

CMC Classic Model Cars



As we all know, in addition to the corona virus, 2022 challenged us in a way that has not been deemed possible but come true to affect the entire world. Inflation in Europe, dramatically increased energy prices impounding production negatively, and logistics imposed further challenges that we all had to and still have to face

In December 2022, most of the employees in our factory fell ill with Covid 19; at times only half the team was at work. The management staff was called upon to work at the assembly line, working together with their front-line colleagues to ensure that production be continued. People often worked until 10:30 p.m. with managers and engineers being with them, too.

We succeeded in launching all the variants of the CMC Ferrari 275 GTB/C during the year. In the process, our research and development staff also withstood the challenge in flying colors.

We are well aware of what our slogan says. 'Extraordinary' is the term that defines our brand. Our models are expected to rise above the ordinary. Our employees are expected to cultivate extraordinary skills and do their best to reach the highest level on a daily basis. This slogan sets the goal that CMC has sought to achieve from Day One, and it also inspires and encourages us to constantly strive and achieve the highest possible quality. We have also integrated this spirit into our research, development, and production -- even with the preparation of remakes.

Following our company philosophy, we are particularly proud of the following achievements in 2022:

1. Remake of the CMC Mercedes 300 SLR Uhlenhaut-Coupé

By improving the configuration of the gull-wing doors, we were able to optimize the gap management so that the doors now sit much more snugly in the door frames.



The tiny rear-view mirror bases and holders on the sides of the vehicle were previously made of plastic to capture their intricate shape in the original. This time, we opt for the use of metal, with the holder made of copper sheet via a complex process. Thanks to our multiple experiments, people can rest assured that the mirror doesn't break off anymore.



In the last three renditions of the CMC Mercedes-Benz 300 SLR, the Mercedes star on the boot lid was made of aluminum, which is relatively easy to process. However, we thought that it could be done better. Following several attempts, we decided on the use of cupronickel. Only with this material were we able to render the logo with sharp edges and a glossy finish – something that would not have been possible in aluminum and stainless steel.



Fine details such as the air intake grille in front of the windshield determine whether a model can be considered high-end. Previously, the struts across the air-intake were made of 0.5 mm thick stainless-steel wire -- a highly innovative solution in model building at the time. But the fact remained that the struts appeared too thick and the distance between the wires too small. After extensive tests, we decided to have the struts made from cupronickel sheet, then assembled by hand and spot-welded. The application of a special coating ensures a lasting shine. This seemingly minor improvement actually contributes a lot to the authenticity of the model. Moreover, the ventilation grille is also less fragile.



The radiator grille is even more delicate in detail. We saw to it that the two cross-bars of the Mercedes starbended down slightly to resemble the original more closely. Nobody had complained about this; however, it was our aim to be as authentic as

possible. After several experiments, we were finally able to find a satisfactory solution in January 2023, and the improved Mercedes star will start to be introduced in the M-243 model.

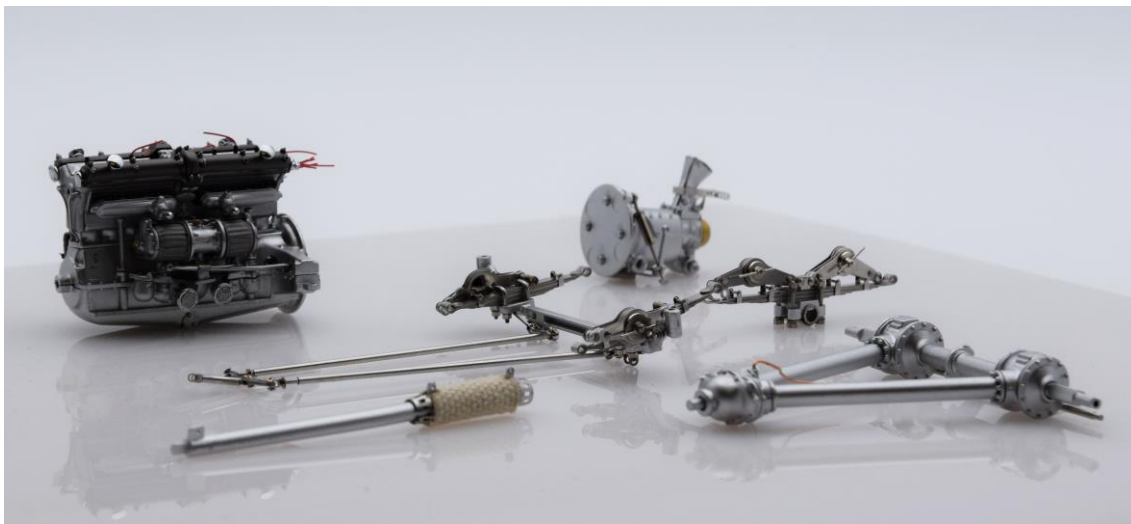
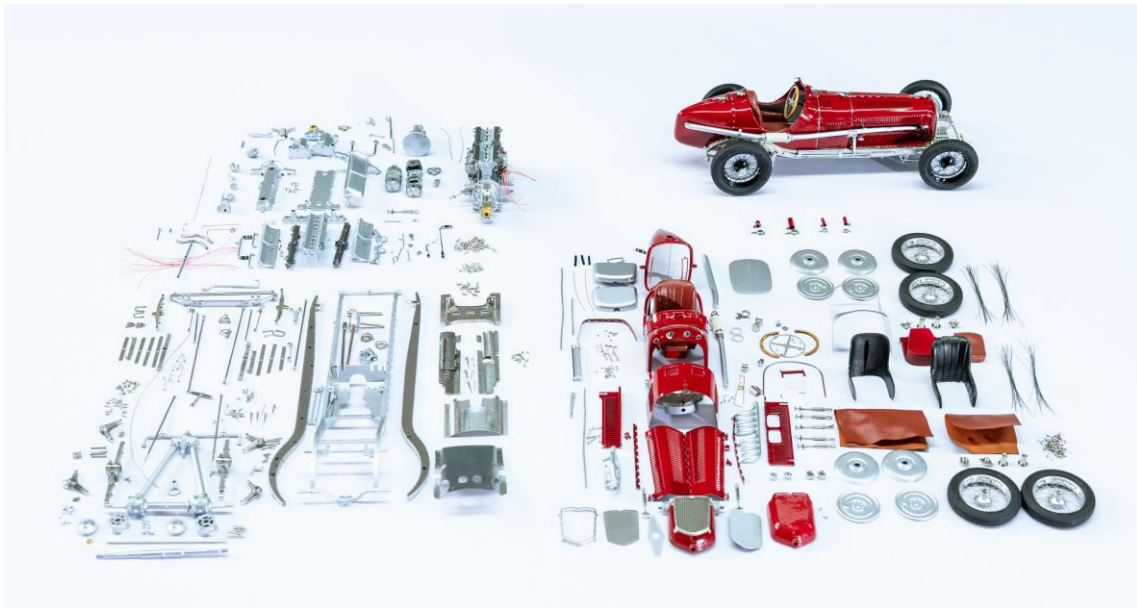


