



Press Release CMC Models 2017

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Ladies and Gentlemen,

CMC GmbH & Co. KG Classic Model Cars is pleased to present to you its recent and forthcoming releases at the 2017 Nuremberg Toy Fair.

You are looking at a multitude of new, innovative items that cover a wide range. We would like each collector to find **his or her "dream model(s)"** below.

For further questions please don't hesitate to ask your branch office.

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

The recommended retail price per model is 335.- €.





For Alfred Neubauer, the head of the Mercedes-Benz racing department, only one victory was missing – winning the Carrera Panamericana, a long-distance race in Latin America. With four competition cars and a team of 35 service people, the crew flew to Mexico in November 1952.

The engine displacement of the 300 SL had been increased to 3.1 liters, producing 177 hp. **Kling's car** collided with a vulture 50 km ahead of the finish, which broke the windshield. The windshield was then protected by a metal grid, and Kling, in car No. 4, took first place. Hermann Lang in car No. 3, also a Mercedes 300 SL, finished in second place.

CMC Auto Union Type C, 1936-1937
Scale 1:18
Item No. M-034

The recommended retail price per model is 335.- €.





Developed by Ferdinand Porsche, this race car made history in a way that virtually no other race car had done before. With the Type C in 1936, Auto Union introduced a monoposto that was almost totally different from all other race cars up to that time. The most striking feature was the unconventional design of the sensational 16-cylinder V-type engine installed behind the driver and ahead of the rear axle – an innovation which soon became an accepted practice. Perhaps the greatest reason for the **success of the 520 hp “bullet”** was its highly talented race driver: Bernd Rosemeyer. In 1936, which was his most successful year, he became the European Champion and won numerous Grand Prix races. In 1937, this new ace of Auto Union kept his main competitor, Mercedes-Benz, in check, and was able to continue his successful career with five more wins.

At the beginning of 1938, however, his career came to an abrupt and tragic end due to a fatal accident that occurred while he was trying to break the world speed record. After the end of the Second World War, the remaining race cars in Zwickau were turned over to the Soviet Union as reparation payment. It is still unknown what exactly happened to the race cars.

The Auto Union Type C is hand –assembled from 1026 parts into an extraordinary precision model. The individual parts are made of high-quality materials: 23 parts are zinc die-cast, 754 are metal or copper, and 153 are made of plastic. The remaining 96 parts are screws, rivets, or simulated screw heads.

CMC Mercedes-Benz 300 SL (W194), 1952
International sports car race for the Great Price of Bern (Switzerland), 1952
Scale 1:18

Item No. M-158 (green / #18) Limited Edition 1,500 pcs.

Item No. M-159 (blue/ #20) Limited Edition 1,500 pcs.

Item No. M-160 (red / #16) Limited Edition 1,500 pcs.

The recommended retail price per model is 335.- €.





In 1952, Mercedes-Benz staged a comeback to motor sports racing with the newly-developed Type 300SL (W194). Featuring an unusual entry through a gull-wing door that opens from the lower edge of the side window and swivels upward around the centerpiece of the roof top, this streamlined sports car immediately cast a spell on the racing enthusiasts.

After a successful debut at the Mille Miglia, the 300SL moved on to the renewed competition of sports car racing at the Grand Prix of Bern on May 18th, 1952.

The three officially registered 300SL's were decked out in uncommonly colorful finishes, including dark red (Rudolf Caracciola, #16), green (Karl Kling, #18), and blue (Hermann Lang, #20), not to mention the silver-colored finish of the replacement car with Fritz Rieß (#22) at its wheel. The team was ready to engage the rivals from Ferrari, Lancia, Aston Martin and Jaguar. At the end of the race, Mercedes-Benz celebrated a spectacular triple-victory, with the 1st, 2nd and 3rd places clinched by Karl Kling, Hermann Lang and Fritz Rieß respectively. The joy of victory, however, was tempered because a tragic accident had happened to Rudolf Caracciola when he veered off the track on a stalled front brake and crashed into a tree in round 13. He was taken to hospital with a broken femur and other injuries.

