

CMC News 2026

February 2026



CMC Mercedes-Benz 300 SL Roadster

It almost wouldn't have worked at all: originally, a series version of the 300 SL was not planned at Daimler-Benz, it was only supposed to be the return to racing events. For this purpose, the 300 SL (W 194) was developed in 1952. The surprising and extensive race success left no doubt that Mercedes-Benz had created an extraordinary car model.

Another contributed the then importer for the United States, Max Hoffman. He has been demanding a small and a larger two-seater sports car from Mercedes for some time. This led to the series development of the W 121 B II (190 SL) and W198 (300 SL). Both models premiered at the International Motor Sports Show in New York in February 1954. Despite the great success of the 300 SL, Hoffman was not satisfied. He was the driving force to provide the wing door with a more comfortable successor, and from 1957 production was switched to the Roadster W 198 II. The sales designation 300 SL has been retained.

In 1963, production of the Roadster was stopped after 1858. With the successor in the form of the 230 SL, also called "Pagoda", there was also the division into large and small roadsters, there was only the W 113 series as SL.

Not only was the 300 SL considered the fastest production sports car of its time, it also awaited with numerous automotive innovations. For the first time, brake force support was offered for the drum brakes, later switched to standard disc brakes on all four wheels. Gasoline direct injection was installed for the first time in a production vehicle and the dry lubrication also comes directly from racing. For the first time in a Mercedes car, seatbelts can be ordered as special equipment.

M-282 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



The original of this model was built in 1957, so it belongs to the very early copies of the 300 SL Roadster, which is also the reason why that no door lock is installed on the passenger side. The first delivery was to Madrid / Spain, the buyers were not publicly documented, a common practice at the time with sufficiently popular customers.

Around 1970, the vehicle came to Germany and was in the hands of a collector for a long time until it was ready for a complete restoration in 2000.

The model we are presenting is a replica of a refurbished real car in Germany, and a 3D scan of the car was conducted in December 2024.

However, the racing enthusiasts who own this car enjoy driving it and do so frequently at speeds appropriate for its type, so that it can be admired at various races for historic vehicles. The built-in tripmaster and map reading light, as well as the retrofitted fire extinguisher, show that this vehicle is better suited to being driven than sitting in a garage.

We present the model in an open condition, so it is possible to get a particularly good insight into the high-quality interior, decorated with a lot of solid chrome and with leather lining. In this model,

even the side panes can be moved with the window cranks. But not only that: the wheel caps can also be removed easily and without tools. And as with the original model, the seats can be folded forward and free up the extra luggage space behind it. Likewise, the sunshades are movable and the large ashtray on the dashboard can be opened. At that time, it was still common to smoke in the car.

Have you discovered that the door handles can be rotated to open the doors as the original model?

M-283 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



We present the model of the 300 SL Roadster in this version with a removable hardtop. This was available for the Roadster as a special accessory for an additional fee and made the folding car a full-fledged coupe. As in the original, the model can optionally be fitted with the hardtop that is elegantly integrated into the line guide or the top box cover. If the hard top is removed, it can be placed on the included hard top stand.

To open the doors, simply swing the surface-lowered door handles out - a solution which was highly futuristic in the 1950s and has only recently returned.

The two seats of the model can be folded forward; the ashtray on the dashboard can be opened and even the sunshades are adjustable. But not only that: the wheel caps can also be removed easily and without tools.

Your model is painted in the colour medium blue metallic, Mercedes-Benz colour number 396, at the end of production only 6 vehicles with this paint had been delivered, That's about a third of the production. Color diversity was apparently the theme at the time, customers could choose from 99 factory-supplied colors. In view of this, it is no longer surprising that 40 cars are colorfully unique, during the entire production period only a single car was painted in the respective color.

M-284 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



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The two seats of the model can be folded forward; the ashtray on the dashboard can be opened and even the sunshades are adjustable. But not only that: the wheel caps can also be removed easily and without tools.

Your model is painted with Mercedes Benz 050 white paint - the most popular body color for the 300 SL - almost one in every five cars is painted white, not including snow-white, pearl white, ivory white, and light ivory white. However, the popularity of other colors is completely opposite:

a total of 40 cars use unique exclusive colors, with only one car of each color available throughout the entire production period.

