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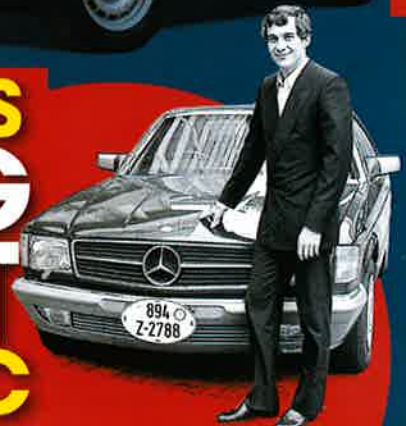


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Small world



German model maker CMC GmbH's latest 1:18 scale Mercedes is astonishingly detailed, and Tim French explains how masterclass Mercedes restorer Kienle near Stuttgart helped its neighbour achieve that standard

IMAGES Markus Bolsinger/Hermann Ries/CMC GmbH

Once the photos and information on the Mercedes-Benz 600 *Grosser* were released there was an overwhelming reaction to this incredible new luxury car, packed with technology and its stunning body the work of brilliant stylist Paul Bracq. But there would be a long wait before the car could actually be delivered to customers.

"There is a good reason why a few months have passed between the announcement of our new model and the delivery of the first production vehicles," its maker explained. "We have taken time with a great deal of attention to detail and a great deal of constructive effort. We are convinced that the wait was worth it – see for yourself!"

This must have been Mercedes-Benz talking about the build up to the September 1964 availability of the W100 600, which had been unveiled at the previous year's Frankfurt motor show? Wrong, it was CMC GmbH in Stuttgart, Germany, a leading model maker renowned for its obsessive attention to detail, previewing the launch of its latest 1:18 scale Mercedes, a 600 Pullman, in 2019.

CMC's models are all made in its factory in China. Each individual component is mounted by hand, and the dashboard instruments are installed separately, while the seats are either textile or leather covered, and the interior and boot have laid coverings. The 600's wheels are held on by five screws, and even the aerial is retractable (though not electrically, that would have been too big an ask!). The finishing touch to each model is to polish the bodywork by hand to ensure a high lustre.

The Pullman with state flag posts and made up of over 1,200 parts was launched last year priced at €720 (about £620 or \$800). Other derivatives are due to follow at a later stage, including a canvas-topped landaulet.

But how did CMC achieve such extraordinary correctness and detail on its mini Merc? Some 20 miles away from CMC, in Heimerdingen on the north-east side of Stuttgart, you'll find arguably the world's leading classic Mercedes



ABOVE
CMC's exquisitely detailed 1:18 model in the rear of the 600 it was based on.

BELOW
Model techs applied their 3D scanning kit to the Pullman Kienle supplied.



BELOW LEFT
The doors open to reveal separate carpets and hand installed dash instruments.

BELOW
Model Fahrzeug magazine in Germany gave CMC top marks for its mini limo.

BOTTOM RIGHT INSET
It's not cheap at over £700 but you'll not find a more lovingly created Pullman.



restorer, Kienle Automobiltechnik GmbH, whose technicians have rebuilt many 600s from the ground up and know the limousine intimately. When asked for assistance in the model's design, the answer was an enthusiastic "yes".

With its general manager, Klaus Kienle, along with the head of the Kienle Works II (a recently added facility dedicated to 600 restoration), Marcel Lavicka, the family-run company played a major role in the creation of what is

possibly the most impressive model ever of a Mercedes 600. Kienle supported the project right from the start by giving the model makers access to a full-size specimen that had been restored to perfection and was now in a shippable state, enabling them to perform all the required measurements. Armed with the latest electronic equipment, two

CMC employees conducted 3D scans of the Kienle original to obtain all the basic data, Marcel Lavicka a useful presence by drawing their attention to a number of important points.

Andreas Berse, who as Editor-in-Chief of the German magazine *Model Fahrzeug* has an expert knowledge of the model car world, was fulsome in his praise for all involved in the project. "Even the very early specimen shown here is simply brilliant," he enthused. "Besides all the technical details, the deep black paintwork of the miniature 600 was also of an outstanding quality, fully deserving of the designation 'typical CMC'."

Marcel Lavicka absolutely approved too. "There is one thing I ask myself more than anything else, how is it even possible to assemble a 1:18 model such as this?" he commented. "Even the real 600 has several places that are narrow and difficult to get to – so how do they do it with a miniature? It is just incredible."

Of course, the real 600 Pullman, which is over half the

length of a London bus, is not a realistic nor manageable proposition for most people. But CMC's impressive rendition, 18 times smaller and probably 400 times cheaper, will fit in your garage. Or, if you like, on your favourite shelf indoors.

