

* **The Final Issue**
 * **Nuremberg Toy Fair**
 * **Saab at Le Mans**
 * **1:24 ETC Volvo**
 * **1:18 Jaguar XJ220**
02-2018



SMALL WHEELS

£4.95

Small Wheels
 Volume 1: 1978-1981
 This publication is an attempt to give you the best of the best in the world of model racing. It is a collection of the most interesting and exciting models from the 1978-1981 period. It is a collection of the most interesting and exciting models from the 1978-1981 period. It is a collection of the most interesting and exciting models from the 1978-1981 period.

FOUR SMALL WHEELS

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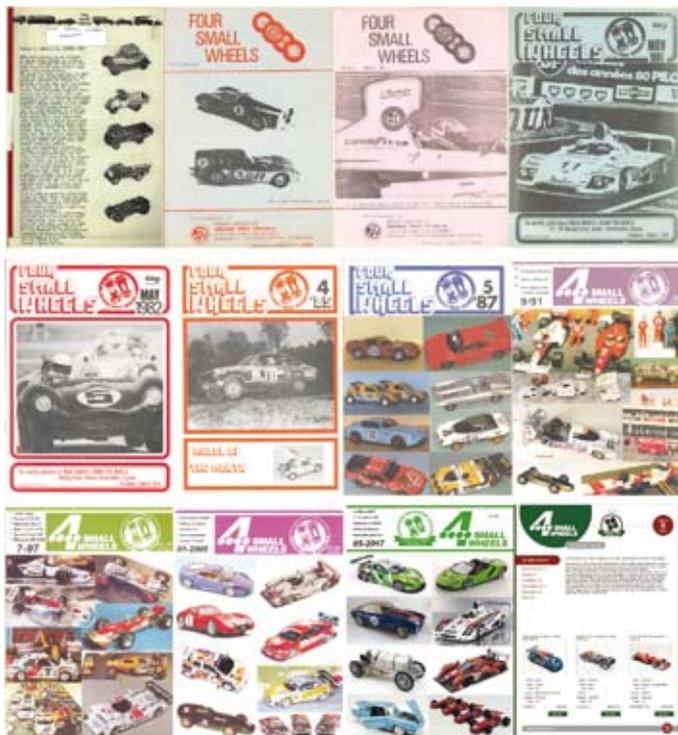
SMALL WHEELS 8 '88

IN THIS ISSUE

Welcome to this edition of our exclusive FGV Weekly. Here you will find the best of the best in the world of model racing. It is a collection of the most interesting and exciting models from the 1978-1981 period.

<p>1:24 Lotus 202 £12.95</p>	<p>1:18 Lotus 202 £12.95</p>	<p>1:18 Lotus 202 £12.95</p>
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The Final FSW



For this last issue we have been through the archives and found editions which mark significant changes to FSW, from the very first, through to a snapshot from our email FSW Weekly.

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We've known that this time would come eventually and our decision to cease the publication of Four Small Wheels and to stop reviewing the new models as they arrive is not one which has been taken lightly. It is also one which has not been well received by many, although the majority understand the reasons.

Four Small Wheels has always existed as a rolling catalogue for Grand Prix Models. Looking back through the archives we see many changes to the magazine over the past 45 years, since Brian Harvey produced the first photocopied list of available diecast models (both current production and obsolete) under the FSW Banner in 1973. The appearance changed for 1974 with a smart cover banner and the content began to vary significantly too. Letters from enthusiasts on various collecting themes plus editorial telling them what they could look forward to over the coming months along with the listings.

By the late 1970s, the magazine space was becoming dominated with the burgeoning 1:43 kit industry, of which Grand Prix Models was at the forefront and the latest kits were listed along with many more photos and 'technique' articles on modifying die-casts to create different subjects. Along with the kits and hand built models came the first reviews, albeit very brief. These became an intrinsic part of the magazine, our intention always to give collectors who may not be able to visit us an idea of what to expect.

By the early 1980s we were able to move from making the magazine completely in house, with the pages stapled together, to a 'proper' commercially printed and bound publication. This also coincided with a move of premises, albeit only a few doors down the same street! In 1987 there was a huge leap as the first colour model images appeared, on the covers only at first but over the months and years gradually expanding. It is interesting to note that the 1991 cover we show had the most colour to date and also a whopping 85 reviews (there are nearly double that number in this issue!).

By the mid 1990s, circulation and demand was high enough that we even produced a French edition too for a few years! Technology had moved along at this time too and production of the magazine had become entirely digital by the end of the decade, no more physical cutting and pasting of photographs and typed text at layout stage! With changes to the print industries own technologies, this also made it cost effective for us to be able to go full colour, as we have been for thirteen years.

Technological advances also mean that the internet has become more and more important both to us and to collectors as a means of distributing and acquiring information. It has also meant that subscription numbers for the paper magazine have been steadily falling and they have now reached the point where, unfortunately, the old style of Four Small Wheels is just not viable. It takes a significant amount of time each month to produce and the print and distribution costs barely match the subscription revenue. Also, with more and more manufacturers relying on pre-orders to determine production volumes, by the time the model has been produced, we've reviewed it and then the magazine appears anywhere up to 8 weeks after the initial delivery, those reviews are often obsolete as the model is sold out. Also with these models, the quality is usually so consistent now that we really know what to expect. It was interesting when putting this magazine together that there were only three 1:43 kits that arrived during the few weeks the reviews were written in, but around a hundred resincast and diecast models. Overall there is still plenty to choose from, it's just that the manufacturers have changed.

The decision to stop the magazine coincides with the launch of our long overdue new website (below left) and through this we hope to help you make informed decisions on pre-orders, with higher quality images incorporating multiple views where possible. This has been a long time in the making and at the time of writing the image database includes over 80,000 photos!

The FSW name lives on with our Weekly News email service, in which we show all of the new arrivals with as many photos as we can muster, along with a separate section for the all-important future productions. Below is a tiny snapshot from the edition which was live as this magazine was put to bed. A great many of you are already registered, but if we do not yet have your email address, please forward it to us and we will gladly add you to the mailing list.

If you are not an internet user, then we can still be contacted in more traditional ways. Our telephone lines remain open during office hours and the showroom is still open on the first Saturday of every month from Noon-5pm, when you can pop in and see all of the latest models and spend time with like-minded collectors.

FSW Weekly Edition 08/2018

Subscribers
 This week 1288 people added their email address to the list
 Here's plenty of variety for you with the new arrivals this week. Included here are a pair of highly detailed models in this week's great selection of 1:43 subjects, with Sauber, Saab and McLaren subjects further adding to the 2018 Formula 1 grid. For Le Mans fans there are two more models and the classic Gulf Porsche 917 is now available in 1:43 scale. Subjects for collectors of other Formula 1s are available in the many 1:43 releases, see the website now. It's arriving with 2017 Red Bull and Mercedes F1, Saab's 1960s 1000 Formula 1 Championship winner a 2017 Aston Martin GT2 and a Porsche 911. Also on the Porsche theme is a very impressive 1:18 scale offering of the 917 GT3 RS.



EDITOR'S CHOICES

Our favourites from this issue's new releases



Beemax - New 1:24 plastic kit & accessory set

[AOS09825](#) Volvo 240T 1st ETC 1985/Macau 1986
[AOS09828](#) Volvo 240T Photoetched Detail Set

£54.55
£20.80



While the BMWs, Rovers, Sierras and Jaguars are all well-known machines from 1980s touring car racing the Volvos are often overlooked, but in 1985 Brancatelli and Lindstrom thumped the opposition in the ETC and occasional teammates Muller and Dieudonne backed them up with 1-2 finishes on three occasions. The following year at Macau it was a 1-3 finish, Cecotto in the winning car and Lindstrom 3rd. All four decal options are offered in this well thought out kit. The parts are to make a kerbside model but there is still plenty of detail for the cockpit and the chassis, the latter including brake ducting and loads of small suspension parts. The bumpers are moulded separately to simplify painting and from the box this looks like an enjoyable build. For those wishing to add a little extra detail, the instructions include placement information for the optional etched parts and these include a fuel tank cover, radiator and oil cooler shrouds, wipers, various fasteners and seat belt furniture with ribbon for the belts.



MR Collection - New 1:18 resin & metal hand built model

[MRCLAMBO025A](#) Lamborghini Centenario Roadster 2016 £437.30
 Also available [MRCLAMBO025B](#) Black, [MRCLAMBO025C](#) Green, [MRCLAMBO025D](#) Red, [MRCLAMBO025E](#) White & [MRCLAMBO025F](#) Carbon



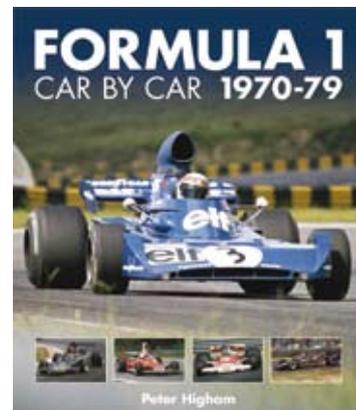
Created to celebrate what would have been Ferruccio Lamborghini's 100th birthday, Lamborghini has built just forty Centenarios, half coupes and half convertibles. The car modelled is the original show version, painted in a special mix silver with a slight blue tint and this is well replicated and superbly applied over a crisply moulded resin body. The well-equipped interior features realistic looking finishes, with carbon on the dash, paddle shifts and various other hard surfaces and the seats painted a natural leather colour with neat white piping. There's plenty more carbon on the outside too, with the lower body edges, splitters, mirrors and even the wheel spokes. The model is very impressive and the leather-based display case shows it off brilliantly.



