

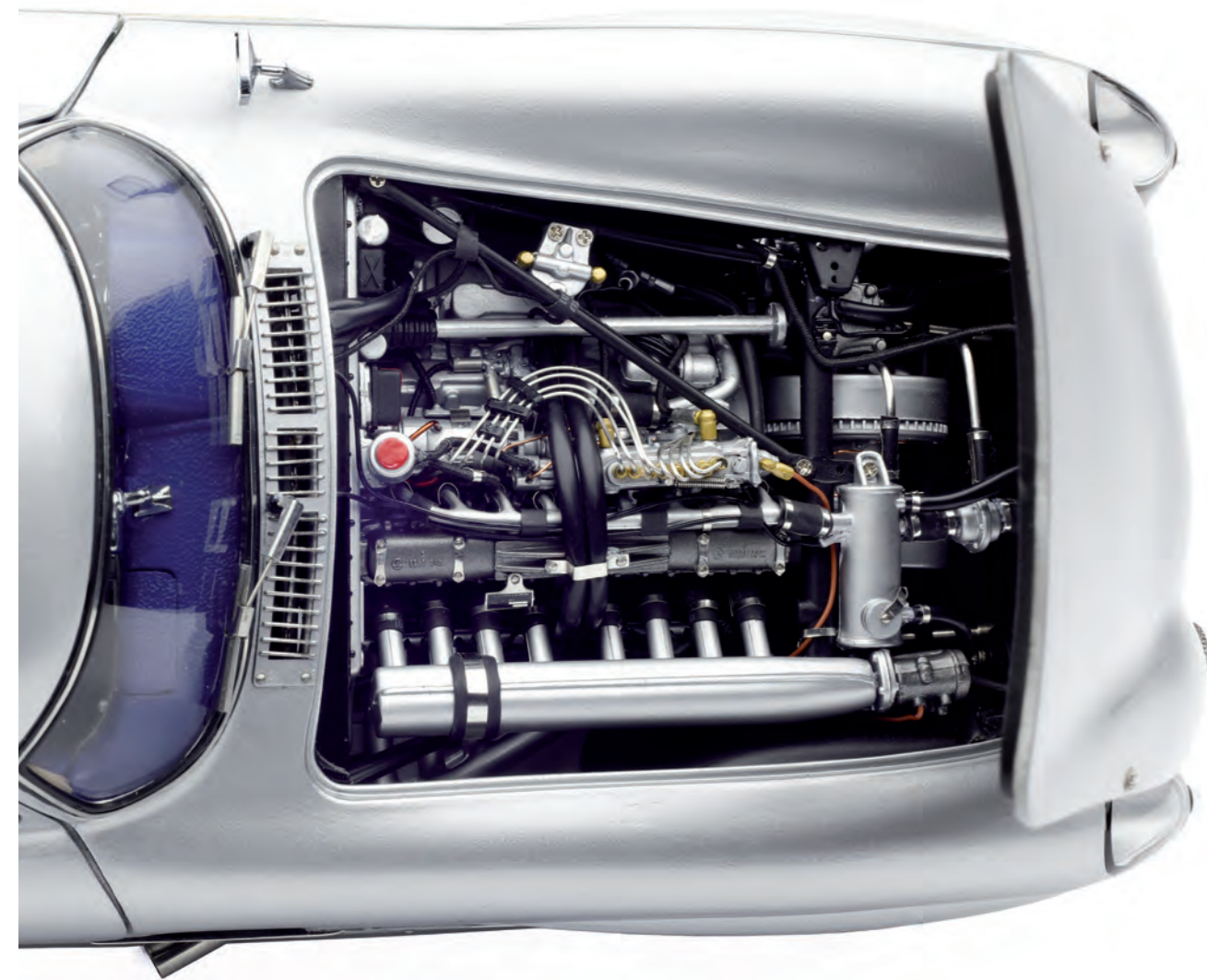
model description

- Hand-assembled precision model from 1,817 parts
- Authentic and true-to-scale body with gullwing doors and integrated windows
- Metal tubular undercarriage
- Functional bonnet with a support rod
- Highly detailed 8-cylinder in-line engine, complete with ancillary units, routing, and wiring
- Hand-assembled wheels with aluminum rims and stainless-steel spokes mounted on base nipples
- Detachable wheels fastened by central locking nuts that feature side-dependent threads (now manufactured entirely of stainless steel)
- Two removable spare wheels in the luggage compartment
- Finely-crafted cockpit with fabric upholstery on the seats and leather interior trim
- Authentic dashboard with all gauges and controls
- Stainless steel exhaust side-pipes
- Realistic-looking replication of the front and rear suspension with springs
- Detachable engine maintenance flap on the right side of the vehicle (supplied but unassembled)
- Removable headlight covers on items M-244 and M-245

Technical data of the original vehicle

- 8-cylinder in-line engine (33° inclined to the right)
- Direct injection
- Desmodromic valve control (force-controlled valves)
- Bore x stroke: 78 x 78 mm
- Displacement: 2,982 cm³
- Maximum power: 300 HP at 7,600 rpm
- Maximum speed: approx. 300 km/h
- Overall length: 4,315 mm
- Wheelbase: 2,370mm
- Track width front / rear: 1,330 / 1,380 mm
- Chassis: wishbones at the front, single-joint swing axle at the rear

We reserve the right to make changes to the series model.



CMC Mercedes-Benz 300 SLR Uhlenhaut Coupé, 1955



EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



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On May 5, 2022, the world gasped in astonishment to learn that Mercedes-Benz Group AG had auctioned off one of its two unique Uhlenhaut coupés for the incredible amount of 135 million euros in order to set up and finance a scholarship program for young people.

135 MILLION EURO: WITH NO OTHER AUTO-MOBILE EVER COMING CLOSE TO FETCHING SUCH AN ASTRONOMICAL PRICE

This vehicle is now by far the most valuable automobile in the world