2. New release of the CMC Alfa-Romeo P3

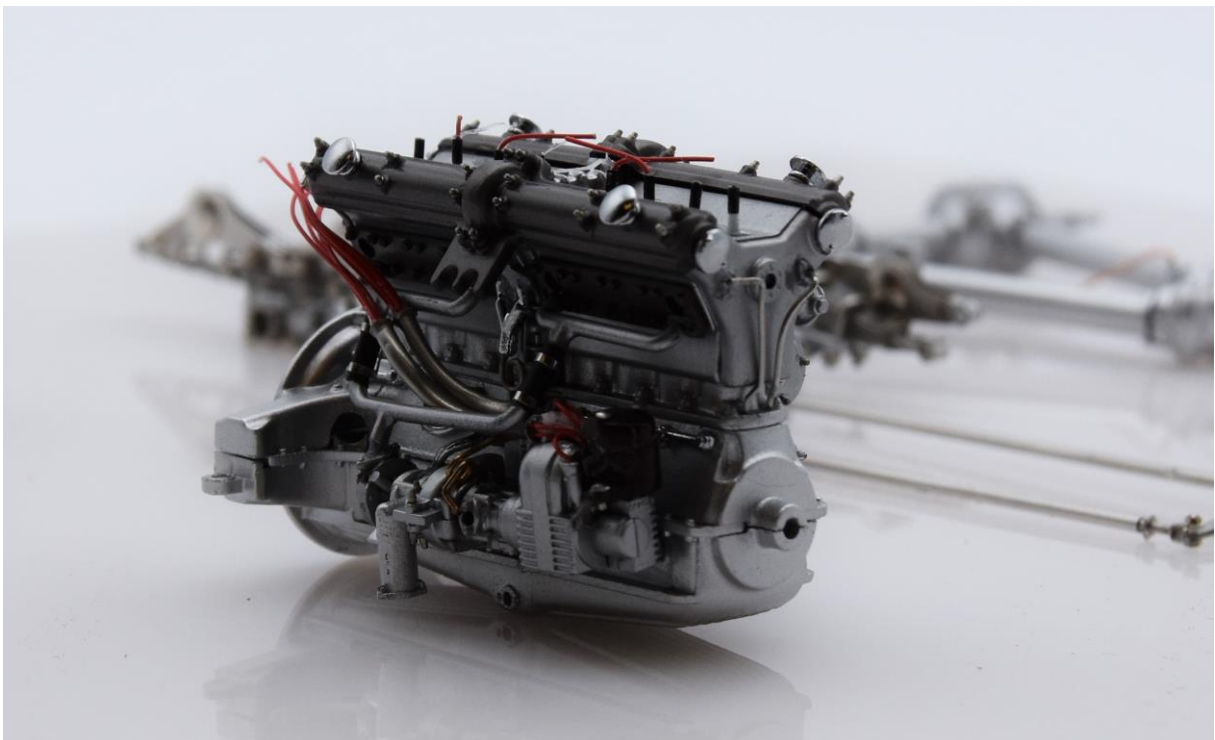
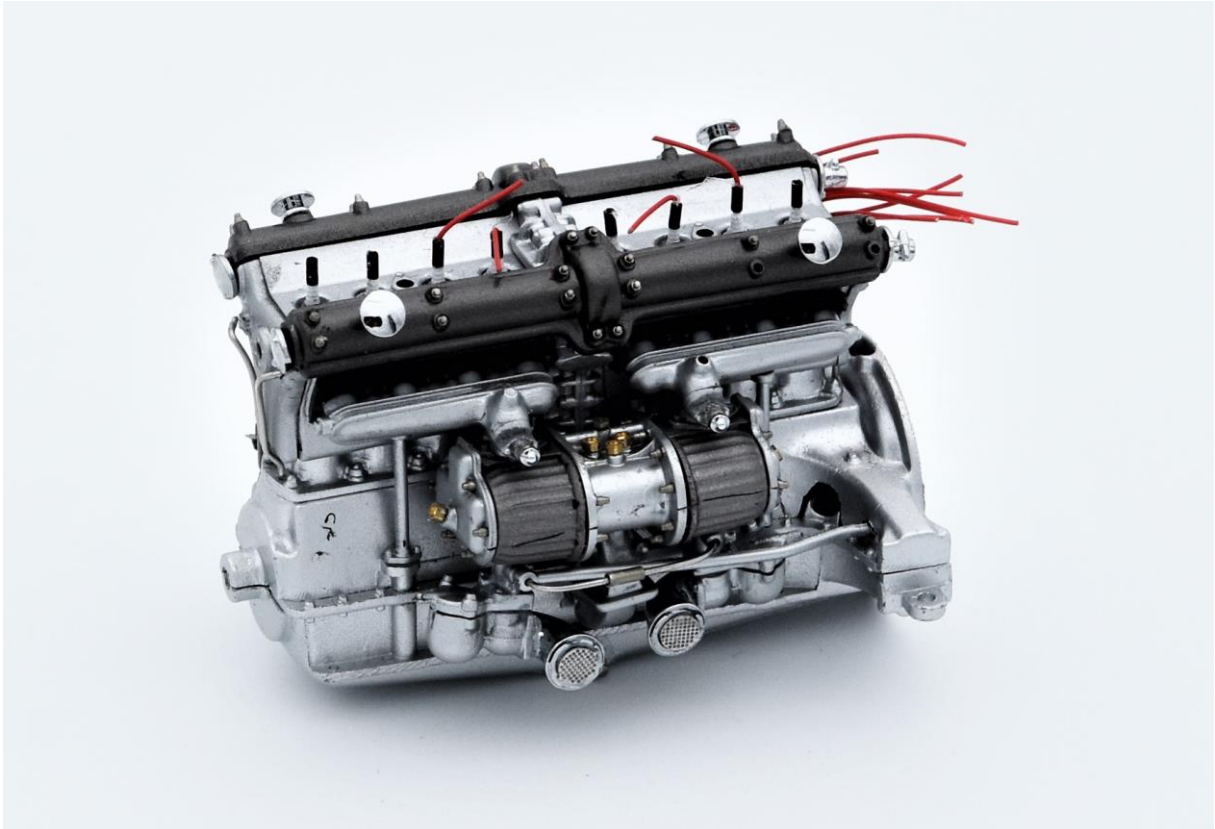
Not only have our engineers managed to introduce brilliant improvements in the new variants of the Uhlenhaut coupe, but they succeeded in blazing a new trail in the development of the CMC Alfa-Romeo P3. Over 85% of the 1,805 parts in this new item are metallic - a new record at CMC, and this requires far more complex technical processing and material management than the traditional use of plastic and zinc alloy parts. With this model, which tracks the footsteps of a most successful racing car of all time, we break new ground by making the underbody removable so that the ingenious construction of the P3 is visible to the naked eye. For more information, see a very illuminating film on our homepage at the following address:

www.cmc-modelcars.de/news/cmc-alfa-romeo-p3-imagefilm/

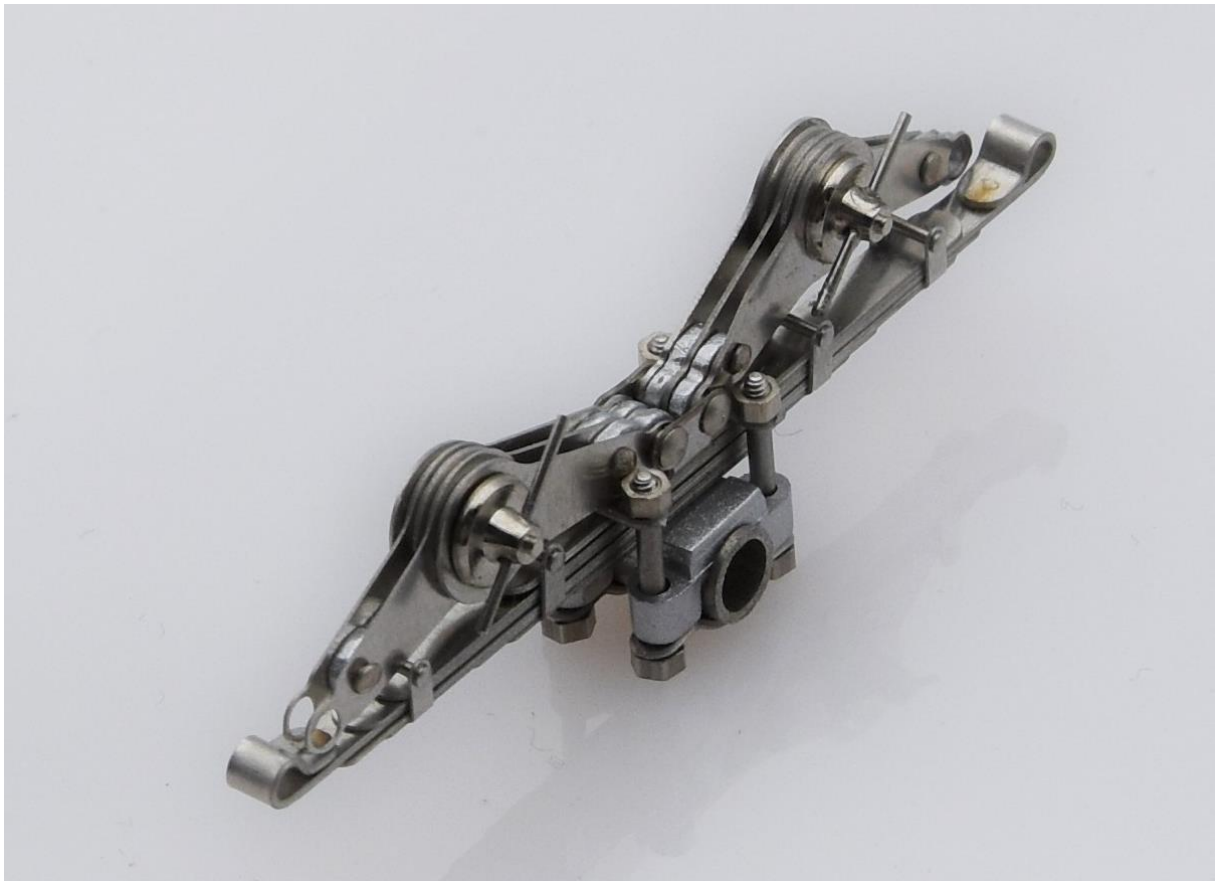
Only a manufacturer with the caliber of CMC is capable of replicating all the details of a complex in-line engine. The bonnet, which is hinged and locked with stainless steel hooks, can be released to open on both sides of the car. The engine block is inlaid with 85 tiny stainless-steel screws, each of which is assembled by hand skillfully. A specialty of the P3 was the placement of its differential just behind the manual gearbox. It transmitted power to the rear wheels via diagonal shafts, which enabled the driver's seat to sit low on the floor pan between the shafts, thus lowering the vehicle's center of gravity. The CMC P3 miniature will go into production in May 2023. Its development started back in January 2021 and has taken a concerted endeavor of the CMC engineers along the way. This is because a goal was set that the P3 replica must break new ground in terms of intricacy and ingenuity of craftsmanship. The original vehicle had semi-elliptical leaf springs on four wheels. Friction dampers were adopted in the absorbers. They were replicated in minute detail by CMC. The leaf spring comprises 10 stainless steel plates, whereas the damper consists of 5 layers of cushion. This can be observed particularly well in the cut-away model of M-257. The large drum brakes on the four wheels are faithfully replicated, as well. The brake linkages on the underside of the car are made of stainless-steel and functional. The brakes on the rear wheels are adjustable with the stainless-steel wing nuts. Loosen a few screws, and you will remove the floor pan to see the inner structure of the model.



