

# Press Release

## CMC Model Cars 2018



Dear Sir/Madam,

It's a great pleasure to welcome you to a presentation of CMC's new models and remakes for the year 2018.

Allow me to talk briefly about the quality and craftsmanship of our products first.

In line with the well-known CMC tradition, all the new models and remakes introduced here are true of the long-established reputation as "metal precision models with multifarious functional parts."

This is our way of living up to the self-imposed high standards so that our customers get the best possible miniatures in terms of quality and authenticity.

In the end, each customer should hold a meticulously-crafted and intricately-detailed model in his or her hands that offers much more to discover on top of being a decorative and collectible item.

If you have further questions, please do not hesitate to contact our headquarters in Fellbach or our branch offices enlisted below.

### Europe

**CMC GmbH & Co. KG (Germany)**  
**Classic Model Cars**  
Stuttgarter Str. 106  
D 70736 Fellbach  
Phone: +49-711-4 40 07 99-0  
Email: [info@cmc-modelcars.de](mailto:info@cmc-modelcars.de)  
Website: [www.cmc-modelcars.de](http://www.cmc-modelcars.de)

### USA

**CMC Classical Model Cars (USA)**  
1225 Jefferdon Road  
Suite 15A  
Rochester, New York 14623 · USA  
Phone: +1-585-292-7280  
Email: [usacmc@msn.com](mailto:usacmc@msn.com)  
Website: [www.cmcmodelcarsusa.com](http://www.cmcmodelcarsusa.com)

### Asia/ Australia / New Zealand

**CMC Classic Model Car (HK) Ltd.**  
Flat D, 8/F, Tower 5, Deerhill Bay  
4699 Tai Po Kau Road  
Tai Po, N.T. Hong Kong

Email: [Kenny@cmc-modelcars.com](mailto:Kenny@cmc-modelcars.com)  
Website: [www.cmc-modelcars.com](http://www.cmc-modelcars.com)

### Mainland China

**CMC Classic Model Cars (Shenzhen) Ltd.**  
Bldg.3, Jialian Industrial Zone, Silian Road  
Longgang District, Shenzhen, China  
Phone: +86-755-28694440

Email: [21@cmccom.net](mailto:21@cmccom.net)  
Website : [www.cmc-modelcars.cn](http://www.cmc-modelcars.cn)

CMC GmbH & Co. KG,  
Amtsgericht Stuttgart HRA 724294  
Pers. Haft. Gesellschafter:  
CMC Verwaltung GmbH, Fellbach  
Amtsgericht Stuttgart HRB 729170  
Geschäftsführerin: Shuxiao Jia

Volksbank Esslingen  
BLZ 611 901 10  
Konto 3 808 009  
IBAN: DE75611901100003808009  
BIC: GENODE33ESS

Postbank Stuttgart  
BLZ 600 100 70  
Konto 275 424 700  
IBAN: DE19600100700275424700  
BIC: PBNKDEFF





**CMC Bugatti Typ 35 Grand Prix, 1924**  
**Nation Colour Project**  
**Scale 1:18**  
**Item Nos. M-100-001 Thru M-100-016**  
**Manufacturer Suggested Retail Price 332,00 € Apiece.**

For Ettore Bugatti, car making was a matter of perfection or, to put it another way, an art form that must be "beautiful" to look at. Starting from 1924 through the next seven years, the Type 35 of the Bugatti marque literally dominated motorsport.

Further back in 1906, motorsport enthusiasts in France had held the first Grand Prix competition. During the Post-World-War-I years, similar competitions were organized in other countries, and the French-coined term "Grand Prix" soon became so popular that it was accepted worldwide as a synonym for the emerging international racing.

The old black-and-white photos from the archives, however, do not do justice to the colorful fleets of racing cars from the twenties and thirties. Back then, each entrant on the race track was decked out in its designated national color(s). As a result, every Grand Prix was a kaleidoscope of colorful race-cars.

CMC would like to revive the long-lost scene of racing cars painted in nation-specific racing color finishes. The generic Bugatti T35 is selected as the carrier of multiple nation-specific finishes. It led to the launch of a "Nation Color Project," which is meant to bring a colorful race-track scene into your room that actually belonged in the 1920s and 1930s.

Each model in this series is limited. You have a highly-detailed precision replica, painted in its nation-specific color finish.

N.B. It is hereby stated that the looks and starting number of the model from "Nation Color Project" are not meant to be historically authentic or traceable to any particular race or driver.

A few years ago, CMC offered Bugatti T35 models finished in the nation-specific liveries of the Great Britain, Spain, and Poland respectively. Now CMC is going to provide 13 more items, bringing the total variety to 16 items representing 16 countries. Once done, it will conclude the "Nation Color Project." We hope you enjoy its unique collection experience.

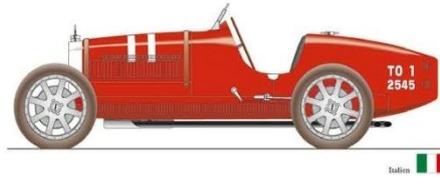
***CMC Legal Disclaimer***

*The use of manufacturers' names, symbols, type designations, and/or descriptions is solely for reference purposes. It does not imply that the CMC scale model is a product of any of these manufacturers.*

*The use of racing term and/or driver names, symbols, starting numbers, and/or descriptions is solely for reference purposes. Unless otherwise stated, it does not imply that the CMC scale model is a product of any of these racing teams/drivers or endorsed by any of them.*



### M-100-001



CMC Bugatti T35 -Italy-  
Limitid Edition 800 Pcs

### M-100-002

Already Offered

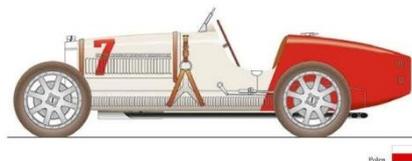


CMC Bugatti T35 -England-  
Limited Edition 2000 Pcs

**SOLD OUT**

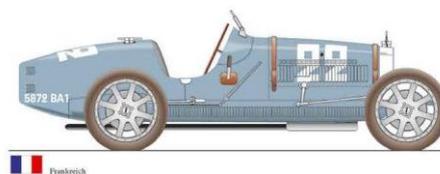
### M-100-003

Already Offered



CMC Bugatti T35 -Poland-  
Limited Edition 2000 Pcs

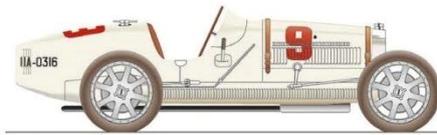
### M-100-004



CMC Bugatti T35 -France-  
Limited Edition 1000 Pcs



**M-100-005**



CMC Bugatti T35 –Germany–  
Limited Edition 800 Pcs

**M-100-006**



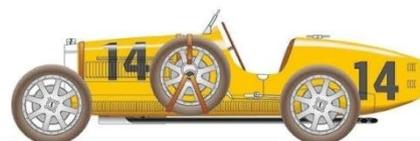
CMC Bugatti T35 –USA–  
Limited Edition 500 Pcs

**M-100-007**



CMC Bugatti T35 –Monaco–  
Limited Edition 500 Pcs

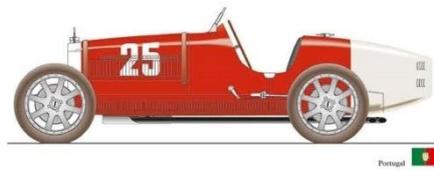
**M-100-008**



CMC Bugatti T35 –Belgium–  
Limited Edition 500 Pcs

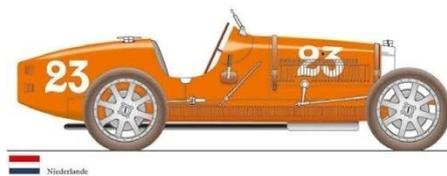


**M-100-009**



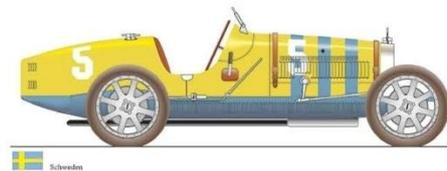
CMC Bugatti T35 –Portugal–  
Limited Edition 500 Pcs