It is the coupé chassis number 00008/55 with a red interior.

The one with a blue interior and chassis number 0007/55, will remain in the Mercedes Museum collection, but the auctioned vehicle will also be displayed at events from time to time based on the special agreements with the new owner.

The close-top version of the 300 SLR racing sports car with its impressive gullwing doors was originally developed for the 1956 racing season, primarily earmarked for long-distance races, such as the Mille Miglia or Carrera Pan-americana, which necessitated better protection of the driver from adverse weather conditions. This, however, never happened because Daimler-Benz withdrew from motorsport after the 1955 racing season due to a tragic accident in Le Mans that left many casualties.

From then on, the close-top 300 SLR with a blue interior and chassis number 0007/55 was used by the head of the testing department, Rudolf Uhlenhaut (1906-1989), as a company car, hence the nickname Uhlenhaut Coupé.

The 300 SLR Coupé remains an impressive racing car that most people only saw from behind. Back in 1955, while the fastest BMW reached around 170 km/h, and the fastest

Porsche barely hit the 200 km/h mark, the Uhlenhaut coupé ran at an incredible 300 km/h – still an impressive velocity today.

Under the hood was a racing engine derived from Formula 1 with 8 cylinders and capable of 300 hp that couldn't be ignored. Technically, the 300 SLR coupé grew out of the W196 Formula 1 racer from the 1954/55 season.

The body was covered by thin electron sheets made of a magnesium alloy that was even lighter than aluminum. Rushing to the tragic accident at Le Mans in 1955, rescue workers tried to extinguish the burning 300 SLR roadster with water, only to fuel the flames vehemently. The car ended up burning for hours. In one contemporary test drive of the 300 SLR coupé that tried to categorize the car's road-holding during a hot ride on a closed section of the Autobahn near Munich, a reporter from the Swiss journal *Automobile Revue* had this to say: going 200 km/h was like a walking speed. And in manoeuvring tight corners, the car seemed to overturn the laws of centrifugal force.