An overview reveals the intricate and high-quality individual parts that are based on the original design down to the smallest detail.



In addition to the two compressors, other components, together with their line routing and wiring, are also visible on the engine.



As in the original, the leaf spring consists of a thick spring assembly; the friction dampers made of several layers of metal.



As in the original, two long metal struts lead to the front axle and actuate the brakes there. The wheel suspension is elaborately based on leaf springs, which, like the adjustable friction dampers, are functional.



One of the functional hood latches is attached to the gearbox. Even the link for the shift lever guide is provided as an individual part.



From the differential, the two drive shafts fork in a V-shape to the rear axle.

3. 'Extraordinary' as the guiding principle for the new models in 2023

We have this slogan in mind when it comes to picking models to replicate. We are prone to selecting those unique winning vehicles that epitomize the fighting spirit of the racetrack and the human will to prevail and win.

4. Remake of the CMC Ferrari GTO

In response to surging market demand, we will introduce a new edition of the CMC Ferrari 250 GTO later in 2023. This edition is the result of extensive research and development, targeting the previously unrealized variants with either the right-hand-drive or left-hand-drive configuration. Needless to say, the new remakes will incorporate technical improvements as customers anticipate.

1. Connection points on the body are specifically optimized after customers reported cracks at the joints
2. The exhaust pipes are now made of metal instead of plastic
3. In the future, the lamp rings will be made of metal and no longer made of plastic
4. The air grilles on the bonnet are made of metal with a finer mesh

5. All metal trims and decorative elements are made even finer and more complex
6. According to some customers, the door handles were very sharp. We will improve this through appropriate procedures
7. In particular, the sill panels at the entrances are even more precise
8. We did some more research for our new edition and, in addition to other left-hand drive variants that have not yet been implemented, we want to offer highly attractive right-hand drive variants for the first time. After confirming this idea, we immediately began researching suitable model vehicles with right-hand drive. This decision also means redesigning some parts specific to the RHD version and building new tooling.

So look forward to another great year with CMC and please let us also say thank you for your loyalty over the past year.

We will be happy to keep you posted on the availability of new models. Simply register for our newsletter at

<https://www.cmc-modelcars.de/en/modelcar-news/newsletter/>

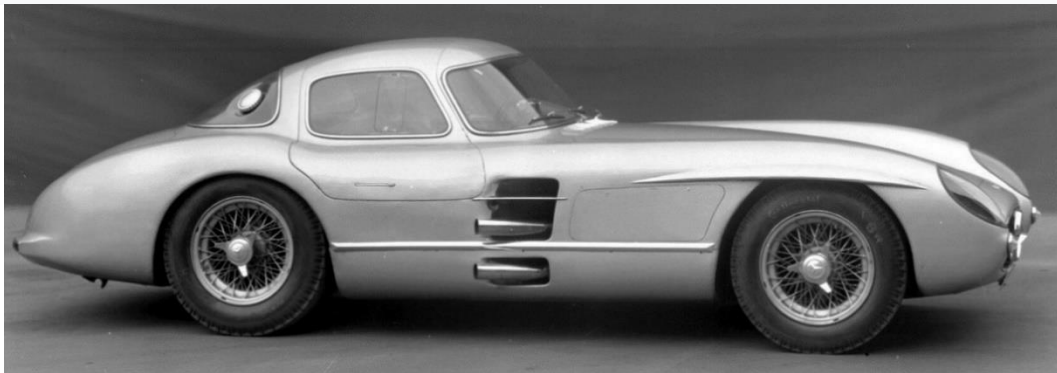
All prices provided are for guidance only and, as such, non-binding.

New models 2023, 1/18 scale

1. CMC Mercedes-Benz 300 SLR Coupé, 1955

Production of a remake edition of the Uhlenhaut coupe or item M-076 took off the ground towards the end of 2022. It pushed back the launch of three entirely new projects. The latter will now be produced from the beginning of 2023.

M-243 CMC MERCEDES-BENZ 300 SLR COUPÉ
CHASSIS NR. 0007/55
UNLIMITED
1/18 SCALE
623 €



When Rudolf Uhlenhaut, the father of the 300 SLR racer, traveled to the Mille Miglia in 1955 to see the success of Mercedes up close, he also thought about providing the 300 SLR racer with a closed cockpit for long-distance events.

His ideas were realized in the form of a competition coupe with a level of performance that no other road sports car could match. During a test on a closed motorway section near Munich, the two-seater reached a speed of 290 km/h.

Two of the nine 300 SLR rolling chassis, 0007/55 and 0008/55, were converted into 300 SLR coupés with a closed body and gullwing doors. They were intended for use in the forthcoming Carrera Panamericana.

The body of the SLR coupe was clad in electron sheet, a magnesium alloy that is even lighter than aluminum. The semi-circular windshield offered very little drag. As with the SLR racer, the coupé driver had to operate the pedals behind the steering wheel with their legs apart. Under the hood was a longitudinally mounted eight-cylinder engine placed just behind the front axle and developing maximum torque of 234 Nm at 5950 rpm and maximum power of 310 hp at 7400 rpm.

Due to safety concerns following the tragic accident at Le Mans in June, Mercedes-Benz decided to withdraw from motorsport at the end of the 1955 season. As a result, the SLR coupe project was shelved and never put into production. Then Rudolph Uhlenhaut took over one of the SLR Coupés as a company car.

**M-244 CMC MERCEDES-BENZ 300 SLR COUPÉ
CHASSIS 0007/55,
GP SWEDEN 1955, #15
LIMITED EDITION 1000
1/18 SCALE
636 €**



Although the 300 SLR coupés were no longer used in real racing, the 0007/55 chassis was no stranger to motorsport. In August, Daimler-Benz sent the entire entourage of its racing team to the 1955 Swedish Grand Prix. In class 1 for racing sports cars, Fangio and Moss achieved a double victory on August 7 with their 300 SLR racers. This 300 SLR had a coupé body and was - exactly - chassis 0007/55. Uhlenhaut had driven his coupé from Stuttgart to Kristianstad, and the car was given the number 15 for training.

**M-245 CMC MERCEDES-BENZ 300 SLR COUPÉ
CHASSIS 0007/55, RCA TOURIST TROPHY 1955, T1
LIMITED EDITION 1000
1/18 SCALE
636 €**



After the 1955 Swedish Grand Prix, chassis 0007/55 Tourist made another appearance, this time at the Tourist Trophy on 17 September 1955 at Dundrod, Northern Ireland. To get back into the championship hunt, the Mercedes team took this race very seriously. Nothing was left to chance, believe it or not, five SLRs were brought along. Two were used for training purposes - chassis 0007/55 as T1 (closed) and 0002/55 as T2 (open). The three SLR Racer pairings were Fangio/Kling, Moss/Fitch and von Trip/Simon.