M-285 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



This model is also a masterpiece for us at CMC: for the second time we have developed a model with a functional fabric roof, which – true to the model – can be folded up and down. The kinetics of the top box lid are true to the model: to close the top box, the top box is opened, the top box is extended and fixed to the front disk frame, then the lid of the lid box is closed, the lid is pulled down at the back and hooked in at the edge of the lid. We are proud of this fine mechanical masterpiece, which also promotes the drive to play. to be able to show one of the character-forming elements of the 300 SL Roadster particularly impressively.

Also in this model, the seats are foldable and also here the ashtray can be opened on the dashboard. But not only that: the wheel caps can also be removed easily and without tools.

To open the doors, simply swing the surface-lowered door handles out - a solution which was highly futuristic in the 1950s and has only recently returned.

Especially in the case of the black painted vehicle, the lush chrome handles are particularly beautiful and contrasting and give the car its dignity and elegance.

M-293 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



We present to you the classic 300 SL, with a black painted body and black interior. Although black was not as popular as it is now compared to today. In the popularity ranking, it only ranks fifth, with less than 9% of car bodies using black paint. But paired with a black leather interior, it still showcases the classic and extremely elegant standard design.

Discover functional side panes that can be operated with the window cranks, the large ashtray to open on the dashboard, folding driver and passenger seats and removable wheel caps.

Triple black- a very special color combination that gives the car something mystical. Chromium accents in the right places underline the special elegance of this car and shine like bright stars in the dark night sky.

M-294 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



For us CMC, this model is also a masterpiece: it is the second time we have developed a model with a functional hood that can be unfolded and retracted according to the prototype. The opening and closing mechanism of the hood compartment cover is also highly simulated to the original car: to unfold the hood, you need to first open the hood compartment cover, pull out the hood and fix it on the front windshield frame, then close the hood compartment cover, pull the hood back and hook it onto the edge of the hood compartment cover.

We are proud of this fine mechanical masterpiece, which also promotes the drive to play. to be able to show one of the character-forming elements of the 300 SL Roadster particularly impressively.

Also in this model, the seats are foldable and also here the ashtray can be opened on the dashboard. But not only that: the wheel caps can also be removed easily and without tools.

Simply rotate the embedded door handle that is flush with the surface of the car door, and the door will open - this design was very futuristic in the 1950s and has only recently become popular again.

Harmonious green.

M-295 CMC MERCEDES-BENZ 300 SL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



This almost 70-year-old 300 SL Rally Roadster is full of life and extremely active.

It started out as a normal production car in dark blue, but at some point the vehicle was repainted in dark brown, followed by the addition of huge auxiliary headlights and oversized roll bars.

Under the bonnet, however, things are much more refined, with a side exhaust that is so discreet that you hardly notice it at first. When the engine is started, this changes abruptly, with visual restraint being replaced by an extraordinary acoustic presence. In short, it gets really loud.

The Rallye 300 SL is in use all over the world: whether at the Ennstal Classic in Styria, in Australia at the Adelaide Classic or in the Rocky Mountains at the Colorado Grand, the 300 SL Rallye proves everywhere that it is far from being ready for the scrap heap.

It goes without saying that removable hubcaps are also supplied with the Rally Roadster – even though back then, people probably mostly drove without them.

CMC Ferrari 375 Mille Miglia Spider Pininfarina

Overview of 1953: The difficult and arduous post-war years have come to an end, marking a new starting point where people can focus on more than just survival. All signs indicate that the recovery from economic miracles and the impact of war is imminent.

In England, a young woman is crowned queen, a role she will fulfil for many decades; on the other side of the world, Hillary and Norgay are the first to climb the world's highest mountain, Mount Everest; and in the USA, the first issue of Playboy is published.

