

CMC Classic Model Cars



Dear CMC fans,

dear CMC customers,

Due to the political and economic situation globally, 2023 was once again not an easy year.

We are nevertheless proud that, with you as customers and your loyalty, we have managed to introduce you to two new products in addition to our well-known attractive stock program.

On the one hand, there is the CMC Alfa Romeo P3, a completely newly developed model in which we have used more metal parts than ever before in our history and have hit the mark with this masterpiece of precision engineering. The trade press, fans and collectors were and are thrilled. In addition to the clear finish version, which sold out quickly and shows our skills particularly well, the cut-off model was also a great success.

We all also enjoyed the CMC Ferrari 250 GTO, the racing sports car par excellence of the century, and in addition to the new left-hand drive variants, we also developed right-hand drive variants for the first time. To do this, we digitalized a right-hand drive vehicle to base our design on. Delivery of the CMC Ferrari GTO is still in full swing.

What new will 2024 bring?

We presented the CMC Porsche 904 back in November - it was presented to the world public 60 years ago, in November 1963, in Stuttgart.

The initial plan was to build the minimum number of 100 vehicles required by the FIA for successful homologation and to offer them not only as racing vehicles but also with street approval in order to reach this number.

Due to Peugeot's naming rights to three-digit numbers with a zero in the middle, the car was not allowed to be marketed as 904, the internal designation, but was officially called Carrera GTS. This was the first time that a Porsche vehicle had the abbreviation GTS. GTS stands for Gran Turismo Sport and Porsche's idea of making a classic racing car suitable for the road. With the abbreviation GTS, racing cars with a little more comfort and road approval were created.

The design of the 904 comes from Ferdinand Alexander Porsche, known as Butzi. He considers the 904 to be his best design ever, better even than that of the legendary 911. The 904 also had a lot to offer in terms of design: its body was made of glass fiber reinforced polyester resin and weighed only 145 kg. It was glued to a steel box frame and additionally screwed - a clever alternative to more complex tubular space frames in order to keep production costs low while at the same time ensuring unprecedented rigidity. The highly innovative body and frame unit was manufactured by hand at the Heinkel Flugzeugwerke in Speyer, not far from Stuttgart, which specializes in lightweight construction.

Consistent lightweight construction and design for racing meant that there were no rubber seals on the doors, which meant that the interior was loud and drafty - a real racing car!

The new 6-cylinder boxer engine from the Porsche 911 was initially intended as the drive source. In fact, the race-proven and lighter 2-liter four-cylinder boxer engine, the famous Fuhrmann engine, from the 356 was used. The fact that racing mechanics all over the world were already familiar with this engine was certainly no disadvantage. Easily accessible, it was hidden as a mid-engine under the large, removable rear cover, under which there was even a trunk in accordance with FIA regulations for GT cars.

However, due to strong demand from private drivers, a total of 116 vehicles were ultimately assembled, most of which were delivered to the USA.

For the first time, we are offering three different and interchangeable exhaust systems for this model - just like the original. Depending on the application or race track, the street exhaust, the Sebring exhaust or the megaphones were used, with the latter in particular being the name of the game.

The 904 as our second Porsche in 1:18 after the 901 should of course be in no way inferior in quality or even surpass it. The fine and high-quality design of the ventilation grille on the hood is just one example of this.

Back then, the 904 was mostly delivered with wheel caps - so you can get these from us too, in a small toolbox together with a tiny screwdriver to loosen the wheel bolts and thus be able to remove the wheels.

Another completely new shape is the CMC Ferrari 250 LM from 1964 and 1965.

When the predecessor 250 GTO was no longer really competitive against increased competition, including from Ford, Enzo Ferrari decided to design a completely new vehicle. We became aware of how new and racing-oriented the 250 LM was when we digitized and photographed an original vehicle for several days - with a spartan interior largely without thin sheet metal covering, mid-engine, independent suspension all around and internal disc brakes at the rear, a real technology showcase compared to the almost luxurious seemingly predecessor GTO with its leaf-sprung rigid rear axle. Only 32 pieces of the two-seater designed by Pininfarina with the legendary Colombo V12, now with a displacement of 3.3 liters, were built - that was not enough to have the

car homologated by the FIA as a GT racing car and also Enzo Ferrari's tricks Presenting the car as an evolution of the GTO was pointless.

The 250 LM therefore had to compete against much more radically designed prototypes and was never used as a factory racing car but was typically used by private racing teams.

Since we are rarely satisfied with what we have achieved, we would like to go beyond ourselves with the CMC Ferrari 250 LM and mention two variants in particular: firstly the arrangement consisting of a hand-welded trellis frame and painted body and then the model vehicle with transparent body - both offer unusual insights into the technology and the filigree details and beautifully show what CMC stands for.

CMC is happy to listen to the wishes of its collectors and fans and takes these desires into account when it comes to reissues. But, as you know, we don't just pull old plans out of the drawer, we also use new editions to specifically improve things and thus raise the bar once again.

With this claim we will approach the CMC Bartoletti racing transporters in 2024, of which we want to have both the Ferrari and the Maserati variants rolled into your showcases.

We incorporated feedback from all sales regions into the new specifications, although there was no really serious criticism of the first edition. This reflects the love of the numerous collectors for this model and the identification with our CMC production philosophy.

But we also took another critical look at the van ourselves and identified the following potential for improvement in several meetings:

A) Optimization of functional parts

- 1.) When pulling out or pushing in the access ramps on both sides of the vehicle, they could previously tilt slightly. We are adding three more guide rollers on each side to the existing four so that the ramps glide much more smoothly
- 2.) The shape of the rollers is also changed so that the ramps are guided more securely and do not jump out to the side
- 3.) The multi-part access ramps can now be hooked together more securely thanks to an optimized mechanical connection



4.) In the new edition, we optimize and strengthen the metal band that holds the spare wheel underneath the car with reinforcements specifically embossed into the shape

5.) The locking mechanism on the tailgate of the vehicle did not always work reliably and the lock could come loose. In the new edition, we therefore use rivets instead of simple fastening pins for targeted improvements

6.) The rear upper fall protection on the car was relatively unstable. Newly developed hinges and bearings help to achieve greater stability

B) Progress on visible parts on the body

7.) An additional all-round metal profile on the interior paneling of the front doors in the area of the windows not only ensures a more authentic look but also ensures a more secure attachment of the windows themselves

8.) The decorative strips that run horizontally on the sides of the car were previously difficult to align. Through optimized installation of the doors, they align even better with the body and the trim strips will then follow the perfect line even more precisely

9.) The gutters on both sides of the body came loose in rare cases and are now invisibly attached from the inside using the new laser welding process

10.) Front and side windows, window seals and decorative strips are installed in a similar manner to ensure secure attachment and a perfect appearance

C) Improvement of further details

11.) The red floor coverings in the cockpit and in the cargo area are made more rubbery, in keeping with the original

12.) The tool cabinet in the cargo area has a wood grain with a true-to-original look as well as additional anti-slip mats in the compartments, which are provided with protective metal edges



13.) The window cranks are being formally and technically revised so that they look more authentic and perfect

14.) The hammer effect on the silver metal interior door panels is even more elaborate

15.) The packaging of the model was previously complex and time-consuming. In order to be able to assemble the model more quickly and safely, as well as to repack it and to ensure even safer transport, the foam inlay was changed and checked in tests

We thank our fans for their appreciation, expertise and love for this model.