**M-100-010**



CMC Bugatti T35 –Netherlands–  
Limited Edition 500 Pcs

**M-100-011**



CMC Bugatti T35 –Sweden–  
Limited Edition 500 Pcs

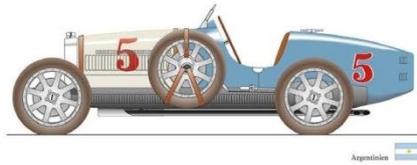
**M-100-012**



CMC Bugatti T35 –Switzerland–  
Limited Edition 300 Pcs  
**SOLD OUT**

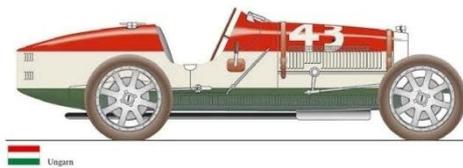


**M-100-013**



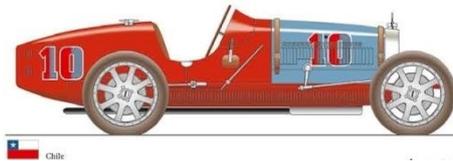
CMC Bugatti T35 –Argentina–  
Limited Edition 500 Pcs

**M-100-014**



CMC Bugatti T35 –Hungary–  
Limited Edition 300 Pcs  
**SOLD OUT**

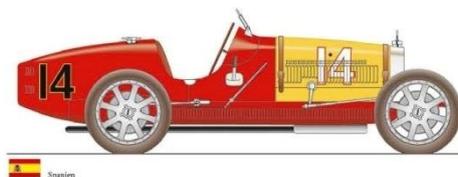
**M-100-015**



CMC Bugatti T35 –Chile–  
Limited Edition 300 Pcs  
**SOLD OUT**

**M-100-016**

Offered



CMC Bugatti T35 –Spain–  
Limited Edition 2000 Pcs



**CMC Ferrari D50, 1956  
High-End Model, Scale 1:18  
Item No. M-180**

**Manufacturer Suggested Retail Price 497,00 € Apiece**  
(Prices marked with an asterisk may be subjected to modification)



**A Come-Back to Fame and Honor**

In addition to financial problems, the tragic death of Alberto Ascari shortly after the 1955 Monaco GP eventually put an end to the ambitious D50 project of Scuderia Lancia. It dashed Giani Lancia's last hopes to stay in Formula 1 racing, not to mention his old dream of taking the lead.

On July 26, 1955, the Lancia D50 fleet, together with its blue prints and documents, tools and a lot of parts, was turned over to the previous competitor Ferrari. This was an exceptional stroke of luck for Enzo Ferrari, as Scuderia Ferrari suddenly acquired a powerful means of racing that had more than demonstrated its worth from 1954 onwards. Furthermore, the former chief designer of the Lancia D50, Viktorio Jano, also joined Scuderia Ferrari.

Ferrari re-designed the Lancia in several ways. It was a process teeming with innovative improvements that would lead the new D50s from one major victory to another. Here is a list of the modifications that mattered:

- The two side tanks, each positioned between the front and rear wheels and mounted independently of the body torso, are replaced by a single tank in the rear of the vehicle, behind the driver's seat.
- The space that used to be occupied by two side tanks is now covered under the side panels of torso bodywork that assume the shape of a curvius surface on each lateral side.
- Also under the cover of the bodywork are the exhaust pipes -- four on each side, which are bundled and made to protrude out of an opening before the rear wheel on each side. They help generate the deafening roars that are typical of a Ferrari.
- Maxium engine output is increased to a whopping 265 horsepower, and adjustment is allowed in connection with cylinder heads, valve timing, and pistons, etc.
- The two external oil coolers beside the cockpit are gone and replaced by a tube oil cooler installed in the front of the radiator. The oil tank at the very end of the tail is retained in the same place.



- Last but not the least, minor changes are made to the spaceframe and wheel suspensions (e.g. the transverse leaf spring on the rear axle moved upwards).
- The tires are switched to the Englebert brand.

Consequently, a new D50 was born. M-180 introduces a standard replica of this new D50 with a short nose. A different version of the new D50 will be introduced with a long nose, such as the one racing in the GP of Germany 1956 at the Nürburgring.

After Mercedes withdrew from racing at the end of 1955, Juan Manuel Fangio had to look for a new job. Ferrari welcomed him with open arms. By recruiting several more well-known drivers, including Luigi Musso and Eugenio Castellotti from Italy and Peter Collins from England, Scuderia Ferrari formed a top-notch team to race its new D50s in the 1956 Grand Prix season.

Altogether Ferrari won five Grand Prix victories in 1956, and by the end of the GP season, Juan Manuel Fangio, who had scored the most points in a Ferrari D50, clinched his fourth World Championship of Drivers.

### CMC Mercedes Two-Liter Targa Florio Racing Car, 1924 Scale 1:18

In 1923, the great era of supercharged racing cars began. The Daimler factory in Stuttgart-Untertürkheim did not sit idle on this trend, and the development of a new supercharged vehicle soon got under way.

It was the preparation of a race car for the 1924 Targa Florio, and Ferdinand Porsche had become the new chief designer at Daimler-Motoren-Gesellschaft. Under his personal direction, a team of engineers took an in-depth look into the 1923 M7294 compressor engine and came up with some ground-breaking upgrades. As a result, the maximum output was pushed up to 126 hp (even to 150 hp in late 1924). This was made possible by relocating the compressor – Roots blower – to the front of the engine. When power was required, the driver could now activate it by a forceful step on the gas pedal. It would trigger mechanic action or movement to bring the output from a normal 68 hp up to 126 hp.

The Targa Florio and the Coppa Florio were two of the toughest and most difficult road races in Europe. Running on the extremely narrow and winding mountain roads of the so-called Madonie Circuit near Palermo on Sicily, one lap lasted 108 km long. Four laps were to drive for the Targa Florio, totaling 432 km. For the Coppa Florio, another lap was added, extending the race to a total of 540 km. In either race, entrants had to deal with a grueling circuit full of the dangers known as “7000 curves”. Whoever won the Targa Florio was not necessarily going to win the Coppa Florio, because the odds to negotiate the last lap successfully were not always very good.

Mercedes would dispatch three vehicles to this prestigious race event, and preparations were made well in advance. Two T-cars were sent to Sicily for test drives three months earlier. Various rear axle ratios were tried out, and an optimal maximum speed of 120 km/h was found for the racing locally.

On April 27, 1924, Mercedes entered three racing teams with the following pairings:



- Christian Werner with co-driver Karl Sailer, starting number 10
- Christian Lautenschlager with co-driver Wilhelm Traub, starting number 32
- Alfred Neubauer (later Mercedes-Benz race director) with co-driver Ernst Hemminger, starting number 23

The co-pilots were to shut off oil and gasoline valves when necessary and to use hand pumps to maintain a steady pressure build-up in the fuel tank. In the case of flat tires, their assistance was naturally in demand, too.

There was something unusual about these German cars. Instead of wearing a white livery -- the racing color of Germany, they were painted in a dark red finish -- the racing color of Italy. This was intended as a camouflage to protect the Germans from the hot-tempered locals who didn't want any outlandish folks to win or prevail in the race and might throw stones to stop their cars.

A total of 37 cars converged on the start-off field, including 11 from Germany, 3 from Austria, 16 from Italy, and 7 from France. Christian Werner started off well in his #10 car. From the 2nd lap onwards, he took the lead, which he maintained throughout the race despite fierce challenges, especially the ones from Alfa Romeo competitors. He won the Targa Florio in 6 hours, 32 minutes and 37 seconds, as well as the Coppa Florio in 8 hours, 17 minutes. A sensational double victory for Mercedes, which set up a new record time. Werner also drove the fastest lap with 1:35 hours. CMC launched this vehicle a few years ago as a hand-assembled precision model of over 1000 parts.

Turning to the other two Mercedes, they finished second and third for the Targa Florio (four laps) and won the tenth and thirteenth places for the Coppa Florio (five laps). CMC takes this sensational race to heart, since it marked a triple victory by Mercedes in the prestigious Targa Florio. We will introduce metal precision replicas of Christian Lautenschlager's runner-up car with starting number 32 and Alfred Neubauer's 3rd-place car with starting number 23.

**CMC Mercedes Targa Florio, 1924**  
**Lautenschlager & Traub # 32, Limited Edition 1.000 Pieces**  
**Runner-Up (Targa) ,10th Place (Coppa)**  
**Item No. M-187, Scale 1 : 18**  
**Manufacturer Suggested Retail Price 329,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



**CMC Mercedes Targa Florio, 1924**  
**Alfred Neubauer & Hemminger # 23, Limited Edition 1.000 Pieces**  
**3rd Place (Targa), 13th Place (Coppa)**  
**Item No. M-186, Scale 1 : 18**  
**Manufacturer Suggested Retail Price 329,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



Of the 37 race cars that took off, 21 finished four laps to complete the race of the Targa Florio, and 16 finished 5 laps to complete the race of the Coppa Florio.

