal precision scale model built from more than 1,000 parts

Item No. M-181
CMC Ferrari D50 Longnose
German Grand Prix, 1956
J. M. Fangio #1, 1st place , limited edition of 1,500

Item No. M-182
CMC Ferrari D50
Grand Prix de France, 1956
Peter Collins # 14, 1st place, limited edition of 1,500

FACTORY STOCKS SOLD OUT

Item No. M-183
CMC Ferrari D50
Italian Grand Prix (Monza), 1956
J. M. Fangio / Peter Collins # 26, 2nd place, limited edition of 1,000

Item No. M-185
CMC Ferrari D50 Longnose
German Grand Prix, 1956
Peter Collins # 2, DNF, limited edition of 1,000

Item No. M-197
CMC Ferrari D50
Grand Prix of Great Britain, 1956
J. M. Fangio #1, 1st place, limited edition of 1,000

SCALE
1/18

CMC Lucky Set „Fangio“

The 1956 Formula 1 season was dominated by Ferrari. Crack driver Juan Manuel Fangio had joined from Mercedes-Benz and, driving the Ferrari D50, managed to win the World Drivers' Champion title for his new employer after a hotly contested Grand Prix season. Throughout the season Fangio lapped up well, boosting his score with a series of first and second places.

In the final and decisive race, the Italian Grand Prix at Monza, Fangio only needed a second-place finish to take the World Champion title. A broken steering arm, however, forced Fangio into the pit. It was thanks to the most gracious sportsmanship of his team-mate Peter Collins who handed over his car that Fangio was able to carry on and finish second to bring home his fifth World Championship title.

The CMC "Fangio" Lucky Set consists of three D50 cars that Fangio drove victoriously to become the 1956 World Champion:

- Starting No. 1 on a white background is the car driven by Fangio on July 14 at the Grand Prix of England on the Silverstone circuit. On that day the Ferrari D50 brought Fangio his first victory at Silverstone ever.
- Three weeks later, on August 5, the German Grand Prix was held on the Nürburgring circuit. Again Juan Manuel Fangio scored an undisputed 1st place, leading the field by 45 seconds. For this race Fangio piloted a "longnose" with a distinctive yellow-blue strip painted around its front end.
- The contest for the Drivers' Champion title remained open until the eighth and final race of the season – the Italian Grand Prix set for 1 September at Monza. Both Fangio and Peter Collins on Ferrari as well as Jean Behra driving a Maserati were still in the running for the title. Fangio's car with starting No. 22 dropped out with a broken steering arm, but his team-mate Collins gallantly handed over his #26 car, thus enabling Fangio to continue and take a second place, with which Fangio won the 1956 World Drivers' Championship.

Item No. M-201 *three CMC Ferrari D50 versions, driver figurine and display showcase*

CMC Lucky Set „Collins“

Collins quickly managed to master the Ferrari D50, which was not an easy car to drive. Two top wins and three second places prior to the final race of the season were good enough to keep Collins in the contest for the Formula 1 World Drivers' Championship. He went into the final race with the same score as Maserati pilot Jean Behra, trailing Fangio by seven points. Peter Collins went down in motor racing history at this Monza race. Peter Collins went down in motorsport history because of what happened at the Monza race. Fangio was compelled to pull into the pit by a damaged steering arm. Collins, who happened to be in the pit for a tyre change, offered his car to Fangio, an act of sportsmanship that enabled Fangio to drive on to clinch the World Champion title. Up till the present day, this selfless offer of help at the cost of one's own chances to win the World Championship has remained a singular occurrence in the history of motorsport racing. Collins later explained that he was still young and had plenty of time to try and win the Championship in the years to come. Unfortunately his ambition remained unfulfilled, as Collins lost his life two years later in an accident during the German Grand Prix on the Nürburgring.

- Starting number 14 is the car driven by Peter Collins at the French Grand Prix on July 1 at Reims. This fifth race for the 1956 World Championship turned out to be particularly hotly contested. In the end Collins just narrowly brought home the race against team-mate Eugenio Castellotti who placed second.

- Collins was driving the #2 car at the German Grand Prix on August 5, 1956. For this event Scuderia Ferrari brought a fleet of longnose D50s to the starting grid. To distinguish Collins' longnose from Fangio's car, a dark green strip was painted around the front end of Collins' D50. A driving error, however, made Collins retire prematurely.

- The contest for the 1956 World Championship title was to be settled at the eighth and final race of the season – the Grand Prix Monza, Italy, on September 1. Fangio's car was sidelined with a broken steering arm, but Fangio was able to take over his team-mate Peter Collins' #26 car. This meant that Collins voluntarily relinquished his own chances of title winning, a most gracious gesture of sportsmanship that has remained unparalleled to this day.

Item No. M-202 *three CMC Ferrari D50 versions, driver figurine and display case*

CMC Ferrari 250 GTO, 1962

Technical data of the original vehicle

- *Two-seater coupé body.*
- *V12 engine, cylinder set at an angle of 60°, two overhead camshafts per cylinder bank.*

Engine displacement:	*2,953 cm³*
Bore x stroke:	*73 x 58,8 mm*
Maximum output:	*300 PS at 7.500/rpm*
Compression:	*9,8 : 1*
Top speed:	*approx. 280 km/h*
Wheel base:	*2,400 mm*
Track front/rear:	*1,354 (1,351)/1,350 (1,346) mm*
Total length:	*4,325 mm*
Total width:	*1,600 mm*
Total height:	*1,210 mm*
Vehicle weight ready to run:	*approx. 900 kg*
Construction time/quantity:	*1962–1964 / 36 + 3*

Item No. M-156 *CMC Ferrari 250 GTO, Targa Florio 1962, #86, limited edition of 1,500*

Three cover panels above the radiator grille can be removed

Removable wheels (3-wing central knockoff nut)

As one of the world's oldest long-distance road races, Targa Florio held its 46th session in Sicily in May 1962. The Italian team of Giorgio Scarlatti/Pietro Ferraro raced a Ferrari 250 GTO with chassis No. 3451 and starting No. 86 and clinched an outright win in the 3-litre GT class and a respectable fourth place overall.

Nervousness was on the rise at the Ferrari factory in March 1961. The reason for this anxiety was the brand-new Jaguar E-type that had been unveiled at the Geneva Motor Show and seemed like a serious competitor in sports car racing. Not one to sit idle, Enzo Ferrari called on project manager Giotto Bizzarrini to design a new GT car, based on the well-proven 250 GT Berlinetta SWB.

One major requirement was to retain the chassis design with an identical wheelbase of 2,400 mm. Development focused primarily on upgrades of the rear axle, body aerodynamics and the centre of gravity of the car. In the meantime the homologation process had been completed and the new model was assigned the 250 GTO model code, GTO being the abbreviation of "Gran Turismo Omologato". After Bizzarrini had left Ferrari in 1962, Mauro Foghieri took his place and continued development of the GTO jointly with Carrozzeria Scaglietti. The completely redesigned front end was the most noticeable modification compared to the basic 250 GT Berlinetta. Additionally the rear wings were made wider and longer, so was the rear overhang. The 250 GTO debuted in racing at the 12 Hours of Sebring (Florida) in March 1962 with Phil Hill and Olivier Gendebien as its co-pilots. It was ranked 1st in the GT class and placed second overall. This excellent start was followed by a series of racing successes. In 1962, 1963 and 1964 the GTO teams lan ded the International GT Manufacturers' Championship for Ferrari.

All in all, thirty-nine 250 GTOs were produced by Ferrari. Three of them were equipped with a 4-litre engine and easily recognizable by their large, closed bonnet bulge. Just like the full-scale originals, CMC models evoke reminiscence of a truly unique story.

SCALE
1/18

Item No. M-151, Item No. M-152, Item No. M-153, Item No. M-154
Hand-assembled metal precision scale model consisting of 1,841 single parts, including a total of 1,215 metal parts.

CMC Jaguar C-Type, 1952/1953

Technical data of the original vehicle:

- Sports racing car with tubular space frame
- Body of thin-wall aluminium sheetmetal
- Six-cylinder in-line engine, capacity 3.4 litres
- 2 valves per cylinder, actuated by two overhead camshafts
- Dry sump lubrication
- Fuel system with two SU H8/9 downdraught carburettors
- Coil-condenser ignition system, one spark plug per cylinder
- Moss-type four-speed gearbox bolted to the engine

Engine displacement:	*3,442 cc*
Bore x Stroke:	*83.0 x 106.0 mm*
Maximum output:	*200 HP at 5,800 rpm*
Top speed: (depending on ratio)	*230 Km/h*
Wheelbase:	*2,438 mm*
Track front/rear:	*1,295 / 1,295 mm*
Total length:	*3,988 mm*
Total width:	*1,638 mm*
Total height:	*1,081 mm*
Curb weight:	*970 kg (2102 lb.)*

SCALE
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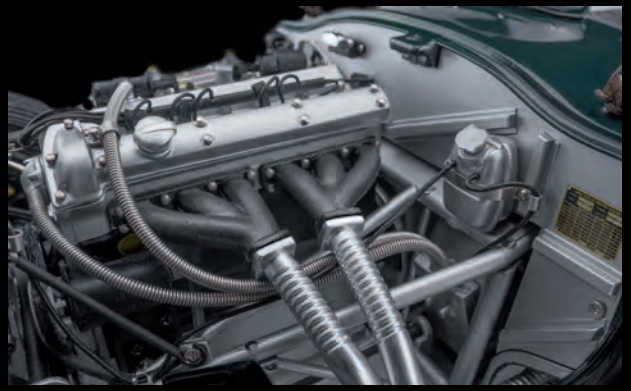
CMC | JAGUAR C-TYPE

1952/1953

CMC Jaguar C-Type, 1952/1953



Item No. M-191 *CMC Jaguar C-Type, 1952, British Racing Green; hand-assembled metal precision scale model built from more than 1,100 parts*

Item No. M-192 *CMC Jaguar C-Type*
Ecurie Ecosse, Goodwood Members' Meeting, 1954
Jimmy Stewart, 1st place
Limited edition of 1,500

The Jaguar C-Type actually ought to be called Jaguar XK 120 C, with the „C" meaning „Competition". This two-seater sports racer was designed in 1951, using the competition version and running gear of the XK 120 engine. The twin-overhead camshaft six-cylinder engine provided 200 hp, propelling the top speed of the C-Type up to 230 km/h.

The C-Type proved a success on the race tracks right from its first outing at the 24 Hours of Le Mans. It was a great win, clinched by Peter Walker and Peter Whitehead in May 1951. The mechanicals of the C-Type were based on the engine of the XK120 that had been in production since 1948, but the sturdy and yet heavy XK body was replaced with a lightweight space frame. Three different versions of the C-Type were produced:

The three „preproduction" race cars of the 1951 Le Mans entry that had been driven on the road to the race tracks (still common practice at that time) were fitted with drum brakes, twin SU carburettors and distinctive air outlets on the bonnet.

The second version comprised the stock cars that started to be produced in 1952 – from chassis No. XKC005 to XKC049. They retained the drum brakes and SU carburettors, but were distinctive by their redesigned air outlets on the bonnet. A final evolution of the C-Type was the 1953 factory cars that differed from the stock XKCs in several details, including an upgraded engine with twin Weber carburettors and a body skin made of extremely thin aluminium sheet to reduce the weight further. In an innovative move initiated by Jaguar for the first time, Dunlop disc brakes and a brake booster were adopted and installed. To improve road-holding in the race of Le Mans, the rear axle received additional support, whereas the front axle was fitted with a stronger anti-roll bar. These measures contributed to in a nearly perfect finish: The C-Type fleet of Jaguar Cars Ltd brought home the first, second and fourth places from Le Mans 1953.

To commemorate the legendary achievements of the Jaguar C-Type at Le Mans, CMC presents a total of five model editions.