We would like to thank 'The Administrators Fabio Tomassini & Keith Hili', Italy, for awarding us 'The Best F1 1/18 Model Ever' in 2016.

As you know, CMC doesn't just build any model cars; With us, all models tell a story - that of the race in which their original role models took part or that of their prominent owners.

Sometimes, in addition to racing successes, it is also the outstanding design or special technology that qualifies a role model to be replicated by CMC.

History and originality are very important to us and that is why we make every effort to look for models all over the world that meet this standard and that show as much of the substance of the time as possible.

Often it is the barn find or the vehicle of a private collector that provides us with more information from the past than the partly over-restored exhibits in the factory museums, sometimes combined with insights into ancient photo albums that have shown us many details that are never found in the large image archives can be found.

Once a suitable vehicle has been found, we measure and digitize it with our own 3D scanning system by scanning the vehicle completely, inside and out, top and bottom, with the engine compartment open and the wheels removed, so that no detail is missing, for example Wheel suspension, to be left out.

In addition, hundreds of photos are often created in parallel, which provide additional information that goes beyond pure geometry, such as colors, gloss levels, color separating edges or the position of stickers and start numbers.

We talk to experts and, if they still exist, contemporary witnesses. It is not always easy to clearly reconstruct the specific condition of the vehicle during a race, for example, because you may have started with the exterior mirror installed, but it fell off during a maneuver during the course of the race.

Our models, most of them on a scale of 1:18, initially consisted of a few hundred parts made of simple plastics and zinc die-cast parts and today consist of up to almost 2,000 individual parts made of a wide variety of high-quality materials - depending on the component, different metals and alloys such as zinc are used, stainless steel, aluminum, copper and brass are used, but also plastics and, of which we are particularly proud, specially woven fabrics and real leather in the interiors.

Our CMC Alfa-Romeo P3, in which over 85% of the approximately 1,800 parts are predominantly made of high-quality metals such as aluminum and stainless steel, demonstrates this commitment to high quality.

It almost goes without saying that we also have functional shock absorbers or the tiniest springy locking hooks on bonnets - we try to work out and implement individual technical features for each model.

We paint all the individual parts exclusively by hand and assemble our models meticulously - there is probably no machine that can lay brake lines on the underbody, pull in the entire wiring of the engine compartment or cover the seats with leather.

We demonstrate our craftsmanship by assembling tiny parts and assemblies made from very high-quality materials. Check them out in our video presentations and on our homepage.

This means that only a few hundred pieces are often produced per variant, which are usually individually numbered and, last but not least, therefore have stable value. Quite a few of our customers therefore value our models as an investment.

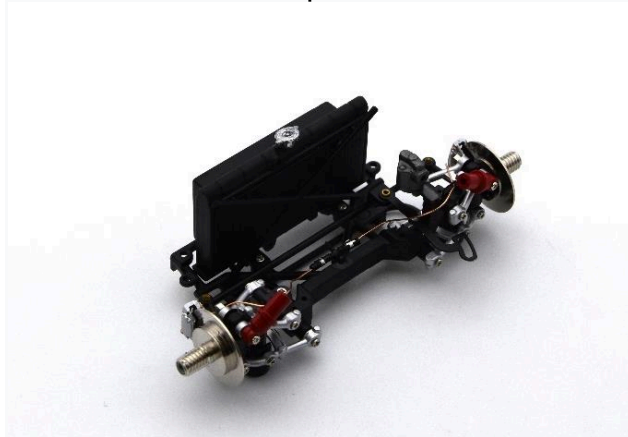
The history of the originals, the selection of the highest quality materials and our craftsmanship - these are the special ingredients that give CMC models their unmistakable character and give them a soul. Everything handmade!

No matter how big the challenges are, we accept them and do our best to achieve our ideals.

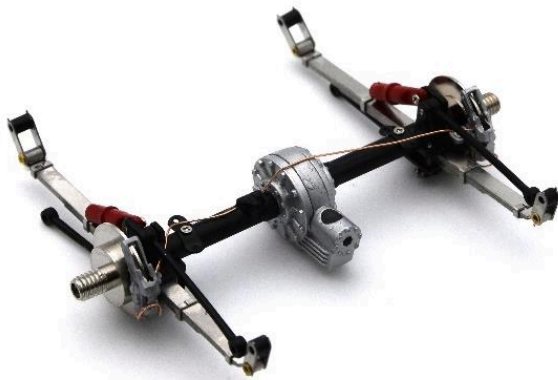
CMC model cars create a space of retreat and, as an editor-in-chief of a German vintage car magazine aptly describes it, lure us into another world for hours or even days.

Listen to their stories and let your eyes slide over the models - you will always discover new things and be amazed.

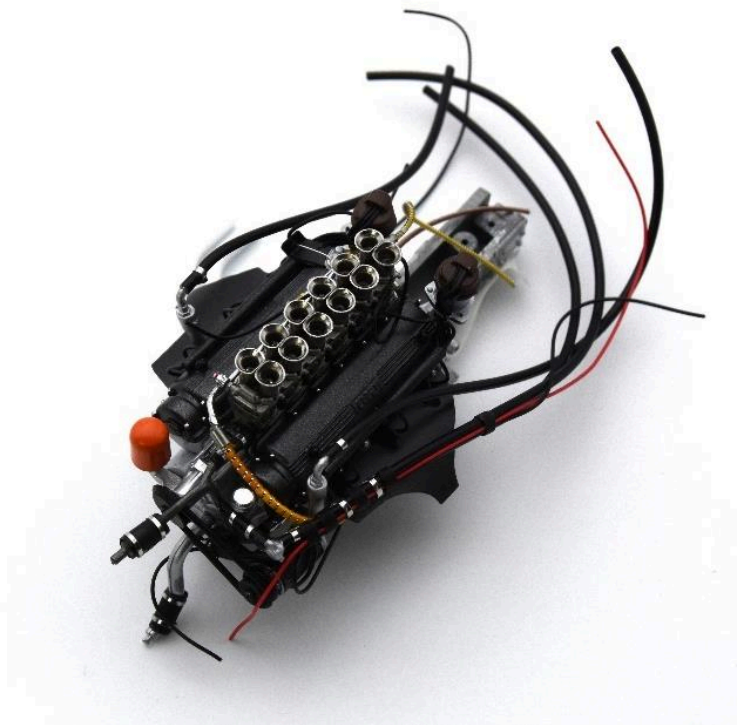
You can find some impressions here:



CMC Ferrari 250 GTO front axle assembly and water cooler



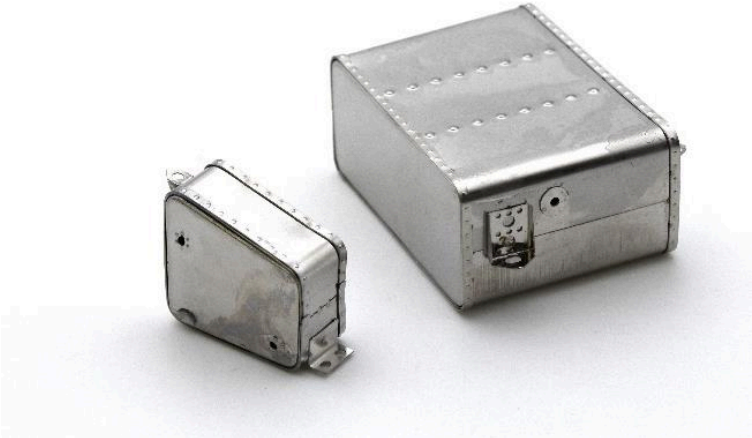
CMC Ferrari 250 GTO rear axle, leaf springs and differential



CMC Ferrari 250 GTO engine



CMC Ferrari 250 GTO dashboard



CMC Ferrari 250 GTO oil- and fuel tank (laser welded)



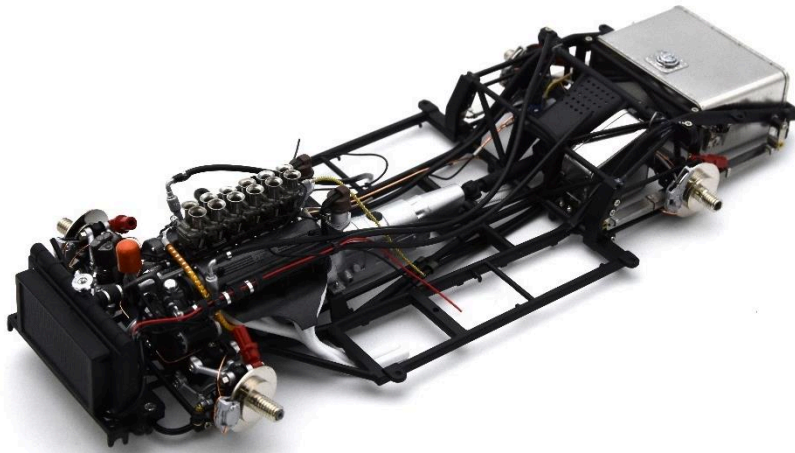
CMC Ferrari 250 GTO wipers (consisting of approx. ten single parts each)



CMC Ferrari 250 GTO door with sliding windows



CMC Ferrari 250 GTO headlight covers with lamp rings (stamped and bent parts)



CMC Ferrari 250 GTO pre-mounted chassis

New models 2024, scale 1/18

1. CMC Porsche 904 Carrera GTS

**M-230 CMC PORSCHE 904
CHASSIS 904-005,
WINNER TARGA FLORIO 1964 PUCCI/ DAVIS, #86
SCALE 1/18
SRP \$ 707**





illustration similar

Series production of the 904 began in January 1964. The first 904s were produced for the Porsche factory racing team and were intended to take part in races such as the Targa Florio on April 26, 1964.

The most notable victory came at the 1964 Targa Florio, where Antonio Pucci/Colin Davis won overall with car 904-005, followed by Gianni Balzarini/Herbert Linge in 2nd place with car 904-006. This meant that the small 2-liter Porsches beat all of the more powerful Ferrari GTOs and Shelby Cobra Roadsters driven by world-class drivers such as Phil Hill, Dan Gurney and Bob Bondurant. This was a big victory for the Porsche team in 1964.

904-005 then took 5th overall in the 500 km of Spa on May 17th with Edgar Barth at the wheel. After a failure during the 1,000 km Nürburgring on May 31, 904-005 received an upgrade package for the 1965 racing season, including larger "elephant ears", rear air intakes.

In 1965, 904-005 achieved the following results: 5th place in the 12 Hours of Sebring on March 27th, 5th place in the Targa Florio on May 9th, 4th place in the Mont Ventoux hill climb on June 6th, 2nd place . Place in the hillclimb at Rossfeld on June 12th, 4th place in the hillclimb Sesana-Sestrières on July 25th, 6th place in the hillclimb in Freiburg

on August 8th and 4th place in the hillclimb in Ollon-Villars on August 29th. The car won many class victories and drove all races in the manufacturers' championship from 1964 to 1966.

In 1966, Porsche teamed up with Joe Buzzetta and Gerhard Mitter at Daytona. The duo took 7th place and 1st place in the 2.0-liter prototype class with this car. After Porsche sold the vehicle to the United States in early 1966, it changed hands several times until Joe Buzzetta purchased it in 1996, 30 years after he drove it at Daytona. From time to time he takes part in classic car races with a Porsche from his collection, occasionally also with a 904-005.

**M-231 CMC PORSCHE 904
CHASSIS 904-006,
RALLYE MONTE CARLO 1965 BÖHRINGER/ WÜTHERICH, #150,
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 739**

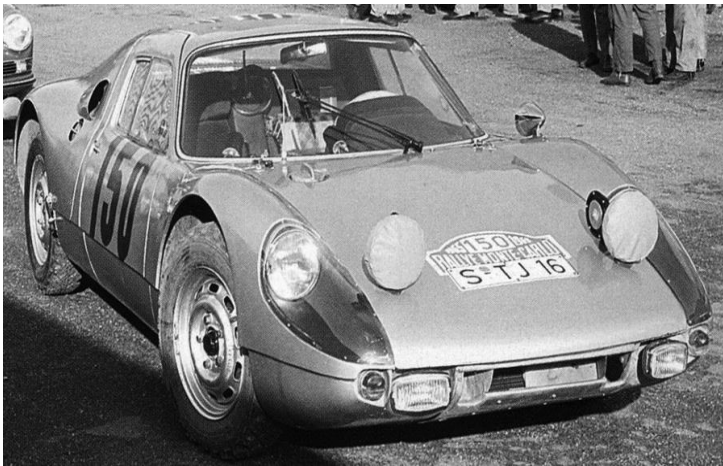


illustration similar

This fantastic Porsche 904-006 is a rare factory racing model of the 904 Carrera GTs, designed and built for racing and rallies in the 1964 season. Nine of the first ten Porsche 904s were used by the factory racing team, one of these vehicles was 904-006. This car was first entered into service in April 1964 as one of four by Porsche at the Targa Florio and finished second, driven by Herbert Linge and Gianni Balzarini.

In its second outing for Porsche, 904-006 was driven by Herbert Linge and Gerhard Mitter at the 1,000 km Nürburgring and finished 12th overall. This was followed by the 24 Hours of Le Mans, where 904-006 was driven by the duo Gerhard Koch and Heinz Schiller to 10th place overall and 3rd place in class. After finishing fourth overall and

second in class at the Tour de France, 904-006 took part in the 1965 Monte Carlo Rally with Eugen Böhringer and Rolf Wütherich at the wheel and finished second overall. It was a real rally to the destination of Monte Carlo, as the start took place from different locations across Europe: from Stockholm on January 15th at 16:32, from London on January 16th at 03:26, from Warsaw at GMT 4:38 a.m., Athens at 6:21 a.m., Lisbon at 7:35 a.m., Paris at 11:12 a.m., Frankfurt at 12:36 p.m. and Monte Carlo at 1:19 p.m.