New book

[ISB9781910505229](#) **Formula 1, Car by Car 1970-1979** £50.00
 Weight 2kg by Peter Higham

The second in a planned multi-volume set, this follows a similar format to the first publication which covered the 1960s. We are taken through each season in order, with the championship winning team shown first and then the remaining makers of chassis coming up in order of performance for the works teams. The seventies were a period with plenty of customer teams, and so the various privateers in Lotus, March and other chassis are also detailed. Where a team's car changed significantly over the course of a year, we see major developments highlighted. Along with the huge number of images illustrating the cars there is a written description of each team's activity and tables showing drivers' performances, race winners and championship tables. An excellent resource.



Topmarques - New 1:18 resincast model

[TPM039A](#) Jaguar XJ220 1992 Green £224.95
 Alternative version [TPM039B](#) Blue, [TPM039C](#) Silver, [TPM039D](#) Black, [TPM039E](#) Red & [TPM039F](#) Purple



Jaguar's XJ220 should have been a roaring success, potential customers clamouring to place deposits when the original V12-powered show car appeared. Production delays and a change of power unit to a turbo-V6 saw many orders cancelled and a stock market crash didn't help at all, leaving it as something of a white elephant. Even with only half an engine, it's still a magnificent looking machine and those flowing lines are beautifully cast and covered in a striking mid metallic green. At the front, we thought our sample looked a little odd but it is because the car has been modelled with the headlamp covers in their lowered position. Flush fitting glazing reveals a well detailed interior and plenty of plumbing and wiring on that mid-mounted V6 and when we look round to the rear of the model we see realistic lights behind a smart etched grille.

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REVIEWS

In these review pages we try to give a balanced 'first view' of new kits, hand-built models, books and DVDs. Our aim is not to set the world to rights but to give collectors who cannot visit GPM an idea of whether the models on offer are accurate and of good value. We also try to give a little background to the cars. Our aim above all is to try to ensure that when you receive a model or book or DVD through the post from GPM - that you know in advance whether it has any 'hidden' snags or problems.

spark Spark - New 1:43 & 1:18 resincast models

SPK0860 Chevrolet Monza IMSA Champ 1976 Holbert £53.95

Al Holbert won six races in his Chevy Monza on the way to the IMSA title, the first and last of these coming at Road Atlanta in 100mile and 500km races respectively. The display for the model states it's from Road Atlanta, but doesn't say which race, not that it really matters as the decoration appears unchanged all season. The overall shape of the car looks good and the dark blue main paint finish is excellent. The red and yellow trim is all neatly applied as decal, the edges of the large rear intakes being particularly precisely done, and the various sponsors are clearly printed and carefully placed.



SPK4143 MG C Convertible 1967 White £51.95

Alternative version SPK4144 GT
The MG C was intended as a replacement for the successful Austin Healey 3000, using an engine derived from the latter in a modified MG B shell. The bigger engine compromised the B's excellent handling and it also didn't have the presence of the big Healey and was not a success. Externally the main visual difference between the B and C is the bonnet, which featured a prominent bulge to cover the longer power unit and larger radiator. This is well moulded and the distinctive chrome trim along its leading edge is neatly fitted. The general shape of the car looks pretty good and the finish is to the high standards we expect from Spark, with the interior and hood cover particularly well done.



SPK4128 Austin Healey 100S Coupe Red £51.95

Austin Healey built two coupe test cars based on the 100 model, this being the second of the two. The car was used by Donald Healey as personal transport for nearly a decade and originally had the roof painted black, the all red version seen here being as the car is now. We're unsure why the model doesn't bear the original registration ONX 113, but the other specific details such as the unique dashboard layout have been faithfully reproduced. The wire wheels could be better, but overall a well finished and detailed miniature of a unique machine.



SPK4062 Sunbeam Tiger Targa Florio 1965 #192 £53.95

Cooling was an issue even for road going versions of the Sunbeam Tiger, so with a larger, Shelby-tuned V8 fitted in this ex-works rally car, plenty of vents were added. At the front we see the grille and bumper removed to allow as much air in as possible and the trailing edge of the bonnet is also neatly propped open. At the rear the boot is also open to allow air over the rear brakes and axle. The bonnet and boot panels are neatly painted in satin black, as is the roof and the few decals on the car are accurately placed, with attention having been paid to the creatively painted race number on the front. It's an ugly beast, but it has been beautifully modelled.



SPKLM017 Porsche 919 Hybrid 1st Le Mans 2017 £53.95

Alternative version SPK5801 #1
Although still a 919, Porsche's 2017 Le Mans challenger was physically very different to the previous year's winning machine. Regulation changes saw revisions to the nose and rear diffuser and on the main bodywork sides there is a distinct valley between the front fin and the rear bodywork. That body shape is all very crisply moulded, with thin insert pieces where necessary. The rear wing and dorsal fin are very delicately made and the overall finish is to a typically high standard and the decoration looks to be correctly placed.



SPKLM089 Sauber Mercedes C9 1st Le Mans 1989 £53.95 **SPK4763** Sauber Mercedes C9 5th Le Mans 1989 #62 £53.95

Alternative version SPK4762 #61
The 1989 running of the Le Mans 24 hours saw a hard-fought battle between Jaguar and Sauber Mercedes, the latter's superior reliability seeing them take control in the later stages of the race. Here we see the winning car and the third of the German team's entries. The lines of the car have been neatly modelled by Spark and the simple silver paint finish means that the crisp panel lines are all clearly visible. There's a reasonable amount of detail on show under the rear end and the carbon-wrapped wing is perched on a fine etched mount. The few decals are well placed, but the drivers' names and the scrutineering plates are quite obviously under-sized, which is very frustrating.



SPK5809 Oreca 07 Le Mans 2017 #22 G-Drive £53.95

Alternative version SPK5813 #26
The Russian G-Drive concern was one of many running Oreca chassis in LMP2 and this example had an eventful race which dropped it well down the running order by the end. We've already seen a few examples of the type released by Spark and the base parts are consistent across these, with a well sculpted main body and plenty of very fine detail parts fitted. At first glance the livery on this car is black and orange but all of those dark areas were raw carbon and the model is decaled accordingly.



SPK5818 Ligier JSP217 5th Le Mans 2017 #32 United £53.95

Ligier's LMP2 chassis design differs from the competition in that it has a high nose and large, low floor beneath. This floor area has a carbon finish on the model and we see more carbon decal on the very fine rear wing and diffuser parts. The livery on this subject was a smart midnight blue with white and red highlights, the first two colours being neatly masked and the red as part of the clearly printed and carefully placed decals.



SPK5835 Aston Martin Vantage Le Mans 2017 #95 £53.95

Alternative version SPK5836 #97
GTE Pro was the closest of all of the classes at Le Mans in 2017 and like the sister car which eventually took the class victory, this Aston had spent many laps and stints heading the group, only to drop back on Sunday morning having damage repaired after an off. The decoration on this and the sister car is near identical, with just a different coloured identification stripe above the windscreen and a few tiny additional decals. The metallic green paintwork is evenly applied, there is a smooth chrome finish on the roof and the decals are all well-placed. There's plenty of fine detail too on the wheels and the various aerodynamic devices protruding front and rear.



SPK5838 Porsche 911 RSR Le Mans 2017 #77 Dempsey £53.95

SPK5840 Porsche 911 RSR Le Mans 2017 #88 Proton £53.95

SPK5842 Porsche 911 RSR Le Mans 2017 #93 Proton £53.95

Although these three Porsches were stable-mates, the liveries on all were very different. The #77 Dempsey machine is extremely similar to the previous year's entry, the most obvious difference being a change of class from Pro to Am, but there are a few subtle alterations to the sponsorship, all of which are well observed. The #88 has a very smart and simple black and silver livery, while the #93 car is the one which really stands out thanks to dayglo yellow stripes. The paintwork and decals on all the models are neatly applied, there is fine detailing on the wings and the wheels as well as in the cockpit and they match race photos nicely.



SPK5832 Chevrolet Corvette C7-R Le Mans 2017 #64 £53.95

Alternative version [SPK5831](#) #63

After a strong start running with the rest of the GTE Pro field, a puncture late on Saturday evening dropped this Corvette well down the running order as it limped back for repairs. As with the sister car which we saw recently, the fade of the flag decal behind the front side vent isn't quite right but otherwise the finish and the shape of the model looks very good.



SPK5087 Porsche 911RSR Le Mans 1974 #68 Samson £53.95

This Kremer-run RSR was comfortably the fastest of the GT entries in qualifying for Le Mans in 1974, Hans Heyer taking class pole by over four seconds but piston failure meant its race was a short one. In terms of shape, the car is a standard RSR and the overall proportions on the body look good.