Item No. M-193 *CMC Jaguar C-Type*
C-Type XKC023 as restored in 2016
Limited edition of 1,000

Item No. M-194 *CMC Jaguar C-Type*
Ecurie Francorchamps, 24 Hours of Le Mans, 1953,
De Tornaco/Laurent, 9th place
Limited edition of 1,000

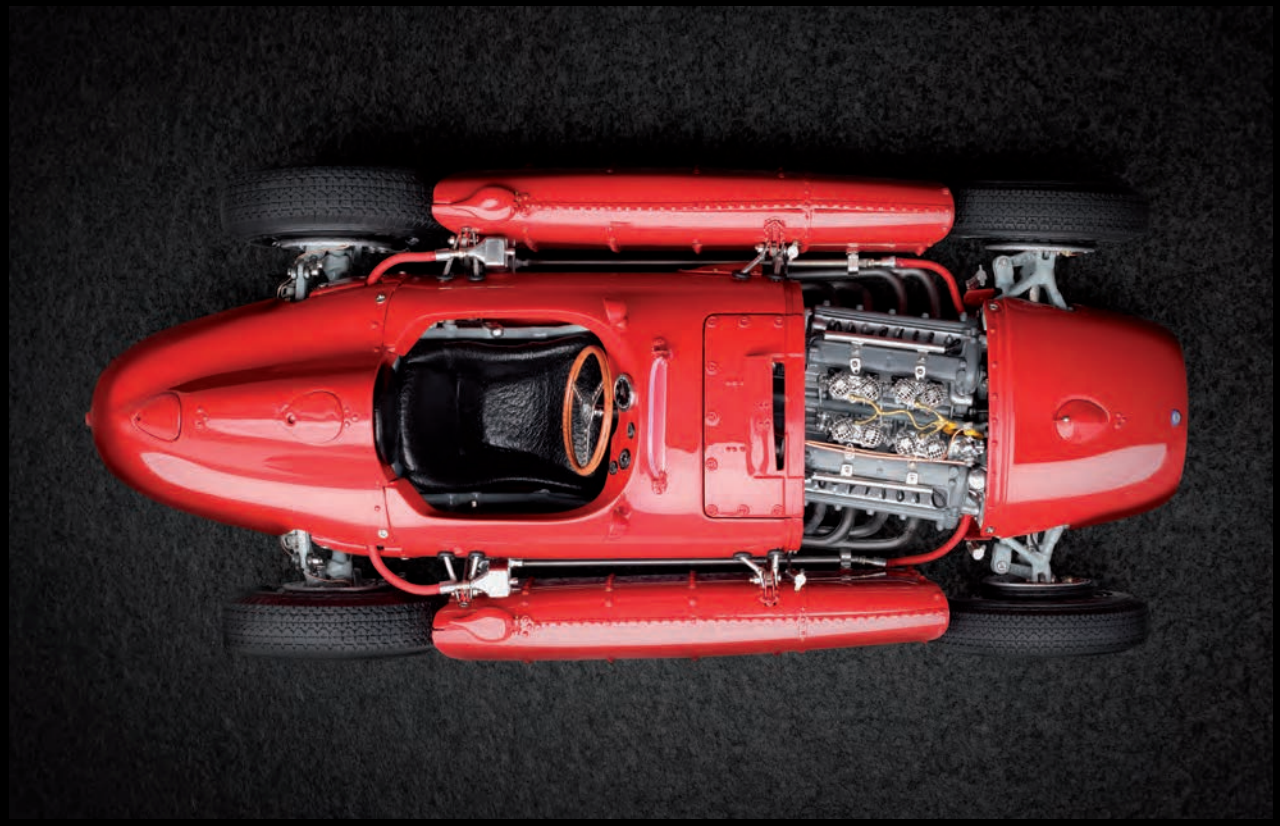
Item No. M-195 *CMC Jaguar C-Type,*
Factory team, 24 Hours of Le Mans, 1953,
Hamilton/Rolt, 1st place
Limited edition of 1,500

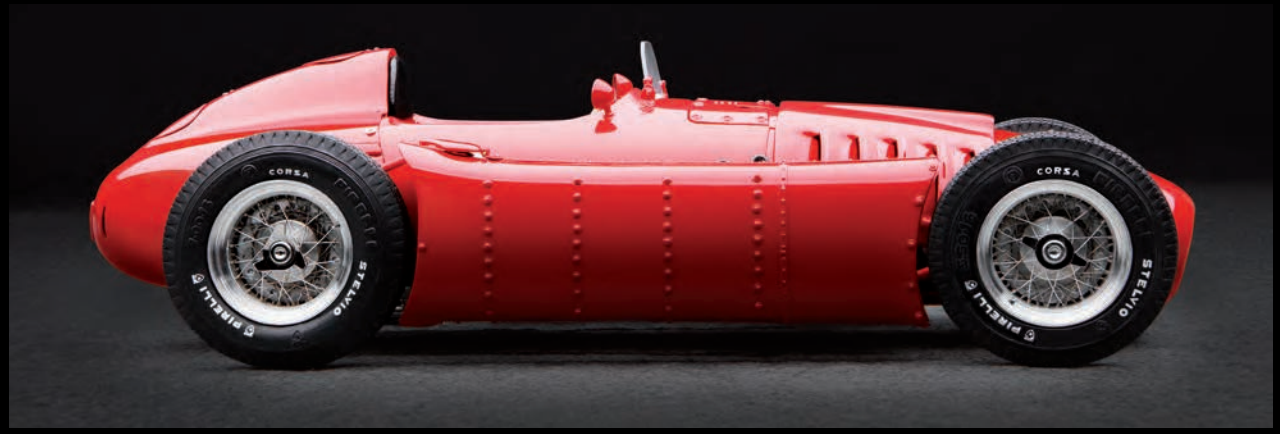
CMC Lancia D50, 1954/1955

Technical data of the original vehicle:

- *Monoposto with open wheels on a tubular space frame chassis*
- *2.5-litre 8-cylinder engine of 90° V layout designed as a load-bearing part of the chassis*
- *2 valves per cylinder, actuated by 2 overhead camshafts per cylinder bank*
- *Dry sump lubrication*
- *Fuel system with four Solex PII horizontal twin-choke carburettors*
- *Double ignition (two spark plugs per cylinder)*
- *Transverse-mounted five-speed gearbox fitted behind the driver*

Engine displacement:	*2,488 cc*
Bore x stroke:	*73.6 x 73.1 mm*
Maximum output:	*260 HP at 8,000 rpm*
Top speed:	*300 Km/h (depending on ratio)*
Wheelbase:	*2,280 mm*
Track front/rear:	*1,294 / 1,330 mm*
Total length:	*3,570 mm*
Total width:	*1,600 mm*
Total height:	*1,001 mm*
Curb weight:	*620 kg*





SCALE
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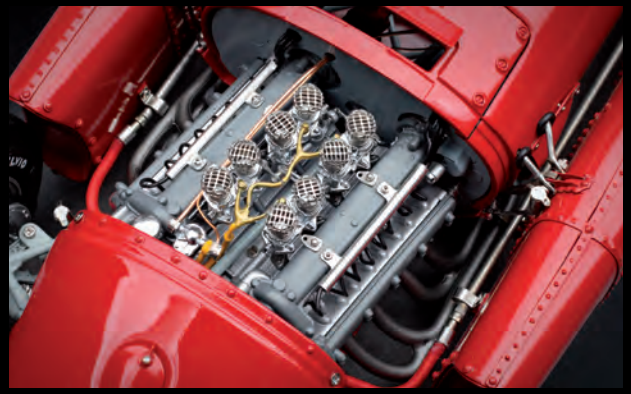
CMC LANCIA | D50

1954/1955

CMC Lancia D50, 1954/1955

The round gauges on the dashboard closely replicate the original



The centrepiece of the drivetrain: a detailed reproduction of the powerful V8 engine with full wiring and plumbing

A wealth of finely crafted details: Suspension and brake assembly accurately match the design of the original

Item No. M-175 *Lancia D50, 1954/1955*

Item No. M-177 *CMC Lancia D50, 1955, GP Monaco, #30, Eugenio Castelotti*
Limited edition of 1,500

The D50 created for Lancia by chief designer Vittorio Jano proved to be a revolutionary new design within the Grand Prix rules of the 1954 season. Ground-breaking features include the unitary construction of the transaxle gearbox and final drive, four overhead camshafts in a light and compact V8 engine with the cylinders set at a 90° angle and, above all, the aerodynamically shaped external petrol tanks. The engine was designed as a structural chassis member and mounted at an angle of 12° to the left in order for the prop shaft to bypass the driver's seat to connect with the rear transaxle. This layout resulted in a lower position of the driver's seat, contributing to a lower centre of gravity of the monoposto and providing added aerodynamic benefits. These innovations clearly set the Lancia D50 apart from the crowd.

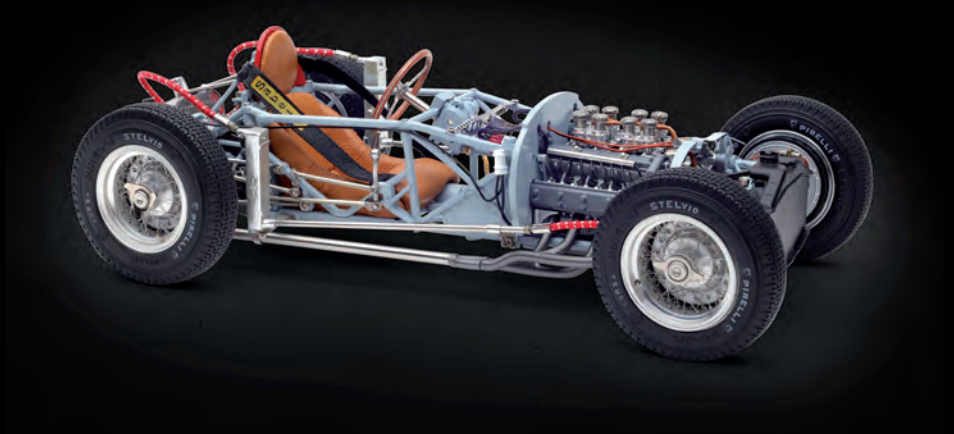
To promote the marque on the Formula 1 circuits and put the potential of the D50 to a full display, Gianni Lancia signed one of the stars of the racing scene – Alberto Ascari who had won the World Drivers' Championship for Ferrari in 1952 and 1953. Luigi Villoresi, another ace driver, and Eugenio Castellotti (who joined for the 1955 season) completed the factory team of the Scuderia Lancia.

The Lancia D50 debuted at the Grand Prix of Spain in Barcelona on 24 October 1954, the final race of the 1954 season. Alberto Ascari qualified with a lap time of 2:18 min that put him into pole position for the race. The actual race proved less auspicious, however, as Ascari was forced out by a failing clutch.

Lady Luck did not really smile for the D50 and the Scuderia Lancia during subsequent races either. At the 1955 Monaco Grand Prix Ascari missed a chicane while leading, plunged into the harbour and had to be rescued by the crew of a yacht anchored nearby.

When Ascari was killed during a test run in May 1955, Gianni Lancia pulled the plug and stopped all Formula 1 activities. By that time, his company had come under increasing financial strain. The entire racing team and the race cars were sold to Ferrari in July 1955. The new owner campaigned the renovated race cars as Ferrari D50s in the 1956 season.

Item No. M-178 *CMC Lancia D50, 1955, GP Pau, #10, Eugenio Castelotti*
Limited edition of 1,000



Item No. M-198 *CMC Lancia D50, "Rolling Chassis"*
Limited edition of 1,000

Model Set CMC Lancia D50 GP Turin #6 Ascari and

It is extremely rare for two renowned racing teams to work on the development of one and the same race car. Yet this was exactly the case with the D50, for which both Lancia and Ferrari could claim credit. Lancia laid the groundwork in 1954, launching the Lancia D50 that incorporated a vast array of innovations. Due to an unfortunate turn of events Lancia was forced to withdraw from Grand Prix racing in mid-1955 and sold the entire project to the rivalling Scuderia Ferrari. Ferrari continued development of the D50 and was successful enough to enable Juan Manuel Fangio to bring home the World Drivers' Championship for the 1956 season.

Item No. M-184 *CMC Lancia D50 & CMC Ferrari D50*
limited edition of 1,000

CMC Ferrari D50 GP Belgium #20 André Pilette

This special set presented by CMC is meant to commemorate a unique chapter of motorsport racing on the development of a winning Formula 1 car. The two-piece set is issued in memory of two significant vehicles: the original red-bodied Lancia D50 with starting No. 6 that Alberto Ascari raced to win the Grand Prix of Turin in 1955, and the yellow-bodied Ferrari D50 with starting number 20 that André Pilette drove to secure a 6th place overall at the Belgian Grand Prix in 1956. Note also that the racing yellow is the national colour of Belgium. Both models are only available as a set.

Lancia D50: The 1955 Grand Prix of Turin (also known as the Gran Premio del Valentino) was held on March 27, 1955. In addition to Eugenio Castellotti and Luigi Villoresi, the Scuderia Lancia lined up head driver Alberto Ascari (driving the #6 car) for the race. Serious competitors for the Lancia team were Maserati and Ferrari. Nevertheless, the qualification runs demonstrated the supremacy of the Lancia D50, with Alberto Ascari successfully nailing pole position for himself. His subsequent first-place finish at Turin marks the first Grand Prix victory for the Lancia D50.

Ferrari D50: The 1956 Belgian Grand Prix was run on June 3 on the Circuit de Spa-Francorchamps. In addition to works drivers Fangio, Castellotti and Collins, two cars driven by local Belgian heroes Paul Frère and André Pilette were lined up by Ferrari.

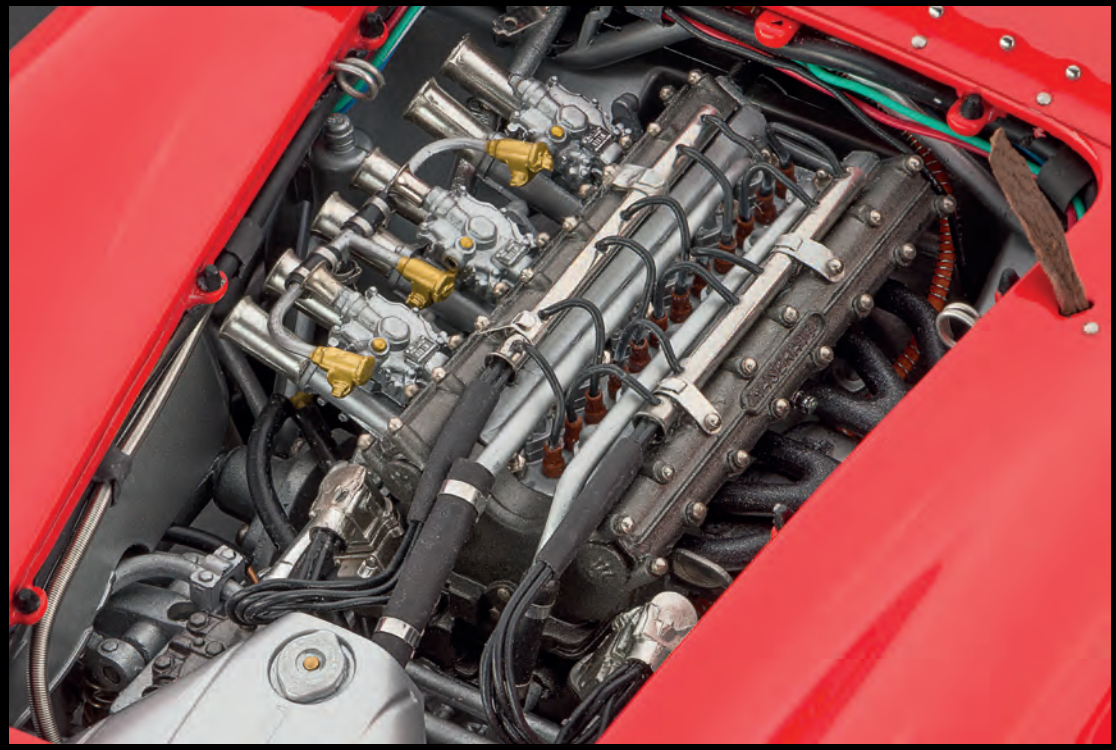
Painted in Belgian racing yellow, the André Pilette car is a special addition to the collection of CMC-made period-correct D50s typically finished in Italian racing red. Peter Collins took the chequered flag at Spa in a Ferrari D50, followed by the guest driver Paul Frère in second place. André Pilette who was careful not to take any risks, finished in an honourable 6th place.

