

EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



SCALE
1:18

CMC Ferrari D50 1956

CMC Ferrari D50 1956

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.

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.

The resulting victorious variants with the name Ferrari D50 are modeled by CMC as a model in 1:18 with the usual high-quality details.

CMC Ferrari D50, 1956
High-End Model
Item No. M-180



Item No. M-180

CMC Ferrari D50
Grand Prix of Germany, 1956
J.M. Fangio #1 (Longnose), Winner
Limited Edition 1.500 Pieces
Item No. M-181



Item No. M-181

CMC Ferrari D50
Grand Prix of France, 1956
Peter Collins # 14, Winner
Limited Edition 1.500 Pieces
Item No. M-182



Item No. M-182



The engine was designed as a supporting element and was offset 12° around the longitudinal axis to the left to allow the cardan shaft rotating at crankshaft speed to move past the pilot and across the De-Dion axis built-in gearbox. Characteristic was the transaxle principle, four overhead camshafts in a lightweight and compact 90°-V8.



Spartan cockpit, equipped with only the bare essentials.



Modern wishbone front suspension with finely ribbed brake drum. The wheels can be removed from the model.

CMC Ferrari D50
Grand Prix of Italy (Monza), 1956
Runner-Up, Peter Collins/ J.M. Fangio # 26
Limited Edition 1.000 Pieces
Item No. M-183



Item No. M-183

CMC Ferrari D50
Grand Prix of Germany, 1956
Peter Collins # 2 (Longnose)
Limited Edition 1.000 Pieces
Item No. M-185



Item No. M-185

CMC Ferrari D50, Shortnose
Grand Prix of Great Britain, 1956
Juan Manuel Fangio #1, Winner
Limited Edition 1.000 Pieces
Item No. M-197



Item No. M-197

CMC Ferrari D50 1956

Technical data of the original vehicle:

- Monoposto built on a tubular frame with free-standing wheels
- 2.5-litre V8 engine as a stressed member of the chassis
- Two valves per cylinder controlled by two overhead camshafts
- Dry sump oil lubrication
- Mixture preparation with four Solex PII double carburettors
- Dual ignition (two plugs per cylinder)
- Five-speed manual gearbox installed behind the driver

Engine displacement:	2,486 cc
Bore x stroke:	76 x 68.5 mm
Maximum output:	265 HP at 8,000 rpm
Top speed:	300 Km/h (depending on ratio)
Wheelbase:	2,280 mm
Track front / rear:	1,270 / 1,270 mm
Total length:	3,570 mm Longnose: 3,850 mm
Total width:	1,448 mm
Total height:	962 mm
Curb weight:	640 kg



The manufactured product might look slightly different.

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