As a newcomer, Wolfgang von Trip was ordered to transport chassis 0007/55 from Stuttgart to Sweden. In training he shared the use of chassis 0007/55 with Moss, Fangio, Kling and Uhlenhaut. Together they drove the T1 over 357 kilometers.

M-076 CMC MERCEDES-BENZ 300 SLR COUPÉ
RED INTERIOR, CHASSIS 0008/55
UNLIMITED
1/18 SCALE
577 €



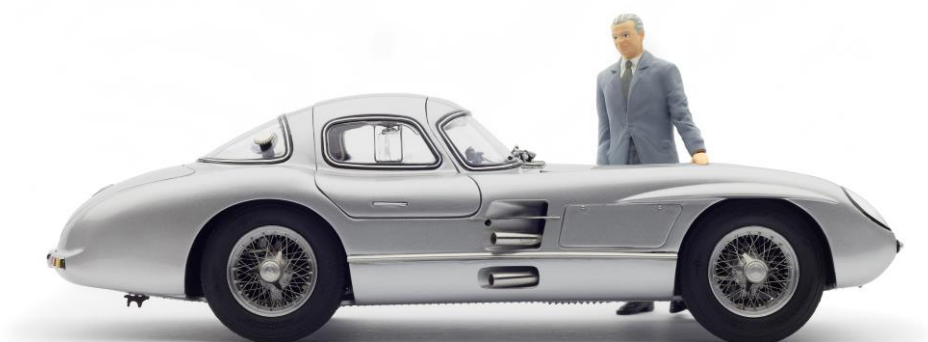
On May 5, 2022, the world held its breath when Mercedes-Benz Group AG auctioned off one of the two Uhlenhaut coupés ever built for the incredible price of 135 million euros in order to use the proceeds to set up a scholarship program for young people .

No other automobile has ever come close to achieving this price, this vehicle is now by far the most valuable automobile in the world.

The second vehicle remains in the Mercedes Museum's collection, but due to special agreements with the new owner, the auctioned vehicle will also be shown at events from time to time.

We have now reissued the vehicle with chassis number 0008/55 and a red interior that has now been auctioned off as a high-quality, hand-assembled CMC model, using the latest knowledge and production techniques. Some of the tools were specially made to ensure even greater precision.

M-246 CMC MERCEDES-BENZ 300 SLR COUPÉ
CHASSIS 0007/55
WITH ACRYLIC BASEPLATE AND FIGURINE
LIMITED EDITION 500
1/18 SCALE
694 €



From Mille Miglia to Tourist Trophy, Targa Florio to the Eifel race, the 300 SLR racer won almost everything in 1955 and thus crowned Mercedes-Benz with the laurels of the 1955 sports car world champion. Its light aluminum body, its surrealistic exterior and its extreme acceleration made it a winner one of the most iconic cars of the 1950s.

The winning streak of the coupés developed by Uhlenhaut could certainly have continued in 1966. Two prototypes of this masterpiece of power and elegance were built, 0007/55 and 0008/55. However, the company decided to end its motorsport involvement at the end of the 1955 season after Pierre Levegh's terrible accident at Le Mans, which killed 84 people. The coupe project was shelved forever.

So the head of the testing department, Rudolf Uhlenhaut, decided to use one of the two SLR Coupés as his personal company car, hence the nickname "Uhlenhaut Coupé".

Uhlenhaut was not only a design genius but also a talented driver who actively engaged and contributed to test drives such as the W125 which dominated the 1937 Grand Prix season, the W154 for 1938, the winning W194 (300 SL) as well as the famous W196.

Enjoy the sight day after day in your showcase together with the figure of Rudolf Uhlenhaut.

2. CMC Alfa Romeo P3, 1932-1933

Alfa Romeo is one of the big names in the racing world.

The Alfa Romeo P3, also known as the Tipo B, was a victorious Grand Prix racing car of the 1930s. Experts say it was one of the best competition cars of all time.

The European Grand Prix series of that time was the Campions League of car racing, there was no world championship yet.

Great racing drivers such as Tazio Nuvolari, Achille Varzi and Rudolf Caracciola flew from victory to victory on the thoroughbred Italian racer.

In 1932 Tazio Nuvolari won the European Grand Prix series with the Alfa Romeo P3. In 1933, the P3s won six of the eleven races they entered.

The original vehicle had an 8-cylinder supercharged engine, which its designer Vittorio Jano divided into two blocks to improve running smoothness. From 1932 to 1935, the displacement was gradually increased from 2654 cc to 3822 cc. The peak output of the P3 in 1935 was 265 hp and its top speed was 275 km/h.

M-219 Nuvolari 1932 Italian GP, #8, Alfa Romeo

M-220 Caracciola, 1932 German GP, #2, Alfa Romeo, Limited 1000

M-221 Caracciola, 1932 Monza GP, #6, Alfa Romeo, Limited 1000

M-224 Caracciola, 1932 Klausenrennen, #95, Alfa Romeo, Limited 1000

M-226 Fagioli, 1933 Italian GP, #12, Scuderia Ferrari, Limited 1000

M-227 Chiron, 1933 Marseille GP, #42, Scuderia Ferrari, Limited 1000

M-228 Fagioli, 1933 Comminges GP, #40, Scuderia Ferrari, Limited 1000

M-229 Tazio Nuvolari Memorial Set, Limited 300 (sold out ex works)

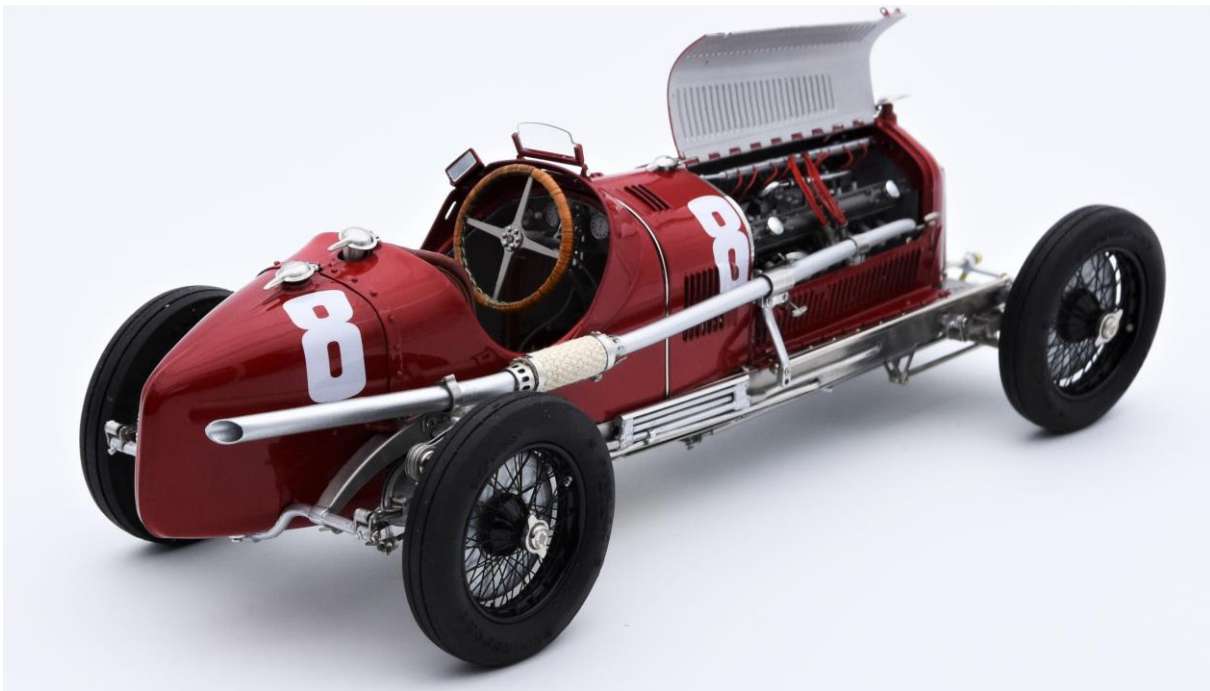
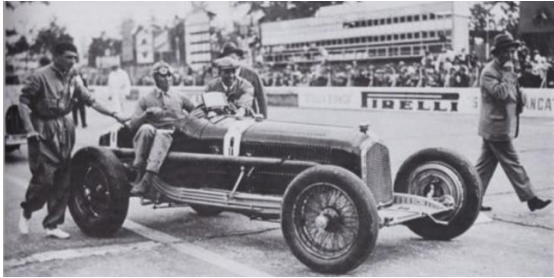
1932 French GP, #12, Alfa Romeo