CMC Maserati 300S Sports Racer

The round gauges on the dashboard closely reproduce the originals

A wealth of finely crafted details: Suspension and brake assembly accurately match the layout of the original

As on the original car, three leather straps tie down the spare wheel in the rear compartment



The heart of the race car: a detailed replica of the potent 6-cylinder in-line engine with full wiring and plumbing

The company founded by the four Maserati brothers has been involved in motor racing since the 1920s. Its logo – the trident of Neptune, the God of the Seas – was adopted from a fountain embelishment in their hometown of Bologna. The 1950s proved particularly successful for Maserati in Formula 1 and sports car racing.

The Maserati 300S is an icon of those glorious days in the company's history. A total of 26 (some sources claim 27) 300S sports racers were produced in three body versions (set apart by modifications to the front end) between 1955 and 1959. Many components of the successful 250F Formula 1 car found their way into the 300S. The result was a road-going sports racer that offered true winning potential. It invited many renowned drivers and racing teams to race it to a long series of successes.

1956 witnessed the Maserati team competing in the 1,000-km-long Nürburgring endurance race with a top-notched line-up comprising Stirling Moss, Piero Taruffi, Harry Schell and Jean Behra, and their runaway victory added immensely to the glory of the marque. Further successes at endurance races throughout the season led Maserati to capture second place in the 1956 World Sports Car Championship.

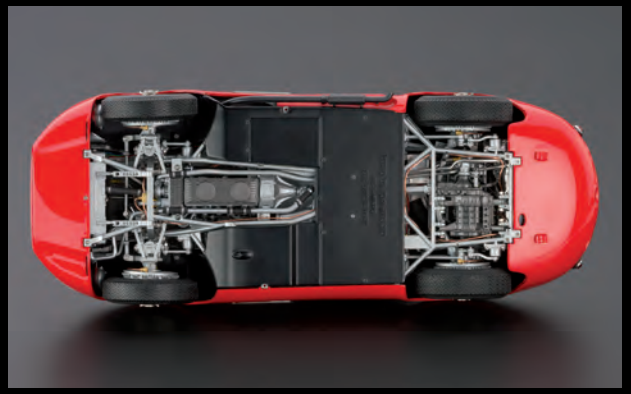
The CMC replica is modelled after the 300S of 1956. Owing to its multiplicity of winners as well as its adoption of rare components, the 1956 version is a very special one in the development history of the 300S.

Item No. M-105
Hand-assembled metal precision scale model built from more than 1,800 parts

SCALE
1/18

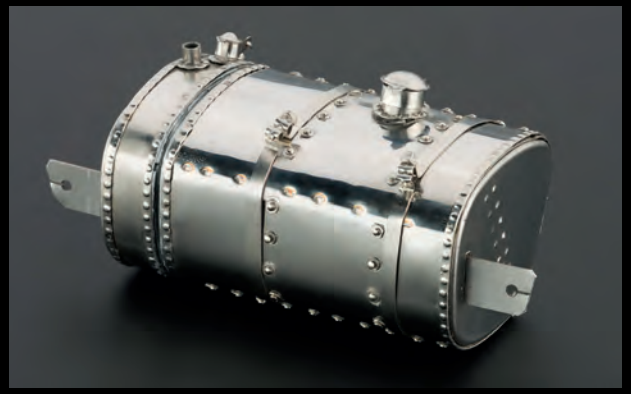
CMC MASERATI | 300S SPORTS RACER 1956

CMC Maserati 300S Sports Racer



Floorpan, axles and suspensions have been rendered faithfully with a huge number of details

Accurately detailed brake drums and removable spoked wheels with authentically reproduced tyres



The petrol and oil tanks are built up from individual stainless steel panels and finished with an elaborately presentation of rivets

Technical data of the original vehicle:

Six-cylinder in-line engine, two-seater 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-109 *Rolling chassis, limited edition of 3,000*

Functional hinged doors, lift-off bonnet and boot lid; seats and headrest covered with genuine leather; the austere cockpit is typical of the race car interiors of that period

SCALE
1/18

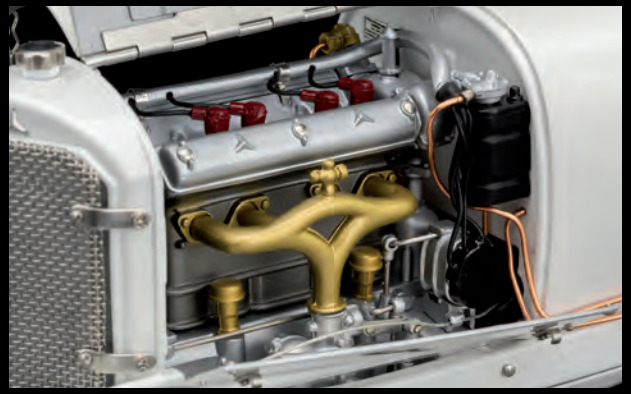
CMC MASERATI | 300S SPORTS RACER

1956

CMC Mercedes 2-l-Targa-Florio-Race Car, 1924

Authentically replicated instrument panel with a full array of details and a leather-wrapped steering wheel

The two-litre race cars were fitted with outboard-mounted spare wheels for long-distance races



Four-cylinder engine reproduced true to the original complete with all ancillaries and wiring and plumbing

Technical data of the original vehicle:

4-cylinder in-line engine M7294 (supercharged) Output: 126 hp with supercharger at 4,500 rpm(up to 150 hp at 5,000 rpm)

Capacity:	*1,989 ccm*
Max. speed:	*120 km/h*
Wheelbase:	*2,700 mm*
Overall length:	*3,800 mm*
Passenger capacity:	*2*

Item No. M-186 *CMC Mercedes Targa-Florio-Race Car, Alfred Neubauer #23, limited edition of 600*

Item No. M-203 *CMC Mercedes Targa-Florio-Race Car, Christian Werner #10, limited edition of 600*

Item No. M-206 *CMC Mercedes Targa-Florio-Race Car, white*

Ferdinand Porsche, newly appointed chief designer of the Daimler Motoren Gesellschaft, got off to an excellent start when he took control of preparing the works race car for the 1924 Targa Florio. The supercharged engine of 1923 underwent detailed upgrading and received a series of new, ground-breaking innovations. When the supercharger cut in, horsepower climbed to 126 hp.

On 27 April 1924 Mercedes driver Christian Werner set off with his two-litre supercharged Mercedes with starting number 10. The Targa Florio endurance race was run across treacherous gravel roads in the hills of Sicily. The event had a total distance of four laps of 108 km each, i.e. by today's standards it would rather be considered a rally. The fastest production cars additionally were eligible for the Coppa Florio that required an additional lap to be completed. Werner went the whole distance and took home both races. His team members Christian Lautenschlager and Alfred Neubauer, who later was to become the racing manager of the Mercedes Benz Grand Prix team, added to the Mercedes triumph by finishing 10th and 15th overall. This was sufficient for the Mercedes Targa Florio team to score an outright 1st-2nd-3rd class win.

Itemized as M-206, our CMC model is finished in the colour of white that up to 1970 was specified by the FIA as the official racing livery of German entrants. This is how the vehicles actually ought to have lined up at the starting grid of the 1924 Targa Florio. In a clever move to disguise the origins of their race cars, however, Mercedes decided to paint the cars red – similar to the colour of the Italian teams. As the overenthusiastic crowds were known for their tendency to put obstacles into the way of foreign teams, this change of colour helped to "camouflage" the Mercedes entrants. CMC has replicated all three cars that contributed to the success of the team. For the Targa Florio race, the supercharged two-litre entrants were fitted with externally mounted petrol lines, narrow tyres and two spare wheels at the rear.

Item No. M-187 *CMC Mercedes Targa-Florio-Race Car, Christian Lautenschlager #32, limited edition of 600*

SCALE
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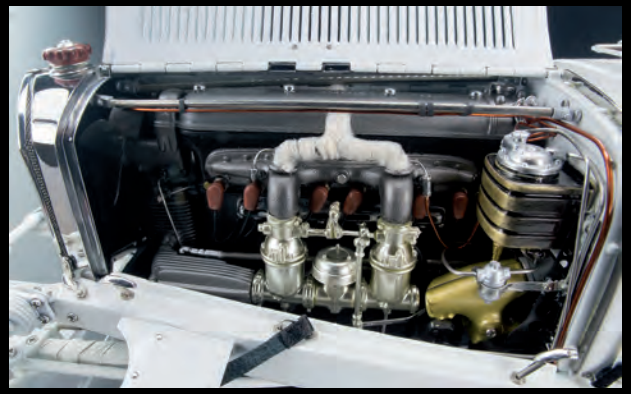
CMC Mercedes-Benz SSK, 1928

Fully detailed cockpit finished in genuine leather and dashboard featuring all gauges and controls

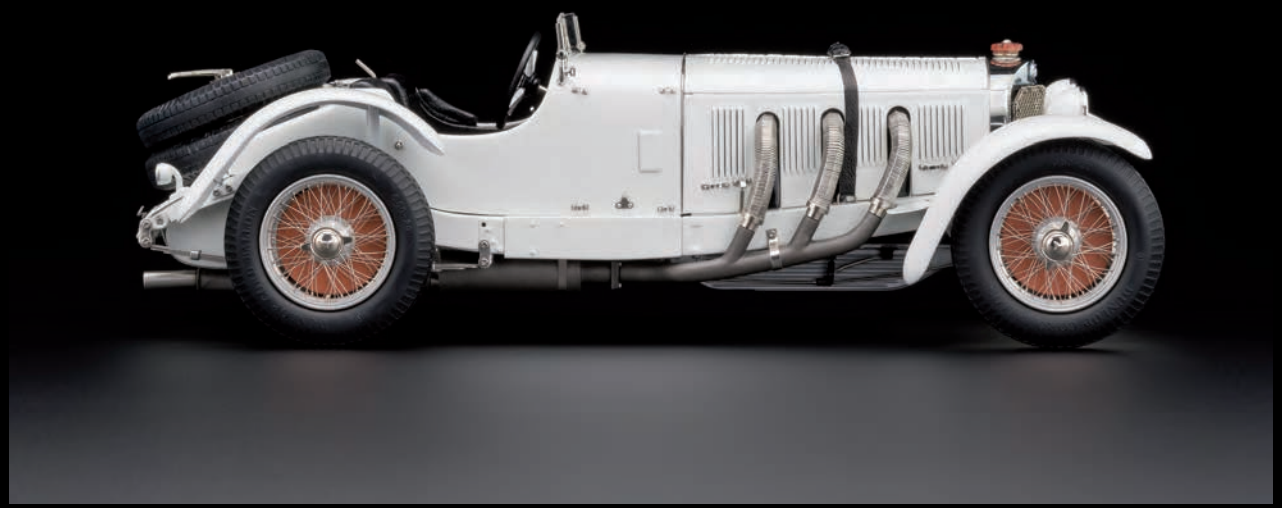


According to test bench trials, the larger of the two competition superchargers (nicknamed the „elephant" in-house) raised engine output to 310hp

Technical data of the original vehicle:

6-cylinder in-line engine with overhead camshaft Clutch-engaged supercharger (Roots blower)

Bore x stroke:	*100 x 150 mm*
Capacity:	*7,065 ccm*
Max. output:	*225 HP with supercharger at 3,450/min*
Max. speed:	*192 km/h*
Wheelbase:	*2,950 mm*
track front/rear:	*1,425/1,425 mm*
Overall length:	*4,250 mm*
Overall width:	*1,700 mm*
overall height:	*1,250 mm*
Passenger capacity	*2*



A feast for the eyes evoked by the original as much as by the scale model: the perfect miniature of the ultimate sports car of its time

The SSK is considered the most sporting, exclusive and compelling version of the supercharged six-cylinder sports cars from the Mercedes-Benz S series. The SSK (short for „Super-Sport Kurz", i.e. short-wheelbase Super Sport) was entered into racing only four weeks after the SS and, among other modifications, featured a wheelbase shortened by 45 cm to highlight its uncompromising sporting characteristics. This made the SSK the ideal choice for hillclimbs. At its first outing at the Gabelbach race in the summer of 1928 the SSK driven by works driver Rudolf Caracciola immediately dashed to a #1 finish. Caracciola and his SSK went on to win a long series of races, including the 1930 and 1931 European Hillclimb Championships.

Turning to the iconic SSKL, the weight-reduced and yet more powerful "Super-Sport-Kurz-Leicht" (shortened and lightened Super Sport) version launched in 1931, Caracciola in April 1931 was the first non-Italian to clinch the legendary "Mille Miglia" 1000-mile race from Brescia to Rome and back.

Part of the legend of the SSK is that it was a customer vehicle as much as a factory race car. Some speed equipment such as an upgraded supercharger or a racing camshaft was also available to private customers whereas other racing specs remained the privilege of the factory cars. Back then it was not unusual for private SSK owners to participate in racing events on weekends and drive their two-seater as their daily transport throughout the week. No doubt the SSK is the pinnacle of the super sports cars of its time.