The International Automobile Federation (FIA), responsible for motorsports, held its first world championship of three types of sports cars. Ferrari doesn't want to miss this opportunity to win the honor, which seems reasonable. But their way of using technological advantages to complete this task is still surprising. The foundation is already in place, and Ferrari takes advantage of the strengths of the two: further development of the chassis of the already successful F 340 MM sports car, in addition to changes in details, has also extended the wheelbase. In fact, the first batch of 375 MM models were built on a modified F 340 MM chassis.

At that time, Ferrari had the most outstanding power source, capable of achieving the fastest speed: the 4.5 or 4.6-liter V12 Lampredi engine from Formula One cars. The debut of this combination at the 1953 Reims 12 Hour endurance race proved its outstanding performance: Karini/Maglioli almost rushed straight to pole position from scratch. But if other aspects are not done well enough, even the most perfect technology is useless. Everything foreshadowed victory, but due to refueling violations, this car was disqualified. Moreover, the 1953 Lancée was not part of the World Sporting Car Championship, which added insult to injury.

In subsequent competitions, the design proved its outstanding performance: on the second appearance of the 375 MM, Farina/Hawthorne won first place in the Spa Francorchamps 24-hour endurance race. Subsequently, Ascari/Farina won the first ADAC 1000 kilometer race held at the Nürburgring. In December 1953, Farina/Scotty won the Casablanca 12 hour race, which was also the last race of the Ferrari 375 MM. Afterwards, the team sold all remaining chassis.

Despite achieving such great success, the team still needs the help of private teams to win the world championship. If Mancini/Lapigio did not drive their privately registered 375 MM to fourth

place in the Carrera Pan American Road Race, the team would not have been able to enter the World Championship.

The longevity of this car in the racing field also proves its outstanding performance: the 375 MM last competed in the United States in 1964, and the model won a total of 56 championships.

Between 1953 and 1955, Ferrari manufactured a total of 23 F 375 MM cars, with the bodies provided by its usual partners: Vignale provided one body, and Pinin Farina equipped the remaining 22 chassis with metal jackets - some for coupes and some for convertibles. Regardless of the type of vehicle used, the genes of the 375 have long been predetermined, with only 9 cars obtaining road driving permits, and all other vehicles being born purely as racing cars.

Attempting to associate specific vehicles with specific manufacturing states is completely ineffective: clearly, the new atmosphere at the time was also reflected in the continuous optimization of racing cars, which in some cases led to complete modifications of individual vehicles.

Due to some delivered F 375 MM being declared with incorrect chassis numbers, the above attempt became very difficult - which brings back the issue of randomness that we previously mentioned. Although the relevant vehicles were later redeclared, confusion has arisen: it is now impossible to fully determine when each vehicle used which chassis number.

Elizabeth II served as Queen of the Commonwealth for 70 years and passed away in 2022. In the same year, the Ferrari F 375 MM with chassis number 0366 was sold for \$7485000 through RM Sotheby's.

M-301 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



Chassis 362 was first delivered to Tony Palawano on October 31, 1953. In the following two years, the car participated in various SCCA competitions and achieved good results in most of them. But on May 1, 1955, McAfe lost control on the track, causing serious damage to the vehicle. This car was originally planned to participate in the 1955 Mexican road race, but due to the race not being held, this plan was ultimately not realized. Frank Asiero purchased this car and installed a composite body designed and manufactured by himself, which was later equipped with a 4.2-liter V8 Maserati engine.

In the 1960s, Ron Kellogg bought this car and sold it to Charles Bates and Fred Peters in 1968 and then things became very tricky. Until Bates and Peters finally bought all the necessary parts after arduous and meticulous work and lengthy negotiations, it was already in 1986.

The almost complete rebuilding including production of the original condition went on until 2012, after which the car was seen at various vintage car events, He came to Germany in 2015. Since then, the car has been a regular guest at the Mille Miglia – also beyond sale to England in 2023, the current owner is furniture and industrial designer Marc Newson. which continues the good tradition of showing the vehicle at the Mille Miglia.

The cover of the passenger seat is part of our range of products, so that you can represent the model exemplarily.

**M-302 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
CARRERA PANAMERICANA 1954, 6TH OA, LUIGI CHINETTI / JOHN SHAKESPEARE
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST**



The chassis 0376AM was first delivered to Alfred Owen Goldschmidt of the United States for use in 1955. Goldschmidt participated in three races and won three championships - then he sold the car to Luigi Chietti, who sold it to John Shakespeare the same year.