The midnight blue main paint finish is excellent and the yellow areas are neatly masked and the colour match to the Kremer logos on the flanks is near perfect. As delivered the model does look rather naked though and there are a number of easily found decals to apply to create an accurate looking miniature.



SPK5680 Alpine Renault M64 17th Le Mans 1964 #46 £53.95

Alternative version [SPK5681](#) #47 & [SPK5682](#) #54

Alpine ran three near identical Renault-powered coupes at Le Mans in 1964, and this was the most successful of the trio, winning its class and the coveted Index of Efficiency. The long, low, streamlined shape of the car is generally well moulded, although the top rear corner of the side window is perhaps a little high and the wheels also look slightly under-sized to us. The panel engraving is deep and sharp and the simple solid blue paint finish is well applied with the few decals neatly placed on top.



SPK5092 Porsche 935 13th Le Mans 1979 #45 Minolta £53.95

Although fitted with full K3 bodywork, this car, the second of three entries from Kremer at Le Mans in 1979, did not benefit from all the K3 upgrades under the skin and was significantly slower than the lead car which went on to win the race. It did finish though! Externally, the model looks very good. The shape and placement of the decoration match pre-start photos as we would hope and the overall standard of finish is excellent. The tyres are neatly tucked up in the wheel arches, as has become usual with Spark's 935s and the side windows are precisely cut as overlapping parts to represent an open sliding window.



SPK5515 Porsche 996GT3RS 17th Le Mans 2002 #80 £53.95

With its shark-mouth decoration on the front end, the Freisinger Motorsport Porsche had one of the more memorable liveries of the GT cars at Le Mans in 2002 and eventually finished the race third in the LM GT category. That decoration is well replicated with brightly coloured and carefully placed decals over a clean white paint finish. The wheels are a realistic satin silver and the fit of the smaller parts is all nice and precise on our sample.



SPKM43003 Honda RC213 V Japan 2016 Marquez £27.95

Alternative version [SPKM43004](#) Pedrosa, [SPKM43032](#) Aoyama & [SPKM43033](#) Hayden

The first thing we notice with this latest release in Spark's 1:43 motorcycle series is a distinct improvement in packaging with the model now presented in a small display case rather than a blister pack, something we hope is coming across the range and not just because this is a celebration of Marquez's third championship in the top class. His bike is modelled as he won in Japan and we see very vivid paintwork and decals on the tiny components. Modelling a motorcycle this small is difficult and as we've seen before with these, the front disc brake, though beautifully detailed, isn't quite in the centre of the wheel. A niggle on a generally well finished miniature.



SPK4863 Tyrrell 017 UK 1988 Bailey £53.95

Alternative version [SPK4862](#) Palmer

It would appear that Spark has chosen Julian Bailey's home race, not because it was his best result of the season, but because the decoration can be reproduced without compromise on the decals. The basic shape of the main body looks good but the rear wing, finely made as it is, looks very large. This isn't the greatest problem though, as another issue we've seen a handful of times before from Spark has reared its ugly head again. The model is for some inexplicable reason painted matt black.



SPK5036 Red Bull RB13 Spain 2017 #3 Ricciardo £53.95

Alternative version [SPK5037](#) Verstappen China, [SPK5047](#) Ricciardo Azerbaijan & [SPK5050](#) Verstappen Malaysia

A regulation change was introduced at the Spanish Grand Prix to make the drivers more identifiable from a distance and so on Ricciardo's third-placed machine we see nice clear numbers on the rear fin. The decal for these and the rest of the decoration are brightly printed and neatly applied over a deep satin blue paint finish. The complex front wing is largely one piece, with a few small additions, the barge boards are finely made, as are the suspension parts and the various grades of carbon on many of these are all excellent.



SPK5038 Toro Rosso STR12 Australia 2017 #55 Sainz Jr £53.95

Alternative versions available [SPK5051](#) Gasly & [SPK5052](#) Hartley

When the 2017 F1 machines were unveiled, the livery on the Toro Rosso was one which certainly stood out, the shade of blue used is a very bright metallic and the logos added with silver and a vivid fluorescent red used for stripes and race numbers. These colours are all smartly replicated on the model and the well decorated driver figures see the decoration on Kvyat's helmet reflecting the team colours while Sainz's lid is largely chrome. As with other 2017 F1 machines, the complex front wing has the main planes moulded as one piece, albeit a neatly painted and decal piece. The rear wing endplates could be a little thinner, but the suspension is all fine, there are plenty of subtle texture and finish changes on the smaller parts and overall, these are very attractive models.



SPK5044 McLaren MCL32 Test 2017 #14 Alonso £53.95

Alternative version [SPK5040](#) Alonso, [SPK5041](#) Vandoorne & [SPK5046](#) Button

We've seen a few versions of the 2017 McLaren in race trim and overall the basic model looks pretty good. The complex front wing horizontal elements are made up of one solid casting using decal to simulate the tiny gaps between each and dressed with tiny etched vertical supports. Whilst separate parts would be preferable, it is probably not practical at this price. Textured castings are used to replicate the carbon suspension and floor and there is carbon decal in other places. A few sponsors are missing, as has been the case on all McLaren F1 models from the past couple of years, and aftermarket decals are available (MUSDC4387) to fill these gaps. The interest for this test car is with the data-collection equipment fitted, with very fine etched mesh gates fitted behind each front wheel, the 1:1 originals containing various airflow and temperature sensors.



SPK5154 Ford Fiesta WRC 1st Monte Carlo 2017 Ogier £51.95

Alternative version [SPK5157](#) test, [SPK5161](#) Tanak & [SPK5162](#) Evans

Having made a late switch to Ford after VW's surprise withdrawal from the WRC, Sebastian Ogier started his title defence in the best possible style, winning in Monte Carlo. Ford used the new 2017 model Fiesta, so we see a physical change to the basic car over previous years and with far more liberal aerodynamic regulations there are plenty of spoilers, wings and splitters extending from this. These parts are all finely moulded and there is plenty of carbon used on them, particularly at the rear. The Red Bull sponsorship came to Ford with Ogier and the complex decoration is all very neatly placed. It's a great looking subject and one which shows Spark's team at the top of their game.



SPK5618 Peugeot 2008DKR Dakar 2017 Al Qassimi £53.95

While the factory entries on the 2017 Dakar were the new 3008 DKR, Sheikh Khalid Al Qassimi's private entry was the previous year's machine. At first glance they look very similar but beneath the skin things were significantly different and there are subtle styling variations externally too. It is the livery which really stands out on this one though, with a complex pattern of fading stripes which go from yellow to red over a white base. The paintwork on the model is excellent and the decals are carefully applied and there are suspension parts visible inside the wheel arches and under the rear.



SPKPP016 Norma M20 1st Pikes Peak 2016 £53.95

Pikes Peak has been a regular event for Roman Dumas for several years and as with much of his racing, he was sponsored by Spark. His Norma M20 was based on the regular hill climb version of this car, which has enjoyed great success in Europe. For the American event the car was much changed under the skin with four-wheel drive and a turbocharged HPD engine. The external details are our main concern here and they are dominated by that huge rear wing, made up of multiple very fine mouldings and mounted on a complex etched frame. There's plenty more fine etched aero on the front and in the middle the cockpit is covered by a huge roll cage. It's a brutal looking machine, made even more unusual by the original F3-sized tyres tucked away under the wheel-arches.



SPKSG297 Audi R8LMS 1st Nurburging 2017 #29 Land £53.95

Alternative version SPKSG298 #28
After a grandstand finish to the Nurburging 24 Hours in 2016, things were slightly less fraught in 2017 with the winning margin being nearly 30 seconds! We recently saw the sister car to this one from Spark and here the livery is reversed with the turquoise being the prominent colour. The mouldings are nice and crisp with open vent detailing in several places and there are very fine etched parts for the rear wing and a few other small finishing touches. The main paint finish is excellent and the white and red elements of the livery are all clearly printed decal.



SPKSG309 Bentley Continental GT3 Nurburging 2017 #36 £53.95

SPKSG310 Bentley Continental GT3 Nurburging 2017 #37 £53.95
SPKSG311 Bentley Continental GT3 Nurburging 2017 #38 £53.95
These three Bentleys were the marque's complete representation in the Nurburging 24 Hours and all were run by the Abt team. The red #36 machine looked to be the team leader with three very experienced drivers on board, while the two yellow machines had pro-am teams, but in the end it was the #37 car which was first of them home. Although the colours differ, the design of the liveries is similar on all with a fade into black at the rear. This looks to have been airbrushed rather than applied as decal and has been very neatly done. The base model we have seen many times under both Spark and TrueScale branding and is well proportioned as ever with fine detail parts for the wings etc. There is a fair amount of carbon decal and over the rear windcreens a very fine anti-glare mesh.



SPKSG334 SCG SCG003C Ring '17 #704 Traum Motorsport £53.95

Alternative version SPKSG333 #702
The Glickenhau SCG003 has been racing at the Nurburging for a few years now and for the 2017 Nurburging 24 Hours, this example started from Pole Position having won the top 30 shootout. Sadly it didn't make it to the chequered flag though. The yellow and white livery is very similar to that seen in previous years and the specific detail decals appear to all be present and correct, although the white stripes should really have been cut into the NACA duct on the front panel. The overall shape of the car is good and there are plenty of very fine etched parts from tiny canards at the front, to a complex rear diffuser and wing, many of these being carbon decaled.