**CMC Mercedes-Benz SSK, 1930**  
**Limited Edition 1.000 Pieces**  
**Scale 1:18, Item No. M-190**  
**Manufacturer Suggested Retail Price 392,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



The Mercedes-Benz supercharged sports cars of the types S/SS/SSK/SSKL were used at all kinds of world-famous racing events between 1927 and 1933, such as Grand Prix races, long-distance or endurance races, and mountain climb competitions. They might be affectionately called "invincible monsters" or by a nickname like "white elephant."



The abbreviation system S/SS/SSK/SSKL (Super–Sport–Short–Light, a coinage added after 1931) was adopted by Mercedes–Benz to designate the individual developmental stages of its sports cars, each equipped with a robust 7.1 liter inline six–cylinder supercharged engine. A long list of famous pilots is closely associated with these powerful machines, and among them are Rudolf Caracciola, Manfred v. Chr. Branchitsch, Hans Stuck, Carlos Zatuszek and Bernd Rosemeyer.

The SSK/SSKL types, in particular, constituted a highlight of the legendary S–series that has left a continuing impact on the Mercedes–Benz marque. One may say, some cars belong to today as much as they did to yesterday, and they are virtually timeless. We would like to promote such a car, an all–white SSK at this year's International Toy Fair.

### **CMC Mercedes–Benz SSKL, 1931 Grand Prix of Germany Scale 1:18**

From the mid to late 1920s and even in 1931, the world racing scene was largely dominated by one automotive marque: Mercedes–Benz, especially with its SSK/SSKL models that is empowered by the legendary 7.1 liter compressor.

The SSKL often went by the affectionate nickname of "White Elephant." On the one hand, this could be attributed to its seemingly unruly power and colossal size. On the other, it had much to do with the German racing livery that Rudolf Caracciola, Hans Stuck and Otto Merz had on their SSKLs and the plethora of honors they won in racing the SSKLs. Despite the global economic crisis and limited support from the Daimler–Benz factory in Stuttgart Untertürkheim, Rudolf Caracciola and his two teammates managed to keep up their chins and brave through the hardships. In addition to his victory at the 1931 Mille Miglia, Caracciola finished first in the 1931 Grand Prix of Germany, whereas Otto Merz and Hans Stuck took a fifth and sixth places in the same race.

CMC has already replicated Caracciola's winning car with starting number 8. This year we would like to pay tribute to the achievements made by Otto Merz and Hans Stuck at the German Grand Prix on July 19, 1931. With that in mind, CMC will develop and make available authentic detailed replicas of their SSKL racers in 1:18 scale.

The race was held in two groups. Group I was for vehicles over 1100 cc, which were to run 22 laps (22x 22.81 km), covering a total distance of 501.82 km. Group II was for vehicles up to 1100 cc, which were to run 18 laps (18 x 22.81 km), equivalent to a total distance of 410.58 km.

All racing cars started off at the same time. It was assumed that the two groups would finish the race around the same time. To distinguish them visually for the pit crews and the spectators, Group I cars were marked with a wide black horizontal stripe over the hood, whereas Group II cars used a wide white stripe instead. Since many of the small–displacement race cars were native to Germany and had a white–finished body, the white stripes on them were outlined in a black color additionally.



The Mercedes team set itself up at the Nürburgring two weeks earlier. Before long, it buckled down to test driving under the direction of Alfred Neubauer. Apart from the practices of racing, the training program also included how to change tires with a newly-developed jack and manage the refueling process, etc. This type of training went so far that together with his mechanic, Caracciola was able to complete a tire change in a minute and 10 seconds. His teammates were not much slower.

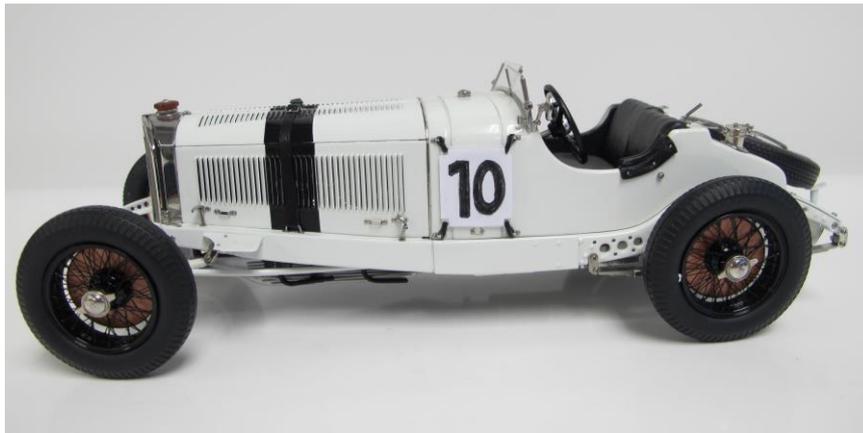
48 entrants of Groups I and II from 10 different nations were ready to start off on the rainy day of July 19, 1931. Mercedes fielded its SSK and weight-reduced SSKL vehicles, and the latter were primarily saved for its famous pilots like Caracciola, Branditsch, Merz, Stuck, and Spandel. The main rivals were from the other well-known marques, such as Bugatti, Maserati and Alfa Romeo, which provided much lighter and better engineered vehicles to their internationally-renowned pilots, such as Chiron, Varzi, Fagioli or Nuvolari.

The race proved to be a clear win for Rudolf Caracciola, who dominated from the start to the finish. Only after the 13th lap, when it stopped raining, was Louis Chiron able to start undercutting Caracciola's lead in a Bugatti. But it was too late, for Caracciola was so far ahead. The other two Mercedes pilots, Otto Merz with starting number 12 and Hans Stuck with starting number 10, drove a consistent and cancalated race to take the respectable fifth and sixth places.

**CMC Mercedes-Benz SSKL**  
**Grand Prix of Germany, 1931**  
**Otto Merz # 12, 5. Platz, Limited Edition 1.000 Pieces**  
**Scssle 1 : 18, Item No. M-189**  
**Manufacturer Suggested Retail Price 392,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



**CMC Mercedes-Benz SSKL**  
**Grand Prix of Germany, 1931**  
**Hans Stuck # 10, Runner-Up, Limited Edition 1.000 Pieces**  
**Scale 1 : 18, Item No. M-188**  
**Manufacturer Suggested Retail Price 392,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



**CMC Ferrari D50**  
**Grand Prix of Italy (Monza), 1956**  
**Runner-Up, Peter Collins/ J.M. Fangio # 26**  
**Scale 1 : 18, Item No. 183, Limited Edition 1.000 Pieces**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



The Grand Prix of Italy 1956 took place on September 1, 1956 at the Autodromo Nazionale Monza. It was the eighth race of the season as well as the last competition for the decision of the 1956 automobile world championship.



The candidates for this title were Juan Manuel Fangio and Peter Collins, both driving a Ferrari D50, and Jean Behra driving a Maserati. It was a touch-and-go situation: if Fangio were to miss this race, both Peter Collins and Jean Behra would stand a chance to win the World Championship title. However, in order for either of them to be crowned with the title, winning the fastest lap time, which carried a point in 1956, would also be necessary in addition to the race itself.

From Ferrari six D50s were sent to this final race of the season. Four were meant for their regular drivers: Fangio, Collins, Engenio Castellotti and Alfonso de Portago. Cars five and six were put to use by Luigi Musso and Wolfgang Graf Berghe von Trips, a German pilot who would have his first Formula 1 race in this season's finale. Maserati also dispatched six cars to the race, with such outstanding pilots on its team: Stirling Moss, Jean Behr, Luigi Villorosi and Paco Godia. As for the non-Italian racing teams, there were the British Vanwall with Piero Taruffi, Harry Schell and Maurice Trintignant at the wheels of its fleet, and the team Connaught with three vehicles but only one commendable performance by Ron Flockhart during the race. For the last time, the French team Gordini also showed up, but its chances for a front seat turned out to be minimal.

The Monza race event represented a climax of the season. Contestants had to complete 50 laps for a total distance of 500 km. It took a combination of good driving skills, highest concentration, fine physique, clever racing strategies and a powerful and reliable car to put one in the front.

