

The 25 Years of CMC Classic Model Cars

Finest Precision Models of Classic Automobiles Since 1995

CMC Classic Model Cars has overwhelmed the world of collectors and aficionados of classic automobiles with its precision replicas. The year 2020 is special for the brand, marking the 25th anniversary in launching the development and production of its own high-end scale models.

This success story began with a specialist dealer of scale autos in Stuttgart. Herbert Nickerl, an engineer by profession who was also a keen enthusiast for classic automobiles, and Shuxiao Jia, who came to study management in Germany as a dispatch of the CITIC, jointly ran the business from 1985 onwards, expanding it into a retail-wholesale agent by becoming a general importer of two brands of model cars manufactured in China.

To mark the 25th anniversary of CMC Classic Model Cars, two CMC-made Mercedes-Benz models will be released in addition to a CMC-made Ferrari scale model. One of the anniversary models is the "Black Prince" again, which will be rendered in 1:18 scale instead and assembled from more than 1,300 components. A second anniversary model will be the CMC Mercedes-Benz 600 Pullman, together with its exquisite variants, including the landaulet versions with soft tops, which are the icons of the 1960s and 1970s in terms of automotive perfection and luxury. The CMC Pullman models are also built of well over 1,200 individual parts. Finally, in a limited edition of 300 only, a hand-gilded CMC Ferrari replica will conclude the anniversary program on a high note: The CMC Ferrari 275 GTB/C. Itemized as M-210, it is modeled after a racing car from 1966, lavishly coated with 14-carat gold leaf, and sealed with clear lacquer.

The complete company history, a lot of background information and a richly illustrated overview of all CMC models ever offered is contained in the anniversary illustrated book "CMC Model Cars 25 Years"; which will be delivered from February.



S-010 Illustrated book CMC Classic Model Cars 25 Jahre,
148 pages, German-English-Chinese, available soon, SRP € 48,-

New models 2020, scale 1/18

M-225 CMC MERCEDES-BENZ SSK „BLACK PRINCE“ 1934, SRP € 497,-

The very first CMC-model in 1995, Scale 1/24

Engineering sample of the new 1/18 model

With this model, CMC Classic Model Cars returns to the roots of its own history. It was the first self-developed model by the company founders Shuxiao Jia and Herbert Nickerl in 1995, which was made available in a scale of 1:24. Immediately after its debut, the CMC miniature was voted "Model of the Year 1995" by a major trade magazine. In retrospect, the young company could not have had a better start. CMC then sent a model to the owner of the original car, fashion designer Ralph Lauren, who was delighted about the beauty of the CMC model.

The "Black Prince" is considered one of the world's most valuable Mercedes-Benz. Of the 30 SSKs ever built, Chassis 36038 has one of the most interesting stories to tell. It was first delivered to Japan without a body in 1930. From there, the chassis was shipped to Italy, where it got its first body. The new owner Carlo Felice Trossi was a private racer who first used the car in races. Then he decided to have his car outfitted with a low-flow roadster body in the style of the time. Scientific aerodynamics was still in its infancy during the early 1930s. Many of the streamlined vehicles of this era looked sleek but were lacking in any proven dynamic benefits. It can be said that under this fashion of the time, even the design of everyday objects was prone to be streamlined.

Trossi sketched a unique special body that he had in mind on paper. The drop-shaped fenders of all wheels, the pointed rear, and the curved fairings between the rear fenders and the rear end are striking. The work was attributed to a British bodybuilder named Willie White, but the sources are sparse. It is certain that Trossi commissioned the body in 1933 and that the SSK was delivered to him the following year. The one-off piece was painted in a deep, shiny black, whose kaleidoscopic reflections make the body look almost enchantingly dreamlike. Today, the original vehicle belongs in one of the most important private collections in the world.

To mark the 25th anniversary of the brand, CMC Classic Model Cars is revisiting the "Black Prince", making it available in 1:18 scale with the intricate detailing that only CMC can deliver. At the Nuremberg Toy Fair, you will see a hand-form of the spectacular body of the Roadster.

