

Appreciation!

In the wake of CMC's release of the Bugatti 57 SC replica, Bugatti International S.A. suggested that we move on to do the 1938 Corsica under an exclusive licence from them. I could not be happier to accept the deal.

This is a long-cherished dream come true for me. Looking back on the 1980s, I was working in "Model-Car-Center," a store in Stuttgart, Germany, where a young shop assistant by the name of Koch was very knowledgeable



Side view of the CMC model in scale 1:18.



Mr. Mozart examining the Corsica handform model.

about model cars and loved the Corsica replicas in particular. He urged the management to purchase 1/43 scale Corsica kits, which he would assemble and put on a final finish before selling them as model cars. For years thereafter, my late husband Nickerl and I often drove to a small town on the German-French border and meet with a maker of 1/43 scale model car kits so that we could offer fully-assembled Corsica models later. There was indication that our Corsica models became a must-have for collectors in Stuttgart. When CMC started producing its own model cars in the 1990s, I wanted it to do the 1938 Bugatti Corsica and made several attempts to locate the original vehicle, but to no avail.

November 2011 saw CMC signing a licence agreement with Bugatti. It led an elated CMC team to develop the Corsica replica. We were informed that the car had become a centerpiece of a private museum built by Mr.

John Mozart, a billionaire in California. Thanks to his gracious permission, we were able to take photos and measurements of the Corsica on the premise of his museum on December 21, 2011.

Despite his busy schedule, Mr. Mozart showed up in person and spent most of the day directing us through our endeavor, which was much more than what we had expected – an appointment with him in the morning. After learning our desire to record more details of the Corsica, Mr. Mozart decided to have the car driven to his private workshop by two of his technicians. When we visited the workshop at 7 am the next day, the Corsica was already hoisted, with its undercarriage panes and rear wheel covers being removed and displayed on the floor neatly.



Museum of Mr. Mozart.

It is well-known that December 22 was when many Americans began getting ready for the Christmas holidays. After we finished photographing and measuring the car inside out, Mr. Mozart's technicians would need one more day to put back the removed parts!

What with its graceful configuration and styling, the Corsica won the "Best of Show" award at the 2000 Pebble Beach RetroAuto. To replicate this curvaceous beauty is at once challenging and difficult. Fortunately, we were blessed by generous support from Mr. John Mozart time and again.

He, for instance, provided us with rare pictures of the car from its early years and the literature he had uncovered and collected thereof. He has also responded to our questions expediently irrespective of his packed agenda. When our engineers could not agree on the windshield angles and door curve, we ventured to direct the questions to Mr. Mozart. In response, he not only sent over numerical illustrations of the windshield, but also a full-size paper-cut of the door. To ensure authentic replication, we took our hand-form to the Mozart museum in late August, 2012. Mr. Mozart joined us in examining the hand-form against the vehicle and gave meticulous tips for modification. At our request, he also mailed us color samples for the car body and its silver accents.



The Corsica in the Bugantics club magazine.

Many thanks also go to Mr. Kruta of Bugatti at Molsheim for his gracious support on many occasions. He is a Bugatti expert whose enthusiastic feedback was greatly appreciated following his examination of our hand-form on February 11, 2013 and the pre-production sample on October 7, 2013. The 1938 Bugatti Corsica replica has now gone into production and will be available on the market in early spring, 2014. We would like to extend our heart-felt gratitude to all those who have provided assistance to us!

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