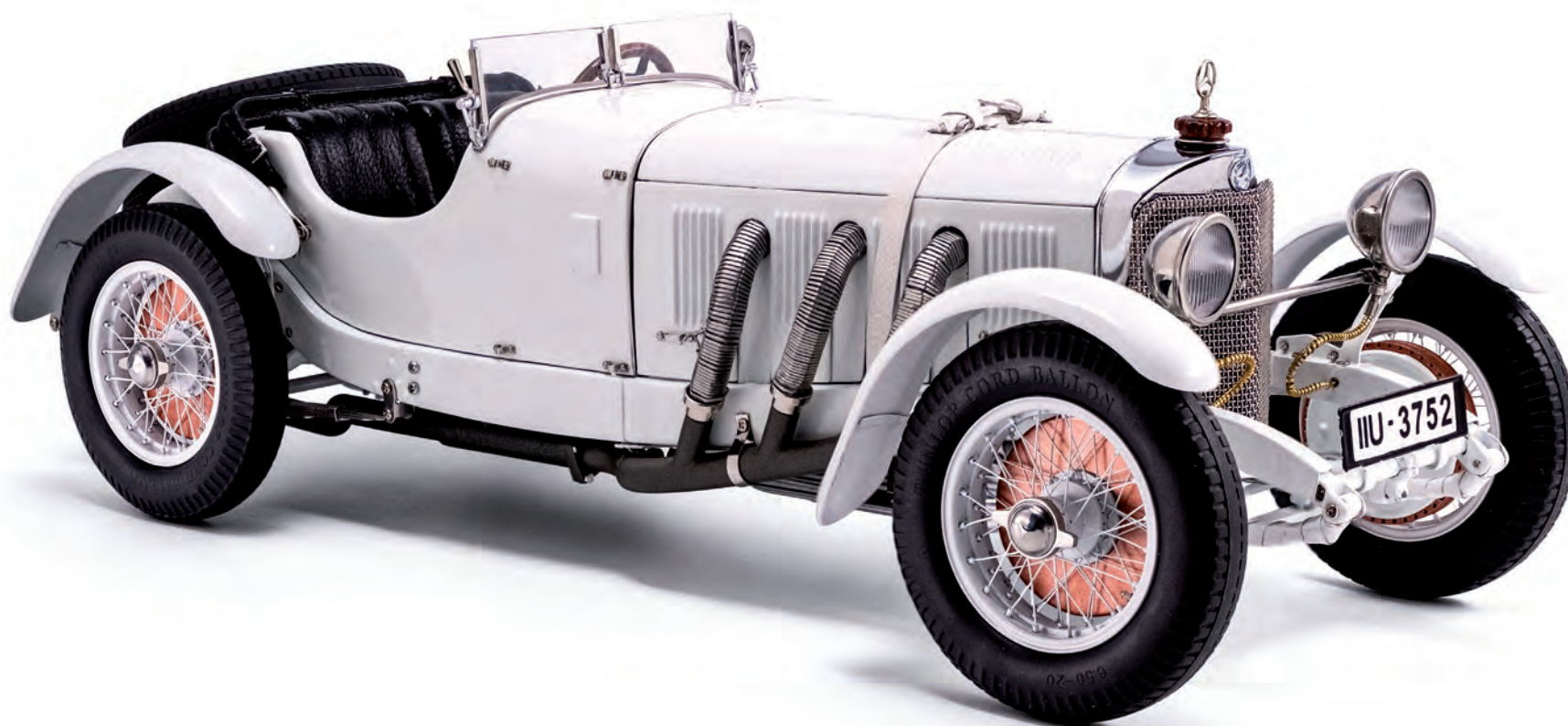


# CMC Mercedes-Benz Type SSK 1928 - 1932



EXTRAORDINARY  
IN A CLASS OF THE EXQUISITE



Of the six-cylinder compressor sports cars of the Mercedes-Benz S-series, the SSK and SSKL are the most sporty, exclusive and fascinating versions. The SSK, which was first used just four weeks after the launch of the SS type, stands for „Super-Sport-Short“, underlining its extreme sportiness and a shortened wheelbase (by 45 cm), among others. This makes the SSK predestined for mountain racing, a very popular racing category at the time

## PART OF THE LEGEND OF THE SSK IS THAT IT WAS BOTH A FACTORY RACING CAR AND A CUSTOMER VEHICLE.

Driving a brand new SSK, factory racer Rudolf Caracciola won the well-known Gabelbach race in Thuringia in the summer of 1928 as well as other important victories. The car also carried him to claim the European Mountain Championships of 1930 and 1931.