It became apparent in practice that Ferrari was likely to win. Fangio won pole position by eight-tenths of a second ahead of his teammate Castellotti, who finished second. Luigi Musso took the third place. The Vanwall driver Taruffi came in fourth. Only in position five did Maserati's trident emblem get to shine because of the efforts of its topmost driver Jean Behra. Stirling Moss, who still had hopes of the runner-up title, finished sixth, right in front of Ferrari driver Collins.

The subsequent course of racing was nothing short of being dramatic. It featured exciting duels as well as an unprecedented demonstration of human generosity and lofty spirit. As was so often the case, Fangio got off to a bad start in pole position. Castellotti and Musso got into the front, but impetuous driving soon caused them to stop for tire changes in the pit, thus giving away their lead. In the fourth round, Stirling Moss surpassed Fangio and took over the lead until the tenth round. Surprisingly Harry Schell, the Vanwall driver, got into the front on lap eleven, but one lap later, he handed the top spot back to Stirling Moss, who was able to maintain the lead till lap 45.

In the middle of heated racing, things happened that would impact the results of competition for the World Championship of Drivers. In lap 22, Jean Behra retired with a faulty ignition system. Driving a D50 with starting number 22, Fangio had to make a pit-stop because of a broken handle bar after lap 31. However, once the car was fixed, it was not Fangio but Castellotti who drove it to keep on with the race. A pit decision had been made that Fangio should continue his title competition in Luigi Musso's car, instead. However, Musso ignored the order, leaving Fangio without a car. Fangio knew that his teammate Collins was only one victory and one fastest lap away from the title. He basically gave up any hopes.

This was when Peter Collins, whose Ferrari was wearing starting number 26, drove into the pit to have his tires checked. What happened then and there has become a well-remembered episode in racing history. On the spur of a selfless decision that could have only been inspired by an unprecedented sporting spirit, Collins handed over his car to Fangio, an older colleague as much as an opponent.



Collins was the only one in Formula 1 history to have voluntarily and selflessly passed on to a colleague the opportunity to win the world championship title. To justify such a decision, Collins might have told himself that he was still young and had many chances lying ahead. Unfortunately, this calculation did not work out. Two years later, he died of an accident on the Nürburgring circuit where the 1958 German Grand Prix was held.

Back to the 1956 Monza GP, the race went on. With five laps left to go, Moss was ahead of Musso and Fangio, who was riding in Collins' # 26 car. But he ran out of fuel and got stranded in the middle of nowhere for refueling. This is when another selfless deed unfolded before the spectators. Driving a private Maserati, Luigi Piotti docked behind the rear end of Moss' Maserati, pushing Moss and his car to the Maserati box.

Thanks to this rescuing effort, Moss was able to resume racing and overtake Fangio from behind. For two laps, Musso was in the lead, but as bad luck would have it, he broke the handlebar and had to retire with a major victory so close in sight!

Stirling Moss took over the lead again and won the race six seconds ahead of Fangio, who shared the points with Collins. With his share of these points, Fangio became the driver world champion of the year for a fourth time.

The 1956 Monza podium was not complete without Ron Flockhart, who raced for the Connaught Engineering team and finished third, an unprecedented success for his Connaught Type B-Alta. Here is the final list:

- 1st: Stirling Moss in Maserati 250F
- 2nd: J.M. Fangio / Peter Collins in Ferrari D50
- 3rd: Ron Flockhart in Connaught-Alta

**CMC Ferrari D50**  
**Grand Prix of France, 1956**  
**Peter Collins # 14, Winner, Limited Edition 1.500 Pieces**  
**Scale 1: 18, Item No. 182**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



After the cancellation of its 1955 season due to a tragic accident in the 24 Hours of Le Mans, the Grand Prix France resumed on July 1, 1956 at the "Circuit de Reims-Gueux" in Reims. It was the fifth race of the 1956 World Cup. Ferrari had a lot to prepare, for its Scuderia had won only one race on this track back in 1953. Scuderia Ferrari announced three regular drivers -- Juan Manuel Fangio, Eugenio Castellotti, and Peter Collins. The fourth position went to Alfonso de Portago, a Spaniard who would compete for his first Formula 1 race. A fifth car was for Olivier Gendebien. All took to the race track in a 265-hp short-nose D50.

For Ferrari, the biggest rivalry in the competition for World Auto Championship came from Maserati, which had Stirling Moss, Jean Behra and Piero Taruffi on the team to pilot its fine 250F fleet. Among other opponents were the British team Vandervell Products Ltd, equipped with the Vanwall VW56 and the French team Gordini, equipped with Gordini's Type 32 and Type 16. There were also several privateers eager to compete in their Maserati 250F's.

As far as the drivers' standings were concerned, Peter Collins and the Stirling Moss topped the list, preceding Jean Behra and J.M. Fangio. During the practice driving, however, it became apparent that Ferrari was in a class of its own, and three of its cars qualified to take off from the first row in the forthcoming race. Fangio won pole position by a second or so ahead of the second-placed Castellotti. Collins qualified for the third place by another second behind.

During the qualifying practice, the Maserati 250F was found to lag behind in improving its race times. In contrast, the Vanwalls were able to keep up with the Ferraris. As for the Gordinis, they were very much like a local team that could only put up a performance in the rear midfield.

The race consisted of over 61 laps, covering a total distance of 506,422 km. Scuderia Ferrari showed signs of dominance early on during the race. Collins took the lead ahead of Castellotti and Fangio, and the Ferrari trio was able to break away from the followers by several seconds. Behind them, Moss of the Maserati team and Harry Schell of the Vanwall team dueled for the fourth place. On lap 5, Schell suffered an engine failure. On lap 12, Stirling Moss had to beat a retreat with a defective gearbox. Both drivers, however, were able to continue the race a short time later in vehicles taken over from teammates.

For Harry Schell, things went very well. Not only was he able to work his way up to the fourth place, but he was also poised to overtake Castellotti and Collins after lap 31. He succeeded and was in the second place for six laps.

When the Ferrari pilots realized that Schell was not one lap behind as they had thought, they accelerated hard. Collins and Castellotti surpassed Schell, whose car soon developed technical problems and entailed a pit-stop that would last some five minutes. At the same time Fangio had to go to the pit, too, and it threw him back in the fourth position.

Eventually Peter Collins won his second Grand Prix race by a narrow lead of 0.3 second ahead of his second-place teammate Eugenio Castellotti. Jean Behra took the third place in a 250F. Despite a new lap record set during his last race lap, Fangio had to settle for the fourth place.

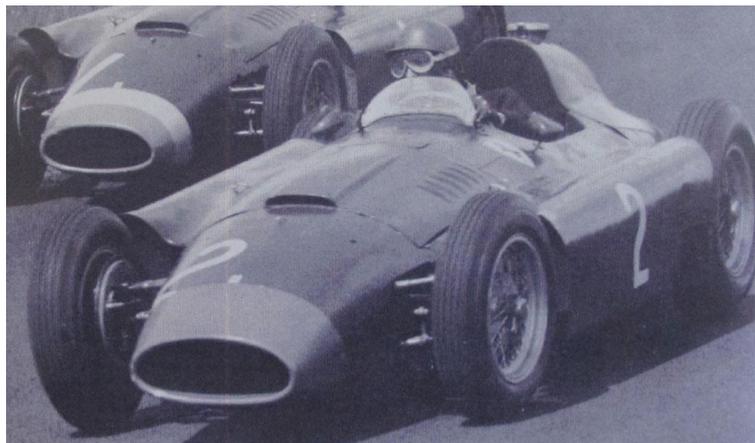
Regarding the competition for the 1956 World Championship of Drivers, Collins secured a five-point advantage over the second-place candidate Jean Behra. Fangio was one point behind Behra and ranked third. Sterling Moss was a loser, who dropped to the fourth place for the time being.



**CMC Ferrari D50**  
**Grand Prix of Germany, 1956**  
**J.M. Fangio #1 (Longnose), Winner, Limited Ed. 1.500 Pieces**  
**Scale 1:18, Item No. M-181**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



**CMC Ferrari D50**  
**Grand Prix of Germany, 1956**  
**Peter Collins # 2 (Longnose), Limited Ed. 1.000 Pieces**  
**Scale 1:18, Item No. M-185**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



One year after the 1955 tragic accident that took place in Le Mans, the Grand Prix of Germany resumed at the Nürburgring on August 5, 1956. It was also the seventh race in the eight-round contest of the 1956 World Cup.