The supercharged sports racers initially developed under the direction of Ferdinand Porsche made their bow in 1926 with a tourer with increased horsepower and shortened wheelbase that was given the model designation K. This code letter did not mean "Kompressor" as one might think but "Kurz" to designate the shorter wheelbase. The sports and super sports models S and SS, respectively, followed soon after, to be completed by the SSK in 1928 and the SSKL in 1930. After the 1931 season Mercedes-Benz retired from factory racing and did not get back into competition until 1934 with the first of the Grand Prix behemoths that went on to create history as the "Silver Arrows".

FACTORY STOCKS SOLD OUT

Item No. M-190 *CMC Mercedes-Benz SSK, 1928*
limited edition of 1,000

SCALE
1/18

CMC Mercedes-Benz SSKL, Mille Miglia, 1931

Meticulously reproduced car tool kit

Fully functional petrol tank filler neck

An outstanding feature: the frame members drilled for lightness

Technical data of the original vehicle:

6-cylinder-inline-engine with top positioned camshaft
Clutch-engaged supercharger (Roots blower)

Bore x Stroke:	*100 x 150 mm*
Capacity:	*7,069 ccm*
Max. output:	*27/240/300 hp at 3300 rpm*
Max. speed:	*approx. 235 km/h*
Wheelbase:	*2,950 mm*
track front/rear:	*1,470/1,460 mm*
Overall length:	*4,250 mm*
Passenger capacity	*2*

The new Mercedes-Benz SSKL made its racing debut at the Mille Miglia on April 12/13, 1931. It tipped the scales at about 125 kg less than the SSK and horsepower had increased by 50 hp to a total of 300. Rudolf Caracciola, works driver for Mercedes-Benz and the most successful race driver of those years, entered the race with a SSKL with No. 87. It was a sensational victory that after covering 1,635 kilometres some 16 hours later, the German pilot became the first foreigner to win this gruelling endurance race since its beginning in 1927.

Following comprehensive, in-depth research, CMC was able to document the original body finish of the winning car and, true to the high level of precision of our marque, transfer it into an all-metal scale model of more than 1,885 single parts. We are particularly proud of the minutely detailed wire wheels of this model that for the first time were reproduced with actual nipples at the junction of the spokes with the rim.

Item No. M-055 *CMC Mercedes-Benz SSKL, 1931, Mille Miglia, Rudolf Caracciola #87*

SCALE
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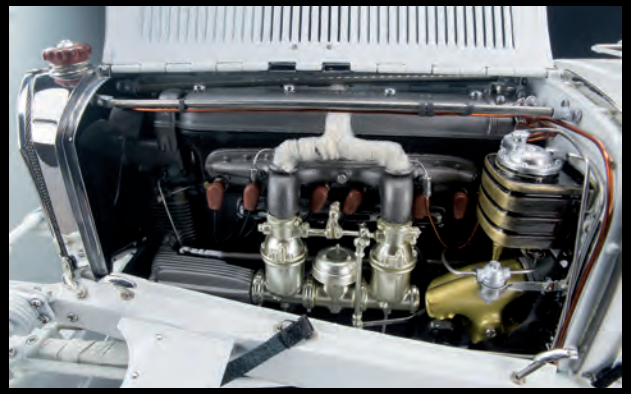
Mercedes-Benz SSKL, GP Germany, 1931

Technical data of the original vehicle:

6-cylinder in-line engine with overhead camshaft
Clutch-engaged supercharger (Roots blower)

Capacity:	*7,065 ccm*
Max. output:	*306 HP with supercharger at 3,450/min*
Max. speed:	*230 km/h*
Wheelbase:	*2,950 mm*
track front/rear:	*1,420/1,420 mm*
Overall length:	*4,250 mm*
Overall width:	*1,700 mm*
overall height:	*1,250 mm*
Passenger capacity	*2*

Fully detailed cockpit finished in genuine leather and dashboard with all gauges and controls



According to test bench trials, the larger of the two competition superchargers (nicknamed the „elephant" in-house) raised engine output to 310hp

Item. No. M-189 *CMC Mercedes-Benz SSKL, 1931, GP Germany, Otto Merz #12, limited edition of 600*

Joining the range as the fourth and final version of the S family, the SSKL (Super Sport Kurz Leicht), a thoroughbred competition vehicle , was added in 1931. Only a handful were produced and private customers never got their hands on them. Lightening holes drilled in the frame members helped to reduce the weight by 125 kg. Some SSK cars may actually have been modified subsequently to SSKL specs. According to the fact that the modifications were not always documented in a stringent manner by the factory, accurate figures are hard to establish. For instance, the first SSKL cars built for racing use by the factory team were initially recorded as "SSK, Model 1931" in the order books. Even factory sources of 1931/1932 still refer to the lightened version as „SSK". The SSKL designation in general use today did not make its appearance until 1932 when it was adopted in a series of press reports. Driving an SSKL in April, 1931, Rudolf Caracciola was the first non-Italian to win the legendary "Mille Miglia" long-distance race and went on to clinch many more races. Also piloting an SSKL, Hans Stuck won the 1932 European Alpine Racing Championship and the Brazilian hillclimb championship. In May, 1932, a special-bodied SSKL was entered in the Avus race, carrying Manfred von Brauchitsch to an overall win.

The CMC replica is modelled after the SSKL racer that competed in the German Grand Prix on July 19, 1931. The Mercedes line-up for that race consisted of the would-be winner Rudolf Caracciola as well as Otto Merz and Hans Stuck, who would take a respectable 5th and 6th places respectively. Under the guidance of race manager Alfred Neubauer, the Mercedes-Benz team went through extensive preparations for this race. Besides routine drills, the training also involved changing tyres with a newly devised car jack as well as filling-up practices. Eventually, teaming up with the mechanics, drivers were able to complete a tyre change in as little as 70 seconds.

Item No. M-188 *CMC Mercedes-Benz SSKL, 1931, GP Germany, Hans Stuck #10, limited edition of 800*

SCALE
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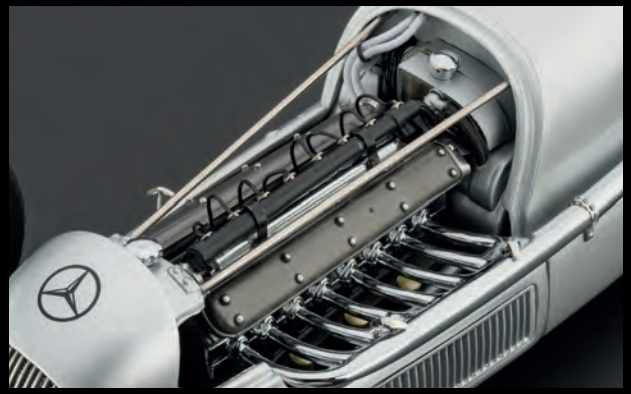
CMC Mercedes-Benz W 25, 1934–1936

Exactly as on the original: A stainless steel instrument panel



A wealth of finely crafted details highlight the faithful reproduction of the straight-8 engine

The metal precision scale model consists of more than 610 individual parts

Technical data of the original vehicle:

Supercharged 8-cylinder engine, independent front wheel suspension, De Dion rear axle

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

The W 25 was the first Mercedes-Benz race car developed in accordance with the new Grand Prix formula that went into effect in 1934. The rules specified a maximum weight limit of 750 kg (without fuels and tyres) – a move by the organizers to cap engine output and therefore the top speeds that had been climbing steadily in the preceding years.

The designers at Mercedes-Benz opted for a classic vehicle layout: The front-mounted engine transferred its power to the rear wheels across a gearbox fitted right in front of the rear axle. The eight-cylinder in-line engine initially had a capacity of 3.4 litres and was boosted by a supercharger. This engineering solution had proved its worth in the „White Elephant" predecessors of the 1920s.

The story about how these racers – that actually were supposed to be painted white – ended up with their distinctive bare-metal body finish is a legend in itself: Allegedly the W25 painted in white was found to be one kilogram too heavy prior to its first time out at the International Eifel race on the Nürburgring circuit. This prompted the mechanics to hastily sand off the paint coat, bringing up the silver surface of its alloy body. There is no hard evidence to confirm or disprove this legend. It is a fact, however, that the Grand Prix cars of both Mercedes-Benz and Auto Union that battled for top honours throughout the 1930s featured silver-coloured bodywork. Manfred von Brauchitsch raced the brand-new W 25 to win the Eifel race, and it marked the beginning of an unparalleled success story for the "Silver Arrows". The W 25 was campaigned from 1934 to 1936. From the eight Grand Prix events of its first racing season, the team scored a total of four wins and three second places. The next racing season witnessed Rudolf Caracciola capture the 1935 European Championship title in this car. Even in its last season 1936, the W 25 managed to claim victories again in Tunis and Monaco.

Item No. M-103 *CMC Mercedes-Benz W 25, #20, von Brauchitsch, Eifel race 1934, limited edition of 2,000*
Item No. M-104 *CMC Mercedes-Benz W 25, #4 Fagioli, GP Monaco 1934, imited edition of 2,000*

SCALE
1/18

CMC Mercedes-Benz Racing Car Transporter Lo 2750, 1934–1938

Item No. M-144 *CMC Mercedes-Benz Lo 2750 Racing Car Transporter, 1934 – 1938, hand-assembled metal precision scale model built from 2,365 parts*

SCALE
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Prior to the Silver Arrow era it was not uncommon for the Mercedes-Benz race cars to be driven to the racetracks under their own power. This was no problem at all for the racing tourers of the S-Series as they were fully road-legal. Things changed when Mercedes-Benz entered Grand Prix racing. Purpose-built lorries were now required to haul the race cars to the tracks. It turned out that the Mercedes-Benz racing department found a suitable means of transport in the 2,75-ton Type Lo 2750 built in the Gaggenau plant. It came with a low-bed chassis and a correspondingly low platform bed that facilitated loading and unloading of the Silver Arrows. A rugged, thrifty 4-cylinder Diesel engine with 65 horsepower provided reliable motoring. A small run of those race car carriers was produced , finished in the characteristic Mercedes Blue with the lettering of "Mercedes-Benz Rennabteilung (Racing Department)" on the side boards. When the Mercedes-Benz team was victorious at a race, the return to the Stuttgart factory often turned into a public display of the winning Silver Arrows sitting on the truck platforms were displayed to the crowd with the tarpaulin tops removed and the side boards and tailgates folded down.

By paying homage to this part of the racing logistics of Mercedes-Benz in the 1930s, CMC is complementing its tribute to the Silver Arrows with a metal precision miniature of their iconic carrier, which is a powerful reminder and integral part of the Silver Arrow era.

Functional hinged side boards and tail gate, removable tarpaulin held in place by scale-correct leather straps

The screw-on radiator cap with its Mercedes star can be removed

The chassis also features a huge array of fine details such as functional leaf springs and miniaturized brake lines

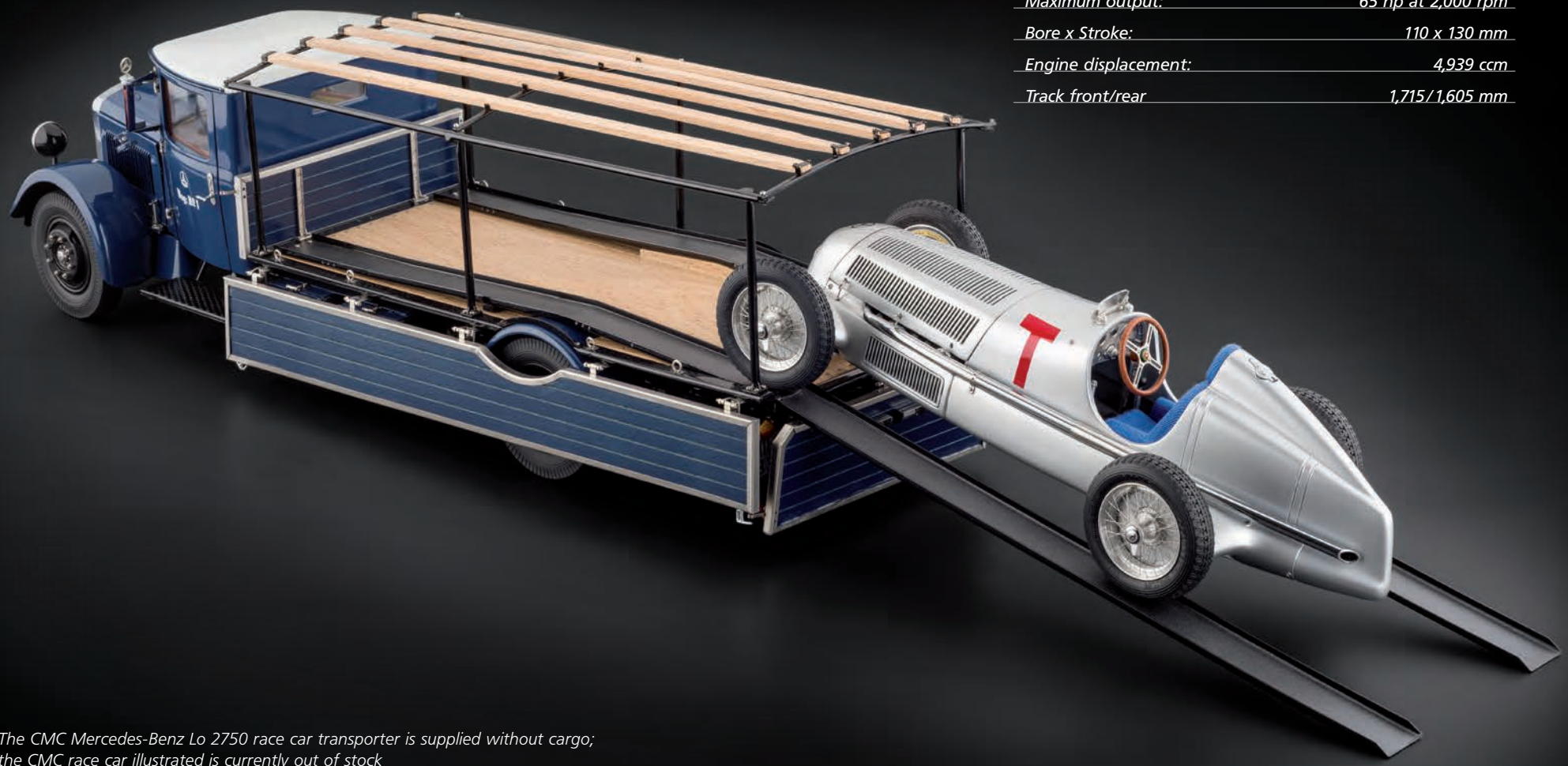
CMC Mercedes-Benz Racing Car Transporter Lo 2750, 1934–1938