SPKAS50216 Audi R8LMS GT3 Bathurst 2016 #2a £48.95

Five marques filled the same number of top places in the Bathurst 12 Hours, this very colourful R8 being the fourth car home. The car is very colourfully decorated, promoting tourism to Australia, and the complex design has been very well replicated on the model. In terms of detail we see a familiar level of fine etch for the smaller aero trims and rear wing, the top of the V10 engine visible through the rear screen and grooved brake discs behind very fine wheel spokes. The packaging is a little different to the norm from Spark as the model is produced for Audi Sport and is in a larger case with branded box.



SPKUS023 Porsche 934/5 1st Daytona 250 1977 #95 £53.95

Hurley Haywood drove Bob Hages-tad's 934/5 in numerous events over the season, the car gradually evolving in terms of bodywork. The Daytona Finals saw the rear end in full 935 specification and Haywood taking an outright victory to add to the class wins he'd had earlier and the year and end a close second in the standings. The specific bodywork details for this race are all neatly modelled and the car has a smooth all-over white finish. The vivid rainbow decals are carefully applied and fit perfectly around the headlight bulges and the NACA ducts on the tops of the rear fenders. A good looking subject.



SPKUS024 Onroak-Nissan Dpi Daytona 2017 Patron £53.95

A change to IMSA regulations meant that the Patron team's successful Ligier (**SPKDA016/SPKSE016**) was no longer eligible and so they switched to the new Onroak DPI, coincidentally based on a Ligier tub. On the front of the car there is a double layer of bodywork and the upper part is picked out in Patron's vivid green, which gives the impression that this piece is very thick on the model. The remaining aerodynamic details look very thinly made and that green really stands out against the satin black and subtle carbon textures of the bodywork beneath.



SPKUS027 Porsche 911 GT3R Daytona 2017 #28 £53.95

This brightly coloured subject is one that is worth adding to the collection on looks alone, so for it to be a class winner is an added bonus and even more incentive. The base paint colour is white, with decals in bright green, satin black and reflective gold applied. The texture on the foil covered roof is slightly uneven, but not enough to detract from the overall appeal of the subject and the small details are as we are used to from Spark.



SPKUS028 Audi R8 LMS GT3 Daytona 2017 Montaplast £34.95

The German Land Motorsport team enjoyed a good 2017, with a limited campaign in America mixed up with a successful domestic campaign. Daytona was the first outing and the reward was second in the GTD category. The white and turquoise livery is neatly recreated and the castings are nice and crisp, as we've seen on many R8s already made by Spark. There's a good level of engine detail visible through the rear screen and the small parts such as the rear wing supports are delicate.



SPKUS029 Mercedes AMG GT3 Daytona 2017 Riley £53.95

We usually associate Riley Motorsports with their own sports-prototype machines but for 2017 they also ran a pair of AMG GT3s in the IMSA series. This car, with a driver team often seen racing in Europe for other Mercedes teams, finished third in the GTD class in the opening race at Daytona. Spark has already made plenty of versions of the AMG and the shape is as good as ever, as is the fine detailing. The livery follows the familiar AMG corporate pattern, the striping in bright green over a clean white paint finish.



SPKSE071 Porsche 917 1st Sebring 1971

£53.95

Martini sponsorship always makes for a good model subject and few are better looking, we think, than the silver short-tailed Porsche 917s. The car of Elford and Larrousse had needed some repairs after practice and on the model we see the correct mis-matched backgrounds of the race numbers on the doors and some fine silver decal tape 'securing' the rear deck. The paint finish is excellent and the decals all neatly placed, the outline of the front intake matching the painted rear Gurney flaps.



SPKSE077 Porsche 911RSR 1st Sebring 1977

£53.95

George Dyer and his 911 RSR were entering their fourth season of competition together and if you're only going to win one race, it might as well be the most important one! The livery on the car is a clean and simple bright blue and yellow, with the yellow also being used on the wheel spokes. The paint-work and decaling on the model is all precisely done and the basic RSR, which we've seen many times now from Spark, is well proportioned.



SPKSF113 Alpine A211 Paris 1000kms 1967 #15

£53.95

With the new 3-litre regulations coming into force, Alpine's first larger capacity racer was a modified A210 with a Gordini-built V8 fitted in its modified tail. Although entered at Le Mans, it was a no show so the Paris 1000kms was the car's first competitive appearance. Externally, this unique machine looks very similar to the A210, but there are subtle changes and these are well replicated, the most obvious variations are enlarged intakes ahead of the rear wheels and the wheels themselves. The car wasn't a huge success, but it is an important piece of Alpine and Renault racing history.



SPK18303 Renault RS17 Bahrain 2017 #27 Hulkenberg 1:18 £139.95

Alternative version SPK18302 Palmer
The Renaults are Spark's first F1 releases in 1:18 for 2017 and so we were interested to see how they would deal with the complex wings and other small details. Very well is our first impression. What is good to see is that the front wing elements are all separated with carbon textured parts for each piece and delicate etched supports between them. The suspension and floor and rear wing also have carbon finishes, the endplates of the latter being a sensible thickness and having the vents all opened. The exhaust pipes are hollow and have a slight discolouration to simulate heat and the main body finish on the car is neatly masked with two-tone satin metallic yellow and black. All very nicely made.



Ebbro - New 1:43 resin cast models

EBB45455 Lexus RC F SuperGT 2016 #37 KeePer

£66.70

This colourfully decorated Lexus started the 2016 SuperGT season strongly with a third and fourth in the first two rounds, but then dropped away. It is from the second of those races that we see it modelled and the aerodynamic details are correct for this race, the livery is neatly applied and the main body crisply moulded. The rear wing parts appear to be plastic but are all pretty thin and have a carbon finish.



EBB45295 Toyota Prius GT300 Okayama '15 #31 LAST STOCK £66.70

EBB45369 Toyota Prius SGT300 Motegi '15 #31 LAST STOCK £66.70

At first glance these models look identical, but close inspection shows some subtle changes to the minor sponsorship. The car is modelled from the first and final races of the season, both of which saw class wins and helped secure second place in the final standings. The main red finish is a bright metallic, the chrome roof finish is flawless and the decoration is all neatly applied. Those small decal variations are neatly observed and there is plenty of carbon on the finer aero parts.



EBB45410 Toyota Prius Super GT300 2016 #30

£81.90

EBB45411 Toyota Prius Super GT300 2016 #31

£81.90

These two similarly decorated machines were teammates and for the second season running, the #31 was classified second in GT300 at season's end having been a race winner. No races are specified here but the general shape and layout of the models looks very good. The chrome roof finishes this time are applied as foil and aren't quite as glossy as on many of Ebbro's other SuperGT machines, the #30 car being slightly the better of our two samples. Both are attractive subjects and there are plenty of very fine aerodynamic details fitted, particularly at the rear.



EBB45410

EBB45379 Toyota GT86 SuperGT 300 Champ 2016 #25

£98.60

Alternative version EBB45303 Okayama

This very good looking GT86 got off to a slow start for the 2016 season but soon things came together and two race wins late in the year helped clinch the GT300 title. No race is specified but the car is in high downforce setup with various small canard fins added. These are very finely made and the overall finish of the model is excellent. To celebrate the championship win, the model is presented in special packaging, with a chrome effect base to the display case and a plaque bearing facsimile signatures for the drivers.



EBB45510 Nissan GT-R SuperGT 2017 #23 Motul

£74.30

Lexus dominated the GT500 category of SuperGT in 2017 but there was one interloper in the top six of the table, this Nissan which finished a close second in the series in the hands of Matsuda and Quintarelli. The model has a traditional diecast body which is very crisply moulded with sharp edges we would usually only expect to see with resin. There are many small additional parts fitted for the complex aerodynamics and these appear to be very thinly moulded in plastic. The main red paint finish is excellent, as is the chrome on the roof and rear screen area, there is subtle carbon on the rear wing and a few other tiny details and the decals are clearly printed and well placed.



EBB45572 Honda Civic Type R 2017 White

£63.95

EBB45573 Honda Civic Type R 2017 Black

£63.65

EBB45574 Honda Civic Type R 2017 Red

£63.95

EBB45575 Honda Civic Type R 2017 Blue

£63.65

The styling of the latest incarnation of Honda's hot Civic is the most aggressive that we've seen so far and Ebbro's model captures that shape very well. The panel engraving is generally crisp and the small additional parts for the rear wing, front splitter etc are all finely moulded. The paint finishes on our samples are evenly applied the blue version looking particularly attractive.



EBB45575



Oxford - New 1:43 diecast model

OXF43R25001 Rolls Royce 25/30 Thrupp & Maberley Burgundy £24.95

Alternative version OXF43R25002 Green/Black & OXF43R25003 Black

Thrupp & Maberley were responsible for many different designs on Rolls Royce chassis and the one offered here was their Sports Saloon, of which thirty-seven were built on the 25/30 chassis and there were several subtle variations among those, such as whether or not they had sunroofs and how the doors were hinged. The car modelled does have a sunroof and the doors are hinged off the central pillar. The outline of the sunroof has been lost a little beneath the paint, but the other panel lines show through nicely and the overall shape of the model looks pretty good. The chrome trim which is fitted along the shoulder line of the real car has been painted on the model, but the remaining brightwork is plated and neatly fitted.