His recovery was long, and the bone fracture plus a knee surgery caused lasting impairment to his right leg, which put an end to Caracciola's racing career.

CMC Auto Union Typ C – Eifelrennen, 1936

Bernd Rosemeyer Starting #18

Scale 1:18

Item No. M-161, Limited Edition 1,500 pcs.

The recommended retail price per model is 341.- €.





On June 14th 1936, Auto Union sent its best driver Bernd Rosemeyer to compete in the famous Eifel race at the Nürburgring, driving an Auto Union Type C with starting #18. This event became one of the most memorable fog-races at the Nürburgring. It consisted of 10 laps for a total distance of 228 km. The race was dominated by three prominent drivers of the time from the very beginning. Leading the way was Rudolf Caracciola in a Mercedes W25, next came the veteran warrior Tazio Nuvolari in an Alfa Romeo P3, and behind him was Bernd Rosemeyer in a Type C. After the 3rd round Nuvolari surpassed Caracciola to take the lead. But Rosemeyer was catching up steadily. Following a shock absorber failure that forced Caracciola to retire, a thrilling duel for victory unfolded between Nuvolari and the daredevil Rosemeyer. True to his nickname, Rosemeyer endeavored to become the undisputed front-runner by the 7th round. At a significant distance behind him was Nuvolari, running in the 2nd place. During the 8th round, however, something unforeseen happened. With the sudden descent of a heavy fog, the Nürburgring was enveloped in an impenetrable wall of mist. Visibility was reduced to less than 20 meters! And what did Rosemeyer do? This crazy guy kept going full speed ahead. With a seriously blurred vision, he had to rely on his route memory of the course, a 7th sense for orientation, and an undaunted spirit to win the race. **A legend was born. Bernd Rosemeyer went down in racing history as the "Fog Master."** Auto Union was setting a new benchmark that put an end to the dominance of Mercedes Benz.

CMC Auto Union Typ C – Hill climb version, 1937
Schauinsland – hill-climb grand prix Germany
Hans Stuck, Starting #111
Scale 1:18
Item No. M-162, Limited Edition 1,500 pcs.

The recommended retail price per model is 347.- €.





Hill climbs always offer a variety of exhilarations in motor sports. They had become very popular by the **30's**, thanks to an increasing number of Grand-Prix racecars getting involved in their races. Befittingly Auto Union held a special position, as they had an extraordinary skilled driver Hans Stuck, who was acclaimed to be **"King of the Mountains"** owing to his numerous hill-climbing victories.

The legendary hill-climb track at the Schauinsland Mountain near Freiburg was internationally famous. The first hill-climbing race took place there in 1925. In the following years the race grew to be an international competition, which often attracted more than 20,000 spectators during the golden era of the **Schauinsland hill climbs in the 30's**.

This was very true of the 13th Schauinsland hill climb, which was part of the German hill climb championship; it took place on August 1st, 1937 and boasted a registration list of drivers from 10 different nations. Most noteworthy were the two top racing teams: Auto Union with Hans Stuck and Bernd Rosemeyer and Mercedes-Benz with Rudolf Caracciola, Manfred v. Brauchitsch and Hermann Lang. The race-track was 12 km long, leading all the way to the top of Schauinsland Pass with 178 turns for drivers to negotiate and an ascent of 780 meters on slopes that could be 12° uphill.

At the end of the race, Hans Stuck lived up to his nickname "King of the Mountains" and raced his Auto Union Type C with twin-tire rear wheels and starting number 111 to be the winner by using one second less than his team mate Bernd Rosemeyer. The latter was also on a Type C, but with single-tire rear wheels. Mercedes-Benz didn't have a chance that day. Rudolf Caracciola and Hermann Lang, each on a W125, finished 3rd and 4th.