All Porsche drivers had registered for the start in Frankfurt. The route led from Frankfurt via the Nürburgring, through Holland and Belgium to Rennes in northwestern France and finally down to Monaco. This resulted in more than 4,000 km. After six days, the 904 driven by Eugen Böhringer and co-pilot Rolf Wütherich took second place. Of the 145 victories achieved by the 904 GTS in total, this second place against faster rivals and snowstorms stands out as the greatest and most significant.

Porsche sold the car to Gasner & Co. in Munich in 1966. The next owner was Cadillac dealer Leonard Renick. Then the 904 GTS, now without an engine, passed through the hands of two other owners until it was purchased by Gerard Layer. Layer sourced a matching 587/3 engine and gearbox and had the car restored before selling it to Michael Shoen, author of *The Ferrari-Cobra Wars*, in January 1997. A year later, Shoen sold 904-006 to Scottsdale-based collector and jeweler Scott Gauthier. In the hands of collector Gauthier, the 904 would become the cornerstone of a very important collection of sports racing cars. When 904-006 entered Stanley Gold's collection in 2000, the museum piece became a real racing car again. Gold had the car prepared for track use by his friend and master technician Brant Parsons of Shamrock Racing, and over the course of his 14 years of ownership, this Porsche competed in no fewer than 27 vintage racing events, including three Tour Car entries, six trips to the Le Mans Classic and four appearances at the Monterey Historics.

Porsche's legendary role in motorsport history has grown over the years, and the 904 is definitely a milestone in the ancestral gallery. With only 108 examples of the 904 Carrera GTS built and only nine ever used by the factory for competition purposes, 904-006 sits at or near the top of the most desirable racing Porsches.

**M-232 CMC PORSCHE 904
CHASSIS 904-025,
SILVERSTONE INTERNATIONAL GRAND TOURING 1964,
INNES IRELAND, #26,
LIMITED 1000 PIECES
SCALE 1/18
SRP \$ 739**



illustration similar

In Borneo Green, a color first introduced by Renault, this 904 was delivered new to the Stirling Moss Automobile Racing Team on February 19, 1964. According to André Loubser, VIP coordinator at Porsche, Stirling Moss ordered the car in November 1963. During engine tests in which a nominal output of 180 hp was to be achieved, one of the engines spread significantly upwards. It is said that Loubser successfully requested that this engine be reserved for the S.M.A.R.T order. The engine 587/3, #99024 was installed in the car with chassis number 904-025.

The S.M.A.R.T team was founded in 1963 after Stirling Moss had a near-fatal accident at Goodwood and decided to retire from racing. The Porsche 904-025 was the third sports car the team acquired - after a Lotus Elan and a Cortina GT. 904-025 was first used in the Lavant Cup on March 30, 1964 at Goodwood with John Whitmore at the wheel. The 80-mile race, organized by the British Automobile Racing Club, started at 5:10 p.m. 27 cars were registered and 20 cars actually started. Of these 20 cars, 18 made it to the finish line; 17 were evaluated. With his 904 GTS with starting number 42, Sir John Whitmore took 6th place overall and 3rd place in class.

With starting number #26, 904-025 competed in the "16th Annual International Trophy" as part of the Silverstone International Grand Touring on May 2, 1964. The race started at 10:15 a.m. over a distance of 25 laps. From the starting grid of 36 cars, 31 cars were evaluated. Innes Ireland took 9th place overall and 1st place in the GT2.5 class with his number 26 Porsche 904.

Shortly afterwards, however, the vehicle was hit by Hugh Dibley during test drives. Although the damage was not very serious, due to time constraints, a replacement chassis was ordered from Germany and installed instead of repairing the damaged

chassis. The new chassis 904-088 was given the old frame number 904-025, but the damaged and removed chassis was not scrapped.

The new 904-088 alias 904-025-1 now consisted of around 70% of the parts of the former 904-025 and took part in the "ADAC 1000 km Nürburgring Race" in SMART livery with starting number 50. The result on May 31, 1964 was 9th place overall and 4th place in the class

On June 6, 1964, 904-088 entered the Player's 200 of the Player's Cup with starting number 3. The car finished 15th overall and 4th in class. The S.M.A.R.T team had registered a 904-088 with Whitmore/Dibley/Casner as drivers for the upcoming 24 Hours of Le Mans in 1964, but this was no longer possible because the vehicle was irretrievably destroyed at the end of 1967, according to vactek.tripod.com.

The remains of chassis 904-025, including the damaged original frame and body, were sold to Theo Geiger, a Porsche mechanic. All parts were still in their original paint. Over the years he built up an impressive collection of original spare parts and planned to one day rebuild the car. However, in 2010 Geiger sold 904-025 to Freisinger Motorsport. There the ex-Stirling Moss Porsche 904 was rebuilt and converted and received the 587/3 engine with the number 99073 as part of the restoration

Today, 904-025 is owned by a German fan and was meticulously prepared for historic racing by Mario Linke's team

**M-233 CMC PORSCHE 904
CHASSIS 904-040,
500 KM SPA 1964,
LÉON DERNIER, #43,
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 739**



illustration similar

904-040 was delivered new in February 1964 to Léon Dernier, a well-known Belgian racing driver. Since "Dernier" means "last", which of course cannot please a racing driver, he began his racing career under the pseudonym "Eldé" in the early 1950s and immediately took 5th place overall at the 24 Hours of Paris in Montlhéry in 1955 3rd overall at the 24 Hours of Le Mans in 1959.

Until the 1960s he concentrated on sports car racing and competed in national and international championships for the Belgian racing teams Equipe Nationale Belge and Ecurie Francorchamps. After the delivery of 904-040 at the beginning of 1964, the car was occasionally used in competitions such as the Coupe de Belgique race, which Dernier won on March 30th, or the Laroche - Samre hill climb, which he also finished in 1st place. At the 500 km in Spa on May 17th he achieved 21st place overall and 8th place in his class. On May 31st he fell out together with André Pilette in the 1,000 km from the Nürburgring, the Ste. Cécil-Herbeumont, however, he finished second again. On July 19th he came sixth at the GP in Zolder and he also finished the GP in Rhineland Palatinate on August 1st at the Nürburgring in sixth place.

Léon Dernier also competed as a private driver, the Porsche 904-040 being his preferred sports vehicle. According to historical records, he competed eight times in chassis 904-040 and fourteen times in Ferrari 250 GTs throughout his racing career. But be careful: Léon Eldé (Dernier) drove several different Ferrari 250 GTs, including chassis numbers 509, 763, 1321 and 2053. According to archive data, none of these 250 GTs were driven by Dernier more than five times. This made 904-040 the chassis that Dernier used most often, especially as a private driver.