Technical data of the original vehicle:

4-cylinder Diesel engine OM 65

MB pre-chamber Diesel design with Bosch injection pump
Cylinders and crankcase cast in one single block
Paired cylinder heads
Torsionally rigid steel frame
Semi-elliptic leaf springs at front/rear
Hydraulic four-wheel brakes
Spacious cab designed for 3 persons

Maximum output:	*65 hp at 2,000 rpm*
Bore x Stroke:	*110 x 130 mm*
Engine displacement:	*4,939 ccm*
Track front/rear	*1,715/1,605 mm*



The CMC Mercedes-Benz Lo 2750 race car transporter is supplied without cargo; the CMC race car illustrated is currently out of stock

Hinged tool boxes, secured with accurately reproduced and functional locking tabs

Highly detailed cab with all controls and removable seat bench with leather upholstery

Perfectly replicated 4-cylinder Diesel engine with all ancillaries and full wiring and plumbing

SCALE
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CMC MERCEDES-BENZ | RACING CAR TRANSPORTER Lo 2750 1934–1938

CMC Mercedes-Benz Lo 2750, 1933 – 1936

Herbert Nickerl †
Founder of CMC

A keen model car dealer based in Stuttgart, Herbert Nickerl rarely found any products that lived up to his standards – and being a typical Swabian, he promptly decided to build them himself. He founded CMC and got it on its path to success in cooperation with his wife Shuxiao Jia. His legacy lives on in the management policy of our company today. Whatever Herbert Nickerl would have said and thought – we sense what it is and use it as guidance to maintain our course to success. We will never forget him.

Item No. M-170 *CMC Mercedes-Benz Lo 2750 – our tribute to CMC founder Herbert Nickerl.*
Hand-assembled metal precision scale model built of 2,365 parts

SCALE
1/18

Following the merger of Benz and Daimler, the new Mercedes-Benz company went on to trim down its lorry assortment. Both manufacturers had developed economical, rugged Diesel engines for their commercial vehicles that soon found a trusty customer base from the late 1920s, particularly after the effects of the global economic crisis had been overcome.

In 1932 the entire Daimler-Benz range of commercial vehicles was revamped. The new range included the compact two-ton model Lo 2000 that preceded the larger-engined Lo 2750. This model range established the Diesel engine as the state of the art power plant for commercial vehicles. The model designation Lo 2750 included an "L" for "Lastwagen" ("lorry"), the "o" indicated that the same chassis was also used for coach ("Omnibus") versions.

2750 indicates the payload in kilograms, so the Lo 2750 is a 2.75-ton lorry. In the 1930s the sturdy and compact lorry with its thrifty 65-hp Diesel engine met with huge success among small and medium-sized businesses, in particular. Between 1933 and 1936 more than 3,500 diesel-engined Lo 2750 lorries left the Daimler-Benz plant at Gaggenau where the lighter Mercedes-Benz commercial vehicles were produced.

CMC presents two body versions typical for that time: a platform lorry and a version with tarpaulin top that provided protection for the transport of goods sensitive to weather conditions. To honour the memory of CMC co-founder Herbert Nickerl who passed away in 2004, the tarpaulin cover displays his name as the owner of a fictitious 1930s hauling company.

The tarpaulin cover of this model car is made of canvas cloth that is pulled taut over a frame of metal struts and wooden strips. There are brass eyelets along the lower edges of the tarpaulin cover, which can be tied down to the side boards with a piece of fabric cord going through the brass eyelets.

An unpainted, open-platform version is available as a third version. It enables the collector to see that only finest materials are used by CMC to faithfully replicate the original. This precision scale model is apparently made of zinc alloy, stainless steel, wood, leather, copper and rubber. It is only due to consideration of weight that the engine, for the most part, is hand-assembled from high-quality plastic components. To prevent aging and corrosion, the metal surfaces of our "Clear Finish" version are coated with clear lacquer. Another master piece that grew out of the unique technology and craftsmanship at CMC.

Item No. M-169
CMC Mercedes-Benz Lo 2750 with platform body

Item No. M-170
CMC Mercedes-Benz Lo 2750 with tarpaulin cover

Item No. M-171 *CMC Mercedes-Benz Lo 2750 with platform body, "Clear Finish" version*

Mercedes-Benz Lo 2750

SCALE
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Technical data of the original vehicle:

4-cylinder Diesel engine OM 65MB pre-chamber Diesel design with Bosch injection pump

Bore x stroke:	*110 x 130 mm*
Engine displacement:	*4,939 ccm*
Power:	*65 hp at 2,000/rpm*
Track front/rear:	*1,715/1,605 mm*

Cylinder and crankcase cast in one block
Cylinder heads grouped in pairs
Strong half-ellipse leaf spring at the front / rear
Hydraulic four-wheel brake
Large driver's cab designed for three persons

Perfectly reproduced 4-cylinder Diesel engine with all ancillaries and full wiring and plumbing

Hinged tool boxes, secured with accurately reproduced and functional locking tabs

Highly detailed cab with all controls and removable seat bench with leather upholstery

CMC Mercedes-Benz W 125, 1937

Technical data of the original vehicle:

8-cylinder in-line engine, Roots supercharger

Maximum output:	*600 hp at 5,800 rpm*
Displacement:	*5,660 ccm*
Top speed:	*approx. 318 km/h*

Faithfully reproduced cockpit with an authentically finished steering wheel and instrument panel

Detailed model replica of the 8-cylinder in-line engine with all ancillaries

Item No. M-114 *CMC Mercedes-Benz W 125, GP Donington 1937, #2 Hermann Lang, limited edition of 1,000*

Item No. M-115 *CMC Mercedes-Benz W 125, GP Donington 1937, #3 Manfred von Brauchitsch, limited edition of 1,000*

When the writing was on the wall in the 1936 season, that the W 25 would no longer be able to keep pace with the competitors, Rudolf Uhlenhaut was called in as the chief development engineer of the racing department. A highly gifted engineer who would leave his marks on the Mercedes race cars and production models for the next three decades, Uhlenhaut immediately set his team to work on developing a new race car for 1937 – the W 125. After intense testing of the W 25 under racing conditions, an entirely new running gear with softer springs and powerful damping specs was devised by Uhlenhaut for the new W 125. The engine was revised thoroughly as well. After a capacity increase to 5.7 litres the supercharged straight-eight claimed outputs of up to 435 kW (592 hp) – approximately 73 kW (99 hp) more than the previous year's model. It was not until the 1980s that these horsepower figures were reached on Grand Prix race cars again.

The W 125 is easy to identify by the three cooling air inlets at the front end. The brand-new Silver Arrow got off to a rousing start by winning at its very first outing at the Grand Prix of Tripolis with Hermann Lang at the wheel. Claiming a total of seven wins, nine second and six third places, the W 125 set the pace throughout the 1937 season and provided Rudolf Caracciola with the opportunity of winning second European Grand Prix Champion title. Auto Union turned out to be the only real contender, and effectively the 1937 season was dominated by the two German marques from start to end.

Item No. M-116 *CMC Mercedes-Benz W 125, GP Donington 1937, #4 Richard Seaman, limited edition of 1,000*

SCALE
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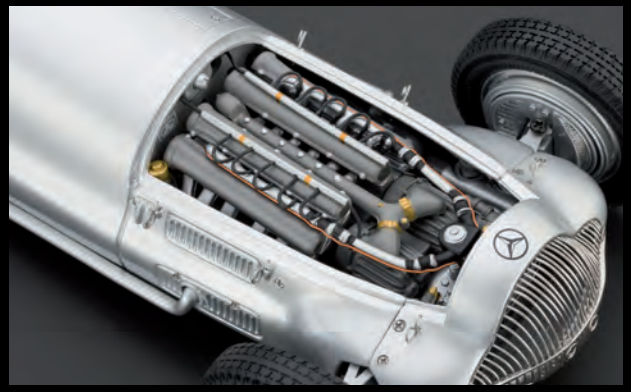
CMC Mercedes-Benz W 154, 1938

Accurately reproduced cockpit with stainless steel gauges



Faithfully detailed engine underneath the lift-off bonnet

The radiator grille consists of fine, hand-formed and individually soldered wire bars

Technical data of the original vehicle:

V-12 engine with 2 Roots superchargers, 5-speed gearbox

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*

Item No. M-098 *CMC Mercedes-Benz W 154, GP Deutschland 1938, Richard Seaman #16, limited edition of 3,000*

The W 154 was the response of Mercedes-Benz to the new rules for Grand Prix race cars that became effective for the 1938 season. One crucial change was the imposition of new limits on engine capacity: Naturally aspirated engines were limited to 4.5 litres, supercharged engines to 3 litres. This was another attempt by the international Grand Prix racing governing body to bring down engine horsepower and therefore the speed of the race cars. For the 1938 season Mercedes-Benz again leaned on the proven superchargers and developed a V12 engine that attained 344 kW (468 hp) at 7,800 rpm. Although the capacity had been virtually cut in half, the W 154 turned out to be hardly less fast than its W 125 predecessor. It dominated throughout the 1938 season and enabled Rudolf Caracciola to claim his third European Grand Prix Champion title. At the French Grand Prix the W 154s of Manfred von Brauchitsch, Rudolf Caracciola and Hermann Lang achieved a perfect 1-2-3 finish but at the domestic Grand Prix run on the Nürburgring circuit future champion Caracciola surprisingly yielded to his British team-mate Richard Seaman.

SCALE
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Item No. M-025 *CMC Mercedes-Benz W 154, no starting number*

CMC Mercedes-Benz 300 SL, 1952

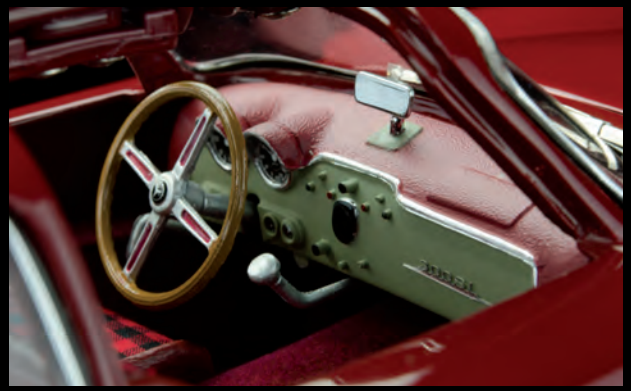
Technical data of the original vehicle

6-cylinder in-line engine with single overhead camshaft
Engine canted 50° to the left in the engine compartment
Dry sump lubrication
Four-speed gearbox, rear wheel drive
Space frame chassis; front suspension with trapezoidal links and coil springs, rear suspension with twin-joint swing axle with coil springs
Telescopic shock absorbers; hydraulic drum brakes at front and rear

Maximum output:	*170 HP at 5,200 rpm*
Displacement:	*2,995 ccm*
Top speed:	*approx. 240 km/h*
Bore x stroke:	*85 x 88 mm*
Compression:	*1 : 8,1*
Mixture preparation:	*3 Solex-dual carburettor 40PBIC*
Wheel base:	*2,400 mm*
Track front:	*1,330 mm*
Track rear:	*1,445 mm*
Overall length:	*4,212 mm*
Width:	*1,780 mm*
Height:	*1,270 mm*

Differing data of the Panamericana vehicle:

Maximum output:	*177 HP at 5,400 rpm*
Displacement:	*3,100 ccm*
Top speed:	*approx. 257 km/h*
Mixture preparation:	*fuel injection*



Accurately detailed cockpit

A miniature of the in-line six-cylinder engine under the bonnet

Item No. M-023 *CMC Mercedes Benz 300 SL Panamericana*

Item No. M-158 *CMC Mercedes Benz 300 SL, GP Bern, Karl Kling #18, limited edition of 1,500*

Item No. M-159 *CMC Mercedes Benz 300 SL, GP Bern, Hermann Lang #20, limited edition of 1,500*

Item No. M-160 *CMC Mercedes Benz 300 SL, GP Bern, Rudolf Caracciola #16, limited edition of 1,500*

When Mercedes-Benz planned to join in motorsport racing again after World War II, its initial focus was on sports car races exclusively. With the advent of new Formula 1 rules for the 1954 season, the limited resources available in Stuttgart precluded any thoughts of rapidly developing a Grand Prix racer in line with the new Formula rules. The new 300 SL sports racer (W 194) had to rely on existing assemblies: Axles, gearbox and the basic engine all came from the upmarket Mercedes-Benz 300 luxury sedan. On the other hand, the extremely light and torsionally rigid space-frame that propped up an elegant, aerodynamically efficient magnesium-aluminium body was novel. As the design of the space frame required an elevation of the side members, it proved impossible to adopt conventional doors for the W 194. This is why the car ended up with its characteristic "gull-wing" doors hinged at the roof panel.