1932 Coppa Ciano, #30, Alfa Romeo

1932 Coppa Acerbo, #8, Scuderia Ferrari

M-257 CMC Alfa-Romeo P3 Cut-Off-Model

**M-219 CMC ALFA ROMEO P3
NUVOLARI, WINNER GP ITALY 1932, #8
UNLIMITED
1/18 SCALE
603 €**



Tazio Nuvolari, the most successful driver of 1932

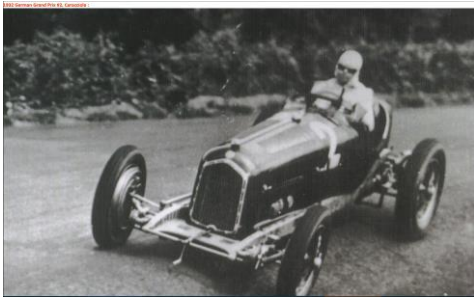
Winner of the Italian GP, #8 Alfa Romeo Tipo B P3

The 10th Italian Grand Prix was part of the 1932 European Championship. The Società Anonima Alfa Romeo debuted their 2650cc 8-cylinder monoposto (P3). Tazio Nuvolari and Giuseppe Campari would drive these brand new single-seaters, while Mario Umberto Borzacchini and Rudolf Caracciola would drive the older 8-cylinder 2300cc Monza.

After 83 laps, Nuvolari crossed the finish line. Fagioli was second, about two and a half minutes behind. With this victory, Nuvolari consolidated his position as the most

successful driver of the 1932 season. For the third time in two months, the 40-year-old Italian was successful in the toughest races in Monte Carlo, the Targa Florio and now in Monza. It was great for Alfa-Romeo to win the first race with their brand new monoposto, the P3.

**M-220 CMC ALFA ROMEO P3
CARACCIOLA, WINNER GP GERMANY 1932, #2
LIMITED EDITION 1000
1/18 SCALE
620 €**



The 6th German Grand Prix took place on July 17, 1932 on the Nordschleife of the Nürburgring.

Winner in the open Grand Prix class was Rudolf Caracciola in an Alfa Romeo P3, but his Italian teammate Tazio Nuvolari won the European driver's title. The brand classification also went to Alfa Romeo this year.

**M-221 CMC ALFA ROMEO P3
CARACCIOLA, WINNER GP MONZA 1932, #6
LIMITED EDITION 1000
1/18 SCALE
620 €**



Grand Prix Monza 1932, # 6, Rudolf Caracciola

Racing cars entered the 1932 Monza Grand Prix with no weight or displacement restrictions. The 10 km circuit of Monza consists of the famous 4.5 km Pista di Velocità, a high-speed oval track and a 5.5 km asphalt track.

Alfa Romeo each fielded Nuvolari, Campari, Borzacchini and Caracciola in a new 2.6-litre P3 monoposto. At the start, Nuvolari immediately took the lead, followed by

Borzacchini, Caracciola and Fagioli. After five laps, Nuvolari Caracciola was leading by a mere two seconds. On lap six, Caracciola managed to briefly pass Nuvolari, but the Italian soon regained the lead. Between round ten and round the two were so close it was unclear who would win. At this critical juncture, Nuvolari encountered a fuel pressure problem and pitted as a result, but was waved away by Vittorio Jano without refueling. That pit stop cost Nuvolari a lot of time, dropping him to third place. Rudolf Caracciola was first ahead of Fagioli with a new record.

**M-224 CMC ALFA ROMEO P3
CARACCIOLA, WINNER KLAUSEN RACE 1932, #95
LIMITED EDITION 1000
1/18 SCALE
620 €**



Caracciola at the Klausen race

International Klausen race (mountain sprint) 1932, # 95

The Klausen race, also known as the "Great Swiss Mountain Prize", is a true classic among mountain sprints. Between 1922 and 1934, the best racers took part in this event in the central Swiss Alps.

On the 21.5 km long gravel road that led from Linthal to the Klausen Pass, the racing cars had to overcome 156 switchbacks and a height of 1,237 meters on the way up. In the open racing car class, Bugatti had its three-time winner Louis Chiron and Achille Varzi compete in the Bugatti T53 against Rudolf Caracciola in an Alfa Romeo P3 monoposto with starting number 95. The Bugatti drivers were always hot on Caracciola's heels, but had no chance. It was Caracciola's day as he set a new record time of 15m50s.

**M-226 CMC ALFA ROMEO P3
FAGIOLI, WINNER GP ITALY 1933, #12
LIMITED EDITION 1000
1/18 SCALE
620 €**



Fagioli in the Monza Autodrome
1933 Italian Grand Prix, #12

The 11th Italian Grand Prix was marked by the heated battle between Nuvolari in his 3-litre Maserati monoposto and Fagioli and Chiron in the Alfa Romeo P3 monopostos. Fagioli started in a number 12 Alfa Romeo P3 and eventually won the race in which there were a whopping 16 lead changes between these three drivers plus Taruffi. Chiron was able to maintain his lead until lap 41 when he suffered valve damage on his engine and ruined his chances of winning.

Victory was now just a decision between Nuvolari and Fagioli. Nuvolari was around 30 seconds ahead of Fagioli at this point. He drove one fastest lap after the other and the spectators were already cheering his victory, which they believed to be certain.

But 20 km from the finish, Nuvolari suffered a tire blowout on lap 48. The race was over for Nuvolari when Fagioli's red Alfa P3 thundered past the coasting Maserati. But no matter how hard Nuvolari tried to regain lost ground on Fagioli, he was defeated after 50 laps. Victory went to Fagioli with Nuvolari still second, 40 seconds back. Once again the Alfa Romeo P3 monoposto clinched a great win, this time against the Maserati 3 liter monoposto with an impressive Nuvolari at the wheel.

**M-227 CMC ALFA ROMEO P3
CHIRON, WINNER GP MARSEILLE 1933, #42
LIMITED EDITION 1000
1/18 SCALE
620 €**





Chiron wins at Miramas
1933 Marseille Grand Prix, #42

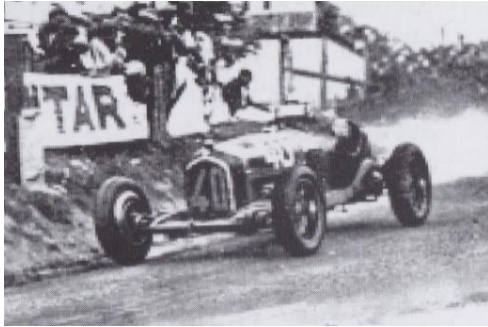
The Marseille Grand Prix resulted in a sensational victory for Chiron in the Alfa Romeo Monoposto.

After the first half of the race, Nuvolari was in the lead and was able to extend his lead over the pursuers. On lap 70, Nuvolari was four seconds ahead of Fagioli and 69 ahead of Chiron. Nuvolari seemed the sure winner. However, the race ended abruptly for him on lap 80 when a defect in the rear axle overtook him. Maserati was beaten by his retirement and the race should now decide between the two Alfas from Chiron and Fagioli.

On lap 91, Chiron made a short pit stop to change the left rear wheel. This stop lasted only 24 seconds and thus Chiron managed to keep the lead over Fagioli.

Nevertheless, the Italian managed to overtake Chiron on lap 95 and take the lead. Both cars were close together until Fagioli finally had to refuel. Chiron was able to clinch his first victory for Alfa Romeo and won with a clear lead of 70 seconds.

**M-228 CMC ALFA ROMEO P3
FAGIOLI, WINNER GP COMMINGES 1933, #40
LIMITED EDITION 1000
1/18 SCALE
620 €**



Fagioli in Saint Gaudens, France

1933 Comminges Grand Prix, #40

The magnificent 27km circuit between St Gaudens and Montrejeau in France has hosted a Grand Prix race every August since 1925, until holding a race on such a long circuit became unfeasible.

From 1933, the route north of the Garonne River was shortened to 11 km.

From the sixth lap, Fagioli was gradually able to pull away from Etancelin and the rest of the field. He set the fastest lap of the race with a time of 4:29 minutes.