Back then the drive-axle was often fitted with twin tires in order to improve the transmission of motor torque onto the road. This resulted in better traction and made it easier to control the veer-off forces in narrow hill curves. But ultimately, it was not only the engine power, but also the driving skills and, above all, the cornering technique of a pilot that were essential for winning the victory.

Our hand-crafted metal precision model is a replica of Hans Stuck's winning vehicle with starting number 111 and twin-tire rear wheels.

CMC Talbot Lago Coupé T150 C-SS "Teardrop" Figoni & Falashi, 1937-1939

Scale 1:18

Item number M-145 (colour variation greyish blue)

Recommended retail price per model is 493.- €.





For the CMC management, the Talbot Lago Coupé is a long held and deeply cherished dream come true. In the early years of CMC, this demanding type of vehicle was still a little ambitious to meet the high model challenges of this century classic.

From today's point of view, after more than twenty years of experience in classic car modelling, we were now ready to reproduce this dream vehicle with the unmatched elegance and aesthetics of the "Teardrop" bodywork by the French sheet metal virtuoso Figoni & Falashi as a world-class, high-end model.

When Talbot presented the Coupé for the first time during the Paris Motor Show in 1937, the visitors were immediately impressed. Everything about this fascinating vehicle and every detail testifies to the deep, almost obsessive love for perfect design and matching accessories.

In addition, there is the metal sunroof so rarely encountered in those days.

The luxuriously equipped interior with artistically worked precious wood and elegant leather ensures a sense of well-being and the silky-smooth six-cylinder in-line engine with 140 to 160 PS depending on the model guarantees highest degrees of travelling pleasure.

When Anthony Lago and the already internationally renowned Frenchman Giuseppe Figoni and his partner Ovidio Falashi concluded a collaborative exclusivity agreement between them in 1937, the premium product of this union became the so-called **"Teardop" Coupé, which entered the market between 1937 and 1939 with just 16 manufactured vehicles.**

Five units were **built during the first production series, called "Jeancart"**. The second production series was introduced at the New York Auto Show in 1937 and encompassed 11 vehicles built exclusively with the T 150 C-SS chassis and short wheelbase of 2,650 mm. This vehicle lot went down in the history of Talbot-Lago as the **"New York Model",**

with each individual vehicle differing in either a hardly perceptible or a greater, conspicuous detail.

A typical example would be the design of the headlights, which were either freely mounted between the radiator grille and the fenders or recessed into the bodywork and arranged behind a chromium-plated metal grid.

Together with his chief engineer Walter Brecchia, Anthony Lago was already far ahead of his time where technology was concerned.

The shortened, lightly constructed T 150 C-SS chassis should be mentioned first. Independent suspension, a Wilson 4-speed pre-selector gearbox, excellent brakes and, as already mentioned, a smooth-running six-cylinder in-line engine were other technological highlights of this extraordinary vehicle.

CMC Talbot Lago Coupé T150 C-SS "Teardrop" Figoni & Falashi, 1937-1939

Scale 1:18

Item number M-165 (colour variation silver/red) limited to 1,500 units

Recommended retail price per model is 497.- €.





Deviating from our standard model, article number M-145, we chose a contemporary two-colour paint in silver/red for this model. The model is limited to 1,500 units world-wide. With its "Teardrop" bodywork by the French sheet metal virtuoso Figoni & Falashi, it is characterised by elegance and unmatched aesthetics.

When the decision was taken at CMC to reproduce the Talbot Lago Coupé with its "Teardrop" bodywork as a model, the pulse of our model builders quickened and the joy of reproducing such a piece of art was tremendous. But, at the same time there was also the challenge and obligation to do justice to this demanding project.

Many experts around the world are in agreement that this vehicle can no longer be classified with the standards applying to cars otherwise. The Talbot Lago, with its bodywork made by the famous French sheet metal cutters Figoni & Falashi, looks like it is from another planet. The car is simply what would be called "state of the art" today. When Talbot presented the Coupé for the first time during the Paris Motor Show in 1937, the visitors were impressed immediately.