Léon Dernier, who competed as a private driver with 904-040 and starting number 40, was 10th overall and 2nd in his class at the 500 km Spa on May 16, 1965, this time as a driver for the Equipe Nationale Belge.

Eldé had a fatal accident in Spa-Francorchamps on July 26, 1969. According to the book Porsche 904 by Jürgen Barth, the second owner of 904-040 was Jean Bocquait, who took the car for walks in and around Brussels around 1971. The car then went to a Mr. Verdoedt, who in turn sold it to Mr. Peter Hofmann in Germany in 2001.

A highly complex and perfect restoration followed. There was particular damage that had to be repaired: the front left corner of the original GRP shell was torn in an accident in 1964 and was then poorly repaired. Layers of paint and residue were removed and sanded down to the fiberglass structure. The cracked surface of the body was painstakingly perfected and painted in silver metallic true to the original. This Porsche 904-040 is one of the most authentic vehicles ever.

**M-234 CMC PORSCHE 904
CHASSIS 904-042,
PEBBLE BEACH AUCTION 2017, #42,
LIMITED 1000 PIECES
SCALE 1/18
SRP \$ 739**

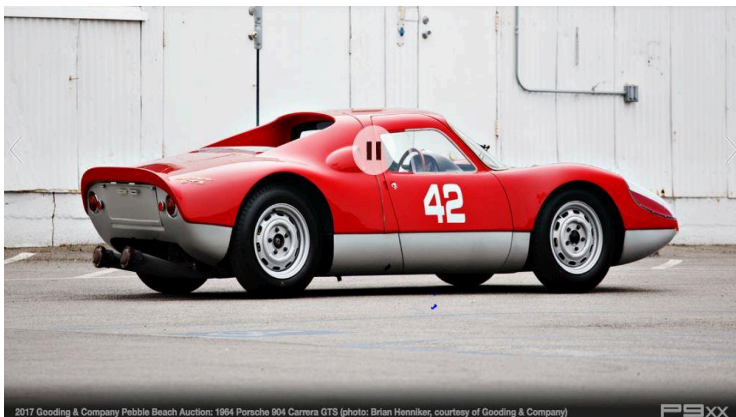


illustration similar

According to the birth certificate of the vehicle with chassis number 904-042, it was manufactured in March 1964 in silver metallic with blue velor upholstery. This vehicle was one of 24 exported to the United States that year. It was originally sold to Knute Qvale's Riviere Motors in Portland, Oregon.

The new 904 GTS was used for racing with Mike Eyerly or Gary Wright at the wheel. Throughout the 1964 racing season they drove 904-042 to multiple victories and podium finishes. The two achieved the following successes in 1964:

USRRC-GT Kent: 5th overall, 1st in class; Westwood Players' Pacific: 3rd overall, 2nd in class; Portland International Raceway GT race: 1st place; Portland International Raceway Rose Cup: 1st place; June 1964 SCCA Regional Oregon Production: 1st place; July 1964 SCCA Regional Oregon Production: 1st place; SCCA Regional Oregon Modified: 2nd place; SCCA Divisional Kent: 2nd place; and SCCA Regional Oregon Production from October 1964: 3rd place.

After its successful debut season, 904-042 was fitted with a racing update kit for 1965. This package included, among other things, a new 587/3 engine (number 99156) with a special camshaft, megaphone exhaust and an extremely fast and powerful engine oil bypass system according to Le Mans specification.

Mike Eyerly successfully raced the 904-042 until July 1965, when the car was sold to Pacific Northwest racer Wade Carter. With 904-042, Carter placed 5th in the SCCA's Pacific Coast Championship in 1965 and won both the Oregon and Northwest SCCA Production Championships in 1966. He even continued to drive the car until 1967 and won two races in Kent.

After Wade Carter put 904-042 up for sale in 1967, the vehicle changed hands several times before Jeffrey Keiner of Orlando, Florida, purchased it around 1983. As an active vintage car racing driver, Nobody was also a serious collector with an impressive Porsche collection. After a complete restoration and painting of the car in the red-silver that is still present today, Nobody took part in numerous classic car races and concours events in the USA with this 904.

Nobody says: "904-042 is absolutely authentic in its current form. The car has been frequently exhibited at historic concours and is well known on the vintage racing circuit. The car is not only prepared for racing, it is in perfect condition in every respect and has won many shows and awards, including the Montique Thomas Tieneer's Award for its perfect engineering, the Peter Gregg Memorial Trophy, First in Class at the Meadow Brook Concours d'Elegance, First in Class three times in a row at the Chicago Historic Races Concours, winner of the Chesrown Concours Award at the Mid-Ohio Historic Races and has also been First in Class at many vintage and historic racing events." 904-042 is an impressive contemporary competition vehicle and is highly regarded among marque specialists.

**M-235 CMC PORSCHE 904
CHASSIS 904-045,
SCOTT BROWN MEMORIAL SNETTERTON 1964, DICKIE STOOP, #71,
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 739**



illustration similar

The story of 904-045 begins with Richard "Dickie" Stoop, a Royal Air Force Spitfire pilot during World War II. Stoop and fellow pilot Tony Gaze often spent time driving their sports cars at the nearby Goodwood track while stationed at Westhampnett Airbase. Rumor has it that they persuaded the Earl of Richmond to use Goodwood more regularly for racing events.

In the late 1940s, Stoop was employed as a works driver for Frazer Nash (AFN) and even won the two-liter class at the 24 Hours of Le Mans in 1950, finishing ninth overall. By 1954, AFN had imported Porsche. On March 6, 1964, Stoop purchased a 904 for his private racing, the vehicle 904-045, the very first 904 GTS that went to England.

The car, with its striking Irish green paintwork, was closely scrutinized by the motoring press. On May 2nd, the Porsche entered the British racing scene for the first time - with a 12th place at the Silverstone International race, a month later in 15th place at the Rossfeld hill climb and an 8th place at Brands Hatch on July 11th .

This 904 reached its peak eight days later when Stoop finished the Scott-Brown Memorial at Snetterton in first place in class and fifth overall. On August 1st it just continued like this with a 4th place in the DARM GT at the Nürburgring and a 2nd place on August 29th at the Tourist Trophy in Goodwood. Stoop's season in the 904 ended on September 26th at Snetterton, where he achieved sixth place in the car. On March 3, 1965, 904-045 was entered into a race again, Stoop was scheduled to drive, but the Senior Service GT event at Silverstone was canceled. After Stoop's tragic death behind the wheel of his Porsche 911S road car in 1968, the 904 GTS was sold to John Wean, a well-known collector from Fox Chapel, Pennsylvania, USA. During the long period in which he owned the car, this 904 was lovingly cared for, was occasionally used and

enjoyed the company of such legendary Porsches as a 911 ST, a 908/3 Spyder and an RSR. The current owner purchased the car in 1997 and used it in numerous road rallies. In the meantime the car has been restored to a high standard. The engine was freshly rebuilt by renowned Porsche quad camshaft specialist Bill Doyle in California for over \$20,000.