CMC has decided to relaunch the Uhlenhaut coupé to meet sustained market demand and to incorporate new research findings into production and model development.

Newly-found materials led us to track down the use of the 300 SLR coupés as training cars for the Swedish Grand Prix 1955 and the 1955 Tourist Trophy in Northern Ireland.

For a long time, it was hardly known that before an extensive overhaul at the end of 1955, chassis 00007/55 had a fuel inlet that was routed through the rear window. Only later was the fuel filler neck relocated into the trunk.

Historically Item M-076 was produced three times at CMC - in 2007, 2010, and 2013 respectively. From today's perspective, these products left some room to be desired, and we are going to address it as follows this time:

- The ventilation grille underneath the wind-screen: Its fine presentation is one of the important features of high-end model cars. In the previous manufacturing, the grille was made of 0.5 mm stainless-steel sheet. While this was innovative back then, the fact remained that its metal bars were thick and cumbersome, leaving too little space between them to look chic. This time, the use of 0.3 mm stainless-steel sheets, together with the adoption of a new processing technique, contributes to a reduced

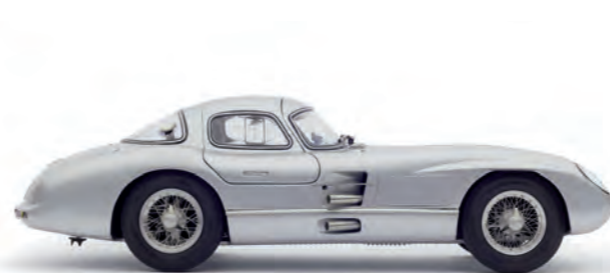
M-076 The most valuable car in the world This model is a highly exact replication of the auctioned vehicle (chassis number 00008/55), which was delivered with a red interior, a rear-view mirror on the dashboard, and without a license plate. The model is not limited.

width of grille bars, increased space between them, and a more sophisticated appearance.

- Mounted on the two sides of the model car, the rear-view mirrors are each seated on a tiny and shapely base, which must look authentic and used to be made of resin. But we were concerned that the base might break to render the replica out of use. This time, we switch to the use of red copper and have it shaped by wire cutting, a process that proved to work well after several attempts of experimentation. With rear-view mirror bases being made of metal, we are now sure that the bases won't break even under pressure.

- The two gull-wing doors are cast by new tooling, which was developed specifically to improve the door crevices that could be uneven upon door closure in some old replicas

We take the opportunity of every production of a remake to improve an old replica so that it lives up to the new CMC standard..



M-243 New archival finding shows that chassis number 00007/55 initially had a petrol filler neck that protruded through its parcel shelf and rear window. Only after an extensive overhaul at the end of 1955 was the filler neck relocated into the trunk. M-243 shows the original looks of the car that feature an external filler neck and racing exhaust on the right-hand side of the vehicle. It is decked out with a blue interior and a license plate. The model is not limited.



M-244 The model is based on the original-looking chassis 00007/55, but with start number 15. Rudolf Uhlenhaut drove it all the way from Stuttgart to the Swedish Grand Prix at Kristianstad in August 1955 and was involved in test-driving the car continually there. In addition, the model has removable shades for the main headlights. The model is limited to 1,000 units.

M-246 This set includes a replica of the original-looking chassis 00007/55, but with a rear-view mirror mounted on the front left fender. It also comes with an acrylic base, a metal plaque, and a figurine to complete this valuable Uhlenhaut bundle, limited to 500 units.



M-245 The model is based on the original-looking chassis 00007/55, but with start number T1. The German racing driver Wolfgang Graf Berghe von Trips (1928-1961) drove this car from Stuttgart to Dundrod, Ireland, where he continued to use it in training runs for the Tourist Trophy in September 1955. The model has detachable shades for the main headlights. The model is limited to 1,000 units.