This very quickly gave rise to the terms "goutte d'eau" (drop of water) and "teardrop coupé", which were never used officially, but which provided the suitable words for the extraordinary shape. Everything about this fascinating vehicle and every detail attest to a deep love of design and matching accessories. Every line and every rail supports the effect without appearing obtrusive. This car is a harmonious unit – from the narrow front fender to the chromium-plated exhaust tail piece. In addition, there is the luxuriously equipped interior with artistic workmanship of noble wood and elegant leather.

A silky-smooth running six-cylinder in-line engine works under the bonnet of the Coupé at either 140 or 160 PS, depending on the model. Powerful torque guarantees energetic drive and good acceleration values.

Just 16 of these cars - with each individual vehicle differing in either a hardly perceptible or a greater, conspicuous detail - were built between 1937 and 1939.

Only about a quarter of these impressive vehicles are still known today, witnesses to a bygone era, when form was still a priority.

CMC Talbot Lago Coupé T150 C-SS "Teardrop" Figoni & Falashi, 1937-1939

Scale 1 :18

Item number M-166 (colour variation black) limited to 1,500 units

Recommended retail price per model is 497.- €.





Deviating from our standard model, article number M-145, we chose a noble black exterior paint for this model. The model is limited to 1,500 units world-wide. **With its "Teardrop" bodywork by the French sheet metal virtuoso Figoni & Falashi, it is characterised by elegance and unmatched aesthetics.** When the decision was taken at CMC to reproduce the Talbot Lago Coupé with its **"Teardrop" bodywork** as a model, the pulse of our model builders quickened and the joy of reproducing such a piece of art was tremendous. But, at the same time there was also the challenge and obligation to do justice to this demanding project.

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**CMC Talbot Lago Coupé T150 C-SS "Teardrop" Le Mans 1939
Starting Number 8**

Scale 1:18

Item number M-167 (colour variation dark blue) limited to 1,500 units
Recommended retail price per model is at 497.- €.



Due to its excellent engine with powerful torque and good acceleration values, the "Teardrop" coupé was also predestined for participation in motor sports. A "Teardrop" for instance achieved an impressive third place in the overall class segment during the 24-hour Le Mans race in 1938.

Our model with the starting number 8, which we dedicated to the 1939 Le Mans race, was less lucky. The prototypical model in the Le Mans edition is globally limited to 1,500 units.

Only accessible to the very rich and famous already in those days, the Talbot Lago 150 C-SS did find its way onto the great racetracks of the world, where the French luxury vehicle was able to convince with victories and successes, even under the toughest conditions.

The French racing drivers Duke Philippe de Massa and Norbert Jean Mahé piloted a Talbot Lago 150 C-SS with the starting number 8 for the British owner T.A.S.O. Mathieson in the 24 Hours of Le Mans in June 1939, the last event before the start of the 2nd World War. A strenuous and material-butchering chase across the formerly 13,492 kilometre long track along the Sarthe required that both pilots gave everything they had.

After a disastrous spin on the oily course, which left man and machine unscathed, the two men continued, albeit in the wrong direction, and the vehicle was disqualified by the race organisers in the 88th round after they had held a very good 9th place.

Extensive modifications and accessories distinguish this car, with chassis number 90117, from the serial vehicle. CMC spared no cost and commitment to implement these modifications and deviating parts on their model (see model description).

You can look forward to an authentic reproduction of this Le Mans race participant so steeped in history, and which so unhappily had to terminate the race.

**CMC Lancia D50, 1954-1955
Scale 1:18**



Item No. M-175
The recommended retail price per model is 497.- €.



The D50 was expected to be a trump card that Lancia had for the Formula 1 races of the 1950's, but things turned out differently.

The renowned Vittorio Jano was commissioned by Lancia to design a racing car that would be more modern, more beautiful, and, above all, faster than rivals of the time. The primary goal was to prevail over the dominant Mercedes W 196.