Turning to the competition for the World Championship of Drivers, British driver Peter Collins was one point ahead of Juan Manuel Fangio, a teammate in Scuderia Ferrari, and four points ahead of Jean Behra, a rival pilot from Maserati. All three were hopefuls for the title. Stirling Moss, another



title contender, was so behind that his only chance consisted in a disastrous collective failure of the three forerunners.

As far as the race was concerned, the two Italian teams Ferrari and Maserati were the pace setters and most promising winners. Apart from Fangio and Collins, Ferrari had Eugenio Castellotti, Luigi Musso and Alfredo de Portago at its call. Maserati was most likely to count on Stirling Moss or Jean Behra for a win. But there were also Cesare Perdisa and Paco Godia whom Maserati could use in time of need. As for the French racing team Gordini, it would take to the race with two cars only. The same was true of the team of Scuderia Centro Sud, which had a Maserati 250F, a Ferrari 500, and nothing else. Of course, one should also take into consideration the contest that might be put up by six private drivers.

Ascari's fatal accident in the wake of the 1955 Monaco GP and the persisting financial difficulties proved to be the last straw for Scuderia Lancia. It handed over the D50 fleet, the inventory of parts, blue prints, and documents to Ferrari. Ferrari engineers immediately began to modify the Lancia vehicles. What Ferrari did to the Lancia D50 was not without ground-breaking innovations. It started a period seemingly dominated by the new Lancia-Ferrari D50 (later "Ferrari D50" only). The 1956 Grand Prix of Germany stood witness to the ascendance of the Lancia-Ferrari D50 as a new rising star.

Ferrari's star driver Juan Manuel Fangio arrived in a D50 fitted with a long nose. Interestingly, Peter Collins also chose to use a longnose D50 for this race. The long nose gave the cars a more sleek appearance, except that Fangio's car had the tip of its nose painted with a blue/yellow stripe. In contrast, the stripe on the nose tip of Collins' car was green.

In the qualifying practice, only three tenths of a second separated Fangio and Collins, and it sent Fangio to pole position. Castellotti took the third starting place after Collins. Behind Castellotti was Stirling Moss.

The 22-lap race on the Nurburgring lasted 501.82 km in total. It began well for Ferrari. Even before the first corner, Collins managed to take the lead. However, Fangio overtook him in the first lap and never gave up his lead until the end of the race. During the race, Fangio and Collins repeatedly broke the 17-year-old track record, and a new record time was eventually set at 9: 41.6 min by Fangio. Unfortunately, Collins crashed during the race and had to call it quits. In the end, only seven drivers crossed the finish line. Fangio won with a clear lead of 45 seconds over Stirling Moss, who finished a few seconds ahead of Maserati driver Behra for a second place.

The big winner of the race was certainly Juan Manuel Fangio, who claimed pole position, victory and the fastest lap time. In the drivers contest, J.M. Fangio again took the lead and went with an advantage of eight points in the season finale at the still outstanding GP Italy in Monza.



**CMC Lancia D50**  
**Grand Prix of Pau, France, 1955**  
**Eugenio Castellotti # 10, Runner-Up, Limited Edition 1.000 Pieces**  
**Scale 1: 18, Item No. M-178**  
**Manufacturer Suggested Retail Price 497,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



Eugenio Castellotti was the youngest driver of Scuderia Lancia. Together with Ascari and Villoresi, he joined the newly-founded Grand Prix racing team in 1954. Due to many constructional delays in the implementation of the D50 project, the team did not get involved in racing until the last race of the 1954 season. Consequently team members split their time between the missions of Scuderia Lancia and other race events. Ascari won the 1954 Mille Miglia, Villoresi competed in Portugal, and Castellotti finished third at the Tourist Trophy. The long-awaited debut of the Lancia D50, however, was anything but successful. It appeared that the D50 was neither technically mature nor reliable enough for racing the long distance of a Grand Prix at this time.

The heat wave that accompanied the Grand Prix of Argentina 1955 was a torture for man and machine. Again, none of Scuderia Lancia's cars finished the race, and the whole team was depressed. Nevertheless, abandoning was out of the question to proud Gianni Lancia. The successful performances of Lancia D50 in the subsequent Grands Prix of Turin and Pau provided a much-needed hope to turn thing around for the costly Formula 1 project.

The Grand Prix of Pau was a car race held annually in the French Pyrenees region. It did not count towards the Formula 1 World Championship. In 1955, the race event took place on April 11, and participants were to complete 110 laps, covering a total distance of 303.84 km. The Mercedes team did not take part in this race as its attention was focused on the race in Monaco. Ferrari did not appear in Pau, either. Their crushing defeat in the previous race of Turin remained too painful.

Driving a Lancia D50 with #6, the double world champion Alberto Ascari got pole position. Unfortunately with the last two laps to go, he was caught in the misfortune of having a broken brake line. Jean Behra, a seasoned veteran, got to lead the race to the end in his Maserati 250F with #14. The highly-gifted Castellotti drove his #10 Lancia D50 to a second-place finish with one minute behind the winner Jean Behra. Roberto Mieres finished third in a Maserati 250F, and Luigi Villoresi, in a Lancia D50 with #8, came in fourth. Because of the time lost on repairs, Alberto Ascari only took a fifth place.



**CMC Bundle, Limited Edition 1.000 Sets**  
**CMC Lancia D50 and CMC Ferrari D50**  
**Scale 1:18, Item No. M-184**  
**Available Only as a Bundle, Consisting of 2 Models**  
**Manufacturer Suggested Retail Price 955,00 €/Set**  
**(Prices marked with an asterisk may be subjected to modification)**



It is a pleasure for CMC to introduce to you the developmental history of the D50 race cars in the form of a bundle. The bundle consists of 2 models: The one with #6 is representative of the Lancia D50 from the year 1955, and the one with #20 represents its modified version known as Ferrari D50 from the year 1956.

**Presentation of the individual models**

**CMC Lancia D50**  
**Grand Prix of Turin, Italy, 1955**  
**Alberto Ascari # 6, Winner**  
**Scale 1: 18**

On March 27, the 1955 GP of Turin (also known as the Gran Premio del Valentino) took place in Turin, the capital of Piedmont, Italy. Contestants of this race were to complete 90 laps of its circuit, equivalent to a total distance of 378.0 km. This race event did not contribute points to the world championship.

Congregated on the field were three racing teams -- Lancia, Ferrari and Maserati. Lancia sent its star driver Alberto Ascari in a Lancia D50 with #6. He had Eugenio Castellotti and Luigi Villorosi at his side, who were his teammates. Maserati dispatched a very strong team that consisted of Jean Behra, Luigi Musso and Cesare Perdisa. Ferrari chose to send those deemed to be "most promising candidates," such as Harry Schell, Maurice Trintignant, Giuseppe Farina and Alfonso de Portago.

In the qualifying practice, Alberto Ascari secured the pole position for himself with 1: 42,0 min. Jean Behra was only 0.2 second slower, thus taking the second place in the front row. Luigi Musso qualified for the third with 1: 43,1 min. Row two was lined up with Farina in a Ferrari, Roberto Mieres in a



Maserati 250F, and Villoresi in a Lancia D50. Behind them were Trintignant in a Ferrari and Castellotti in a Lancia D50.

After various position battles by the three racing teams, Ascari took the lead on Lap 22 and got to extend his lead. This went so far that he surpassed his teammate Castellotti during the 60th round. After 90 laps, the finish line was crossed in the order of Villoresi, Castellotti and Ascari. But Alberto Ascari was the clear winner, for he had one lap advantage over the others and won the race in 2 hours and 40 minutes. Roberto Mieres finished second for Maserati. Harry Schell was the only one from the Ferrari team who finished the race and took a fifth place.

This was the first Grand Prix victory for Lancia. For Alberto Ascari, it generated a very sweet sense of achievement after a long dry spell. The last time he had a GP win was dated back to the Grand Prix of Switzerland in 1953.

Note: The Ascari Model with # 6 has somewhat different looks from the Monaco Standard Model (M-175). The bonnet is cut with 3 luvres only in each of the two ventilation rows and the external oil coolers are relocated to the stub side of the engine.

**CMC Lancia D50**  
**Grand Prix of Belgium, 1956**  
**Andrè Pilette # 20, 6th Place**  
**Scale 1: 18**

The Grand Prix of Belgium 1965 took place on June 3 at the Circuit de Spa-Francorchamps in the town of Spa, and it was the fourth race of the 1956 World Cup.