The 300 SL was revealed to the public in March 1952, and in May it debuted in racing at the Mille Miglia. Major successes during its only racing season included the triple win at the Grand Prix of Bern, epic double wins at the 24 Hours of Le Mans (France) and at the Carrera Panamericana in Mexico as well as the 1-2-3-4 finish at the "Grosser Jubiläumspreis vom Nürburgring" where open-top versions of the 300 SL were brought to the starting grid.

At the Grand Prix of Bern on 18 May 1952, run as a supporting event of the Formula 1 race at that day, the three 300 SL factory entries appeared in a livery that was uncommonly colourful by Mercedes standards: Rudolf Caracciola was at the wheel of dark red No. 16, Karl Kling drove medium green No. 18, and Hermann Lang manned light blue No. 20. A back-up car driven by Fritz Riess completed the team. Eventually Mercedes-Benz took an unexpected, impressive 1-2-3 victory. This triumph was overshadowed, however, by the accident of Rudolf Caracciola who slid off the track when his brakes locked and hit a tree head-on. The injuries sustained by Caracciola were severe enough to end the racing career of a veteran master who had been considered the world's best race driver in the 1930.

The Carrera Panamericana, a 3371-km endurance race across Mexico, was entered by the newly established racing team with four competition vehicles and a pit crew of 35. The 300 SL engines were given another burst of power for this extremely exhausting race and now delivered a solid 177 hp. The Karl Kling/Hans Klenk duo scuttled to a well-deserved first place at an average speed of 165 km/h, whereas the Hermann Lang/Erwin Grupp duo came in second, thus Mercedes-Benz finishing the 1952 season with flying colours.

SCALE
1/18

CMC Mercedes-Benz Racing Car Transporter, 1955

Accurately replicated cockpit with fabric-upholstered seats and inner door panels

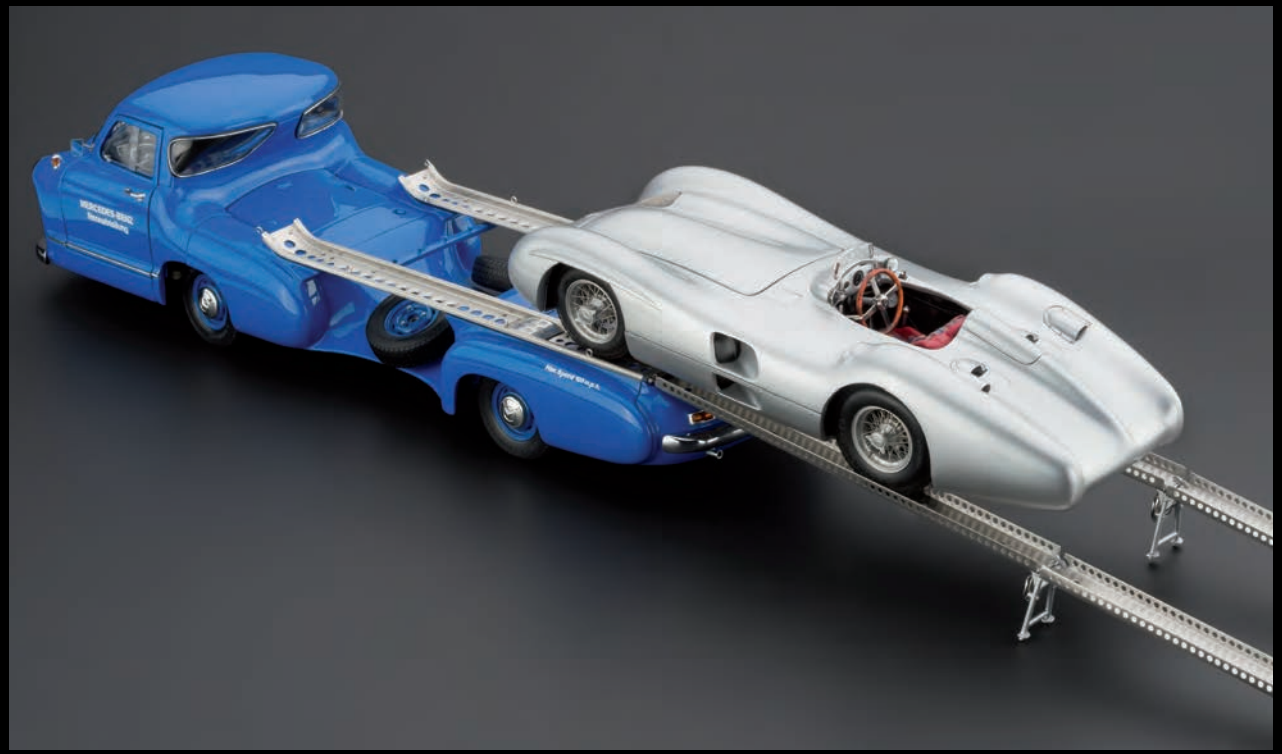
Full-metal bumpers with high-gloss chrome coating

Functional hinged hood and removable servicing cover

Technical data of the original vehicle:

6-cylinder in-line engine adopted from the 300 SL, direct petrol 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 rails with holes, as in the original, and lift-off straps for unfastening, as in the original, too. The race car transporter is supplied without cargo; the CMC race car illustrated is currently out of stock

A very special race car carrier was created as a hand-built one-off by the Mercedes-Benz testing department in 1955 – the "Renntransporter". Owing to its distinctive Mercedes Blue paintwork, it soon came to be known as the "Blue Wonder". Drawing on the styling trends of the day, flowing lines accentuate its curvacious body, and the engine that had been adopted from the 300 SL sports racer propelled the truck to an incredible top speed of 170 km/h. Both on the race tracks and on the highways the blue race car carrier soon created as much of a stir as the W196 Formula 1 cars or the 300 SLR touring racers did that rode piggyback on the carrier. This express means of transport proved to be indispensable at racing events on the European continent in particular, as it enabled a vehicle to be hauled back to its factory or replaced overnight in case technical problems arose.

When Mercedes-Benz stopped all factory racing activities at the end of the 1955 season, the "Renntransporter" quickly disappeared from public view and was scrapped in 1967. It was only 30 years later that Mercedes-Benz remembered their jewel and tackled the ambitious project of building an identical replica based on the original factory blueprints and numerous period photographs in the Mercedes-Benz Classic Center archives. To mark the centennial anniversary of the Mercedes marque in 2001, the rebuilt race car transporter was presented to an enthusiastic crowd at the Goodwood Festival of Speed.

FACTORY STOCKS SOLD OUT

Item No. M-143 *CMC Mercedes-Benz Racing Car Transporter, hand-assembled metal precision scale model, currently unavailable*

SCALE
1/18

CMC Mercedes-Benz 300 SLR - Mille Miglia, 1955

Technical data of the original vehicle:

8-cylinder in-line engine (canted at an angle of 33° to the right).
Direct petrol injection. Desmodromic valve control.
Running gear: wishbones at the front, single-link swing axle at 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 eight-cylinder powerplant of the Mercedes-Benz 300 SLR offered a maximum output of 310 hp. The handmade CMC replica shows each and every detail of the 3-litre sports racing engine and its two alloy cylinder blocks. The desmodromic valve train that was used instead of conventional camshafts and the minutely reproduced direct petrol injection system are particularly appealing.

Item No. M-120 *CMC Mercedes-Benz 300 SLR engine with display case*

The 1955 Mille Miglia was the third race of the World Sports Car Championship that included a total of six sports car endurance races for the season. Mercedes-Benz did not enter the championship races until the Mille Miglia event but had high hopes for the winning potential of the all-new 300 SLR touring sports racer. Basically the 300 SLR was a Formula 1 car of the W 196 range fitted with bodywork suitable for road use. As the World Sports Car Championship was not subject to the engine capacity limits of Formula 1 (2.5 litres) the engine was enlarged to 3 litres, raising the maximum output of the 300 SLR to 310 hp.

Mercedes-Benz fielded four SLR cars for the 1955 Mille Miglia: At 06:58 am Juan Manuel Fangio driving starting No. 658 (starting number = starting time) left the starting ramp in Brescia. The next SLR driver to be seen off onto the 1,600-km circuit was Karl Kling with No. 701, followed by Hans Herrmann with co-driver Hermann Eger and car No. 704. No. 722, the last SLR to dash into the race, was driven by young Stirling Moss from Great Britain with co-pilot Denis Jenkinson.

A lot has been written and almost everything has been told about proud winner Stirling Moss who on that day set a circuit record of 10:07:48 hours that never was to be topped. This CMC model car, however, is a tribute to Hans Herrmann who was plagued by bad luck at the race. Although he had led Moss for a long time he did not make it to the finishing line. After a refilling stop the filler cap came loose, dousing the driver in petrol during each cornering. To avoid health and fire hazards from highly caustic special petrol , Hans Herrmann was forced to retire.

Item No. M-119 *CMC Mercedes-Benz 300 SLR, Mille Miglia 1955, #704 Hans Herrmann, limited edition of 2,000*

SCALE
1/18

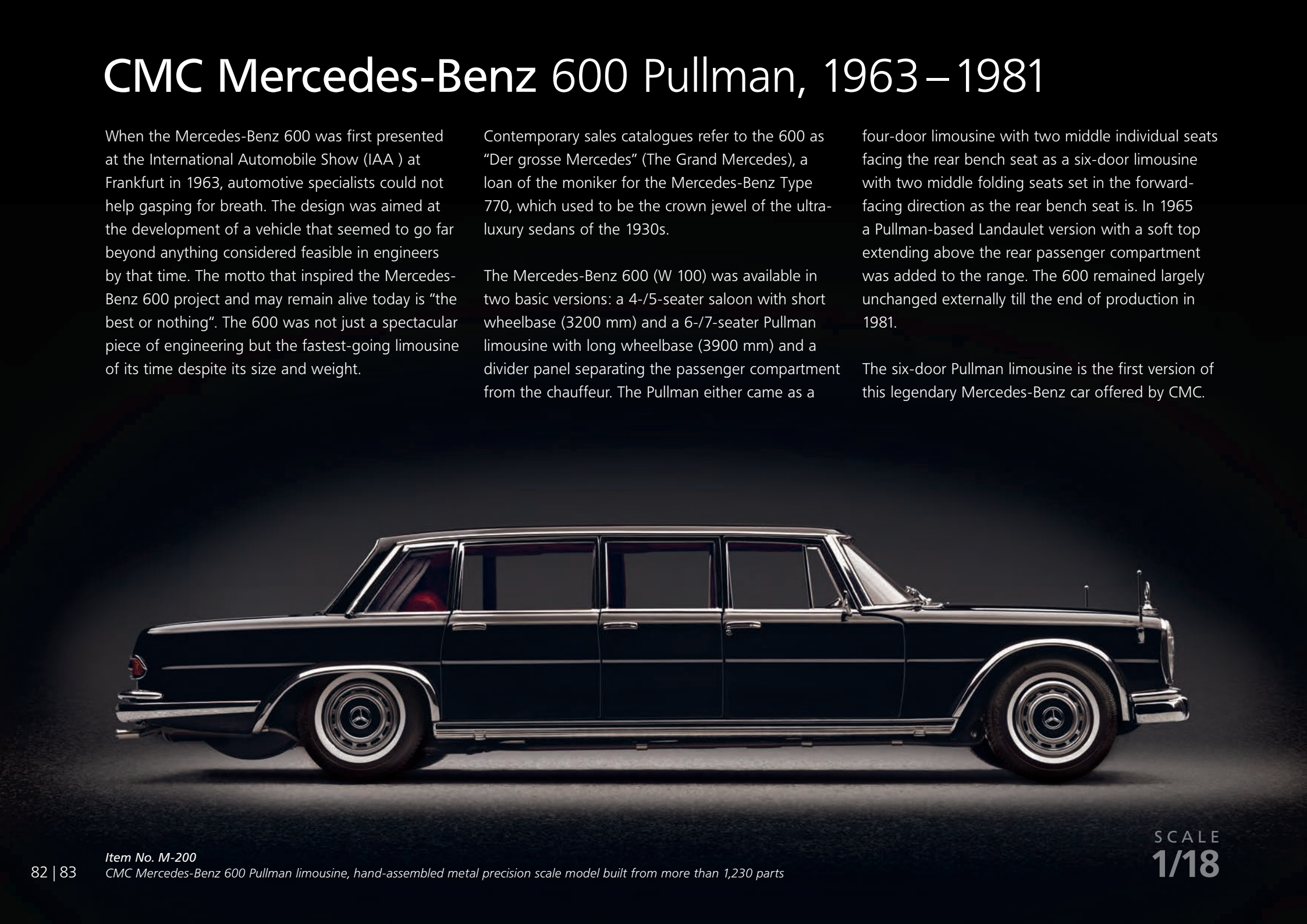
CMC Mercedes-Benz 600 Pullman, 1963 – 1981

When the Mercedes-Benz 600 was first presented at the International Automobile Show (IAA) at Frankfurt in 1963, automotive specialists could not help gasping for breath. The design was aimed at the development of a vehicle that seemed to go far beyond anything considered feasible in engineers by that time. The motto that inspired the Mercedes-Benz 600 project and may remain alive today is "the best or nothing". The 600 was not just a spectacular piece of engineering but the fastest-going limousine of its time despite its size and weight.

Contemporary sales catalogues refer to the 600 as "Der grosse Mercedes" (The Grand Mercedes), a loan of the moniker for the Mercedes-Benz Type 770, which used to be the crown jewel of the ultra-luxury sedans of the 1930s.