Jano presented an original and highly innovative monoposto, which was introduced to the public on **February 20, 1954 for the first time. Jano's design was far ahead of its time. The car featured a 2.5-liter V8 engine with a 90° cylinder angle and a maximum output of 260hp.** It was mounted onto the chassis with a 12° veer off the central line of the vehicle. By so doing, it was possible to shift the drive shaft to the left and make room for a significant lowering of the driver seat. This enabled the monoposto to have a low overall height for better aerodynamics. Another note-worthy characteristic is the integration of the engine into the structure of the tubular steel frame as a load-bearing stressed element. A more eye-catching feature is, of course, the pannier fuel tanks. Each positioned along the body between the front and rear wheels, the two slim tank cells provided additional aerodynamic advantages. With a total volume of 200 liter, they could sustain an entire race without making a single tank-stop. The idea was that the less a car had to stop for refills, the easier its handling would be. And a more even distribution of weight with pannier tanks should be a big advantage over cars with tail tanks.

Scuderia Lancia consisted of two big shots -- Alberto Ascari, the two-time GP World Champion in 1952 and 1953 and Luigi Villosesi. Later on, more outstanding race drivers joined the team.

On October 24, 1954 the Lancia D50 debuted at the Spain GP in Barcelona. Ascari took pole position in both qualifying and fastest race lap, but he dropped out prematurely due to mechanic problems. **Early in the 1955 season, Ascari won two Formula 1 races, which didn't count towards the World Championship.** At the Monaco GP, Ascari was in the leading position until he crashed into the harbor.

The tragic death of Ascari that occurred in a private test drive at the Autodromo Nazionale Monza and the mounting financial trouble with an overblown budget led Lancia to sell to Ferrari its race division, including the D50 vehicles.

The Ferrari engineers introduced an overhaul of the D50. The modified monopostos participated in GP races as **"Lancia Ferrari D50" from 1956 onwards. Juan Manuel Fangio won his 4th World Championship on one of these cars.**

CMC plans to replicate the models of the original 1956 Lancia Ferrari D50 soon.



CMC Lancia D50 GP Monaco, 1955
Alberto Ascari Starting #26, Limited Edition 1,500 pcs.
Scale 1:18
Item No. M-176

The recommended retail price per model is 497.- €.



After a disappointing debut at the Spain GP in October 1954, the unlucky Alberto Ascari and his team director Gianni Lancia eagerly awaited the 1955 World Championship season. They were keen on **achieving a lot more this year. Following the race in Argentina, where they didn't get to celebrate,** came the first important test of the European GP races in Monaco on May 22, 1955.

Predicted by many as the favorite winner, Alberto Ascari drove a courageous and brilliant race. Having surpassed the Mercedes W 196 cars in the heat of race, he was in the leading position. All of a sudden, however, his D50 hit the curb of a chicane and tumbled into the harbor waters. Ascari was able to free himself from the sinking vehicle and swam ashore with a broken nasal bone. Gone was the dream of an almost sure victory.

Just four days later, the worldwide racing community received the shocking news about the death of this charming racecar driver Alberto Ascari. He was killed in an accident while doing a private test run in a Ferrari for a friend.

CMC Lancia D50 GP Monaco, 1955
Eugenio Castellotti Starting #30, Limited Edition 1,500 pcs.
Scale 1:18
Item No. M-177

The recommended retail price per model is 497.- €.





Beside Alberto Ascari, the star-driver, and Luigi Villorosi, a veteran pilot, more famous racecar drivers joined the Scuderia Lancia in 1955, such as Eugenio Castellotti and Louis Chiron.

At the start line of the Monaco GP on May 22, 1955 were all the four pilots mentioned above, each in a Lancia D50. After a thrilling race, during which many cars of various makes dropped out, Eugenio Castellotti was able to win an honorable second place.