Matrix - New 1:43 resincast models

MTX50102-061 Alfa Romeo 6C Berlinetta Sport Castagna 1939 £92.95

This was one of ten lightweight aluminium-bodied coupes built by Castagna on the 6C chassis and was intended as a works car for the 1940 Mille Miglia, although the event never took place. The model is based on the one surviving example (this car apparently fitted with an experimental V12 engine) and the general shape of the model matches photos of the restored machine pretty well. The placement of some of the small etched details is a little off on our sample, the most obvious being the side window frames, but these parts are finely made and the deep grey paint beneath them is excellent.



MTX11701-031 Range Rover Herbert Lomas Ambulance 1972 £94.95

Herbert Lomas of Cheshire built ambulances on a wide range of chassis and in the early 1970s it converted a number of Range Rovers, many of them pre-production press cars. The car modelled was one of four used by Somerset ambulance service and one of the few survivors, having been bought and restored by one of its original crew. Matrix has worked closely with the owner to ensure that the details are correct for its original form rather than as seen on many of the photos available online which had some small changes. On our sample the fit of the rear side windows was slightly off in the centre, but otherwise the shape is excellent, there is a fine paint finish, the orange decal stripes are very bright and the small decals and accessories are all carefully placed.



MTX41001-111 Jaguar MKII Country Estate 1959 Black £86.95

This unique estate conversion on a Mk2 saloon was undertaken by Jones Brothers on the instruction of Mike Hawthorn, but he sadly died before it was completed and it was then taken in-house by Jaguar who used it as a race support vehicle. It's a shame that they didn't make more of them as it is a very well-proportioned machine and those lines look good on the model. The side glazing area is all done as one piece with an etched frame and, unusually for Matrix, this is a little wobbly on our sample, but the rest of the fine trim is neatly fitted and the black paintwork has no obvious blemishes.



MTX40406-041 Duesenberg SJ 544-2570 Bohman & Schwartz £103.50

Bohman & Schwartz was a young company, founded by two ex-Murphy employees, but they created some of the most distinctive coachwork on Duesenberg chassis. This dual cowl phaeton was originally finished in a dark colour scheme but is modelled on the restored machine as it appeared in the Blackhawk Collection. The ivory paintwork suits the flowing lines and is evenly applied on the model. The red interior adds an ideal contrast and in the rear, we see both the cowl and windscreen raised. The front and rear windscreen frames are fine etch, as are the engine side panels and a few other tiny details.



MTX50402-031 Daimler Corsica Concept 1995 Blue £86.95

This very stylish convertible was produced by Jaguar to celebrate the centenary of the Daimler marque and sadly remained a one-off. The base was the then current X300, with the wheel-base shortened. The proportions of the model look very good and the pale metallic peppermint green paintwork is neatly applied. The open roof gives us a clear view of a well detailed interior, which has neatly painted piping in the seats and seat belts fitted, but also highlights the lack of rear legroom thanks to that shortened chassis!



Kess - New 1:43 resincast models

KES43000290 Alfa Romeo 8c Berlinetta Viotti 1934 £73.95

This beautiful one-off body by Viotti was not the original fitted to the chassis, that was an open Touring design and in original form the car finished third at Le Mans, before being re-clothed as we see here. The car is modelled as it has been restored, the red not being the first colour, but it is one which suits the car superbly. The finely trimmed side windows are on the shallow side, but otherwise the shape of the car looks pretty good and the various small details are carefully fitted. The paintwork is excellent on our sample and the panel engraving beneath all nice and crisp.



KES43049010 Rolls Royce Phantom Royale 1995 Blue £73.95

*Also available **KES43049011 Burgundy***
We've found differing information regarding the number of these special Rolls Royces that were built for the Sultan of Brunei, with numbers ranging from two to six. The photos show two colours only, so this may well be the correct figure. It's certainly a distinctive machine and we're well aware that beauty is in the eye of the beholder. The lines have been pretty well modelled and there's plenty of detail visible through the windows into the cavernous rear passenger area. The blue paintwork on our sample is evenly applied and has a subtle metallic grain to it.



Cult Model - New 1:18 resincast models

CML021-1 Triumph Dolomite Sprint 1975 Yellow £154.95

The Dolomite Sprint's claim to fame was being the first mass-produced car with four valves per cylinder, but that slant-four motor was also its Achilles heel, earning a reputation for unreliability. When they worked, they were superb machines both on road and track. The shape of the car is well captured here and the bodywork is nicely finished in the correct Mimosa Yellow with a satin black vinyl effect on the roof and rear pillars. The detailing could be better! At first glance the wheels look like the real things but a closer look reveals them to be solid castings between the spokes, where there should be chrome trim to the side windows we are treated to dull silver decals and the colour of the 'wooden' door cappings and dash. In this size, these things matter.



CML028-1 Aston Martin DB5 Shooting Brake 1964 £154.95

Harold Radford & Sons were responsible for twelve shooting break conversions on the DB5, and handsome beasts they are too. The lines of the car are well replicated and the paint finish is a deep solid green, although the number plates fitted are for a car which is finished in dark blue. The wire wheels are very fine, but there are other detail parts that are less so. Again we see with satin silver printed window frames with no shape where chrome parts should be and slightly chunky windscreen wipers on the front and a clunky one at the rear. Again, in this scale, these details become very obvious.



CML051-1 Mercedes (V114) Pollmann Hearse 1972 £168.95

Pollmann of Bremen is one of Germany's leading makers of 'professional' vehicles, using a number of marques as a base. This four-door body design is an unusual one, the rear doors not accessing seats but the storage area beneath the main platform. The main body is well sculpted and has a good black paint finish. The door handles, grille, bumpers and most of the other smaller exterior parts are plated, but the body side trims have been painted. The window frames are a printed satin silver where these would be chrome on the real car and, of course, have some shape to them rather than just being flat. On our sample, those precisely cut and very clear rear side windows have distorted a little, a risk with such large areas using fine materials.





Arena [ARE871](#) (kit) [ARE871M](#) (built) - Alfa Romeo GTA Trento Bondone 1976



Marsh Models [MM292](#) (kit) [MM292M4](#) (built) - McLaren M1B Watkins Glen 1967
Courtney



MG Model hand built [MGM512S057](#) - Ferrari 512S 4th Spa 1970



Oxford diecast [OXF43RUB002](#) - Austin Seven Ruby 1937



Minichamps diecast [MIN400870011](#) - Lotus 99T Monaco 1987 Nakajima



Autocult resincast [ATC06012](#) - Porsche 914 Heuliez Murene 1970



TrueScale Miniatures resincast [TSM430135](#) - Ford GT 2017



Spark resincast [SPKUS032](#) - Porsche 962 1st Tampa 1990 Weaver



Arena [ARE890](#) (kit) [ARE890M](#) (built) - Chevrolet Corvette Sebring 1979



Schuco resincast [SHU09038](#) - VW Beetle camper



Ixo - New & re-issued 1:43 diecast models

IXORAM638B Citroen C3 WRC 1st Mexico 2017 Meeke £37.95
 Alternative version **IXORAM638** Monte Carlo, **IXORAM639** Lefebvre & **IXORAM640** Breen

Kris Meeke led for most of Rally Mexico but still managed to create an exciting finish when he went off the road a few hundred metres before the end of the final stage, losing a fair amount of time as he found his way out of a carpark and limping to the finish with a puncture. We've already seen his car modelled by Ixo as it appeared on the Monte and here we see the obvious decoration changes for the event sponsors and a change to smaller diameter wheels with narrower gravel tyres and a slight increase in ride height. The grey sections of the livery look to be Tampo printed, with the white and red neatly painted and the decals over the top all clearly printed. Overall, pretty good.



IXOLM1965 Ferrari 250LM 1st Le Mans 1965 £36.95

Ixo's reissued Ferrari Le Mans winners will be welcomed by many as affordable additions to collections. The 250LM is instantly recognisable here but the shape is far from perfect with the side window area looking particularly squashed. A shame, as the finish is good, the decals are well placed and the wire wheels are nice and fine.



IXOLM1923 Chenard & Walcker Sport 1st Le Mans 1923 £34.95

Another welcome reissue in Ixo's Le Mans winners range, this is, of course, the first victor of the great race. One problem with these early subjects is getting the proportion of the wheels correct and here we see fine wires with block tread tyres which certainly look the part. The windscreen is very chunky, but otherwise the front half of the model compares well with period photos. The skiff body shape is also pretty well replicated but at the rear the fuel tank protrudes a little too far beneath and there should also be race numbers on the rear of the main body.



IXOCLC300 Fiat 238 Van Fiat Service £35.95

Fiat's front-wheel drive 238 was a versatile machine with its low floor offering plenty of load capacity. Here we see an early example painted as a works service support van. The two-tone paint is neatly applied, the lower white stripe then added as a decal, and the body casting has a pair of load doors on the right-hand side, although these are fixed close. Pretty on its own, or ideal for placing in a diorama with one of the earlier 124 spider rally cars.