The Mercedes-Benz 600 (W 100) was available in two basic versions: a 4-/5-seater saloon with short wheelbase (3200 mm) and a 6-/7-seater Pullman limousine with long wheelbase (3900 mm) and a divider panel separating the passenger compartment from the chauffeur. The Pullman either came as a four-door limousine with two middle individual seats facing the rear bench seat as a six-door limousine with two middle folding seats set in the forward-facing direction as the rear bench seat is. In 1965 a Pullman-based Landaulet version with a soft top extending above the rear passenger compartment was added to the range. The 600 remained largely unchanged externally till the end of production in 1981.

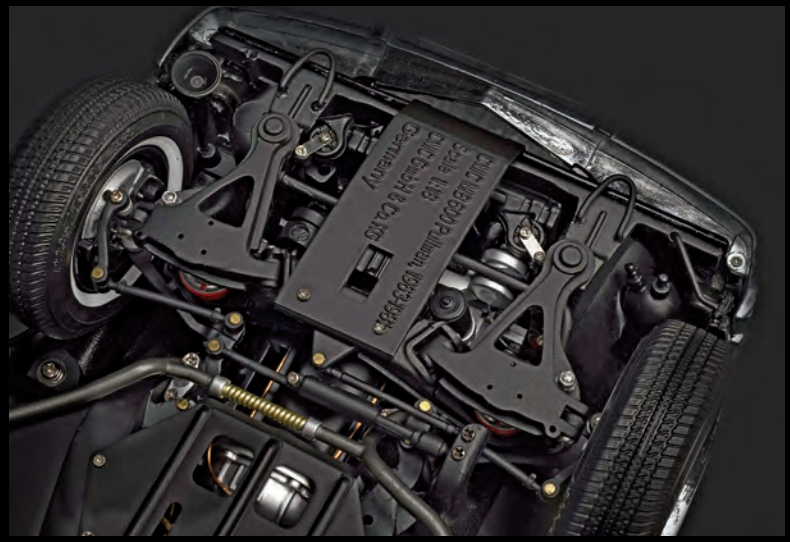
The six-door Pullman limousine is the first version of this legendary Mercedes-Benz car offered by CMC.



Item No. M-200
CMC Mercedes-Benz 600 Pullman limousine, hand-assembled metal precision scale model built from more than 1,230 parts

SCALE
1/18

True to scale replica of the bonnet operating linkage with hinges and springs



Perfectly miniaturized details of underbody, front axle and gearbox

Detailed replica of the interior with leather upholstery and fine wood inlays

Accurately replicated spare wheel and tool kit inside the luggage compartment

CMC Mercedes-Benz 600 Pullman, 1963 – 1981

Model Description:

- *Hand-crafted metal precision model built from more than 1,230 parts*
- *Six hinged doors with external handles are to be opened with a special tool*
- *Lift-to-open bonnet and trunk lid*
- *Authentic replication of the V8 engine, including its ancillaries*
- *True-to-the-original replication of the boot with a spare-wheel well*
- *Detailed replication of the subframe and reinforcement*
- *Two extra forward-facing foldable seats and folding armrest*
- *Movable sun visors*
- *Removable wheels, each mounted with five screws*
- *Magnetic hubcaps*
- *Detailed interior decked out with leather upholstery and wooden embellishments*
- *Divider panel that partitions off the cabin*
- *Curtains on the rear windows*
- *Retractable antenna*
- *Screw-on flag poles*
- *Toolbox contains a wheel-mounting tool, hubcaps, door opener, flag poles*

Item No. M-204
CMC Mercedes-Benz 600 Pullman limousine with openable sunroof

SCALE
1/18

CMC MERCEDES-BENZ | 600 PULLMAN

1963 – 1981

CMC Talbot-Lago T150 SS Coupé, 1937 – 1939

SCALE
1/18

When Talbot-Lago presented their all-new model at the Paris Motor Show of 1937, the public was struck by awe. Using the T150 SS (Speciale Sport) to build upon, Figoni & Falaschi coachbuilders came up with an irresistibly beautiful coupé body that looked uncannily modern. Even by today's perspective, it might well appear to belong in a futuristic age. Soon this exuberant coachwork inspired by Art Déco design became known as the "goutte d´eau" ("drop of water") or, in the USA where the car was shown next, as the "teardrop coupé". Movement is what every detail of this spectacular car is all about. Each and every body line accentuates the overall configuration without becoming overbearing. The entire car is a single coherent unit that seems to be in a perpetual state of flow – from the sleek front wings to the chromed exhaust tailpipe at the rear. The theme continues in the lavish interior that is finished in exquisite leather and fine wood trim.

CMC presents a carefully replicated miniature of this icon of automotive design from the 1930s in three colour schemes: a metallic blue-grey livery, a period-correct silver and red two-tone finish, and a deep dark aubergine paintwork, in which a T150 SS was exhibited years ago at Concours d'Elegance of Pebble Beach and left a an ever-lasting impression on spectators.

Item No. M-145 *greyish blue*

Item No. M-165 *silver/red, limited edition of 1,500*

Item No. M-179 *Aubergine*

CMC Talbot-Lago T150 SS Coupé, 1937 – 1939

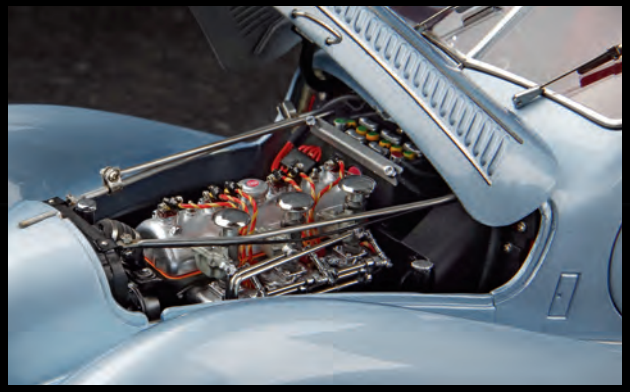
Technical data of the original vehicle:

Lightweight chassis design
4-litre six-cylinder in-line engine
Wilson 4-speed preselector gearbox
Independent front suspension with transverse leaf spring
Rear axle with longitudinally mounted leaf springs
Cable-operated drum brakes at front and rear

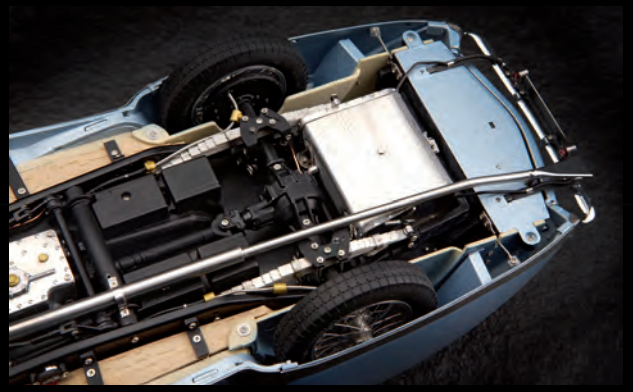
Engine displacement:	*3,996 ccm*
Power: depending on model:	*140 and 160 hp at 4,200/rpm*
Top speed:	*approx. 185 km/h*
Wheel base:	*2,650 mm*
Track front:	*1,360 (1,372) mm*
Track rear	*1,360 (1,461) mm*
Production period; number of pieces:	*1937 – 1939; 16 units*

Gracefully sleek lines: The body-work by Figoni & Falaschi follows the unadulterated styling trends of sports car design

Authentic down to the last detail: The spare wheel is tied down with leather straps that can be released individually



Openning the bonnet with air-intake louvers reveals the straight-six engine underneath



Attention to detail has been lavished on the entire underbody, yielding a faithful miniature version of the original

SCALE
1/18

CMC TALBOT-LAGO | T150 SS COUPÉ
1937 – 1939


CONTINENTAL
7.00X17
MADE IN GERMANY
DEUTSCHES FABRIKAT FABRIQUE EN ALLEMAGNE


SCALE
1/12
CONTINENTAL 7.00/17
MADE IN GERMANY
DEUTSCHE FABRIQUE EN ALLEMAGNE

CMC Alfa Romeo 8C 2900 B Speciale Touring Coupé, 1938

The long-distance race car comes with a fully equipped cockpit

The accurately miniaturized eight-cylinder engine is assembled from a huge number of individual parts

True to the original, the transaxle design combines the gearbox and rear-axle final drive in one unit

The original car is on display at the Alfa Romeo works museum today

Alfa Romeo, a leading marque among the long-established car manufacturers of Italy, wrote a unique chapter of motorsport history with this one-off special. The distinctive body design and its extraordinary individuality combine to make this car a masterpiece in automotive engineering. This 8C 2900 B was originally built for the 24 Hours of Le Mans 1938. To this end, it was fitted with an aerodynamic Berlinetta coupé body of lightweight aluminium that was based on the Superleggera construction principle patented by coachbuilder Touring. An eight-cylinder in-line engine with its output raised to 220 hp, together with specific equipment for the long-distance race completed this purpose-built racer. The Alfa 8C took a remarkable lead early on, but a severe tyre blowout quashed any dreams of winning what had seemed like a clear-cut victory.

After the race the car was rebuilt completely and sold to a private buyer. Following several changes of ownership this competition coupé now occupies a place of honour in the Museo storico Alfa Romeo – the factory museum in Arese. It was restored to its original specifications and painted a deep red livery that looks particularly appealing to spectators.

By cooperating closely with the Museo storico Alfa Romeo, CMC turned this milestone of motor racing into a fantastic high-end scale model.

Item No. C-009 *CMC Alfa Romeo 8C 2900B Speciale Touring Coupé, limited edition of 300*

SCALE
1/12

CMC ALFA ROMEO | 8C 2900 B - SPECIALE TOURING COUPÉ 1938

CMC Alfa Romeo 8C 2900 B Speciale Touring Coupé, 1938

Just like traditional coachbuilding during its heyday in the past, CMC has its 1/12 scale model cars crafted and assembled manually. This involves processing a variety of different metals for the body shell. Its panels, accessories and ancillaries are all shaped and finished to the highest extent of precision before they are assembled, screwed, riveted in place, and fitted to the vehicle frame. Traditional craftsmanship is now complemented by the new technologies for an optimum result. In the final stage, the assembled body is sanded meticulously in several cycles, and multiple layers of paint are applied manually – just like on the original.

SCALE
1/12

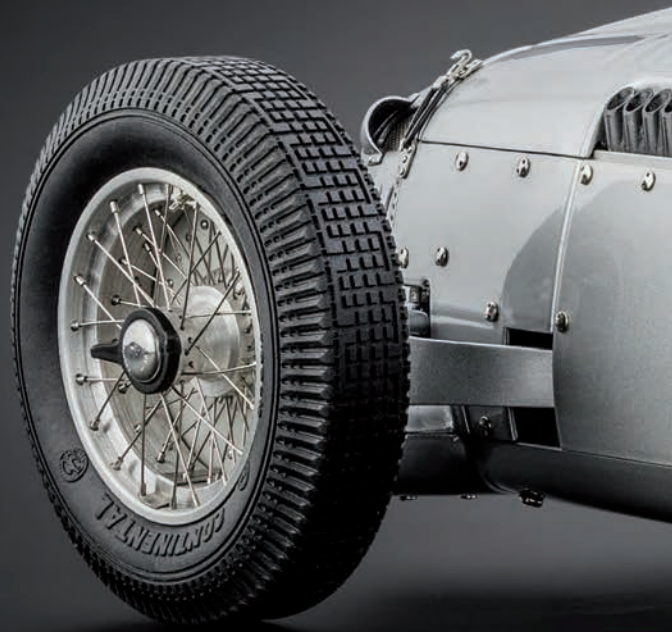
CMC ALFA ROMEO | 8C 2900 B - SPECIALE TOURING COUPÉ 1938

CMC Auto Union Type C, Rosemeyer, Eifel race, 1936

On 14 June, 1936 Bernd Rosemeyer lined up his Auto Union Type C with starting number 18 in the starting grid of the Eifel race on the Nürburgring circuit. The race would evolve into one of the most memorable events on the Nürburgring circuit notorious for its unpredictable weather conditions.

The Eifel race went for a total distance of 10 laps which equalled 228 km. The time started to vie for the front place from lap one. Rudolf Caracciola in the Mercedes-Benz W 25 was quick to move to the front, closely followed by Italian Tazio Nuvolari in an Alfa Romeo P3 and then Bernd Rosemeyer in third place. When Caracciola dropped out due to shock absorber damage, a fierce duel ensued for the front spot he had left. In lap 7 Rosemeyer took the lead and kept Nuvolari trailing behind. In the next lap, however, the weather changed abruptly and all of a sudden the Nürburgring track disappeared under a dense layer of fog with visibility reduced to less than 20 metres. Undaunted, Rosemeyer continued at a virtually undiminished pace. With hardly any visual trace of the track, it must have been owing to his good memory of the circuit and a so-called seventh sense of orientation and risk management that Rosemeyer scuttled through the rest of the race safely to take the chequered flag.

A myth was born that day, with Bernd Rosemeyer going down in racing history as the “Fogmaster”.



Item No. C-008
CMC Auto Union Type C, Eifel race 1936, Bernd Rosemeyer #18, limited edition of 300

FACTORY STOCKS
SOLD OUT

SCALE
1/12

CMC AUTO UNION | TYPE C

1936

CMC Horch 853, 1937

Technical Data of the Original Vehicle:

8-cylinder in-line petrol engine with overhead camshaft (OHC)

Displacement:	*4,944 cc*
Maximum output:	*120 hp at 3,600 rpm*
Top speed:	*135 km/h*
Wheel base:	*3,450 mm*
Total weight:	*2,600 kg*

Rugged metal frame of cast aluminium sections. The twin-link rear axle is suspended on real metal leaf springs

Weighing approx. 2.2 kg, the model is hand-assembled meticulously with no efforts spared. Made of 0.6 mm copper sheetmetal, the body panels are pressed into shape individually and then soldered to form a unit

To the present day, the Horch marque is a synonym of nobility, superior engineering standards and sophisticated body styling. In its heyday Horch produced the best-selling cars in the upper-class segment of German vehicles. As early as 1927, Horch equipped its passenger cars exclusively with eight-cylinder engines.

