

**Model description**

- Hand-assembled model composed of up to 1,536 parts
- A true-to-the original filigree metal space-frame
- True-to-scale, exact-detailed body
- Lustrous, two-colour painting
- Front hinged engine hood with functional locking mechanism
- Highly detailed engine with all aggregates, piping, and cables
- Oiltank with movable tank cap
- Air scoop for the cooling of the floor room well made of metal
- Dashboard with detailed instruments
- Bucket seats with leather or textile upholstery
- Moveable doors on filigree hinges
- Removable rear-end cover with functional locking mechanism
- Metal fuel tank with the filler neck and movable cap
- Removable spare wheel, fastened with a leather belt
- Dismountable spoked wheels on aluminium rims. Stainless-steel spokes
- Baseplate can be unscrewed to offer an even closer look to the space frame
- Rivited stiffeners used for cockpit floor plate of metal
- Single wheel suspension in the front with twin triangular transverse control arms, including coil springs and telescope shock absorbers
- De-Dion rear axle with cross-installed compound spring of metal and telescope shock absorbers

Technical Data of the Original Vehicle**(Tipo 60)**

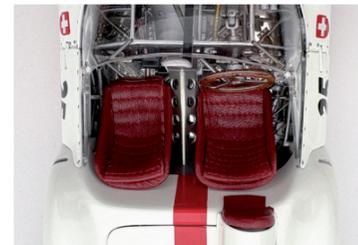
- Four cylinder in-line engine 45° sloped to the right
- Displacement: 1,990 cm³
- Maximum output: 200 hp at 7,800 rpm
- Top speed: 270 km/h
- Wheel base: 2,200 mm
- Total length: 3,800 mm
- Single wheel suspension in the front
- De-Dion rear axle with cross-installed compound spring
- Total weight: approx. 600 kg

(Tipo 61)

- Four cylinder in-line engine 45° sloped to the right
- Displacement: 2,890 cm³
- Maximum output: 250 hp at 6,800 rpm
- Top speed: 285 km/h
- Wheel base: 2,200 mm
- Total length: 3,800 mm
- Single wheel suspension in the front
- De-Dion rear axle with cross-installed compound spring
- Total weight: approx. 600 kg

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EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



The Maserati Tipo 60/61, designed by Giulio Alfieri, was built exclusively for customers from 1959 to 1961; there was no factory participation at races due to the company's difficult economic situation at the time. With 22 vehicles, total production was very manageable.

The wire-spoke wheels with 6.50 × 16 tyres are suspended at the front on double wishbones with coil springs and telescopic shock absorbers, while a De Dion axle with transverse leaf springs and telescopic



WITH THIS CAR, THE ITALIAN BRAND DOMINATED RACING IN THE EARLY 1960S, ESPECIALLY IN THE USA.

The car became known as the Maserati „Birdcage“, a reference to the unusual tubular space frame, which weighs just 30 kg and consists of more than 200 thin-walled steel tubes with a small diameter, but at the same time offers a similar strength to a much more expensive monocoque. The curb weight is 600 kg.

The bonnet of the „Birdcage“ is very flat, because the inline four-cylinder engine with a displacement of firstly 2.0 l and later 2.9 l and an output of 250 hp at 6500 rpm is installed at an angle of 45 degrees, so that the air flow is very favorable. Thanks to a variety of aerodynamic optimizations (including a very low windshield, tightly enclosed front wheels, spoiler lip at the rear), the vehicle reaches a top speed of 285 to 300 km/h, depending on the gear ratio of the 5-speed gearbox. At the same time, these measures enable low fuel consumption, which is particularly important in long-distance races.

shock absorbers is installed at the rear. The car is equipped with Girling disc brakes on all four wheels.

With this car, the Italian brand dominated racing in the early 1960s, especially in the USA, with the name Maserati being associated with teams such as Camoradi (Casner Motor Racing Division) and Cunningham. Among other races, the Maserati Tipo 61 won the 1000 km race at the Nürburgring twice. Stirling Moss/Dan Gurney won in 1960, and Masten Gregory/Lloyd „Lucky“ Casner won in 1961.

M-279 Maserati Tipo 61, Birdcage
The vehicle with chassis number 2455 was delivered in 1959 to Gaston („Gus“) Andrey, a Swiss-born US racing driver and later sports car dealer – hence the Swiss colors and the Swiss flag on the vehicle. Driving this car, Gus Andrey won the first race of the tenth season of the SCCA Championship (Sports Car Club America) in Pensacola, Florida (USA) in 1960.



M-280 Maserati Tipo 60, Birdcage
The vehicle with chassis number 2466 was delivered to Conte Giovanni Volpi, Venice, in June 1960 and successfully took part in numerous international races with his racing team, the Scuderia Serenissima, whose crest the car bears on the side. After several changes of ownership, it was in the possession of Nick Mason, the former drummer of Pink Floyd, until a few years ago. We show the vehicle in the condition it was in when it was in Nick Mason's collection.



M-281 CMC Maserati Tipo 61, Birdcage
The vehicle was delivered to Dick and Jim Hall, Dallas, USA in April 1960. Jim participated very successfully in numerous SCCA (Sports Car Club America) races. The model shows chassis No. 2463 as it took overall victory in the Continental Divide race on June 25th, 1960 in Watkins Glen USA.