Contestants of this race were to complete 36 laps of its circuit, equivalent to a total race distance of 508.32 km. As in the previous races, two Italian racing teams set the tone – Ferrari and Maserati. Both started with five drivers. In addition to its three regulars, namely, Fangio, Castellotti and Peter Collins, Ferrari put two more cars to use by the Belgian national heroes Paul Frère and Andrè Pilette. Although as of 1956, André Pilette was yet to be a winning driver, we chose his Ferrari D50 as a component of the bundled set so that we can pair a red-finished CMC Lancia D50 with a yellow-finished CMC Ferrari D50 (yellow being the racing color of the Belgians).

Maserati also had its own regulars: Behra, Stirling, Moaa, Cesare Perdisa, Chico Godia. During the qualifying practice, Juan Manuel Fangio secured his claim to pole position, whereas Moss was able to assert his access to the second place. He was followed by Collins in the third place and Jean Behra in the fourth place. Behind Castellotti in the fifth place were two Vanwall pilots, and then the two Belgian national heroes.

The moment the start flag was lowered, Moss took the lead immediately. Lagging behind by a few places at first, Fangio recovered the lost ground and was right behind Moss before long. With Collins and Castellotti sharing the fourth position at this moment, Maserati was virtually leading the three Ferraris. Fangio pushed more and more on the pace, and slowly he was closing in on the lea-



ding Moss. He surpassed Moss on lap five and took the lead. By lap ten, Fangio's lead was increased to a respectable eight seconds.

Then a series of happenings began to break the ranks. Castellotti had to retire with a technical defect in his car. Stirling Moss went off the track after a wheel came off. It enabled Collins to advance to the second position so that Ferrari had a double lead now. Moss managed to take over Perdisa's car and continue with the race, but he was one lap behind leader Fangio.

On lap 23, however, Fangio's car developed a serious engine problem, and the race was over for him. Collins took over the lead, which he did not give up until the end of the race. Behra and Frère duelled for a second-place finish until Behra fell back to the seventh place due to some engine problems.

In the end, Peter Collins gave Ferrari its second win of the season. Frère also secured a 2nd-place title to seal a double victory for Ferrari. After Moss resumed racing in his teammate's car, he fought courageously and finally finished third. Overcoming a one-lap gap, Harry Schell finished fourth. Thanks to a deliberate driving style, André Pilette took a respectable sixth place in his beautifully-finished Ferrari D50 with #20.

**CMC Mercedes-Benz SSKL**  
**Mille Miglia 1931, Winner, Caracciola #87**  
**Scale 1: 18, Item No. M-055**  
**Manufacturer Suggested Retail Price 392,00 € Apiece**  
**Remake Model**  
(Prices marked with an asterisk may be subjected to modification)



Because of increasing market demand for replicas of the 1931 Mille Miglia winner, CMC has decided to introduce a remake of this gem of model making. It will come with the old Item No. M-055 so that you have a second chance to complete or upgrade your collection of CMC models with this coveted item.

The Mercedes-Benz supercharged sports cars of the types S/SS/SSK/SSKL were used at all kinds of world-famous racing events between 1927 and 1933, such as Grand Prix races, long-distance or



endurance races, and mountain climb competitions. They might be affectionately called "invincible monsters" or by a nickname like "white elephant."

A long list of famous pilots is closely associated with these powerful machines, and among them are Manfred v. Chr. Branchitsch, Hans Stuck, Carlos Zatuszek, Bernd Rosemeyer, and above all, Rudolf Caracciola. Caracciola participated in the 1931 Mille Miglia, driving a SSKL race car that was lighter than the SSK by about 125 kg and painted with starting #87. After covering 1365 km, which was the full distance of the Mille Miglia, Caracciola was thrilled that there were no Italian pilots ahead of him, and he had set a sensational new record time for this world-famous long distance race.

After extensive and time-consuming research, CMC has managed to recover the original looks and build of this winning car. The findings were incorporated into an incredibly detailed precision metal replica handcrafted from more than 1885 parts. Particularly noteworthy are the wheels, which have stainless-steel spokes mounted with really fine nipples.

**CMC Mercedes Targa Florio  
Targa and Coppa Florio, 1924  
Christian Werner, #10, Double Winner  
Scale 1 : 18, Item No. M-048  
Manufacturer Suggested Retail Price 329,00 € Apiece  
Remake Model  
(Prices marked with an asterisk may be subjected to modification)**



Because of increasing market demand for replicas of the 1924 Targa and Coppa Florio winner, CMC has decided to introduce a remake of this gem of model making. Unlike the previous version, the remake is equipped with an external gasoline line. It will still come with the old Item No. M-048 so that you have a second chance to complete or upgrade your collection of CMC models with this coveted item.

For the development of a race car for the 1924 Targa Florio, Ferdinand Porsche was appointed the new chief designer at Daimler-Motoren-Gesellschaft. Under his personal direction, the 1923 compressor engine was carefully studied and then modified with a series of ground-breaking innovations. As a result, its maximum output was increased to 126 hp (later up to 150 hp).



On April 27, 1924, racing against the toughest competition, Christian Werner drove his two-liter supercharged Mercedes with starting #10 to a double victory at the Targa and Coppa Florio in Sicily. His teammates Christian Lautenschlager and Alfred Neubauer finished 2nd and 3rd for the Targa Florio and then took 10th and 13th places respectively for the Coppa Florio.

The Mercedes race cars wore an unusual livery for these two races. Instead of the white German racing color, they were painted a red Italian racing color. With this move, the Mercedes pilots were able to steer clear of possible stone throws from hot-tempered Italian spectators who could be hostile to non-Italian race cars.

**CMC Mercedes-Benz 600 Pullmann (W100)**  
**Pullmann Limousine**  
**Scale 1:18, Item No. M-200**  
**Manufacturer Suggested Retail Price 729,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



The Mercedes-Benz 600, also known as the W100, was a state-of-the-art vehicle crafted by the Daimler-Benz during the 1960s and 1970s. This stylish vehicle was used worldwide for and by the upper echelons. It served as an epitome of perfection, high-end technology, comfort, exclusivity and uniqueness. The Pullmann was and is still the largest passenger car in the post-war era.

In addition to state-sponsored use, international celebrities in politics, business, aristocracy and show business also chose to own and ride in a Mercedes-Benz 600 proudly. The "Big Mercedes" debuted at the Internationale Automobil-Ausstellung (IAA) in Frankfurt in September 1963. Several editions were offered, including Pullmann Limousine, Pullmann Sedan and Pullmann Landaulet.

The four-door sedan is almost two meters wide and 5.54 meters long, whereas the six-door Pullmann Saloon has the stately length of 6.24 meters. The third version is an open-top Pullmann Landaulet. It features a fixed roof over the driver/chauffeur in the front and a convertible folding roof in the back of the passenger compartment. Two Landaulet versions were available, one with a long rear hood and the other with a short one.



In the rear of the classic Pullmann, two rows of seats were arranged. In the long six-door version, a middle row of folding seats was selectable. It was intended for customers traveling with staff or bodyguards.

The vehicles were powered by a V8 injection engine with a displacement of 6.3 liters and an output of 250 hp. Thus, the 2.6-ton limousine was capable of a top speeds up to 205 km/h. In its prime time, the 600 Pullmann was the fastest production sedan in the world.

The comfort of the vehicles was enhanced by air suspension, a comprehensive hydraulic servo system, an electrically adjustable heating and ventilation system, air conditioning, hydraulically adjustable seats, hydraulic windows and sunroofs. As for the interior decorations, the customer could choose between different precious-wood finishes and the finest velor or leather for interior coverage. There was also a bar in the rear with a fridge, car phone and retractable partition. With this luxury car, Daimler-Benz created a resounding buzz among the international elite, and for decades, the 600 Pullmann was a benchmark that stood in a class of its own.

CMC will offer a precision metal replica of the Pullmann 600 six-door limousine during the period 2018/2019, and the new novelty will feature an unprecedented level of intricate detailing and authenticity so as to do justice to a truly benchmark vehicle.

**CMC Lancia D50, 1955**  
**Rolling Chassis on Acrylic Base Plate**  
**Limited Edition 1.000 Pieces**  
**Scale 1:18, Item No. M-198**  
**Manufacturer Suggested Retail Price 285,00 € Apiece**  
(Prices marked with an asterisk may be subjected to modification)



Lancia cars are well-known for their inclination to innovations, which is especially true of its motorsport models. Want to know how they did it? We can help you to have the body removed. In this way, a so-called "Rolling Chassis" is born. It reveals a multitude of structural details to your eyes – the V12 engine complete with accessories and wiring, the lattice work of the tubular frame, the arrangement of suspension, the drive train system, the rear axle transmission (transaxle), and much more.