Part of the legend of the SSK is that it was both a factory racing car and a customer vehicle. Some racing specifications, such as a more powerful compressor or a racing camshaft, were also available to private customers, while others were reserved for factory racing cars. It was not uncommon for private owners of an SSK to take part in races at weekends and use their two-seaters on weekdays as a means of transport in everyday life. Undoubtedly, the SSK was the ultimate supercar of its time.

The Mercedes-Benz compressor sports car was initially developed under the leadership of Ferdinand Porsche, and it first took the shape of a touring car in 1926 with increased engine power and a shortened wheelbase, later known as the Model K. The letter did not stand for the compressor, but for „short“, namely, the shortened design for racing operations. It was preceded by the type designation S (Sport) in 1927 and the SS (Super-Sport) in 1928. In mid-1928, Mercedes-Benz engineers shortened the Type S chassis to a wheelbase of 2950 millimeters and equipped the chassis with the new 7.1-litre SS compressor engine. This

created the Type SSK (Super-Sport-Short), whose powerplant coupled with the compressor generated 200 hp. After Rudolf Caracciola won several important mountain climbing races of the 1928 season, the factory decided to produce a small series of the SSK, which was initially meant to serve only as a factory racing car. From October 1928 it was included in the official sales program. By 1929, the power had been increased to 250 hp, whereas the racing touring cars of the factory team provided up to 300 hp with a larger compressor.

In total, fewer than 30 customer SSKs were produced, and it was one of the most exclusive Mercedes-Benz ever. Unlike the SSK, the SSKL was never part of the sales program; it was exclusively available to the Mercedes-Benz factory team.

**M-207 CMC Mercedes-Benz SSK, red, #14, Carlos Zatuszek**



**M-190 CMC Mercedes-Benz SSK, white, Limited Edition 1,000 pcs.**



This CMC model authentically recreates the racing car known as „men's stallion“. In addition to the factory drivers from Mercedes-Benz, private SSK owners also regularly competed in mountain and circuit races of this era. Hermann zu Leiningen was one of those wealthy amateurs who pursued motorsport with passion. Born in 1901, the prince from a southern German princely house raced his first race in 1927 with a Bugatti. In 1928 and 1929 he piloted a Mercedes-Benz SSK, as presented by CMC here. From 1930 he started in Grand Prix events as a driver of private teams. In 1934 and 1935 he was one of the factory pilots of the Auto Union and competed in several Grand Prix races with a second place to his credit. After the 1935 season Hermann zu Leiningen ended his engagement as a racing driver. The model is already sold out by pre-orders at the factory!

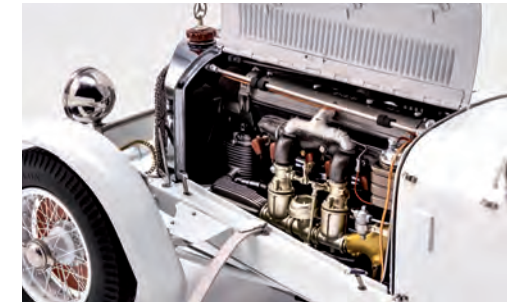
This CMC model has a special history. The red-painted model, an SSK built in 1929, was used victoriously by the private driver Carlos Zatuszek at long-distance races in Argentina. The driver, who has been famous in South America, was born in 1897 as Karol Zatuszek in what is now Ukraine. In 1921, the trained mechanic emigrated to Argentina and became an Argentine citizen in 1931. He attempted his first car race in 1927. Two years later, his brother-in-law Julio Berndt acquired the Mercedes-Benz SSK, with which Zatuszek scored victory after victory in the following years. With the starting number 14, he competed at the autumn prize of Argentina 1931 and won the 400-kilometer race with a new track record.

After Berndt and Zatuszek sold the car in 1935, it was used by other racers in Argentina until the 1950s. Experts consider this SSK to be one of the most interesting racing cars of the Mercedes-Benz brand – reason enough to dedicate a faithful CMC miniature to this unusual model.