CMC Mercedes-Benz Typ SSK 1928 – 1932

M-190 White, Hermann to Leiningen

M-207 Red, Carlos Zatuszek

M-208 Black

M-209 "Clear Finish"

Of the six-cylinder compressor sports cars of the Mercedes-Benz S-series, the SSK and SSKL are the most sporty, exclusive and fascinating versions. The SSK, which was first used just four weeks after the launch of the SS type, stands for "Super-Sport-Short", underlining its extreme sportiness and a shortened wheelbase (by 45 cm), among others. This makes the SSK predestined for mountain racing, a very popular racing category at the time. Driving a brand new SSK, factory racer Rudolf Caracciola won the well-known Gabelbach race in Thuringia in the summer of 1928 as well as other important victories. The car also carried him to claim the European Mountain Championships of 1930 and 1931.

Part of the legend of the SSK is that it was both a factory racing car and a customer vehicle. Some racing specifications, such as a more powerful compressor or a racing camshaft, were also available to private customers, while others were reserved for factory racing cars. It was not uncommon for private owners of an SSK to take part in races at weekends and use their two-seaters on weekdays as a means of transport in everyday life. Undoubtedly, the SSK was the ultimate supercar of its time.

The Mercedes-Benz compressor sports car was initially developed under the leadership of Ferdinand Porsche, and it first took the shape of a touring car in 1926 with increased engine

power and a shortened wheelbase, later known as the Model K. The letter did not stand for the compressor, but for "short", namely, the shortened design for racing operations. It was preceded by the type designation S (Sport) in 1927 and the SS (Super-Sport) in 1928. In mid-1928, Mercedes-Benz engineers shortened the Type S chassis to a wheelbase of 2950 millimeters and equipped the chassis with the new 7.1-litre SS compressor engine. This created the Type SSK (Super-Sport-Short), whose powerplant coupled with the compressor generated 200 hp. After Rudolf Caracciola won several important mountain climbing races of the 1928 season, the factory decided to produce a small series of the SSK, which was initially meant to serve only as a factory racing car. From October 1928 it was included in the official sales program. By 1929, the power had been increased to 250 hp, whereas the racing touring cars of the factory team provided up to 300 hp with a larger compressor. In total, fewer than 30 customer SKs were produced, and it was one of the most exclusive Mercedes-Benz ever. Unlike the SSK, the SSKL was never part of the sales program; it was exclusively available to the Mercedes-Benz factory team.

M-190 CMC MERCEDES-BENZ SSK, WHITE,
SCALE 1/18, SRP € 399,-

This CMC model authentically recreates the racing car known as "men's stallion". In addition to the factory drivers from Mercedes-Benz, private SSK owners also regularly competed in mountain and circuit races of this era. Hermann zu Leiningen was one of those wealthy amateurs who pursued motorsport with passion. Born in 1901, the prince from a southern German princely house raced his first race in 1927 with a Bugatti. In 1928 and 1929 he piloted a Mercedes-Benz SSK, as presented by CMC here. From 1930 he started in Grand Prix events as a driver of private teams. In 1934 and 1935 he was one of the factory pilots of the Auto Union and competed in several Grand Prix races with a second place to his credit. After the 1935 season Hermann zu Leiningen ended his engagement as a racing driver. The model is already sold out by pre-orders at the factory!

M-207 CMC MERCEDES-BENZ SSK, RED #14,
SCALE 1/18, SRP € 399,-

This CMC model has a special history. The red-painted model, an SSK built in 1929, was used victoriously by the private driver Carlos Zatuszek at long-distance races in Argentina. The driver, who has been famous in South America, was born in 1897 as Karol Zatuszek in what is now Ukraine. In 1921, the trained mechanic emigrated to Argentina and became an Argentine citizen in 1931. He attempted his first car race in 1927. Two years later, his brother-in-law Julio Berndt acquired the Mercedes-Benz SSK, with which Zatuszek scored victory after victory in the following years. With the starting number 14, he competed at the autumn prize of Argentina 1931 and won the 400-kilometer race with a new track record. After Berndt and Zatuszek sold the car in 1935, it was used by other racers in Argentina until the 1950s. Experts consider this SSK to be one of the most interesting racing cars of the Mercedes-Benz brand – reason enough to dedicate a faithful CMC miniature to this unusual model.