In 1955, John Kilburn purchased this car, and the Seblin 12 Hour Endurance Race in March 1957 was the last appearance of this car. After that, it disappeared from the public eye and was sold multiple times before finally being reintroduced to the public at the Automobile Museum in Mugan, France. Ten years later, it was sold again and subsequently participated in many classic car exhibitions and racing events, mainly driven by Emanuele Pirlo.

In 2008, the German soccer star Michael Ballack became the new owner of the car, and in 2018, Greg Jankilevitsch acquired it.

M-303 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
MILLE MIGLIA 1954, #546
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



Chassis number 0360 is, so to speak, the firstborn: drawn from the chassis of the F 340 and made suitable for fast gait by means of organ transplantation of the V 12 Lampredi engine. Unfortunately, unfortunately: Chassis 360 was also something like the family's misfortune slave, not that he was constantly chasing, but some of the very great successes remained unsuccessful to him.

Delivered in December, Piero Scotti took first place at the 12 h Casablanca. In the following years, Scotti won several rather local competitions, but a success at the Mille Miglia failed due to failures.

From 1955, the car was sold several times, but no longer appeared in competitions. It was not until 1996 that Len Rusiewicz made Chassis 360 again available to the public at vintage car events.

In January 2005 Emilio Gnutti bought the car, drove a few events with it, then it was offered on the free market several times and through various sources, until finally Leslie Wexner bought it for €9 million and made it available to the public again. Perhaps Chassis 360 is still a "Best of Show" or a similar award – best on the occasion of a Mille Miglia.

M-304 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
MASTEN GREGORY
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



The car was delivered to Scuderia Ferrari in 1953, in the first race Farina / Magnioli immediately took first place in the 1000 km of Buenos Aires. Only two months later, the car went to Masten Gregory, who promptly destroyed him in training. The reconstruction took place in the factory, and from then on it went much better racing technically.

In January 55, A.V. Dayton purchased the car to provide it to Gregory's son-in-law Dale Duncan. A race-packed period followed until January 57, when A.D. Logan bought the car and sold it to Dean Knight after two races. He ran the car until March 61 and then offered it for sale.

Over the next twelve years, the car went through eight ownership changes and eventually ran out of an engine, according to Gavin Bain, owner as of July 73. built a foreign engine from a Ferrari 330 GT 2+2.

Through another owner Chassis 370 finally came to Peter Gläsel in Germany, where a complete restoration was carried out – including the replacement of the foreign engine with the original unit, after all it took two years to land. But then it was enough that Chassis 370 again thrilled the spectators at numerous events, until 2005, then the car went to G. Trust to the United States and

seven years later to Steve Wyatt to Australia. Further restoration and certification by Ferrari Classiche provided the basis for a further appearance at the 2014 Mille Miglia.

**M-305 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
1000 KM BUONES AIRES 1954, #14, IBANEZ / JANICES
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST**



Clearly – this is the chameleon among the Ferrari 375 MM: Not only the numerous color changes through repainting, in addition, the car changes its identity several times by re-stamping the chassis number – once as a secure operation, once only suspected – and in addition engines were changed and re-stamped, as if to completely conceal the identity of the car. There will then be a Ford V 8 engine temporarily installed...

The car was delivered to Enrique Diaz Valiente in Argentina at the end of 1953, where a successful racing history began. With changing owners, the car participated in numerous races in South America, until a tree trunk put a hasty end to it in January 57. At the time, the aforementioned Ford V 8 was also on the transplant list – along with a changed chassis number.

Then the car disappeared until it was found in a desolate state in Montevideo in 1983. Count Vittorio Zanon di Valguriata brought the vehicle to Italy, where it was completely restored and

got an original engine – without that, of course, it would not be a real chameleon. if this engine number were not even over stamped.

In the following years, Chassis 374 was sold again and again, but was always shown at classic events. After 2017, a complete restoration was carried out at Ferrari Classiche, and subsequently the chassis 374 could be admired at the Museo Enzo Ferrari.