Autocult - New 1:43 resincast model

ATC05019 Beutler Spezial Cabriolet 1953 £91.95

Swiss coachbuilders Beutler built a number of distinctive coupes and convertibles on the VW platform and with their aluminium bodies and tuned engines, they were quite expensive machines and thus produced in very small numbers. They did awaken VW to the possibility of selling a more upmarket, sporty machine and so the Karmann Ghia was born. The car modelled is one of only three convertibles built and is based on a surviving example. The front bumper on our sample is tilted back a little but the overall shape of the body it is fitted to looks pretty good. The pale grey paintwork is excellent, and a red interior provides a pleasing contrast. On the rear deck we see an etched vent on the engine cover and the steering wheel has also been recreated in etch, complete with horn-ring.



Neo - New 1:43 resincast models

NEO46590 Chrysler Flight Sweep I 1955 Red/White £75.95

Chrysler unveiled convertible and hardtop variants of the 'forward look' Flight Sweep concepts in 1955 and most sources attribute the design to Ghia. However, the edition of Automobile Year for 1955 quotes Chrysler as saying that while they may look Italian, they were all-American. We wonder which is true? Whatever the backstory, the styling was crisp and fresh and we can see its influence in production models over the next few years. The shape looks good and the model is smartly finished in ivory over a deep metallic red, with the red panels of the interior being somewhat brighter. There are various aluminium trim pieces represented with silver paintwork and the chrome on the bumpers and other external parts is nicely plated.



NEO46330 Humber Super Snipe Estate 1963 Grey £68.95

Although a standard production model, sales of the estate versions of the Super Snipe were low compared with the saloon and the bodies were outsourced to coachbuilders Carbodies. Period reports spoke well of the car's carrying capacity and performance and quite a few survive. The car modelled is a series 4 version, identified by the smaller trim details and these are neatly fitted. The front windscreen and rear quarter windows all wrap around and fit well into the body, the front screen having a chrome surround and what looks to be evidence of the screen rubber. It is frustrating then that the much simpler quarter-light frames don't have a matching chrome finish as they should instead being that flat printed finish that is creeping in to resincast production. Otherwise the model is nicely done.



NEO46766 Chrysler Imperial C-15 LeBaron Town Car 1937 £75.95

This unique LeBaron body was commissioned by Walter Chrysler as a personal car and is believed to have been for his wife. The front panel work is off the production line but from the windscreen back things get interesting. Most photographs of the car show it with the driver's compartment exposed and looking at the model we were trying to figure out how the roof structure might have worked. We're now even more confused, as the restored car has a simple canvas cover (which is an easy answer), while period images from the 30s show a solid cover as modelled here. The finish on the model is excellent, with a deep gloss to the black paint and plenty of fine etched detailing. An intriguing subject.



NEO47171 LaSalle Series 50 Coupe 1940 Red £75.95

Bridging the gap between Buick and Cadillac, LaSalle was a short-lived GM range produced for just thirteen years, and this very stylish coupe marks the end of the line. The coupe body is a 2+2 rather than a full four-seater and the shape of the model looks very good. The main body finish is in a smart metallic burgundy, the paint having a very subtle grain to it and making a fine backdrop to various pieces of brightwork. The windows are all neatly fitted and the glazing has the frames printed on precisely in a satin silver which, in this case, matches the aluminium of the real car.



NEO46236 Morgan 4/4 Flat Radiator 1936 Green £68.95

The early days of Morgan production concentrated on lightweight three-wheelers but in 1936 they added their first conventional car to the range, the 4/4 (four wheels/four cylinders). That first generation of car is well modelled here, with the shape looking good and the smaller parts being carefully fitted. The paintwork is a little less glossy than we're used to from Neo, which is authentic for the original cars and there are a few very subtle details such as the etched windscreen frame and strap holding the twin spare wheels on the rear.



Plastic kit developments



BELKITS

Belkits were showing test builds of their Opel Mantas ([BEL008](#) illustrated above), the production kits due to land in Europe end of February. Also announced, their latest modern WRC machine in 1:24, the 2017 Monte Carlo rally and World Championship winning Fiesta of Sebastien Ogier ([BEL012](#) above right).



BELKITS

EBBRO



Italeri high detail 1:12 kit ([ITA4704](#)) of the 1980 Alfa Romeo 179C (below)



ITALERI



TAMIYA



Ebbro unveiled early prototype parts for Tyrrell 006 ([EBBTYR006](#) above) and first test build of the 005 ([EBBTYR005](#) left) along with a completely new departure, their first 1:48 aircraft, the Honda HA-420 HondaJet ([EBB48001](#) below).



EBBRO



TAMIYA

Great news from Tamiya for modern F1 fans, the surprise announcement of the 2017 Ferrari SF70H soon to be released as a 1:20 kit ([TAM20068](#) above). Also for 2018 release, a limited production 1:24 kit of the magnificent LaFerrari coupe ([TAM24347](#) above left) and a re-issue of their excellent 1:12 Caterham ([TAM10204](#)).



Many of Spark's recently announced Formula E models were on display including the Season 2 2016 championship winning machine of Sebastian Buemi in both 1:18 ([SPK18FE02](#)) and 1:43 scales ([SPKFE02](#)).



A family group of Le Mans Porsches. The 2017 winning 919 in 1:18 ([SPK18LM017](#)) and 1:43 ([SPKLM017](#)) along with GTE Pro 911RSR ([SPK5834](#)) and 1:8 replica Kevin Estre crash helmet.



First announced a couple of years ago, the special bodied Sunbeam Tigers from Le Mans 1964 will be here soon. Pictured is reference [SPK9231](#).



TrueScale Miniatures 1:43 resincast of Aston Martin's new 2018 Vantage ([TSM430310](#)) coming soon.



We know a few of you have been waiting for Spark's 1:12 Moto GP models and above we see Marc Marquez's 2016 Honda ([SPKM12012](#)) facing us head on, with Bradley Smith's 2017 KTM and a 1:43 Ducati for perspective.



A couple of exciting new 1:18 resincasts from Top Speed, 2017 Sebring 12 Hours winning Cadillac DPi-VR ([TSMTS0127](#) above) and McLaren Ultimate Vision Grand Turismo ([TSMTS0116](#) below).



Another addition coming for those 1:18 F1 Champions collections. Graham Hill's 1962 BRM P57 ([SPK18225](#)), seen here in early resin pattern stage.





Many more interesting (and oddball!) machines to come from Esval including 1952 Maverick Sportster (above) and 1955 Gaylord Gladiator with coachwork by Zepelin ([ESVUS43011D](#) below).



BBR Ferrari SF70H group 1:18 diecasts & 1:43 hand built (above) & below 1:18 hand built of Bandini/Guichet Ferrari 330 P3 from Le Mans 1966 ([BBRC18035A](#)) with 1957 Mille Miglia winning 315S of Tarrufi ([BBRC18007](#)) in the background.



Almost Real diecast McLaren P1GTRs in 1:43 ([ALR440102](#)) & 1:18 ([ALR840102](#)) above and 1:18 Pagani Huayra prototype below.



Minichamps 1:18 diecast Sauber C9s, Le Mans 1988 ([MIN155883562](#)) & Supercup 1988 ([MIN155883514](#)).



Minichamps Porsche 918 'Weissach' in 1:18 ([MIN110062445](#)) & 1:43 (MIN410062137) above.



Minichamps F1s. Button's 2009 Championship winning Brawn BGP01 in 1:18 ([MIN186090022](#)) & 1:43 ([MIN436090022](#)) with Massa's 2017 Williams FW40 ([MIN117170019](#)).



NUREMBERG



New from Looksmart, 1:18 resincast F1 Lamborghini 291 Phoenix 1991 Larini ([MRCLS18LF01](#) - above) and Ferrari 312T3 Canada 1978 Villeneuve ([MRCLS1H02](#) - top right). 1:43 hand built Bentley 'New' Continental GT (below) made exclusively for Bentley Store. Other colour options will be available through us though (search [MRCLSBT013](#)).



Looksmart 1:43 resincast Ferrari 250P 1st Le Mans 1963 ([MRCLSLM063](#) above) and Ferrari 275P 1st Le Mans 1964 ([MRCLSLM050](#) below)



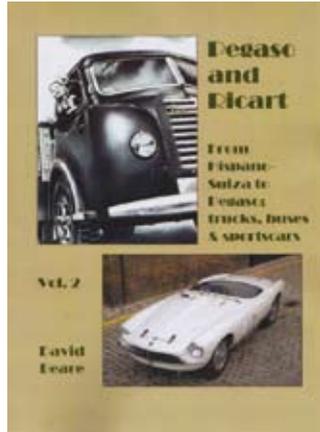
Just a few of the many new variants of Lancia-Ferrari D50 to be released over the coming year by CMC as 1:18 premium diecasts. Clockwise from above, Castelletti Pau 1955 ([CMCM178](#)), Fangio Nurburgring 1956 ([CMCM181](#) - a race considered by many to be his greatest drive), 1955 chassis model ([CMCM198](#)) and Collins France 1956 ([CMCM182](#)).