M-208 CMC MERCEDES-BENZ SSK, BLACK,
LIMITED EDITION 800 PCS., SCALE 1/18, SRP € 399,-

People are used to seeing an SSK finished in a white livery. Then there is also the compressor in an SSK, which serves as a powerful reminder of the racing successes of the so-called "White Elephants" piloted by the Mercedes-Benz factory team. The nickname helped bring back the racing scene from the past: the massive body of the compressor racing car and the deafening noise of the compressor under full load. But there was much more than factory racing cars on the tracks. The SSK was also sold to private customers who had a full range of color choices for the finish of their SSKs. In black, this supersports car takes on a special elegance in its looks, as is shown by the CMC miniature.

M-209 MERCEDES-BENZ SSK, „CLEAR FINISH“ INCL. SHOWCASE
LIMITED EDITION 600 PCS., SCALE 1/18, SRP € 499,-

It is a CMC tradition to issue a clear-finish version of the model that is no less, if not more, spectacular without the cover of its livery. The absence of a colorful paint reveals the underlying beauty of this high-capacity sports car with a distinctive right-hand-drive engine and configuration. The clear finishing needs even more craftsmanship than on models with a colored finish. The body parts are to be sanded down, cleaned and finally the Clear-Finish models are covered with a layer of transparent varnish.

CMC Mercedes-Benz Typ SSKL 1931

M-055 Mille Miglia 1931, # 87

M-188 GP Deutschland 1931, # 10, Limited Edition 800

M-189 GP Deutschland 1931, # 12, Limited Edition 800

The SSKL 1931 constituted the last stage of development for the compressor racing cars from Mercedes-Benz. Under the impact of a worldwide economic crisis, further development of racecars ground to a stop, and funding of the existing racecars was quickly exhausted. Using a large-volume compressor and known as "elephant" internally, the six-cylinder racing cars was now capable of yielding 300 hp. To reduce the vehicle weight, holes were drilled on the frame of the SSK chassis. This is how the new type SSKL (Super Sport Short Light) was created. On April 12/13, 1931, the new racing car was used for its first time at the Mille Miglia. Compared to the SSK, it was about 125 kg lighter, and the engine power was increased by 50 hp. Rudolf Caracciola, the most successful racing driver of his time, won a sensational victory in his SSKL. The first-time win in this legendary endurance race would be followed by more victories in the 1931 season. The drama was repeated at the "Große Preis of Deutschland" on July 19. In retrospect, Mercedes-Benz had carefully prepared for this race under the direction of race director Alfred Neubauer. The training program included, among other things, tire changes with a newly-devised jack as well as practices of refueling process to minimize possible downtimes. As a result, the drivers, together with the mechanics, were able to change a tyre in just 70 seconds.

M-055 CMC MERCEDES-BENZ SSKL, MILLE MIGLIA 1931, #87
SCALE 1/18, SRP € 392,-

In April 1931 Rudolf Caracciola, the ace driver of Mercedes-Benz, competed in the mille Miglia endurance race with starting number 87. In the process of providing him with a winning car, the new weight-relieved type SSKL was born. After 1,635 kilometers and a good 16 hours later, the German race driver became the first foreigner to win the extremely challenging Langstrecken race that was inaugurated in 1927. The fact that Caracciola had received little financial support from Mercedes-Benz for participating in the race and training made his victory and new track record all the more remarkable. After extensive research, CMC has uncovered the original looks of the winning car and converted its findings into a metal precision model built from some 1,885 parts. In a new approach adopted for the first time to wheel construction, the spoke wheels of this model are now affixed with fine nipples to join the spokes with the rim, thus raising the bar of model-building to a new height of authenticity.