Take the engine for instance. It is integrated into the chassis as a supporting member of reinforcement. Note that the engine is equipped with a double magnetic ignition system and installed at 12 ° offset to the left. This enabled the propeller shaft to bypass the driver's seat to reach the transaxle in the rear. As a result, a significant lowering of the driver's seat was made possible, thus yielding much-desired aerodynamic advantages.

It is certainly worthwhile to examine the undercarriage, which is now laid bare under your eyes. There are also the elaborate worm-gear system of the steering wheel, the exhaust system, the oil-cooling system, and much more for you to see and discover.

Enjoy the fun of getting to know your favorite car much better than you think is ever possible.

**CMC Ferrari D50, Shortnose**  
**Grand Prix of Great Britain, 1956**  
**Juan Manuel Fangio #1, Winner, Limited Edition 1.000 Pieces**  
**Scale 1:18, Item No. M-197**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



It was July 1, 1956. Crowds of spectators were coming to attend the sixth race of the 1956 World Cup at the Silverstone Circuit. The race would consist of 101 laps of the circuit here, covering a distance of 475.76 km.

Ferrari and Maserati were two top players of the game, and each would send four entrants to the race. From Ferrari, it was Juan Manuel Fangio Alfonso de Portago, Eugenio Castellotti, and Peter Collins -- an English young driver already with two wins to his credit. All the Ferrari D50s were of the short-nose type, and the bow of Fangio's car was painted with a black starting number 1 on a white base circle.



Maserati used its regular drivers Stirling Moss, Jean Behra, Cesare Perdisa and Paco Godia. Another game player was Vanwall, a British racing team that was composed of Maurice Trintignant, Harry Schell and José Froilán González. After a long absence from the race, B.R.M. (British Racing Motors) pinned its hopes on Mike Hawthorn, Tony Brooks and Ron Flockhart. Of course, the local team Connaught, which comprised Archie Scott-Brown, Desmond Titterton and Jack Fairman, was a fixture of the race, too. Then there was the the French racing team Gordini with two cars, which were to be driven by Hernando da Silva Ramos and Robert Manzon respectively.

Also present on the start-off field were private drivers. Among them was Jack Barham and six other drivers, who would race in their private Maserati 250Fs. Altogether, there were 28 contestants this year, and only González from the Vanwall team had previously won at this race event. The race turned out to have a high failure rate. In the end, no more than 11 contestants crossed the finish line.

During the practice, Fangio and Moss had fought for the best starting position. It was Moss who eventually got pole position -- the only time that Moss managed to do so for his Maserati 250F during the 1956 Formula One season. Fangio was the next to start off. He was followed by Mike Hawthorn, Collins, and two Vanwall drivers Schell and González in that order.

Fangio had a good start, but an early spin caused him to drop back. On lap 16, Moss was in the lead, and Hawthorn was close on his heels until technical problems forced the B.R.M pilot out on lap 24. Moss was now leading the field ahead of Salvadori in a private Maserati, and Fangio was in the third place.

Then Moss had to stop for a refill of engine oil, which cost him some valuable time, and he scrambled to make up for it when he was back on the track. On lap 63, Collins had to retire with a serious technical problem in his car, but he resumed racing in Portago's car. On lap 69, Fangio took the lead. Shortly before the end of the race, Moss encountered problems again -- with a broken axle, which put him out of the game.

After all the dust had settled down, Fangio won at Silverstone for the first time in his career. His teammate Collins finished second, thus securing a Ferrari double victory. Nevertheless, Collins had to share the points of this 2nd place finish with Portago, which cost him a lot of lead in the drivers' standings.

Podium Result: First: J.M.Fangio; Second: Peter Collins / Alfonso de Portago; Third: Jean Behra



**CMC Lucky Set 2018**  
**“Fangio” Commemorative Edition, Limited 200 Sets**  
**In a Showcase with a Figurine**  
**Scale 1:18, Item No. M-201**  
**Manufacturer Suggested Retail Price 1.495,00 €/Set**  
**(Prices marked with an asterisk may be subjected to modification)**



This special edition consists of the following three winning racing cars, each with Fangio at the wheel in 1956. Background information can be found in the individual model descriptions.

- CMC Ferrari D50, Longnose # 1, Winne, GP of Germany
- CMC Ferrari D50, Shortnose # 1, Winner, GP of United Kingdom
- CMC Ferrari D50, Shortnose # 26, Runner-Up, GP of Italy (Monza)

**CMC Lucky Set 2018**  
**“Collins” Commemorative Edition, Limited 200 Sets**  
**In a Showcase with a Figurine**  
**Scale 1:18, Item No. M-202**  
**Manufacturer Suggested Retail Price 1.495,00 €/Set**  
**(Prices marked with an asterisk may be subjected to modification)**



This special edition consists of the following three winning racing cars, each with Collins at the wheel in 1956. Background information can be found in the individual model descriptions.

- CMC Ferrari D50, Shortnose #14, GP of France, Winner
- CMC Ferrari D50, Longnose #2, GP of Germany, Runner-Up
- CMC Ferrari D50, Shortnose #26, GP of Italy (Monza), Runner-Up

## CMC Jaguar C-Type

### Origin of the C-Type

One would like to know what was going on in the minds of Heynes and Lyons, the two Jaguar executives, who decided in the late summer of 1950 to take part in a race that would be held only a few months later at Le Mans. When the factory team arrived on the Sarthe in 1951 for training, the cars were unproven. Were Heynes and Lyons really looking for a chance to win? The answer came in the form of subsequent victories of the C-Type at the Sarthe 1951 and 1953.

At the London Motor Show in 1948, Jaguar introduced its brand new XK 120 as a limited production model for use in motorsport. Fascinated by the XK120 form and its technology, the crowd surprised the Jaguar managers with significantly higher demand. Lyons decided to continue to develop the XK120 as a production vehicle and to offer it worldwide. In North America, the sale of the vehicle had overwhelming success. With its very close-to-introduction XK120 achieving an extraordinarily honorable success at 1950 Le Mans, William Lyons and Bill Heynes soon agreed to get the big shell in the following year with a Jaguar.

### Development of the C-Type

Developed with goal Le Mans

The long-distance classic was the main target for Jaguar, and its management was aware of the marketing effect of a success in Le Mans. Accordingly, Jaguar put emphasis on high reliability, good handling characteristics, and aerodynamic balance of speeds. Chief engineer Bill Heynes did a great job. The engine of the XK 120 was upgraded with larger SU carburetors to 210 hp. The chassis was redeveloped as a tubular frame. In addition Jaguar introduced a lightweight aluminum body with only one door for the driver. The design was a contribution by Malcolm Sayer, a gifted engineer who had years of experience designing for the English RAF aircraft.

The cockpit was protected only by a small racing disc. Also, the space in it was rather than narrow. But Jaguar drivers like Moss, Walker or Whitehead found in the cockpit of the C-Type all the necessary instruments and even spare spark plugs and tools for repairs during the race event.



Successful (almost) everywhere

The new car was tested in the hinterland near the Jaguar home in Coventry. There were a few things that could be improved, and then they set off with their drivers to France. Jaguar came, drove and won. The lead on the runner-up was nine rounds! The drivers also set a new distance record. After the success in Le Mans in 1951, other victories followed, including in Goodwood, Reims, Torrey Pines, and, of course, the renewed victory at Le Mans in 1953.

The appearance of Jaguar at the Sarthe 1952 failed, and all three vehicles were eliminated by overheating of the engines. It was rumored that Stirling Moss thought the new Mercedes SL were stronger than they actually were in the race. The failure of the Jaguar fleet made the Mercedes victory no less valuable, but a little easier. The next attempt came in 1953. The Jaguar team was equipped with more powerful engines, three Weber carburetors and Dunlop disc brakes in the improved C-type. It was followed by game, set and victory. Among the first ten vehicles that flew past the panned flag on June 27, 1953 were four C-Type: 1st, 2nd, 4th and 9th. William Lyons dedicated this triumphal march to Queen Elizabeth, who had just been enthroned. Her Majesty returned the favor in her own way and knighted the Jaguar chief in the spring of 1956.