This spectacular 904 is currently only in third hands. Additionally, 904-045 is the only surviving example in the rare Irish Green color and the very first 904 GTS to be exported to Great Britain.

**M-236 CMC PORSCHE 904
CHASSIS 904-055,
1.000 KM NÜRBURGRING,
KOCH/ PON, #45,
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 739**



Illustration similar

This fascinating Porsche 904 with chassis number 904-055 and its rare and striking orange livery is closely associated with a Dutch team that competed in European endurance racing under the Racing Team Holland flag in 1964/65. In May 1964, chassis 055 was delivered to its owner Bernardus (Ben) Pon, who competed in the 1962 Dutch Grand Prix. After that, however, he concentrated on sports cars.

904-055 made its first racing appearance in May 1964 and kicked off Ben Pons racing career with a class win and an astonishing third place overall at the 1,000km Nürburgring with Gerhard Koch as co-driver. The race was remembered for the debut of the Ford GT40 there; Nevertheless, it is remarkable that 904-055 was able to place so high in this top-class starting field consisting of 81 vehicles.

Porsche fans say that the Porsche 904 GTS was a milestone in the history of Porsche racing cars. At this point, Porsche tried everything to beat all of its opponents.

With his recent podium success in Germany under his belt, Pon drove his 904 fleet to the Sarthe for the 24 Hours of Le Mans in 1964. There he was successful again with another

eighth place overall and a second place in the class on June 22nd, this time with Henk van Zalinge at the wheel. A few weeks later, Pon, along with co-driver Rob Slotemaker, defeated faster vehicles at the 12 Hours of Reims, finishing seventh overall and third in class on July 5.

On the way to Zolder, the driver of the racing transporter lost control of the trailer and damaged his cargo, the two 904s with chassis numbers 023 and 055. With a wind deflector instead of the windshield, 904-055 still won the race on July 19th, 904-023 came second.

The winning streak of 904-055 continued until 1965. Highlights of 1965 included a 4th place in the 1,000 Kilometers of Monza, a 3rd place in the 500 Kilometers of Spa and a top finish in the DART GT Solitude and Nürburgring races. Gijs van Lennep started the season finale for the Zandvoort Trophy with 904-055 and won. 904-055 had a fantastic record of 13 class wins in two racing seasons.

The car was sold to the USA in 1966 and was part of several collections there until it returned to Europe in 2013. This 904 also contributes to the memory of the 904 Carrera GTS as one of Porsche's most important racing cars and, with its colorful paintwork, is also one that you simply have to love.

**M-237 CMC PORSCHE 904
FAHRGESTELLNUMMER 904-098,
BONHAMS SCOTTSDALE AUCTION 2017,
LIMITED 1000 PIECES
SCALE 1/18
SRP \$ 739**



Illustration similar

This strikingly original 904 has enjoyed careful care and only sporadic use by its long-term owners over the last 48 years.

According to the factory data card, 904-098 was manufactured with a 587/3 Carrera engine, painted in a light ivory color and featured a blue interior with cloth seats. The car was delivered with Dunlop tires.

This 904-098 was originally manufactured by J.L. Brundage acquired and later sold to Ted Tidwell of Jacksonville. Tidwell embarked on a short but successful racing career, finishing second in the Modified Class E at the SCCA event in Bainbridge, Georgia, in September 1964. Around the same time, the car took first place at the Chimney Rock Hill Climb, where it is believed to have won a has set a new record. In 1965, 904-098 finished 9th overall and second in the 2-liter GT class at the USRRC event at Pensacola and finished first in the near-production Class A at Savannah Effingham at the end of the year

904-098 was offered for sale in November 1965 and subsequently went to two dealers. One sold the original engine to a buyer in Ohio and the other installed a Type 547/4 Carrera engine, originally from a 550 Spyder, instead. This dealer probably also gave the car the current paint finish in dark blue with a white racing stripe and starting number circles.

Bruce Herrington from Virginia took over the car as the new owner in November 1968 and received registration from the Virginia authorities in April 1969. Although he owned the car for nearly 20 years, he rarely drove it, only racing it once in a PVA event at Marlboro Raceway.

In 1989, 904-098 came into the hands of Werner Schoch and Heinz Heinrichs, both 904 experts. By chance, a Porsche collector from Denmark was looking for an original 904 and the car was then brought there through a third party.

In 1992 the Danish owner acquired the original 4-camshaft engine, engine no. 99090, which at the time came into the possession of ex-racing driver Warren Eads and was modified by his mechanic, the respected Carrera expert and former driver Al Cadrobi.

With the 904, we are breaking new ground by offering - as with the original - several exhaust systems that can also be replaced on the model vehicle and thus ensure an individual look in the showcase.

**A-031 CMC PORSCHE 904
STREET EXHAUST
SCALE 1/18
SRP \$ 96**



The Porsche 904 was not only a thoroughbred racing car but, thanks to compliance with the registration regulations of the time, it could also be driven on the road. In order not to attract attention with too much noise, the standard or street exhaust system with a large rear silencer was usually used in traffic.

**A-032 CMC PORSCHE 904
SEBRING EXHAUST
SCALE 1/18
SRP \$ 96**



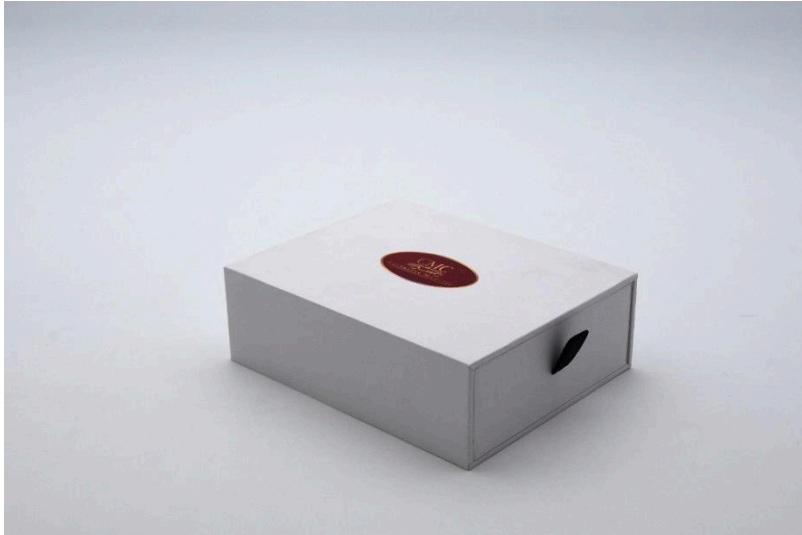
The Sebring exhaust system is designed for racing use and has two relatively small, low-resistance silencers and already ensures a significant increase in performance. This exhaust system is not really loud but rather produces a subtle, sporty noise.

**A-033 CMC PORSCHE 904
MEGAPHONE EXHAUST
SCALE 1/18
SRP \$ 96**



Here, the name speaks for itself. This exhaust system, which can only be used on the racetrack, with its 'cookie cutter' inserts in the tailpipes, which have become typical of Porsche racing cars, ensures a brutal, unfiltered sound and even higher performance thanks to reduced dynamic pressure.