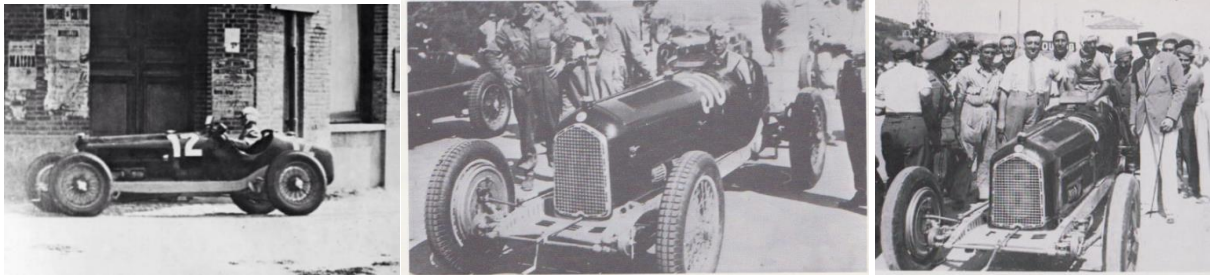
From the 13th lap he was able to easily maintain his large lead over Etancelin, so that the race lost some of its excitement.

The planned refueling stops began midway through the race.

Etancelin came into the pits to refuel on lap 22, but unfortunately his Alfa Monza didn't want to start after that. By the time he was able to rejoin the race after five minutes, he had dropped to fifth place, a lap behind Fagioli.

Fagioli built up an enormous lead, which he was able to hold until the end of the race. He crossed the finish line a few kilometers ahead of Wimille, who was second, followed by Moll. It was a classic lights-to-flag victory that saw him triumph at the 1933 Comminges GP – and his second win ever for Scuderia Ferrari.

M-229 WINNER SET TAZIO NUVOLARI CMC ALFA ROMEO P3
WINNER GP FRANCE 1932, #12
WINNER COPPA CIANO 1932, #30
WINNER COPPA ACERBO 1932, #8
WITH SHOWCASE AND FIGURINE
LIMITED EDITION 300
1/18 SCALE
1.745 €



Tazio Nuvolari, winner of the French GP, #12 Alfa Romeo Tipo B P3

The 18th French Grand Prix at Reims was the second race after the international 5 hour rule and counted towards the 1932 European Automobile Championship. Maserati decided not to take part in the event so it was a direct encounter between Bugatti and Alfa Romeo.

By the end of the third hour of racing and 56 laps, Nuvolari had been in the lead at an average speed of 151.434 km/h. After four hours and 77 laps, Nuvolari remained in the lead. Rumor has it that Caracciola, in second place, slowed down to accommodate race engineer Vittorio Jano's wishes, who was keen to see all three Alfas cross the finish line together.

Jano also signaled Nuvolari to slow down and wait for Caracciola and Borzacchini, while Nuvolari pretended not to understand the sign. Eventually, Nuvolari took first place, with Borzacchini and Caracciola second and third.

Tazio Nuvolari, winner of the Coppa Ciano, # 30 Alfa Romeo Tipo B P3

A 200 km race, the Coppa Ciano, was held as part of the international motorsport week in Livorno in 1932. The participation of the Alfa Romeo works team was undoubtedly a highlight of this event. The only serious competition for the Alfa Romeo team's Nuvolari, Borzacchini and Campari came from their compatriot Varzi in his red Bugatti.

Driving an Alfa Romeo Tipo B Monoposto, Nuvolari was the only one to complete the first lap in under 14 minutes. By the end of lap ten, the race was over with Nuvolari winning, Borzacchini second and Campari moving up to third place. Thanks to the great performance of the Alfa Romeo P3 Monoposti and its drivers, another glorious Alfa Romeo trio went down in motorsport history. Although Varzi was the first to cross the finish line, he held an unassailable lead throughout the race. However, having started three minutes ahead of Nuvolari, victory duly went to "Nivola", who finished the race about a minute ahead.

Tazio Nuvolari, winner of the Coppa Acerbo, #8 Alfa Romeo Tipo B P3

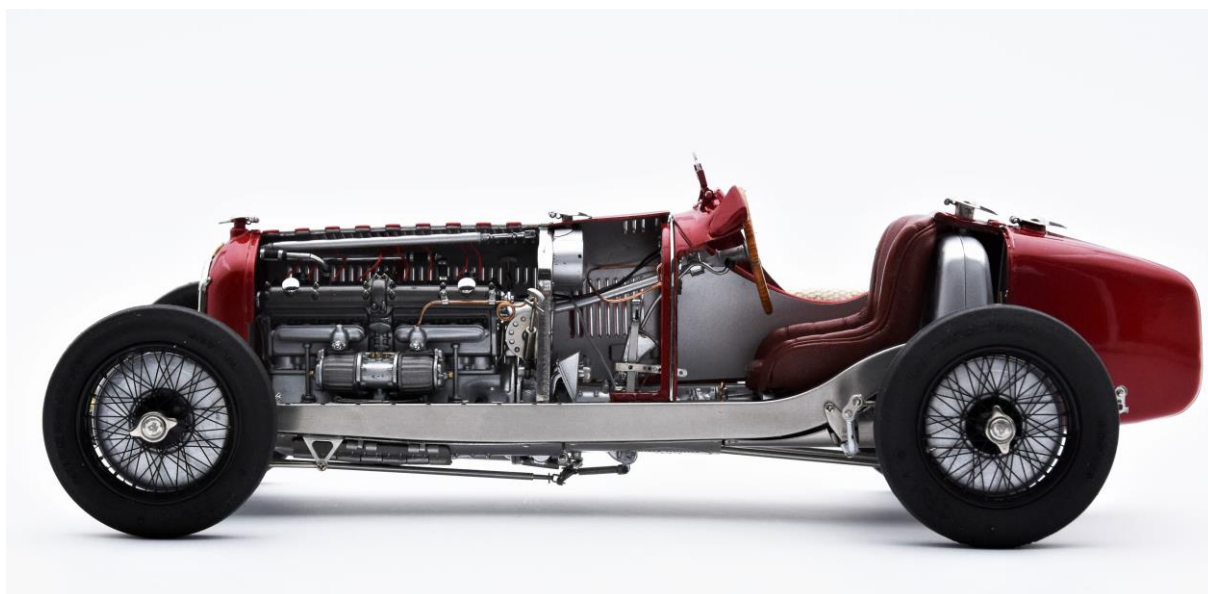
The Coppa Acerbo race was part of Tazio Nuvolari's winning streak in 1932. This time he started in an Alfa Romeo P3 monoposto loaned to Scuderia Ferrari.

Caracciola finished second on a factory Alfa Monoposto. The Coppa Acerbo, created in 1924 to honor Capitano Tito Acerbo, a decorated World War I war hero, was initially a minor race. Over the years, however, it developed into one of the most important Italian motorsport events.

After the Maserati no longer posed a threat, the Alfa Romeo pits signaled their drivers on lap five to slow down so as not to put excessive strain on the engines and tyres. Caracciola and Borzacchini followed the order, their lap times rising to over 11 minutes, but Nuvolari didn't slow down significantly, eventually passing Caracciola and taking the lead. After seven laps, Nuvolari was ten seconds ahead of Caracciola. Chiron's Bugatti was already too far behind to pose a real threat to the two leaders. But Enzo Ferrari commanded from the pits and urged Nuvolari to increase his pace.

At the signal from Enzo Ferrari, Nuvolari set the fastest lap of the race in 10:25.4 on lap eight. By the end of lap 12, Nuvolari had established an advantage of between 8 and 20 seconds over Caracciola, which ultimately helped him win. Caracciola finished the race in second.

M-257 CMC ALFA ROMEO P3 CUTOFF MODEL
LIMITED EDITION 300
WITH SHOWCASE AND PLAQUE
1/18 SCALE
672 €



The peculiarity and ingenuity of the thoroughbred racing car penned by Vittorio Jano is impressively perceptible with the CMC cutaway model. But not only the original impresses as a total work of art; With the cutaway model of the Alfa-Romeo P3, we show all our skills in the construction of high-quality model vehicles, which we have acquired over the past 27 years. The engine with compressors and all ancillary units, the complete line routing and wiring, the transmission with shift gate, hand-laced wheels, the leather driver's seat, functional wheel suspension with leaf springs and adjustable

friction dampers, the brake linkage running on the vehicle floor - everything is also perfectly detailed in the 1:18 scale replicated.