M-188 CMC MERCEDES-BENZ SSKL GP DEUTSCHLAND 1931, #10
LIMITED EDITION 800 PCS., SCALE 1/18, SRP € 392,-

M-189 CMC MERCEDES-BENZ SSKL GP DEUTSCHLAND 1931, #12
LIMITED EDITION 800 PCS., SCALE 1/18, SRP € 392,-

The SSKL proved to be something like the bench-mark for winning in the 1931 racing season. One highlight of its winning streak was the German Grand Prix in July. Mercedes-Benz had its four factory race drivers undergo an unusual training program before the race began. Under the supervision of Alfred Neubauer, the racing director, his team was made to practice refueling and tyre change repeatedly. The day would turn out to be a complete success for the factory team. The car with start number 10 was driven by Hans Stuck for Mercedes-Benz in 1931/32. He finished sixth in the race. The car with the starting number 12 is driven by Otto Merz, the oldest driver of the factory team. Born in 1889, he had been working for the Mercedes-Benz brand since 1906. His racing career began in the early 1920s. He finished fifth in the race on this day.

CMC Mercedes-Benz 600 Pullman, 1963–1981

M-200 Pullman Limousine

M-204 Pullman Limousine with Sliding Roof

M-205 Pullman Landaulet

M-215 Pullman Saloon "White Swan", limited edition 800

M-216 Pullman Limousine "Red Baron", limited edition 800

M-217 Pullman Landaulet sand beige/brown, limited edition 800

M-218 Pullman Limousine with Sliding Roof "King of Rock'n Roll", lim. edition 800

At the 1963 International Motor Show (IAA) in Frankfurt, the Mercedes-Benz 600 appeared to be on such a cutting edge of technology that it took breath out of experts. In the development of the 600 Pullman, the goal was to come up with a car that went beyond what seemed technically feasible. It testified to a motto that proved inspiring back then and perhaps remains so even today: "Be the best or nothing." The 600 was not only unparalleled in technical terms, but also the fastest-running sedan of the time despite its size and weight. In the early sales documents, the car was called "der Große Mercedes" (the Grand Mercedes), a moniker originally used for the Mercedes-Benz Type 770, which stood out as a gem from the vehicles of the 1930s.

The car with the internal factory code W 100 was built in two basic versions: a 4-/5-seater saloon with a short wheelbase (3,200 mm) and a 6-/7-seater Pullman with a long wheelbase (3,900 mm) and a cabin partitioned off by a divider panel. There were two types of Pullman limousines, too: the 4-door edition with two middle single seats facing the rear fund bench that had a middle folding armrest, and the 6-door edition with two middle folding seats facing forward and a rear fund bench with a middle folding armrest.

Based on the Pullman versions, open-top landaulets with a soft top over the rear passengers were offered from 1965 onward. Until the end of production in 1981, the series remained virtually unchanged on the outside. CMC provides three Pullman versions in miniature: the 6-door limousines with a close-top and a sliding roof respectively and the elegant 6-door landaulet with a soft top.

**M-200 CMC MERCEDES-BENZ 600 PULLMAN LIMOUSINE
SCALE 1/18, SRP € 729,-**

The largest number of Pullman limousines were ordered and delivered in classic black. For their interior, many customers went with a red one. This most common combination of color choices sets the tone for the exterior and interior looks of CMC's M-200. It is also typical of what the 600 Pullman tended to look like during its heydays.

**M-204 CMC MERCEDES-BENZ 600 PULLMAN LIMOUSINE
WITH A SLIDING ROOF, SCALE 1/18, SRP € 759,-**

scale

Metallic colours became popular and fashionable in the 1960s. This CMC model was finished in the colour of mink grey. For the first time after the Talbot-Lago T150C, CMC introduced an innovatively-improved sliding roof that is bigger, better functional, and more revealing of the interior.

**M-205 CMC MERCEDES-BENZ 600 PULLMAN LANDAULET
SCALE 1/18, SRP € 908,-**

Available from 1965 onwards, the convertible Landaulet offers the best way of riding a Mercedes-Benz 600 -- to let yourself be driven and to show yourself off to spectators simultaneously. In the replica crafted by CMC, the textile soft top unfolds to cover the rear doors and seats. The 6-door Landaulet was favored by regents and rulers all over the world. The mid-blue lacquer of the CMC model tastefully reflects the trend of the 1960s.