All exhaust systems come in a high-quality aryl glass display case and attractive outer packaging.



2. CMC Ferrari 250 LM

**M-261 CMC FERRARI 250 LM
CHASSIS 5895
GRAHAM HILL/ JO BONNIER, WINNER REIMS 1964, #7
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



This 250 LM was sold new to Maranello Concessionaires, the Ferrari representative in England. The car first competed in 1964 with Roy Salvadori at the Coppa Intereuropa in Monza. Later, Jackie Stewart, Lucien Bianchi and Innes Ireland also raced with him. In September 1965 the vehicle was sold to Peter Clarke, who continued to use the car until 1968. It was then briefly owned by David Piper.

The uniqueness of the 1964 Reims 12 Hours was that it started at midnight. Setting off in the pitch black of the night was made even more difficult by the Le Mans start procedure. The first laps were characterized by a three-way battle between the two Ferrari drivers Graham Hill and John Surtees and Richie Ginther's Ford. For almost an hour, at average speeds well over 200 km/h, the three drivers regularly overtook each other in front of the Virage de Thillois.

At 6 a.m., long after the sun had risen, John Surtees was leading by 56 seconds over Joakim Bonnier, Graham Hill's teammate. At this point, the three factory GT40s and two Shelby Daytonas were out. The lead changed mainly due to the different pit stop tactics. Just before 11 a.m. Surtees came into the pits to refuel. However, the pads on the front brakes also had to be changed. Although the N.A.R.T. mechanics worked quickly, the team lost two minutes. With new brake pads, Surtees seemed to be able to make the impossible possible. He made up a huge amount of time on Bonnier in a short space of time; at times he was five seconds per lap faster than the Swede. When Bonnier came into the pits for the final fuel stop half an hour before the end of the race and handed the car back to Hill, Surtees took the lead. He had completed all the necessary stops and could have finished the race without stopping again. He drove the Ferrari at and sometimes above the limit for more than an hour, putting extreme

demands on the vehicle's technology. At Surtee's last stop he didn't change his tires due to time constraints, but that now paid off. Ten minutes before the end he came into the pits with a flat left front tire. When he returned to the track he was 1½ laps behind the Hill/Bonnier Ferrari, which won the race.

**M-262 CMC FERRARI 250 LM
CHASSIS 5909
JOHN SURTEES/ LORENZO BANDINI, N.A.R.T, 2ND REIMS 1964, #8
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



Red

Chassis 5909 spent most of its time in the United States of America. After the vehicle was briefly used by Luigi Chinetti's North American racing team (N.A.R.T.), it belonged to Bob Grossman of "Scuderia Bear", who drove it throughout 1964. After the car was no longer used in racing, its greatest success was winning the Pebble Beach Concours d'Elegance in 1975. The current owner took part in important events such as the Tour Auto 2005, where the car was one of the stars of the event. After an accident at the 2008 Le Mans Classic, it was fully restored and was shown again for the first time after the restoration at the 2013 Pebble Beach Concours d'Elegance.

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**M-263 CMC FERRARI 250 LM
CHASSIS 5893
JOCHEN RINDT/ MASTEN GREGORY, N.A.R.T., WINNER LE MANS 1965, #21
LIMITED 1500 PIECES
SCALE 1/1
SRP \$ 745**



N.A.R.T. called 1965 for Masten Gregory and Jochen Rindt at the 24 Hours of Le Mans with chassis 5893. The N.A.R.T. 250 LM outperformed the basically faster Ferrari and Ford prototypes and won the race. In 1970 the vehicle was acquired by the Indianapolis Motor Speedway Museum, where it has been on display ever since. Jochen Rindt was at the start of the Indy 500, and he won Monaco in 1970 in legendary fashion in the last corner. But his breakthrough came with victory at Le Mans in 1965.

In the short term, Rindt had the opportunity to drive for the North American Racing Team.

This was a kind of semi-works team from Ferrari. The team owner: Luigi Chinetti, who competed in all Le Mans races between 1932 and 1953 and won three times. Chinetti had very good relations with Maranello. After receiving US citizenship in 1946, he developed over the years into the most important Ferrari dealer in the growing US market.

Rindt, who only received approval two days before the race because he had a BP contract but ran the car on Shell fuel, was by no means a co-favorite at the Sarthe. His Ferrari 250 LM was considered to have no chance. And the partner at the time was Masten Gregory, known as 'Catastrophy Gregory' because he had previously jumped out of moving racing cars five times due to brake defects.

At 7 p.m., Rindt and Gregory were at the back after numerous defects in the early stages. Rindt was about to give up and had already changed clothes to go home, but veteran Gregory persuaded the debutant to continue. But he set one condition: "I'll just give it full throttle."

Three Fords had already said goodbye in the first two hours, and the disc brakes on the factory Ferraris caused unexpected problems. At midnight, Rindt and Gregory were already in 13th place.

Rindt drove completely unrestrained in the dark and caught up position after position - a sensational race to catch up that hardly anyone had thought possible, aided by the failures of all the factory Fords and Ferraris.

At dawn the Rindt-Ferrari took the lead for the first time - and Rindt held the top position before, as agreed, he let Gregory take the wheel for the final turn. The Ferrari 250 LM, which was thoroughly abused by the 'full throttle' Rindt, didn't make it easy for him, but it held on until the checkered flag. The gearbox only went on strike on the run-off lap. "It's good that Masten finished the race," said winner Rindt later. "I would have continued to drive at full throttle. Then it might have torn everything apart."

**M-264 CMC FERRARI 250 LM
CHASSIS 6313
PIERRE DUMAY/ GUSTAVE GOSSELIN, ECURIE FRANCORCHAMPS,
2ND LE MANS 1965, #26
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



The penultimate Ferrari 250 LM built, chassis 6313, was sold new to Ecurie Francorchamps. The car was painted yellow and was used in racing throughout the 1965 season. His best result came at Le Mans, where Pierre Dumay and Gustave Gosselin finished second behind the North American Racing Team's sister car. In the 1970s the vehicle was owned by David Piper.

The Ferrari 250 LM of Pierre Dumay and Gustave Gosselin was still leading the 1965 24 Hours of Le Mans with around four hours to go when the right rear wheel exploded on the Hunaudières straight. With the bodywork severely damaged, they struggled to reach the pits, where the car was repaired. Due to the long stay in the pits, the lead was gone, but Dumay/Gosselin still came second.

**M-265 CMC FERRARI 250 LM
CHASSIS 6119
DIETER SPOERRY/ ARMAND BOLLER, SCUDERIA FILIPINETTI,
6TH LE MANS 1965, #27
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



Red

This 250 LM was sold along with several others to the Swiss privateer and his Scuderia Filipinetti. The vehicle made its first appearance at the 1000km race in Monthl ry in 1964. In 1965 it finished sixth overall at Le Mans and won its class at the Swiss championship in Monza. The car was later sold to Pierre de Siebenthal and then made its way to the UK where it became part of the collections of Anthony Bamford, Don Nelson and Martin Hilton. The former Scuderia Filipinetti 250 LM was added to a Middle Eastern collection in 2010 and then completely restored by Ferrari.