In 2022, Balaji Ramamoorthy in the United States bought the car, which has been a regular guest of the Mille Miglia ever since.

**M-306 CMC FERRARI 375 MILLE MIGLIA SPIDER PININFARINA
SAVANNAH GP 1954, 2ND OA, #9, WILLIAM SPEAR
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST**



Chassis 382 began his career comfortably at the Cinetti Ferrari booth at the 2nd World Motor Sports Show in New York on January 54. After that, the car was delivered to William Spear in Palm Beach, then the comfort was over. Spear and Jack Rutherford ran very successfully until February 55, then the car went to Duncan Black, who also ran for a long time, until August 59, to contest the race.

The subsequent owner, Dr. George Burke, also kept the car relatively long until it went to Colin Crabbe from England in May 71, but only for five days, then Joel Finn became the new owner. Presumably the 375 MM was not in very good condition at the time, Finn bought it for \$2,400. Although no major renovations were reported on the car in the following year, the selling price nevertheless rose to about four times the price paid by Ian Gunn. He offered the Ferrari for sale

in 1974, announced price: \$25,000. Apparently no one hit, Gunn died in December 2008, but now Keith Duly offered the car.

Since February 2010, chassis 382 belongs to Andreas Mohringer from Salzburg, who uses it extensively at vintage car events. By the way, chassis 382 is also one of the cars affected by the various re-stampings, it was later re-stamped to chassis number 0376.

The model represents the state of the Ferrari 375 MM as it was built in 1954 by William Spear at the Savanna Grand Prix on the 15th. March was driven with start number 9; Spear scored second place in the overall rating and second place in the class rating. At the time, the passenger seat was closed by a cover to improve aerodynamics, this cover is part of our range, so that you can represent the model exemplarily.

CMC Mercedes-Benz 500 K Spezial Roadster

Mercedes 500 K Special Roadster – an icon of the automotive industry

The Mercedes 500 K Spezial Roadster belongs to the W 29 series, in addition to the 500 K models built from 1934-39, the 540 K models with the construction period 1936-39 belong to it. Daimler-Benz has unveiled the first representative of the series, an aerodynamically optimized two-door coupe with the sound and promising name Autobahnkurier. at the IAMA (International Automobile and Motorcycle Exhibition) on 8. March 18, 1934 in Berlin.

The predecessor model was the W 22 series with the Mercedes 380 model, of which the 500 K inherited the chassis. And that's what it already had under the hood: single wheel suspension on the front axle with trapezoidal links and a suspension axle at the rear in conjunction with hydraulic brakes of the art" and in no way represent the then usual average technical expense.

In the case of such an elaborate chassis, the drive unit must of course not be lumped, but the lack of power development can certainly not be replicated to the approximately 5 liter in-row eight cylinder, it tunes 100 PS into a four- or five-speed transmission. And that's only half the truth, so to speak: the driver pushes the accelerator pedal through a resistance – similar to the kick-down of modern automatic cars. a root blower is turned on and beatmet the engine additionally, which honors it with an output of about 160 hp. This allowed the vehicle to move between 2200 and 2400 kg of mass, even taking into account the enormous weight, depending on the body and special equipment, To achieve adequate driving performance, 160 kilometers per hour top speed was a clear announcement at the time.

The picture drawn so far already suggests: definitely not a vehicle for Otto normal earners and therefore also correspondingly rare.

If you look at automotive construction with the eyes of Henry Ford and his Model T as a cost-optimized purpose-oriented, the 500 Specialty Roadster breathes from every pore, that it represents the other end: maximum effort for outstanding driving performance, all the luxury that can be accommodated on board a car and a design, which flatters the eyes even 90 years after its creation and has not lost the slightest bit of its fascination.

From automotive mass production, the 500 K Special Roadster Galaxies was removed. The 342 models of the 500 K series were all built in special vehicle construction at the Sindelfingen plant under the direction of Hermann Ahrens in individual production. A proud little sign on the side of the 500 K Spezial Roadster saying "Sindelfinger Body" Daimler-Benz's in-house manufacturing facility emphasizes the quality and prestige demands. There is no doubt that special customer requests were willingly opened, colors and accessory materials could be chosen from a wide range, and if this was not enough, the desired one was procured.

