



Teu Anssen

SCALE
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CMC Talbot Lago Coupé T150 C-SS 1937-1939 M-145/M-165/M-166/M-179

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For the CMC management, the completion of work on the Talbot Lago T150 C-SS Coupé is a long-held and deeply-cherished dream come true. In the early years of CMC, the replication of such a landmark vehicle as high-end scale autos was too ambitious a dream.

After more than twenty years of experience in the development and manufacturing of high-end model cars, however, we were now ready to do justice to this dream vehicle, including the unmatched elegance and beauty of its "Teardrop" bodywork master-minded by the French sheet metal virtuoso Figoni & Falaschi.

When Talbot presented the coupé at the Paris Motor Show for the first time in 1937, the spectators were swept off their feet. Everything about this fascinating vehicle and each of its graceful details testify to a

deep, almost obsessive love for perfect design and matching accessories.

In addition, there is the metal sunroof so rarely equipped in vehicles those days. Decorated with artistically-crafted precious woodwork and leather, the luxurious interior breathes a sense of affluence, and the sleek six-cylinder in-line engine capable of an output between 140 and 160 PS depending on the model, guarantees a highest degree of travelling pleasure.

When Anthony Lago and the renowned French coach-builder Giuseppe Figoni & Ovidio Falaschi concluded an exclusive agreement for collaboration in 1937, it forebode the birth of what would come to be known as the "Teardrop" coupé, which was marketed between 1937 and 1939 with a total of 16 vehicles manufactured.

Thanks to the talent of its chief engineer Walter Brecchia, the "Teardrop" coupé was also ahead of its time technologically. Credit for this was first due to a shortened, lightly-constructed T 150 C-SS chassis. Among the other advanced features were an independent suspension, a Wilson 4-speed pre-selector gearbox, excellent brakes, and, as mentioned earlier, a smooth-running six-cylinder in-line engine.

This landmark vehicle will be replicated as four different versions of high-end scale autos, the first of which is unlimited, finished in a greyish blue, and itemized as M-145. Also unlimited is M-179, which is finished in a spectacular aubergine. M-165 has a silver/red two-tone finish and is limited to 1,500 units worldwide. M-166 is finished in an elegant black and limited to 1,500 units worldwide.



Art. No. M-145 (greyish blue, unlimited)



Art. No. M-165 (silver/red, limited to 1,500 units)



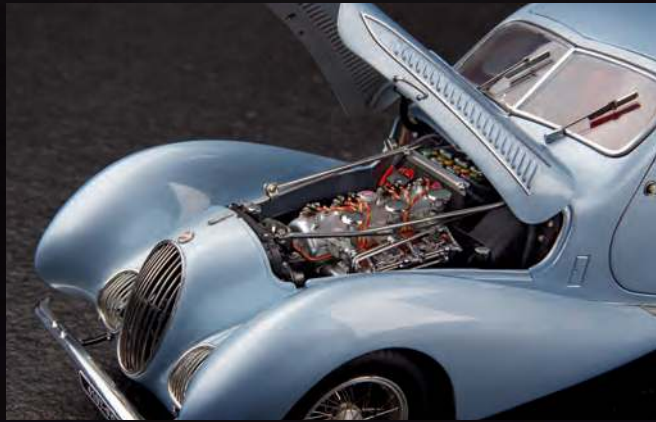
Art. No. M-166 (black, limited to 1,500 units)



Art. No. M-179 (aubergine, unlimited)



Authentic down to the last detail: Spare wheel secured by a removable leather strap.



When the engine bonnet with ventilation slots is open, the straight-six engine is exposed to view.



A work of art beneath the bonnet as well: A six-cylinder in-line engine with carburetors and all the attachment units and lines.



"Flowing lines" is an expression often used in the world of automotive design. It could well have been the Talbot Lago Coupé that provided the origin of this expression.

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Technical data of the original vehicle:

4 liter 6-cylinder in-line engine
Lightweight chassis
4-litre six-cylinder in-line engine
Wilson 4-speed pre-selector gearbox
Transverse leaf spring independent suspension at the front
Rear axle with longitudinal leaf springs
All-round cable drum brakes

Engine displacement:	3.996 cm ³
Power: depending on model:	140 and 160 hp at 4.200/min
Top speed:	ca. 185 km/h
Wheel base:	2.650 mm
Track front:	1.360 (1.372) mm
Track rear	1.360 (1.461) mm
Production period; number of pieces:	1937-1939; 16 units

Streamlined design: The body-work by Figoni & Falaschi is sports car design in its purest form.



The manufactured product might look slightly different.

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