In 1937 the company that started as August Horch & Cie. Motorwagenwerke AG in 1904, presented one of its most fascinating models – the Horch 853. The four-seater sports drop-head coupé with a 5-litre engine soon became the preferred vehicle for industrialists, leading politicians and famous actors. In short, it was virtually an omnipresent fixture in high society back then.

Today the Horch 853 remains as impressive as ever. To do justice to the elegant features of this sophisticated vehicle, CMC opted to replicate it in 1/12 scale. This bigger scale enabled us to make sure that the replica would be of unparalleled elegance and value, with each fascinating detail presented accurately and faithfully. Hand-built and crafted with 0.6 mm copper sheetmetal, the body of this model is a masterpiece of model building.

SCALE
1/12

Item No. C-010 *CMC Horch 853, hand-assembled metal precision scale model*

CMC Horch 853, 1937

Radiator grille with hand-fitted vertical bars made entirely from stainless steel

Headlight assembly, marque badge and radiator ornament are faithful renderings of the originals

Detailed miniature version of the straight-eight engine with all ancillaries and full wiring

"Horch" lettering on the valve cover, as in the original

Elaborate interior with hand-assembled round gauges and distinctly legible dials with precision lettering

The doors pivot on metal hinges, the side windows can be cranked up and down

Carpeted boot and passenger compartment, bumpers with rubber pads, as in the original

The folding soft top with its accurately re-created metal hinge assembly is fully functional

SCALE
1/12

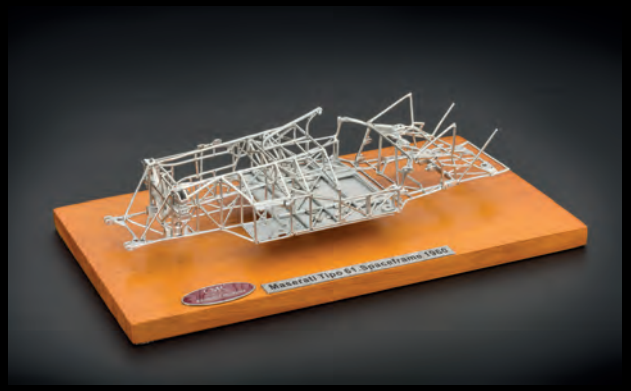
CMC HORCH | 853

1937

CMC Model Art

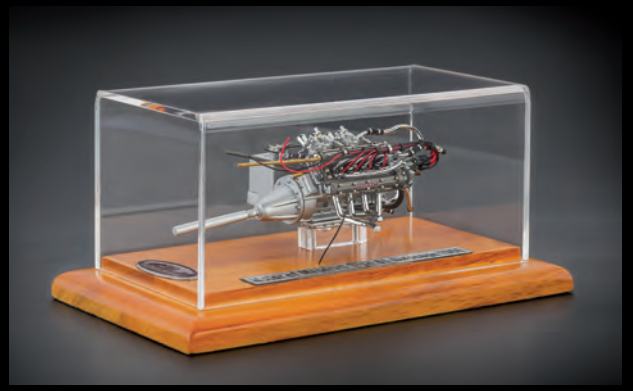
Item No. A-017 *Diorama with CMC Alfa Romeo 8C 2900 B, figurines and background*

This easy-to-assemble set shows a roadside scene, in which a classy Alfa Romeo 8C 2900 is being checked and serviced by two mechanics under the watchful eye of the elderly owner



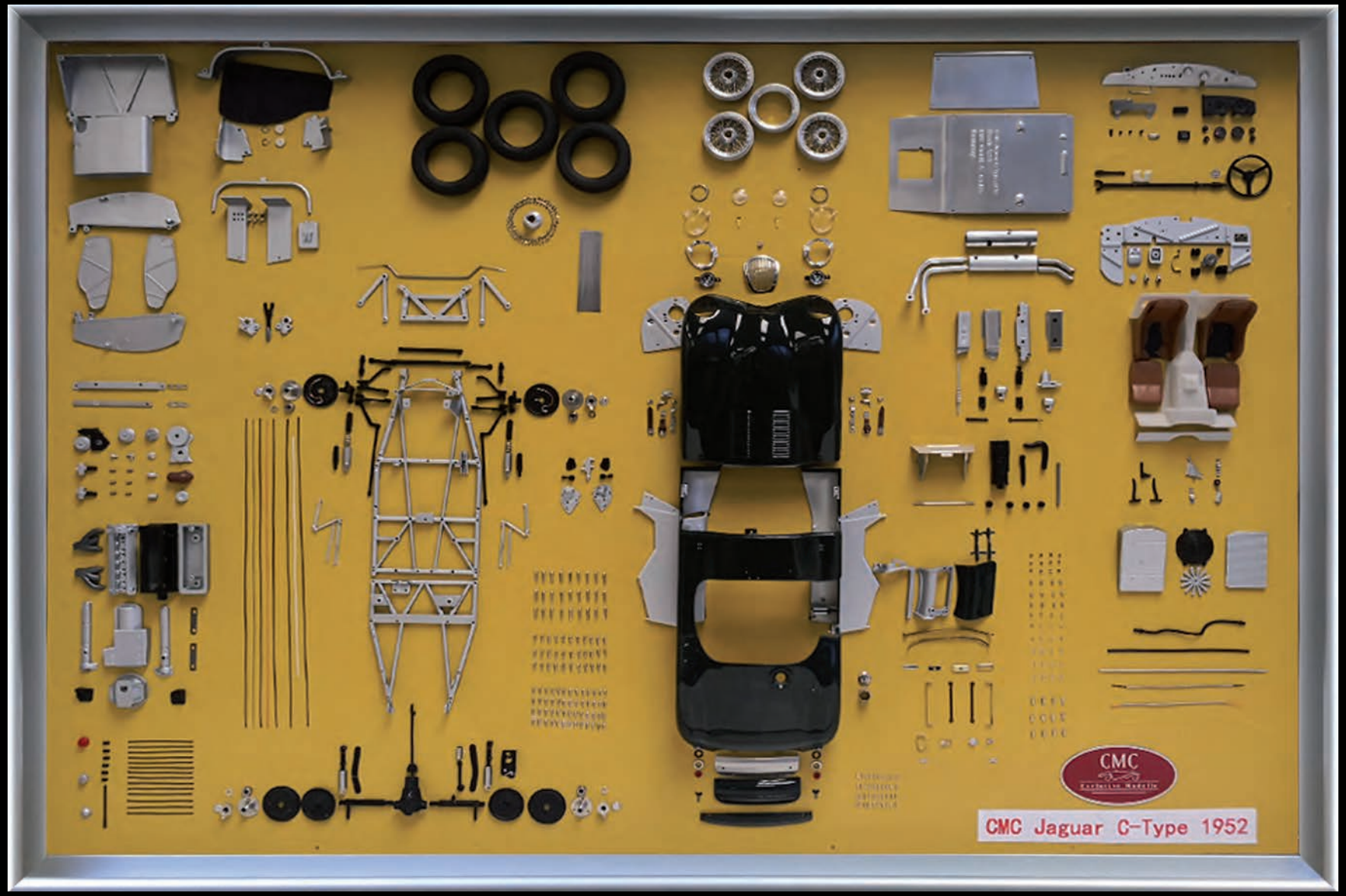
Item No. M-122 *Tubular space frame of the CMC 1960 Maserati "Birdcage" Tipo 61. It highlights the intricate design of the space frame that gave shape to the famous Maserati Tipo 61, nick-named "Birdcage"*

Item No. M-133 *6-cylinder in-line engine replica of the CMC Aston Martin DB4 Gran Turismo scale model with all ancillaries and full wiring. The DB4 is considered a milestone of this British marque. The engine replica comes with an acrylic showcase*



Item No. M-126 *4-cylinder engine replica of the CMC Maserati "Birdcage" Tipo 61 scale model. This compact lightweight Maserati found a particularly receptive market in the USA. The engine model comes with an acrylic showcase*

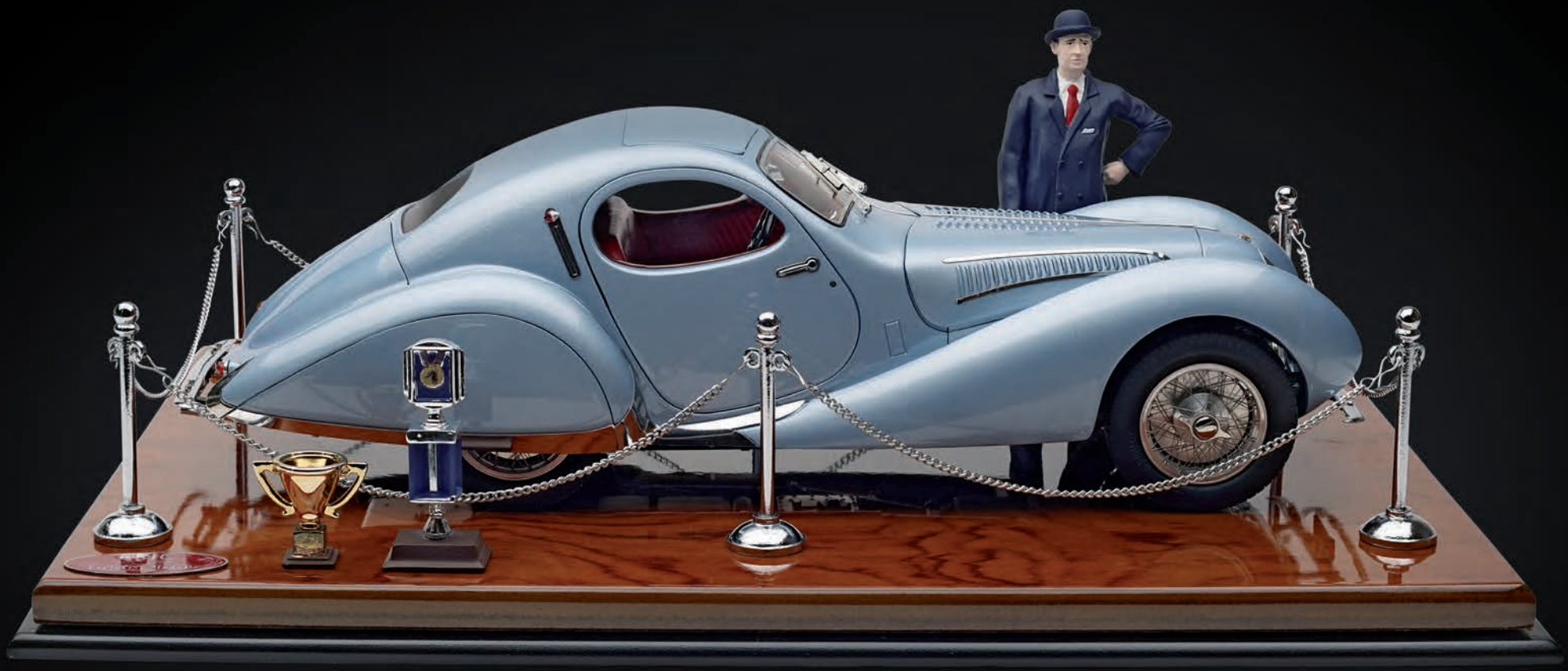
CMC Model Art



Item No. A-016 *CMC Jaguar C-Type, 1952*
Model Art parts display board,
limited edition of 300

It would be insane to try to pin an actual car to your wall for decoration. But not with this parts display board of the CMC Jaguar C-Type, which is a true collector's item. All the components that go into building the miniature model, whether the C-Type body or running gear, are here, including zinc alloy castings, interior parts, and tiny nuts and bolts. The display board offers an insight into the care lavished by CMC on designing and building its scale models as well as the thoughtfulness with which CMC provides this strictly limited edition. The parts are neatly mounted on a leather-covered board inside an aluminium-framed case with an acrylic sliding cover. Hardware for wall mounting is included in the set.

CMC Talbot-Lago T150C at „Concours d' Elegance“



Item No. A-018 *CMC Talbot-Lago T150C at "Concours d' Elegance"*
The amazingly elegant coupé is displayed on a cordoned-off, carpeted platform as the award-winning star of a car show while a spectator is gazing at it admiringly. The diorama set comes with an acrylic display case

CMC Maserati 300S „Dirty Hero®“

Item No. M-172 *CMC Maserati 300S "Dirty Hero®", two figurines, engine and base plate*
Limited edition of 770

CMC MODEL ART

New CMC Models, Scale 1/18

Item No. M-205
CMC Mercedes-Benz 600 Pullman Landaulet

Item No. M-207
CMC Mercedes-Benz SSK, red

Item No. M-208
CMC Mercedes-Benz SSK, black

Item No. M-209
CMC Mercedes-Benz SSK, clear finish

CMC Ferrari 275 GT/B model variants

Item No. M-225 *CMC Mercedes-Benz SSK, "Black Prince", 1930*
The illustration is not of the production model. Actual looks may be subject to change without notice.

The perfect way to display your cars

High-quality collector's display cases for CMC models of 1/18 and 1/12 scale

This is a stylish way to present your fine CMC car models and at the same time protect them from dust, moisture and accidental damage.

Coated wood base plate with protective anti-slip fabric covering its underside, and clear acrylic cover with rounded edges.

Item No. A-004

Display case for 1/18 scale models

Display case not suitable for models M-200, M-204 and M-205

Item No. A-011

Display case for lorry models of 1/18 scale and passenger car models of 1/12 scale

Illustrations are only reference; products for sale may vary in minute details

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EXTRAORDINARY

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