Vittorio Jano's ingenious construction is impressive to see - in particular the V-shaped forked drive shafts from the differential to the rear, which made it possible to mount the driver's seat exactly in the resulting space on the vehicle floor - an ingenious move to lower the center of gravity.

Once again, this cutaway reminds us of a quote from our founder, who once said that a CMC model is also beautiful on the inside. This guiding principle can be experienced in the most beautiful way here.

3. CMC Ferrari GTO 1962-1964

Hardly any other Ferrari radiates as much fascination as the 250 GTO from the sixties. At that time, an awe-inspiring racing car of the century was created, which still today because of its

extraordinary sporting successes and above all because of its tremendous elegance on everyone's lips and was chosen as an absolute cult car worldwide.

In March 1961 Ferrari got nervous. The reason for this was the newly presented Jaguar E-Type at the Geneva Motor Show. It was seen as a serious competitor and it was feared that it would lose its supremacy in racing.

Enzo Ferrari acted immediately and commissioned Giotto Bizzarrini as project manager to develop a new GT vehicle. Bizzarrini used the tried and tested 250 GT/SWB as an experimental vehicle. It was clear to adopt the chassis as unchanged as possible with the same wheelbase of 2,400mm. The focus was particularly on the rear axle, body aerodynamics and the vehicle's center of gravity, which were gradually improved.

The homologation was now a done deal with the new type designation 250 GTO, with the "O" standing for the Italian word "Omologato". Because of the famous palace revolution against Enzo Ferrari, some responsible GTO developers, including Bizzarrini, had to leave the factory.

His successor was Mauro Forghieri, who finished developing the vehicle together with body tailor Sergio Scaglietti. The new GTO was presented to the world press in Maranello in February 1962 with a phenomenally beautiful body.

His first race was in 1962 at the 12-hour race in Sebring/USA, where the driver duo Phil Hill and Olivier Gendebien were able to come up with a win in the GT class and finished second overall in the field of participants. From then on things only went up; In 1962, 1963 and 1964 Ferrari was able to secure the brand world championship with the GTO.

A total of 39 GTO vehicles were built, 3 of them with a four-liter engine.

We did some more research for our new edition and, in addition to other left-hand drive variants that have not yet been implemented, we also want to offer highly attractive right-hand drive variants for the first time. After confirming this idea, we immediately started researching suitable model vehicles with right-hand drive. This

decision also means redesigning some parts specific to the RHD version and building new tooling.

**M-247 CMC FERRARI GTO
STIRLING MOSS TEAM/ IRELAND, WINNER GOODWOOD 1962, #3505 (RHD)
LIMITED EDITION 2200
1/18 SCALE
694 €**



Finished in the striking Laystall colours (pale green), this was the first right-hand driver 250 GTO.

Originally ordered for Stirling Moss to race for the UDT-Laystall team, but after his career-ending crash at Goodwood, it was raced by Innes Ireland instead on August 18, 1962 with start number #15 to an outright victory in the Tourist Trophy at Goodwood. That is the car that M-247 presents. In retrospect, Ireland mesmerized: “We picked up the car at Maranello, drove it directly to Goodwood and immediately after a plug- and a tire-change we started a one-hour testing on the track.”

Chassis 3506 was raced successfully by various famous drivers, including Willy Mairesse (Le Mans Trial), Masten Gregory (Silverstone), Innes Ireland (Le Mans, Brands Hatch, Goodwood), and Gunther Philipp, an Austrian owner and racecar driver, who had chassis 3505GT repainted red and campaigned the car triumphantly in Vienne GP, Austria GP, and Preis von Wien, GT race. In 2012, the car was acquired by the current custodian for a reputed 35 million dollars, which at the time was the highest bid ever known to have been paid for a car.

**M-248 CMC FERRARI GTO
DAVID PIPER, SILVERSTONE 1962, #4491 (RHD)
LIMITED EDITION 2000
1/18 SCALE
694 €**



Sold new to David Piper, a racing driver of Great Britain, in 1963, this right-hand-drive 250 GTO was finished in the bright BP racing green. Piper raced the car with considerable success in many locations, including Mallory Park, Silverstone, Brands Hatch, Daytona, and Monza, etc. Over the winter of 1963/64, he had chassis 4491 modified with a cut-down windscreen and a re-profiled roof. The car changed hands several times subsequently until 1981, when its current Italian owner had it restored to its original configuration, removing Piper's modifications.

The vehicle presented by CMC was raced in Silverstone on July 20th, 1963, finishing 2nd OA and 2nd in GT Class. Further achievements include 4th OA in Monza and 1st OA in Kyalami, to name just a few.

**M-249 CMC FERRARI GTO
SURTEES/ PARKS MONTLHERY 1962, #3647 (RHD)
LIMITED EDITION 2000
1/18 SCALE
694 €**



Completed in June of 1962, chassis 3647GT was destined for Col. Ronnie Hoare's Bowmaker racing team in England. It was raced by John Surtees successfully until he suffered a major accident at Goodwood in August. Once rebuilt, this right-hand-drive 250 GTO was sold to a France-based Prince Zourab Tchkotoua from Russia, who campaigned it at select events but had another major accident at Goodwood in 1963, almost a year later to the day. Following the second rebuild, chassis 3647GT was raced in Italian local events before it was sold to the United States.

The car presented by CMC was raced by John Surtees/Mike Parks with start number #11 to a 2nd OA and 2nd IC finish at 1000km Paris, Montlhery on Oct 21, 1962.

M-250 CMC FERRARI GTO
DAVID PIPER, TOUR DE FRANCE 1962, #3767 (RHD)
LIMITED EDITION 2200
1/18 SCALE
694 €



Finished in BP racing green, chassis 3767GT was originally owned and raced by David Piper, a racing driver who had competed in Formula One and Formula Two, but was disenchanted with single-seat racing and decided to move into sportscar racing with 250 GTO in 1962. Late that year, he scored outright wins at the Kyalami 9 Hours and the Angolan Grand Prix. At the onset of the following season, this car was sold to the United States, although Piper continued to co-drive with new owner Ed Cantrell on occasion. Following the 1964 Nassau speed week, it was retired from contemporary racing and came to be acquired by the current owner in 1974. In more recent years, it has been a regular in the Goodwood Revival. CMC replicated this right-hand-drive 250 GTO with a distinctive BP livery. This is what Chassis 3767GT looked like when David Piper and Dan Margulies raced it with start number #153 to a 4th OA finish at Tour de France on September 15, 1962.

**M-251 CMC FERRARI GTO
GRAHAM HILL, TOURIST TROPHY GOODWOOD 1962, #3729 (RHD)
LIMITED EDITION 2200
1/18 SCALE
694 €**



Delivered new to the great British racing team owner John Coombs with a bianco (white) livery in 1962, chassis 3729GT got piloted by the most prominent drivers throughout the 1962 and 1963 seasons, including Roy Salvadori, Graham Hill, Mike Parkes, Mike McDowell, Mike Salmon, Jack Sears, and Richie Ginther. Coombs also campaigned this right-hand-drive 250 GTO at world-renowned circuits, such as Brands Hatch, Goodwood, Silverstone, Mallory Park, Snetterton, and so on. Then it was briefly raced by the new owner Viscount Portman before it was retired from contemporary racing. Among the subsequent owners was its original driver Jack Sears, who held onto chassis 3729 from 1970 till selling it to the current American owner.

The accolades garnered on chassis 3729GT include multiple second OA standings as well as first- and second-place class wins. M-251 was none other than chassis 3729GT as it was raced by Graham Hill to a 2nd OA and 2nd GT Class finish at Goodwood with start number #10 on August 18, 1962.

**M-252 CMC FERRARI GTO
NORINDER/ TROIBERG, TARGA FLORIO 1964, #3445 (LHD)
LIMITED EDITION 2200
1/18 SCALE
657 €**



Italian privateer racer Sergio Bettoja was the first owner of this 250 GTO. He debuted it at the Parma-Poggio hill-climb in June of 1962, and then sold the car to Count Volpi, who promptly fielded it at Le Mans. In April of 1963, chassis 3445GT was sold to Ulf Norinder, who had it painted in the Swedish national racing colours (blue with a yellow central stripe) and campaigned it with some success well into the 1964 season at Targa Florio, 2000km Daytona, 500km Spa and Monza. From 1965 onwards, the car passed through various hands until 2012, when chassis 3445GT was entrusted to Ferrari Classiche for a comprehensive restoration.