Dieter Spoerry was one of the most successful Swiss racing drivers in the 1960s. He and his co-driver Armand Boller competed in the 24 Hours of Le Mans in June 1965 with chassis 6119 for Scuderia Filipinetti. There were four other Ferrari 250 LMs in the starting field. Spoerry/Boller achieved 25th place in qualifying and took sixth place overall in the race with starting number 27.

**M-266 CMC FERRARI 250 LM
CHASSIS 6105
RON FRY, SEVERAL VICTORIES, AS IS IN 2023
SCALE 1/18
SRP \$ 722**



This 250 LM made its first public appearance at the 1964 Earls Court Motor Show in London. Immediately afterwards the car was acquired by gentleman driver Ron Fry, who used the car extensively in local hill climbs and sprint events until it was shown again at Earls Court in the autumn of 1966.

The later owners continued to use chassis 6105 at local and international events until September 1970.

After sitting in a collection in Japan for many years, the vehicle returned to Europe and took part in major historic events such as the Goodwood Revival and the Le Mans Classic.

CMC represents the model in its current, near-perfection state from 2023/2024.

**M-267 CMC FERRARI 250 LM
CHASSIS 5909
ROB GROSSMAN, SCUDERIA BEAR,
2ND IN CLASS NASSAU TOURIST TROPHY 1964, #90
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



Silver/ stripe red-white-blue

After this vehicle was briefly used by Luigi Chinetti's racing team N.A.R.T. was used, Bob Grossman from Scuderia Bear took it over. After racing ended, the greatest success was winning the Pebble Beach Concours d'Elégance in 1975. The car was shown again and again at events such as the Tour Auto 2005 and the Le Mans Classic 2008. After a full restoration, it was seen again for the first time at the Pebble Beach Concours d'Elégance in 2013.

In 1964, chassis 5909 with Bob Grossman and starting number 90 took second place in class and third place overall at the Nassau Tourist Trophy at the end of November. Also at the Nassau TT, which took place again in December of the same year, Grossman became class winner and was fourth overall. He was entered in both races under Scuderia Bear.

**M-268 CMC FERRARI 250 LM
CHASSIS 5899
NINO VACARELLA, SCUDERIA FILIPINETTI
WINNER MONZA, INTEREUROPA 1964, #31
LIMITED 1500 PIECES
SCALE 1/18
SRP \$ 745**



Red

The car was delivered to Scuderia Filipinetti in Switzerland in 1964 along with another 250 LM. Georges Filipinetti was a racing-crazy entrepreneur and Ferrari general importer for Switzerland.

Chassis 5899 was able to win the premiere race for Scuderia Filipinetti. Ludovico Scarfiotti downright outclassed the competition at the Sierra Montagna hill climb on August 30, 1964.

Jochen Rindt, who occasionally raced in this vehicle, complained at the time about the Ferrari's steering wheel being far too large in his opinion and said that it would fit much better in a truck than in a racing car.

After a serious accident in 1965, the vehicle was rebuilt - but with a Porsche 906 body instead of the original. The vehicle was then used in this way by several changing Swiss and Austrian owners.

After repeated accidents and reconstructions, the car was only properly restored at the end of the 1990s and subsequently certified by Ferrari Classiche in 2005.

Nino Vacarella won the Coppa Intereuropa in Monza with this vehicle on September 6, 1964.

**M-269 CMC FERRARI 250 LM
ROLLING CHASSIS AND BODY IN SHOWCASE
LIMITED 1000 PIECES
SCALE 1/18
SRP \$ 899**

Rolling chassis of the CMC Ferrari 250 LM hand-welded from stainless steel. With a red painted body mounted next to it on a base. With display hood.

**M-270 CMC FERRARI 250 LM
MODEL CAR WITH TRANSPARENT BODY
LIMITED 1000 PIECES
SCALE 1/18
SRP \$ 849**

Model vehicle of the CMC Ferrari 250 LM with a transparent body made of high-quality plastic - the technology of the vehicle is so beautiful to read.

3. CMC Bartoletti Race Transporter

M-084 CMC FERRARI RACE TRANSPORTER
FIAT 642 RN2 BARTOLETTI, 1957
SCALE 1/18
SRP \$ 1268



In the early years of racing, the racing cars were largely driven by the teams on public roads and on their own wheels. After this approach was no longer permitted, the great hour of racing transporters began, especially in the 1950s and 1960s, and today they are even celebrating their revival at events specially organized for this purpose.

The Fiat 642 RN2 with Bartoletti body built in 1957 was probably one of the best-known representatives of those days. Both the Scuderia Ferrari and the Scuderia Maserati used this almost identical transporter to transport their racing cars. Essentially, the transporters of the two racing teams differed in their exterior paintwork and lettering. The basis was a Fiat bus chassis, which was provided by the coachbuilder Bartoletti with an open body to accommodate three vehicles.

The vehicle, equipped with a 92 hp 6-cylinder in-line diesel engine, not only served to transport the racing vehicles, but was also a contact point, lounge, workshop and logistical center for the accompanying racing crew - today it is called the 'motorhome'.

**M-097 CMC MASERATI RACE TRANSPORTER
FIAT 642 RN2 BARTOLETTI, 1957
SCALE 1/18
SRP \$ 1268**



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New models 2024, scale 1/12

1. CMC Alfa Romeo 8C 2900 B

C-009 CMC ALFA ROMEO 8C 2900 B SPECIALE TOURING COUPÉ
LIMITED 300 PIECES
SCALE 1/12
SRP \$ 5328



The CMC Alfa Romeo 8C 2900 B Speciale Touring Coupé consists of 1975 parts. After several years and many attempts, we managed to get the brass die-casting process under control in 2023 and will be able to bring series products onto the market in 2024.

The body is made of die-cast brass alloy. In keeping with our CMC quality standards, we want to make the large model as exquisite as possible in order to meet the fans' and collectors' wishes.

We already have experience with brass die-casting and red copper stamping thanks to our 1:12 model Horch 853 from 1937 (item number C-010), which was introduced in 2003.

Relatively stable components are created from die-cast brass, into which receptacles for fastening other components can be easily formed in terms of production technology. The advantages of this process are relatively low investments, low costs and

short processing times. The disadvantage is that the workpiece is relatively complex and does not appear particularly elegant from a craftsmanship perspective.

Compared to brass die casting, red copper stamping is a complex process and requires a variety of tools. Since no receptacles for other components can be cast into the parts, assembly is laborious and time-consuming. Add-on parts must be welded on individually. The costs are significantly higher than for brass die casting, but such stamped and bent parts made of red copper are thin, light, robust and appear to be of high quality.

In the future, we want to use both processes when developing new products.

However, we prefer the red copper embossing process and thus preserve the good tradition of CMC.

If you have any further questions, please do not hesitate to contact our headquarters in Fellbach and our branches worldwide.



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