CMC Bugatti Typ 35 Grand Prix „Nation Color Project“
Scale 1:18
Item Number M-100 B-001 – B-016

The recommended retail price per model is 332.- €





It was the motor-sports-craving France that organized the very first "Grand Prix" race in 1906. Following the conclusion of WWI, other countries began to host the so-called "Great Prices" races, as well. With the popularity of "Grand Prix" growing in the world, it soon became synonymous with international motor racing.

The black and white pictures in the contemporary archives, however, are unable to do justice to all the colourful race cars of the 1920s and 1930s. Actually, since rules had it that each participating team must have its car(s) donned in a nation-specific colour pattern, the starting field was usually a very bright, multi-coloured scene.

With this in mind, CMC has focused on the Bugatti T35 Grand Prix model, the most dominating race car of its time, to show the diversity of its existing nation-specific colours.

What you are looking at is a highly-detailed precision replica, where the correct colour pattern is our main focus.



Note: We do not claim that the appearance of our model as well as its decals (starting numbers) are historically accurate. Nor do we make reference to a certain race or driver with these models. A special series that accommodates such historical authenticity will be saved for the future.

CMC Alfa Romeo 8C 2900B, 1938
Speciale Touring Coupé
Limited Edition 300 pcs.
Scale 1:12
Item No. C-009

The recommended retail price per model is 3.093. - €.



The 8C 2900B Special Touring Coupé was “made to order,” and it is now the pride of the Alfa Romeo museum “Storico” in Arese, Italy. Not only does the vehicle have an interesting history, but it also features a spectacular styling of coachwork and unique looks. This is reason enough for us to pick this extraordinary car for a small limited edition of 300 pieces in scale 1:12 to be distributed worldwide.

In line with the ground-breaking tradition set by the CMC-made 1:12 scale models in the past, C-009 will boast a hand-crafted copper body with a full array of functional parts, including the engine hood, trunk lid, doors, and wheels, which can open or come off to reveal the underlying detail-exact intricacy of the model.

Originally the 8C 2900B was built for the 24-hour race of Le Mans in 1938. It was fitted with a closed body (Berlinetta), designed by Touring specialists based on their expertise in aerodynamics and light-weight construction -- a patent technology known as *Superleggera* (aluminium body). An 8-cylinder in-line engine empowered by an output of 220 hp, together with the necessary accessories, made the car fully equipped for Le Mans overnight racing.

Despite its overwhelmingly superior lead during the race, the 8C was not able to finish. A tire blowout and a subsequent ruptured valve put an end to its chase of a seemingly certain victory. Nevertheless, **there is no denying that the Alfa Romeo 8C 2900 was fitted with “a highly-advanced chassis and run-**



ning gear with features that were absolutely revolutionary for the era” and that “the Touring bodies on the 2.9 Alfa were clearly the most advanced automobile bodies of their time” (Malcomb Harris in *The Immortal 2.9* by Simon Moore).

CMC Horch 853, 1937
Scale 1:12
Item No. C-010

The price information will follow contemporary

Exclusive luxury in scale 1:12!

The recommended retail price per model is 3.093. - €.





The name Horch was synonymous with regal, sophisticated, and elegant design in automobile industry during the 1930s. With the type 853, the Zwickau-based car manufacturer probably introduced its most remarkable model to the public in 1937. A versatile sports-cabriolet with a 5-liter engine, the Horch 853 was the preferred vehicle for industrialists, actors and prominent politicians – in short, the high society.

To this day, the Horch 853 is as fascinating as ever. To do justice to the profound charm of this model, we decided to replicate it in scale 1:12 with an attractive two-tone finish in black and purple red. The bigger scale will give us more room to provide a replica of extraordinary charisma, elegance and value that stands out by its meticulous attention to detail and functionality, including a foldable roof top. Built from 0.6 mm sheet copper, the hand-crafted body of this model marks a pioneering innovation in model-building industry that we are particularly proud of.

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