The vehicle presented by CMC was chassis 3445GT raced by Norinder and Troiberg with start number #112 to a 9th OA and 2nd IC finish at Targa Florio 1964.

M-253 CMC FERRARI GTO
NICK MASON/ BEURLYS/ ELDE, FRANCE 1962, #3757 (LHD)
LIMITED EDITION 2200
1/18 SCALE
657 €



Chassis #3757GT was delivered to Jaques Swaters of Ecurie Francorchamps in June 1962. The years 1962 and 1963 saw it compete in major races like 24H Le Mans, GP Solitude, Tour de France, Montlhery, Zandvoort, Zolder and at Angola GP, where a total of 10 first places (OA, IC, GT) were up for grabs. In 1964 Peter Clarke bought the car and started to race it at 1000 km Nürburgring (27th OA), Spa, Oulton Park, Silverstone, Zandvoort, Snetterton (1st IC), Goodwood, 2000km Daytona (7th OA) and Sebring. This is the second car with a riveted spoiler and raised taillights. After 3 severe accidents it was restored in 1969 to the specs of the Le Mans participation in June 1962 and has been in the hands of Nick Mason, famous drummer of Pink Floyd ever since.

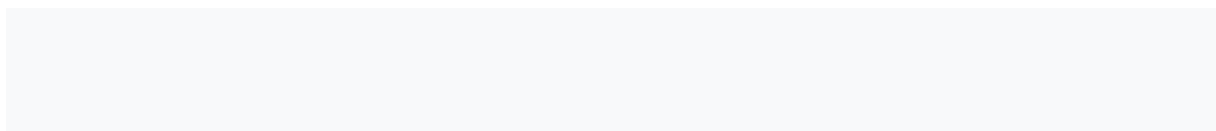
M-253 presents chassis 3757 as “Beurlys” and “Elde” raced it with start number #22 to a 3rd OA and 2nd GT finish at 24H Le Mans 1962.

**M-254 CMC FERRARI GTO
LUIGI CHINETTI, N.A.R.T., RODRIGUEZ/RODRIGUEZ 1000 KM PARIS 1962,
#3987 (LHD)
LIMITED EDITION 2200
1/18 SCALE
657 €**



Entered by Luigi Chinetti's North American Racing Team, chassis 3987GT with start number #1 was driving to an outright victory at its 1000km Paris debut on Oct.21, 1962 with Pedro and Ricardo Rodriguez at the wheel. It was soon sold to the Mecom Racing Team, which fielded it for the likes of Roger Penske, Augie Pabst and Richie Ginther with considerable success. After changing hands several times during the 1970s and 1980s, it was acquired by the current owner in 1985.

CMC presents chassis 3987GT as it was driving to its first win.



**M-255 CMC FERRARI GTO
MONTEREY HISTORICAL RACES (LAGUNA SECA) 2004, #4219 (LHD)
LIMITED EDITION 2200
1/18 SCALE
657 €**



Chassis 4219GT was sold new to American Mamie Spears Reynolds, daughter of Senator Robert Reynolds and heiress to the Reynolds tobacco fortune. She entered the car for Pedro Rodriguez in the 1963 Daytona Continental, which the young Mexican promptly won with start number #18. In the May of 1963, the car was sold to Beverly Spencer, who had it raced briefly with some successes at Laguna Seca, Monterey, Pacific Raceway, and Candlestick Raceway. Following its retirement from contemporary racing in 1964, chassis 4219GT was bought by George C. Dyer Sr., who had it painted dark blue. He used the car as a daily commuter. Although it has since changed hands once more in 1993, it retains the beautiful blue finish and remains one of the most original 250 GTOs in existence.

CMC presents the vehicle as it appeared at Monterey Historical Races, Laguna Seca with start number #18 in 2004.

**M-256 CMC FERRARI GTO
RON FLY, 1963-1964, #3869 (RHD)
LIMITED EDITION 2000
1/18 SCALE
694 €**



Originally delivered to Col. Ronnie Hoare's Maranello Concessionaires, which exhibited this right-hand-drive 250 GTO at the 1962 London Motor Show. Chassis 3869GT was eventually bought by gentleman racer Ron Fly in 1963. He campaigned the car very successfully in local events throughout 1963 and 1964. The subsequent owner continued to race the car, albeit briefly. Chassis 3869GT was retired from racing at the end of the 1965 season. Since then, it has had only three owners, and is only very rarely seen in public.

New Models 2023, 1/12 scale

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

C-009 CMC ALFA ROMEO 8C 2900 B SPECIALE TOURING COUPÉ
LIMITED EDITION 300
COPPER BODIED
1/12 SCALE
4.715 €

This copper-bodied model is a premium addition to CMC's collection. CMC always has a tender spot in its heart for copper models.

With the Horch 835 (C-010), CMC developed its first large-scale model of this kind. But lacking in experience on the 1:12 scale with this material, production was technically protracted and time-consuming back then. Still, we never wanted to give up and make do without large models. It was our belief that persistence meant victory and that we could cultivate the expertise needed by growing our technical know-how.

We have continued to research and try, and the knowledge gained was channeled into the preparations for making new copper-bodied models. With the 8C 2900 B Speciale Touring Coupé, efforts are being made to optimize production methods and processing. While the development of C-009 may not seem to be a top priority at CMC in recent years, a lot of brain power is actually invested in the pursuit of an innovative break-through from the traditional way of doing things. Now we believe that we are on the right track. This year we would like to bring to you this long-awaited model.





The original vehicle is highly unique. The body was specially designed and built in 1938 for the 24 Hours of Le Mans. The close-top Berlinetta was aerodynamically shaped, featuring lightweight aluminum construction based on the Superleggera principle patented by coachbuilder Touring. A performance-enhanced eight-cylinder in-line engine with 220 hp and specific gear for long-distance races completed this mammoth of power. A tire puncture after leading the race far ahead, however, destroyed its legitimate hope of victory. After a few changes of ownership, this racing coupe is now on display in the Museo Storico Alfa Romeo, the factory museum in Arese. There it was restored to its original condition and given its typical dark red paint finish.

Europe

CMC GmbH & Co. KG Classic Model Cars

Stuttgarter Str. 106

D 70736 Fellbach, Germany

Tel +49 711 44 00 799-0

info@cmc-modelcars.de

www.cmc-modelcars.de

USA

CMC Classic Models Cars (USA)

1225 Jefferson Road, Suite 15A

Rochester, NY 14623, USA

Tel +1-585-292-7280

usacmc@msn.com

www.cmcmodelcarsusa.com

Asia

CMC Classic Model Car (HK), Ltd.

Flat D, 8/F, Deerhill Bay

4699 Tai Po Road, Tai Po, NT Hong Kong

Tel 852-2186-9021

Kenny@cmc-modelcars.com

www.cmc-modelcars.com

China

CMC Classic Model Cars (Shenzhen), Ltd.

1 Hongling Er Road, Pingdi Town

Longgang District, Shenzhen, China 518117

Tel +86-755-2869-4440

21@cmccom.cn

www.cmc-modelcars.cn

Our headquarter in Fellbach (Germany) and our branches worldwide are happy to answer any further questions.



CMC GmbH & Co. KG (Germany)

Classic Model Cars

Stuttgarter Str. 106 · D 70736 Fellbach

Tel.: +49 711 4 40 07 99-0

Email: info@cmc-modelcars.de



CMC Classic Model Cars (USA)

1225 Jefferson Road · Suite 15A

Rochester, New York 14623 · USA

Phone: +1-585-292-7280

Email: usacmc@msn.com

www.cmcmodelcarsusa.com

usacmc@msn.com



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

www.cmc-modelcars.com

Legal Notice

In some cases, the copyright rights for certain images have only been granted temporarily for CMC and its advertising materials. Use beyond the time frame can 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 show prototypes, which we reserve the right to make changes to. All specified delivery dates are non-binding. Prices are subject to change.

Images are for illustrative purposes only and do not represent guaranteed product properties. Images may be subject to copyright protection. If you are of the opinion that you own the copyright to one or more of the images used, we ask for information for an amicable agreement.

The use of manufacturer names, symbols, type designations and/or descriptions is for reference purposes only. It does not mean that the CMC model is a product of any of these manufacturers.

The use of race team and/or driver names, symbols, race numbers and/or descriptions is for reference purposes only. Unless otherwise stated, this does not mean that the CMC model is a product of or endorsed by any of these racing teams/drivers.