Surprisingly, even this small number was still distributed to say and write eight body variants – admittedly, in this case, the variant is completely without bodywork included, surprisingly, the chassis with engine was sold relatively often. Not only the bodies were equipped with variants, but three different chassis were also available, but these were not freely selectable. but each body variant had a specific chassis assigned to it.

There was initially the chassis with 3290 mm wheelbase, this was the basis for limousines, touring cars, and the convertibles B and C.

For vehicles with a shortened passenger compartment, at the same wheelbase, a variant was available in which the entire drive unit was moved backwards by 185 mm. On this chassis are built the variants Highway courier, the 500 K Special Roadster, Coupe' Cabriolet and Roadster.

Finally, there was a chassis with a reduced wheelbase to 2980 mm, which is the basis for sports roadsters and sports coupes. All three chassis were available as chassis with engine, but without body.

So much effort has its price, specifically the 15,500 Reichsmark were due for the chassis, the most expensive model of the Special Roadster, for which 28,000 Reichsmark were due in 1936. Alternatively, you could buy a rented single-family house in a big city location for the same amount. In terms of consumption, the 500 K Spezial Roadster also meets its own luxury requirements, according to relevant documentation, about 27 liters per 100 km ran through the accelerator.

However, if you are thinking about buying a 500 K Special Roadster, it may be that fuel consumption is an insignificant financial item. Getting one at all is difficult and may require plenty of patience: in the last 20 years, there has only been one public, confirmed sale, Taking place at RM Sotheby's in 2025, the offered red 500 K Special Roadster changed ownership for \$5.34 million.

M-310 CMC MERCEDES-BENZ 500 K SPEZIAL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST

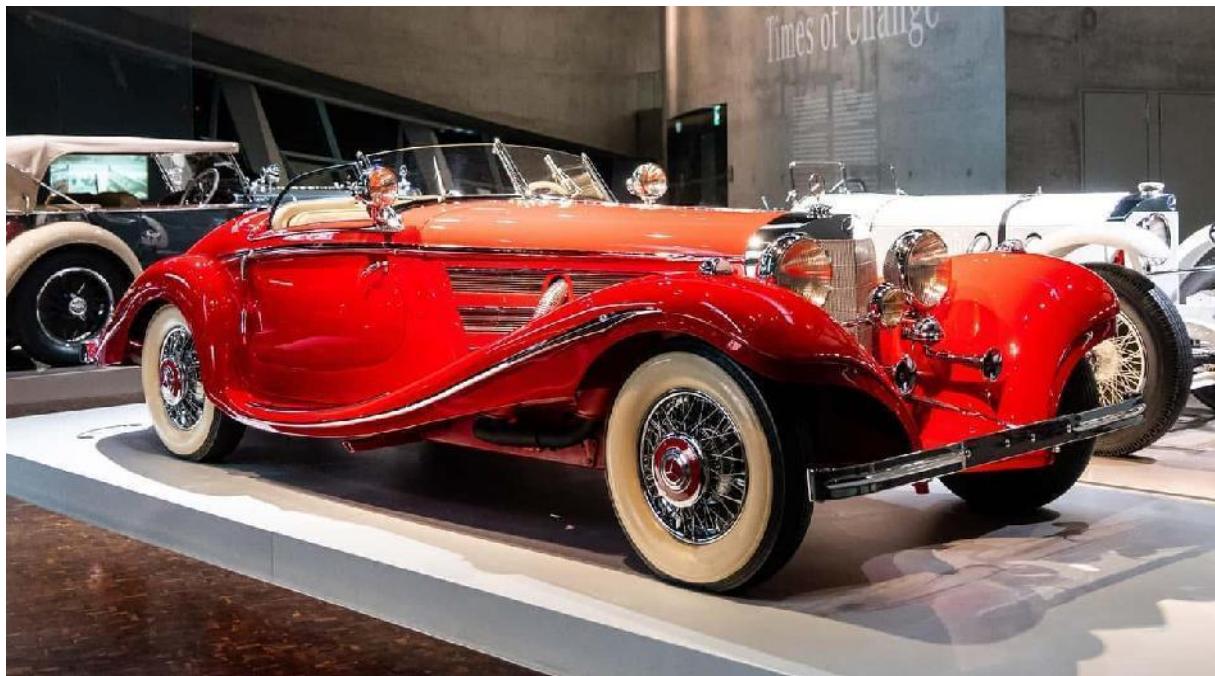


The original of this model was used as a scan template, it belongs to the Vesta Auriga Collection, the collection of a German entrepreneur. However, the automobile pearls harvested there do not stand the feathers in the mud wings, but are also moved according to species at numerous events. Rather relaxing for the beautiful and older specimens, researching and fleeting for the cars that carry racing history genes.

For us at CMC, the 500 K Special Roadster is a long-standing and constant companion. On the one hand, the vehicle was one of the first models we brought to market 30 years ago, when we started to develop and build high-quality models. It was at a scale of 1:24.

The unique and unmistakable design of the 500 K Special Roadster was also the inspiration for the hinted design of the car that adorns our logo. In this respect, the car was constantly present – now again in a new edition on a scale of 1:18.

M-311 CMC MERCEDES-BENZ 500 K SPEZIAL ROADSTER
LIMITED 1.500 PIECES
SCALE 1:18
SRP SEE PRICE LIST



The original of this model is in the Mercedes-Benz Museum in Stuttgart. Sure, there is rarely a tougher competition, but the 500 K Special Roadster manages to present itself as a star even in this environment. No other car translates the charm of the 1920s and 1930s into flowing body lines as authentically as the Mercedes 500 K Special Roadster.

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M-312 CMC MERCEDES-BENZ 500 K SPEZIAL ROADSTER
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CMC Concept Art

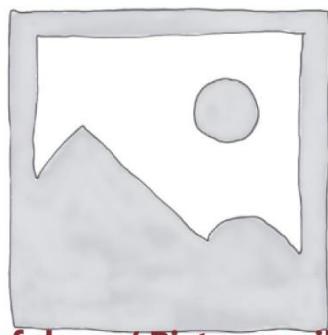
We have broken new ground with the well-known CMC Model Arts. The success of these works of art for the wall has inspired us to develop the theme further.

Entrances, waiting areas in law firms or offices, representative premises or even at home – the new CMC Concept Arts are eye-catching in any interior design environment and amaze viewers.

Art has been expanded to include a new dimension: painting, sculpture, CMC Concept Art.

What is new is that we focus on just one model car, broken down into its individual parts, and present it in an aesthetically appealing way on an artistically reworked technical drawing.

A-039 CMC CONCEPT ART FERRARI 250 LM #21
PRICE SEE PRICE LIST



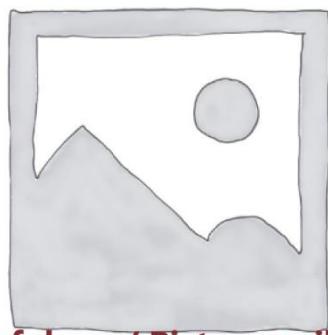
Bilder folgen / Pictures will follow

A-040 CMC CONCEPT ART FERRARI 250 LM RON FRY (RED)
PRICE SEE PRICE LIST



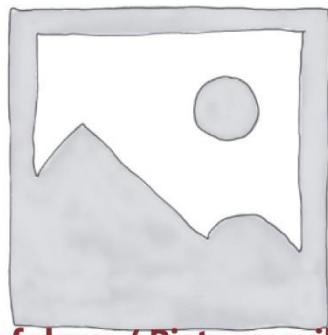
Bilder folgen / Pictures will follow

A-041 CMC CONCEPT ART FERRARI 250 LM #27
PRICE SEE PRICE LIST



Bilder folgen / Pictures will follow

A-042 CMC CONCEPT ART MERCEDES 200 SL ROADSTER (RED)
PRICE SEE PRICE LIST



Bilder folgen / Pictures will follow