ISB9780954736354 Pegaso & Ricart, Volume 2

£25.00

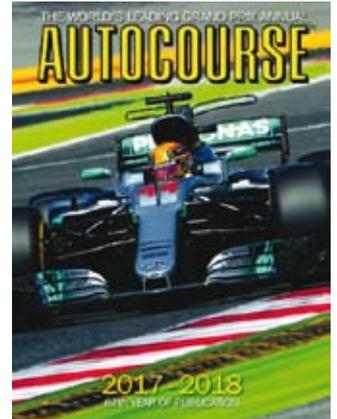
Weight 700g by David Beare
This self-published, soft-bound volume looks at the career of Wilfredo Ricart as the young engineer first of all attempted to strike out on his own as a manufacturer in his native Spain during the 1920s, a period with Alfa Romeo in the 30s and then his return home in 1945 at which point he was persuaded by the powers that be that his future lay in Barcelona and not in America where he had a job lined up with Studebaker. Taking over the old Hispano Suiza factory, the Pegaso brand was born, initially producing commercial vehicles and then later, the magnificent limited production sports cars. The book is very basic in its design but what it lacks in style it more than makes up for in content with plenty of carefully selected period images accompanying a very well written and informative text.



ISB9781910584262 Autocourse 2017/2018 (#67)

£54.95

Weight 2.9kg
With a twenty race F1 season, there's plenty for the team behind Autocourse to cover as they look back over 2017. The main focus is, as always, the premier category, with detailed reports of every race from the first laps of qualifying to the chequered flag, backed up with comprehensive statistics and all lavishly illustrated. Looking to the stars of the future, there are round ups of various feeder series with F2, F3 and GP3 and the rise of Formula E makes for a colourful chapter. Le Mans and several other major sportscar races are covered, as are important saloon car championships including the WTTCC, BTCC, DTM and Australian V8 Supercars. Finally, there's a separate review of racing in America and a host of results from national and regional series. One of our must have annuals.



ISB9781907085642 Ford GT40 Mk2, Remarkable History Of 1016

£30.00

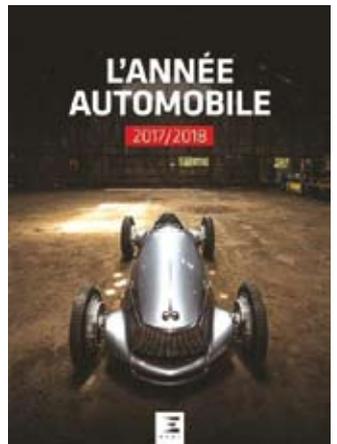
Weight 1.4kg by Mark Cole
Chassis 2016 was one of the cars entrusted to the Holman & Moody team for the 1966 endurance races and ran at Daytona, Sebring and Le Mans that year. It appeared again at Daytona the following season and in the Le Mans practice when it was being used as a test bed for the 7-litre engine. This tells the story of those race outings and the car's subsequent second life on the historic racing circuit in more recent years. Many of the key personnel, both drivers and management are profiled along with the car and there is also a general history of the GT40. Plenty of photographs illustrate the story and the text is well written.



ISB9791028302283 Automobile Year 2017/2018 (#65)

£59.99

Weight 2.3 kg
Another of our library essentials, despite only now being available in French, Automobile Year is the broadest review of the motoring year available. Separate chapters summarise the significant new production car releases of the previous twelve months also looking at the many concepts which appeared alongside them at the various motor shows. The motor-sport coverage is split into chapters covering single seaters (F1, Formula E & Indy), endurance racing, touring cars and rallying. There are also key moments of the year and studies of the automobile as art. The images selected throughout are superb, making for a very attractive publication. FRENCH TEXT.



FOM068 F1 Modeling #68 'Get In There Lewis'

£29.95

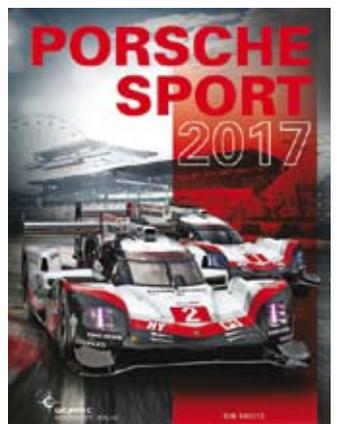
Weight 900g
Lewis Hamilton's championship victory is the first focus of this latest edition of the Japanese publication for F1 fans and modellers. There is also a brief look at his main title rival, Sebastian Vettel and there are short race reports for all the season's races. These are in Japanese and with relatively few images, so the section which will likely interest most non-kanji readers will be the technical round up of the latter part of the season where we see close-up details of all the cars, highlighting changes between races. There's a look at Japan's main historic F1 festival, the Suzuka 'Sound of Engine' and a celebration of Takuma Sato's Indy 500 win, including a look back to his visit to Indy as an F1 driver with BAR. JAPANESE TEXT



ISB9783928540933 Porsche Sport 2017

£49.99

Weight 2.5kg by Tim & Bjorn Upietz
Now in its twenty-fifth year of publication, Porsche Sport celebrates the activity of Porsche in competition around the world. We begin by looking at the factory machines which have represented the company at the highest level in the past season, with the all-new 911 RSR and the final evolution of the 919. Then it's down to the real business, with reports on the major national and international series Porsche has competed in and the one-make Carrera Cup and GT3 Cup programmes. 24 Hour endurance races get their own chapter and finally we look at the purely amateur competitions in many countries. It's all lavishly illustrated and the excellent photos are accompanied by text in German and English.



ATC99017 Autocult 2017

£44.99

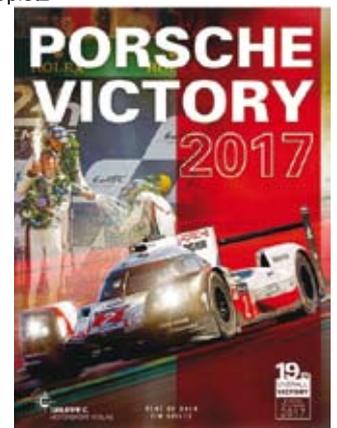
Also available **ATC99117** + special model
Autocult's subject choice is always interesting and often very obscure, but with each model they include a pamphlet with some of the history of the car. Looking back over the previous year's production, they bring all that information together here, along with more which has come to light since the models were made and produce these fascinating publications. The range has several distinct themes and the chapters of the book follow these, showing images of each model and the original vehicle along with the all-important histories. Each year there is a version of the book that comes with an exclusive, special model (this year, a Porsche-Auto Union Type 52 Sportlimousine) which also features too, along with a rolling catalogue in the back which shows all of the company's production to date.



ISB9783928540926 Porsche Victory 2017

£37.99

Weight 2kg by Rene de Boer & Tim Upietz
The sister publication to Porsche Sport, this is produced only when Porsche wins Le Mans. 2017 was a topsy-turvy race and this is the story of the event from a purely Porsche perspective. First, we are introduced to the teams, not just of the LMP1 machines gunning for outright victory but also the various GTE Pro and Am entries. The practice weekend and qualifying are covered and then on to the race. The photography captures the atmosphere and action of the race and is accompanied by well written text provided in German, English and French.



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MG Model hand built [MGM512S056](#) - Ferrari 512S 7th Spa 1970



Marsh Models [MM292](#) (kit) [MM292M96](#) (built) - McLaren M1B Riverside 1966 Motschenbacher



Arena [ARE881](#) (kit) [ARE881M](#) (built) - Chevrolet Corvette Greenwood 1978



MG Model hand built [MGMGT0086M](#) - Ferrari 250 GTO Trapani 1965



TrueScale Miniatures diecast [TSM430149](#) - Land Rover Discovery 5 2017



Autocult resincast [ATC02015](#) - Borgward B1250 Pollmann 1951



Schuco resincast [SHU09025](#) - BMW 850Ci Convertible 1991



Spark resincast [SPKUS019](#) - BMW 320 Turbo 2nd Road Atlanta 1979



Norev diecast [NOR155619](#) - Citroen C6 2012



Matrix resincast [MTX51705-211](#) - Rolls Royce Silver Wraith Hooper 1947 Gulbenkian



Looksmart - New 1:43 resincast model

MRCLSLM061 Ferrari 275LM Le Mans 1965 #25 £95.95

This was the less successful of two near identical LMs entered by Ecurie Francorchamps at Le Mans in 1965, retiring at roughly half distance with clutch trouble. Comparing our sample with race photos, the positioning of the front side marker lights is a little off, but the overall shape of the car looks very good and the other small details are carefully placed. The main paint finish is excellent, the fine wire wheels have been painted a realistic dull aluminium, rather than being stainless steel, and the time has been taken to create partially opened side windows.



fahr(T)raum - New 1:43 resincast models

FAH43001 Lohner Porsche 1901 Blue £130.95

Also available **FAH43002 Red**
Very little is new where the motor industry is concerned! The petrol-electric hybrid can be traced back to the earliest days of motoring thanks to Ferdinand Porsche who created the system whilst at Jacob Lohner's Viennese coachbuilding company. As with all subjects in this range, the model is based on a museum car and is generally well detailed. We can see the hub-mounted motors in the centres of the front wheels, the body detailing is generally fine, the mudguards being particularly delicate and the numerous gold pinstripes are carefully painted over an excellent blue base paint finish.