**M-215 CMC MERCEDES-BENZ 600 PULLMAN LIMOUSINE
"WHITE SWAN", LIMITED EDITION 800 PCS., SCALE 1/18, SRP € 888,-**

An extraordinary model with an extraordinary story to tell. In the 1960s, a US industrialist of German descent ordered two 600s from Mercedes-Benz, one with a short wheelbase and another with a long wheelbase and a Pullman body. He had both of them finished with a white exterior and a cream-coloured interior. Legend goes that he expected both cars to return to Germany someday and find a new owner together. As a result of this widespread legend, the limousines have become known as "White Swans".

**M-216 CMC MERCEDES-BENZ 600 PULLMAN LIMOUSINE
"RED BARON", LIMITED EDITION 800, SCALE 1/18, SRP € 888,-**

Mercedes-Benz 600 vehicles were rarely delivered in striking paintwork. The "Red Baron", after which CMC modeled its M-216, was an exception. It was sold to the comic artist Charles M. Schultz of the USA in 1972, who would like to present one of his famous comic characters on flag poles. Later the car belonged to the prominent owner of a hotel chain in the United States.

**M-217 CMC MERCEDES-BENZ 600 PULLMAN LANDAULET
BEIGE/BROWN TWO-TONE LIVERY, LIMITED EDITION 800 PCS.,
SCALE 1/18, SRP € 888,-**

Vehicles of the landaulet version were usually ordered in muted colours to match the official nature of their intended functions. But not in the case of this model, which combines an unusual metallic beige with dark red-brow. It must have become one of the most photographed Mercedes-Benz 600s in the world. The original vehicle was temporarily owned by racing driver Didier Pironi. As was common in the US, the 600 limousine was equipped with a TV set, recognizable by the large antenna on the rear lid.

**M-218 CMC MERCEDES-BENZ 600 PULLMAN LIMOUSINE
WITH A SLIDING ROOF, „KING OF ROCK 'N ROLL",
LIMITED EDITION 800 PCS, SCALE 1/18, SRP € 888,-**

The colour combination of this 1969 vehicle is relatively subtle. Discreetness was what its first owner, the "King of Rock'n Roll", had in mind for his cars. In the original layout of this car, there was a TV set in the passenger compartment, recognizable by the large antenna on the rear lid.

**M-222 CMC FERRARI 275 GTB/C „GOLD“
LIMITED EDITION 500 PCS., SCALE 1/18, SRP € 1,500,-**

The picture shows an engineering sample

In commemoration of the 25th anniversary of the marque, CMC offers an exclusive novelty that stands out like a "gem" from the rest of offerings so far – a replica of the Ferrari 275 GTB/C that is elaborately crafted and gilded in 14-carat gold. Limited to 500 pcs and gold-plated, it is a "gem" in the true sense of word. To protect its valuable gold-gilt surface, the elegantly shaped body is sealed with a clear layer of varnish. Further versions of the CMC Ferrari 275 GTB/C coming soon, amongst them itemized as M-223 the first CMC model with a finecast copper alloy body.

New model 2020, scale 1/12

**C-009 CMC ALFA ROMEO 8C 2900 B SPECIALE TOURING COUPÉ
LIMITED EDITION 300 PCS., SRP € 4,715,-**

This 1/12-scale replica is eagerly awaited by CMC fans. Given the bigger scale, a more exhaustive level of detailing can be achieved. At CMC, a new technology is being applied to the making of this model: the body and its components are to be cast from a new copper material that integrates light weight with structural stability.

The original vehicle was one of a kind. Its unique body was built in 1938, specifically for racing in the 24 Hours of Le Mans. The Alfa Romeo eventually took the form of an aerodynamically-shaped, close-top Berlinetta built of lightweight aluminium as the Superleggera principle patented by the coachbuilder Touring prescribed. A performance-enhanced eight-cylinder in-line engine with a maximum output of 220 hp plus the specific equipment for long-distance racing completed this project. However, a tyre damage after an initial lead in the race dashed the hopes of a victory.

After a few changes of ownership, the 8C 2900B is now on display in the Museo storico Alfa Romeo, the factory museum in Arese. It has been restored to its original condition with a dark red livery, which makes the vehicle a shiny gem.

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