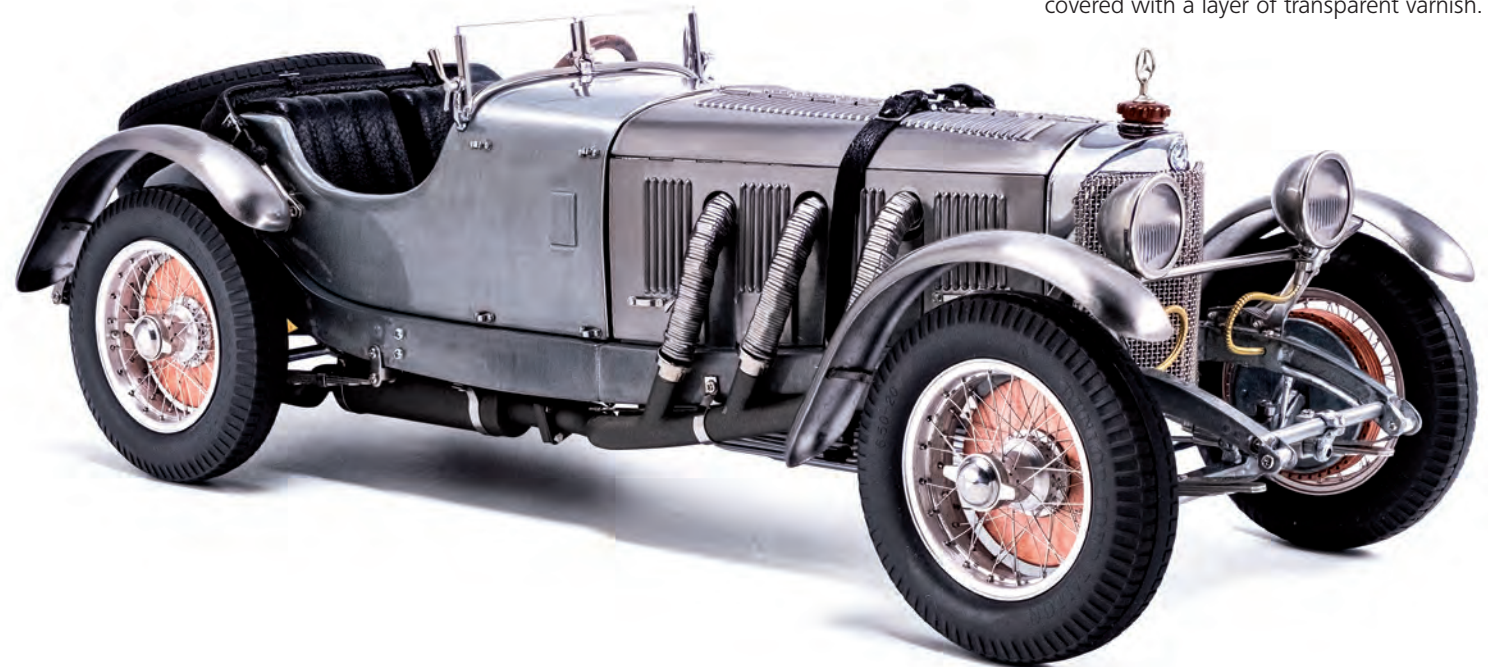
**M-208 CMC Mercedes-Benz SSK, black,  
Limited Edition 800 pcs.**