The History of CMC's Documented Vehicle by Dr. Ing. Christian J. Jenny

The Jaguar XK 120 C, with chassis #XKC 023, briefly referred to as C-Type #23 (where C stands for Competitor). Once the car was found in major race events on American West Coast circuits, often with well-known people from the movie and automobile circles as pilots. It started to slip into the oblivion at the end of the sixties.

### CMC Jaguar C-Type XKC 007, 1952

Scale 1:18, Item No. M-191

**Manufacturer Suggested Retail Price 497,00 € Apiece**

(Prices marked with an asterisk may be subjected to modification)



CMC will launch a standard edition of the Jaguar C-Type in the classic British Racing Green. This 1:18 model will be furnished with black leather seats and a passenger-seat cover.



**CMC Jaguar C-Type XKC 052**  
**Scale 1:18, Item No. M-192, Limited to 1.500 Pieces**  
**Ecurie Ecosse Team #19, 1953**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
(Prices marked with an asterisk may be subjected to modification)



Finished in the signature colors of the Ecurie Ecosse: royal metallic blue with a white horizontal stripe on the bonnet. From July 1953 to the end of 1955, this C-Type was raced very successfully in Great Britain and the native Scotland, including its appearances at Goodwood, Tourist Trophy, and the Nürburgring, among others. CMC will bring to life the memory of this famous Ecurie Ecosse #19 Type-C in 1:18 scale.

**CMC Jaguar C-Type XKC 023, 1953**  
**Scale 1:18, Item No. M-193, Limited to 1.000 Pieces**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
(Prices marked with an asterisk may be subjected to modification)



Modeled after Dr. Christian Jenny's documented C-Type in its actual condition (Cf. the description above). This 1:18 scale precision replica will be furnished with black leather seats and a passenger-seat cover.



**CMC Jaguar C-Type XKC 047**  
**Scale 1:18, Item No. M-194, Limited to 1.000 Pieces**  
**Le Mans 1953, 9th Place, Ecurie Francochamps**  
**Roger Laurent & Charles de Tornaco, #20**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**



Finished in sunny yellow, the Belgian racing color adopted by Ecurie Francorchamps. This #20 car finished ninth in Le Mans 1953 with Roger Laurent and Charles de Tornaco at the wheel.

**CMC Jaguar C-Type XKC 051**  
**Scale 1:18, Item No. M-195, Limited to 1.500 Pieces**  
**Duncan Hamilton & Tony Rolt, #18**  
**Le Mans 1953, Winner**  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
**(Prices marked with an asterisk may be subjected to modification)**



The winning car of Le Mans 1953. The Jaguar racing team dedicated the victory to Queen Elizabeth, who was enthroned that year. In memory of this legendary triumph, CMC will offer a handcrafted, intricately-detailed precision replica of this C-Type in 1:18 scale.



CMC Jaguar C-Type XKC 029  
Scale 1:18, Item No. M-196, limited to 500 pieces  
Carrera Panamericana 1953/54, Ibarra, # 13  
**Manufacturer Suggested Retail Price 499,00 € Apiece**  
(Prices marked with an asterisk may be subjected to modification)



Participant in the race of Carrera Panamericana 1953/54, finished in an ivory livery with colorful decals and starting number #13.



**CMC Ferrari 275 GTB/C**  
**Scale 1:18, Item No. M-199**  
**Manufacturer Suggested Retail Price 497,00 € Apiece**  
**More limited Editions Under Planning**  
(Prices marked with an asterisk may be subjected to modification)



The 275 GTB was a two-seat *gran turismo* automobile with a displacement of 275 cc per cylinder. Four 275 GTB Competizione Speciales were built in 1965, each fitted with a 250LM engine. Its entire body was made of thin aluminium, and the chassis was built of magnesium and steel perforated with holes all over. At one point in time, the light weight of the Speciales posed a problem, and the FIA refused to homologate the model as a GT contender. This underweight issue was dismissed only after Enzo Ferrari threatened to abandon the motor sport altogether, and a compromise was subsequently reached.

A series II version of the 275 GTB appeared in 1966. It was known as 275 GTB/C, where C stands for "Competizione." A total of twelve 275 GTB/Cs were constructed and equipped either with a two-cam or four-cam engine. Suspension was made stiffer by extra springs. The body was mounted on a super-lightweight chassis and covered by ultra thin aluminium panels that were half as thick as the ones used on the 275 GTB. Even leaning on a 275 GTB/C would dent its body. The entire rear section was reinforced by fiberglass to prevent it from flexing. Many parts were cast in magnesium to save weight. Due to a clerical error that confined the 275 GTB/C to a three "carb" engine, the GTB/Cs had to use three Weber 40DF13 instead of six 38DCN carburetors, which impacted its power output.

CMC had the rare opportunity to document in detail the GTB/C #09015 in its original condition. The car is the second Competizione produced from series II and one of the last GT class cars built by the racing department at Maranello. As is the case with most 275 GTB/Cs, #09015 saw some serious track use. Throughout its racing career, the 275 GTB/C model type racked up quite a number of victories.

A limited edition will be offered of Chassis #09015 as this car was used by NART to race with starting number #26 in Le Mans 1966 and with Biscaldi and de Bourbon at the wheel.



A standard edition of the 275 GTB/C will be based on Chassis #09067 with a red finish and a black interior. CMC may also consider offering a few more limited editions:

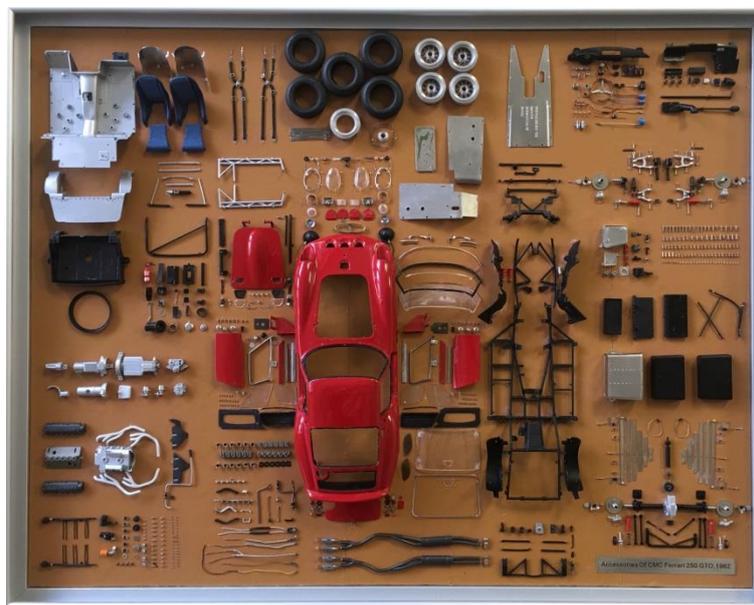
### CMC Parts Display Board

#### Ferrari 250 GTO, 1962

Item. No. A-014, Limited Edition 200 Sets

Manufacturer Suggested Retail Price 541,00 €/Set

(Prices marked with an asterisk may be subjected to modification)



To hang the Ferrari 250 GTO on a wall should be something unthinkable and mind-boggling. But you can do it now -- with this framed display board of the nuts and bolts, metal castings, body parts, assembled units, and semi-finished components -- in short, everything that CMC makes and uses to produce an authentic and intricately-detailed replica of your dream car. The parts are beautifully arranged on a leather-covered board and neatly held in place with the support of an aluminum frame. The display board can go on the wall as a picture frame. Only 200 sets are going to be offered worldwide.



**CMC Classic Garage Diorama**  
**Alfa Romeo 6C 1750 GS & Staffed Workshop**  
**Scale 1:18, Item No A-015**  
**Limited 200 Sets**  
**Manufacturer Suggested Retail Price 541,00 €/Set**  
(Prices marked with an asterisk may be subjected to modification)



CMC presents an easy-to-install kit that is composed of a classic automotive workshop furnished with tools, accessories, and a two-technician staff, and an Alfa Romeo 6C1750 GS that requires a checkup. The doors of the workshop can open!

We will keep you posted on new releases and latest arrivals by newsletters. You are welcome to subscribe to our newsletter at [www.cmc-modelcars.de](http://www.cmc-modelcars.de).

In some cases copyright for certain images has been granted only occasionally for CMC and its advertising materials. Any use beyond the time frame may have legal consequences as a violation of such copyright rights. All cited trademarks, product names, company names and logos are the sole property of their respective owners. Some of the images shown here are prototypes, to which we reserve the right to make changes. All stated delivery dates are not binding. Prices are subject to change.

Your CMC team Jan. 31. 2018