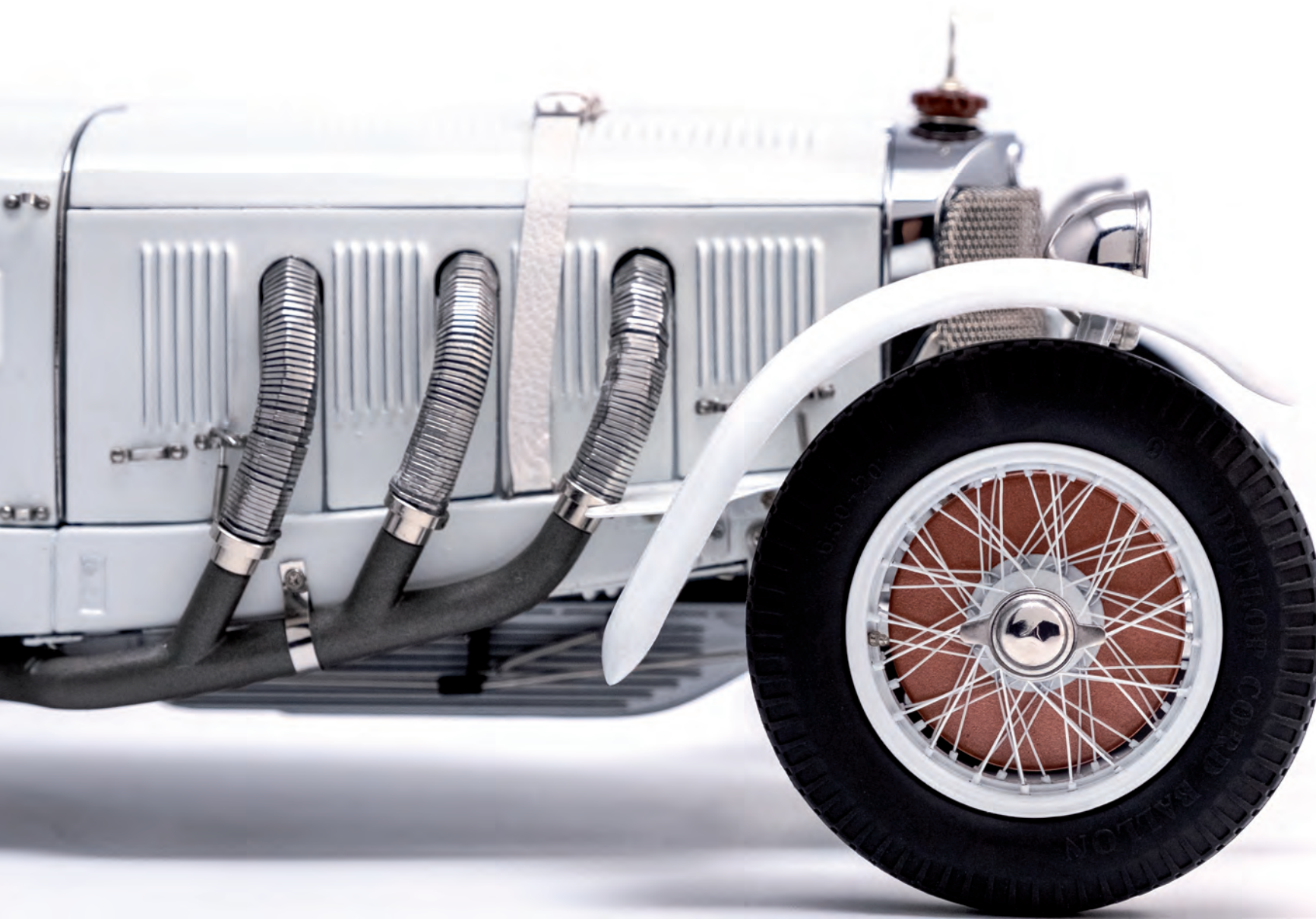
People are used to seeing an SSK finished in a white livery. Then there is also the compressor in an SSK, which serves as a powerful reminder of the racing successes of the so-called "White Elephants" piloted by the Mercedes-Benz factory team. The nickname helped bring back the racing scene from the past: the massive body of the compressor racing car and the deafening noise of the compressor under full load. But there was much more than factory racing cars on the tracks. The SSK was also sold to private customers who had a full range of color choices for the finish of their SSKs. In black, this supersports car takes on a special elegance in its looks, as is shown by the CMC miniature.



**M-209 CMC Mercedes-Benz SSK,  
„Clear Finish”,  
Limited Edition 600 pcs.**



It is a CMC tradition to issue a clear-finish version of the model that is no less, if not more, spectacular without the cover of its livery. The absence of a colorful paint reveals the underlying beauty of this high-capacity sports car with a distinctive right-hand-drive engine and configuration. The clear finishing needs even more craftsmanship than on models with a colored finish. The body parts are to be sanded down, cleaned and finally the Clear-Finish models are covered with a layer of transparent varnish.



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