FAH43005 Austro-Daimler Sascha 1922 Red £130.95

Alternative version **FAH43004**
Named after Sascha Kolowrat-Krakowsky, a friend of Ferdinand Porsche who helped persuade the engineer to make a lightweight sports car, the Sascha was powered by a dual overhead cam four-cylinder engine and was very competitive in racing. For competition, it was common to remove mudguards, lights etc to save weight and the museum car modelled here has been restored with the unusual arrangement of just one mudguard in place to protect the driver, an arrangement shown to be authentic in period images. This mudguard is finely moulded, as are the other body parts. There are very fine wire wheels and the overall paint finish is to a high standard.



Trofeu - New 1:43 diecast models

TRF1018 Ford Escort RS1800 RAC 1977 Clark £52.95

Having won the event the previous year, Roger Clark started the RAC rally with the coveted #1 but had to settle for fourth place at the end. The shape of Trofeu's Mk2 Escort is very good and the overall finish is just right, with a realistic level of gloss on the paint and the decals all neatly placed. Some details are compromises, such as the decal bonnet pins, but others, like the wipers and aerial, are quite fine.



TRF1727 BMW 2002 TdC 1974 Gordon £52.95

TRF1728 BMW 2002 Ti Spa 1971 #64 £52.95

BMW's "02" series enjoyed a rich and varied competition career with plenty of success along the way, although here we see two examples which failed to finish their respective events. The later, Corsica rally version features a prominent front spoiler beneath the standard bumper and the Coca Cola livery really makes it stand out. In circuit race trim we see the Spa car without bumpers and wearing a far simpler decoration. The overall shape of the car matches photos well and the external finishes of both models are very good with decent paintwork, well placed decals and small details. The interiors are simple, but the roll cages are very odd, not following the correct shape and having a braking bar just inside the rear windscreen.



TRF1727



TRF1728

TRF551 Ford Escort RS1600 7th Monte 1970 Makinen £52.95

Trofeu's Mk1 Escort is a tried and tested pattern and here we see a typical works livery of off-white with a satin black anti-glare bonnet. The masking of the two colours is neatly done and the smaller detail parts are carefully placed. Decals are accurately positioned and overall the model checks out well with event photos.



Norev - New 1:43 diecast model

NOR270302 Morgan Plus 8 1980 Green £39.95

Alternative version **NOR270301 Ivory**
The first version of this model that we saw from Norev had very thin paintwork but the BRG finish on this sample covers very well around the various shut-lines. The panel engraving is lacking a little in crispness and some of the details such as the windscreen and luggage rack are a little heavy, but overall the shape is pretty good, the finish is too and it looks like the car.



TrueScale Miniatures - New 1:8 resincast & 1:43 diecast models

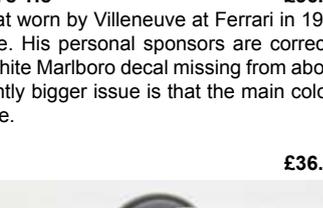
TSMAC0001 Donohue Helmet 1:8 £36.95

Most of the crash helmets produced in the TrueScale range are for F1 drivers but, while he did run in F1, it is Mark Donohue's Can-Am exploits for which this is best remembered. The decoration on the helmet is from the 1972 season when his Penske-run Porsche ran in the white and red of L&M. The particular design seems to have only been used on a handful of occasions and matches images from Riverside.



TSMAC0003 Villeneuve Helmet 1978 1:8 £36.95

This well finished Bell helmet depicts that worn by Villeneuve at Ferrari in 1978 and in terms of layout is very well done. His personal sponsors are correctly placed and printed, although there is a white Marlboro decal missing from above the visor, due to licensing issues. A slightly bigger issue is that the main colour is black, not midnight blue as it should be.



TSMAC0004 Hunt Helmet 1973 1:8 £36.95

James Hunt made his F1 debut with Hesketh Racing and here we see a replica of his crash helmet from that season. The black paint finish is excellent and the additional decoration is correct, with his personal design on the back and sides and sponsorship from Duckhams oil. Adding a little more character there is also an air feed tube on the rear.



TSM430267 Honda Civic Type R White LHD £59.95

TSM430272 Honda Civic Type R White RHD £59.95

We're used to TrueScale's 1:43 offerings being in resin, but here they go back to their diecast roots. The overall shape of Honda's hot-hatch is instantly recognisable but the sculpting on the body work is a little soft in places, particularly around the moulded in door handles. The smaller additional parts such as the rear wing and the wheels are nice and crisp though and the general level of finish is as we would expect.



TSM430272

MINICHAMPS®

Minichamps - New 1:43 & 1:18 diecast & resincast models

MIN400060904 Sauber C24B Test 2006 Zanardi £69.95

Alternative version [MIN400060902](#) Heidfeld & [MIN400060903](#) Villeneuve

Having made a successful return to racing in touring cars following his horrific IndyCar crash a few years earlier, Alex Zanardi was invited by BMW to test a specially adapted Sauber at the end of the 2006 season. The car used was the previous year's chassis with the latest engine, the same having been tested pre-season by Villeneuve and Heidfeld, but now converted to hand controls. The model is based on an older pattern, so some of the smaller detailing such as the rear wing is quite heavy, but other sections like the barge-boards are much finer. The two-tone white and metallic blue paint finish is excellent and the decoration is all carefully placed and appears to be complete. Only 144 numbered examples have been made.



MIN410170044 Mercedes W08 F1 2017 Hamilton £69.95

Alternative versions [MIN410171844](#) Mexico, [MIN417170244](#) China & [MIN417170444](#) Russia

MIN410170077 Mercedes W08 F1 2017 Bottas £69.95

Alternative versions [MIN410171877](#) Mexico, [MIN417170477](#) Russia

Just prior to the Spanish Grand Prix, the teams were required to modify the decoration on their cars to make it far easier to identify drivers from a distance, using either an abbreviation of the name or the race number on the rear fin. Mercedes opted for the latter whilst also incorporating a stylised national flag of the driver on the tip, adding visual interest to these versions compared to models from the start of the season. This and the other decoration is all neatly applied on the models. As usual for cars from this season, the front wings are moulded largely as one piece, with a few fine trim tabs added and the rear wing endplates are a little thick. The loop 't-wings' are finely made though and overall the models look the part.



MIN417160119 Williams FW38 Brazil 2016 Massa - resin £89.95

Alternative version [MIN417160019](#) Early Season

The 2016 race was supposed to have been Felipe Massa's final Grand Prix on home soil and this is the description included on Minichamps packaging. Such are the lead-times on many industrially produced models, this turned out not to be the case! For this race, the Williams team gave his car a unique decoration, the Martini logos being re-branded with Massa's name and a message of thanks replacing the sponsor on the rear wing. These details are all correctly printed and the decals carefully placed. The paintwork is excellent and we see plenty of fine carbon and a few very small aerodynamic additions added.



MIN530164022 McLaren MP4-31 Abu Dhabi 2016 Button £89.95

Jenson Button officially retired as an F1 driver at the end of the 2016 season, although of course he has since made a cameo appearance standing in for Alonso in Monaco. This special presentation sees a standing driver figure posed alongside the car as he prepares to take a bow. The figure is well detailed and painted and has the correct crash helmet design which remembered his championship winning season at Brawn. Usually, models of the 2016 McLarens need a few decals adding, but with the Abu Dhabi race being a 'dry' one, the decoration on the well-finished bodywork this time looks complete from all photos we've found.



MIN412821601 Williams FW08/Mercedes W07 Champs 1982/2016 £149.95

To celebrate Nico Rosberg's World Championship, this display pairs his 2016 Mercedes with the Williams driven by his father to the title in 1982. The pattern for the Williams is an older one and this shows a little in the weight of the suspension and rear wing components, but the Mercedes shows a good deal more finesse. There's no faulting the finish on either and the decoration looks to be complete. Driver figures are included in both and the large display case includes brief specifications of the cars, points tallies and win details for each driver.



MIN412164406 Mercedes W07 World Champion 2016 Set £139.95

With the Mercedes drivers sharing all but two of the race wins between them during 2016, this was the most dominant season by one team since McLaren in 1988, the driver's title going to the wire. The cars of Rosberg and Hamilton are modelled as they appeared in that title deciding round in Abu Dhabi. We've seen the basic models several times now from Minichamps and, but for slightly thick rear endplates, they are well detailed and smartly finished. The pair are mounted in echelon and the backdrop to the display includes a photo of the team celebrating and a summary of each driver's results for the season.



MIN437152546 BMW Z4 GT3 1st Spa 2015 Marc VDS £89.95

MIN437152559 BMW Z4 GT3 Spa 2015 Roal £79.95

The bodies of these two BMWs are identical but the liveries are so wildly different they certainly don't look that way and on the winning VDS car one of the smaller side vents has been completely obscured by a decal which hasn't snuggled in on our sample. The finish is otherwise excellent on both models, with fine parts used for the wings and splitters and neat flush-fitting glazing. The Roal team car included Alex Zanardi on the driver line-up and here we see a stylised portrait of the three drivers on the bonnet and comic strip sponsorship all over. Both make for fantastic looking subjects and with issues of only 250 pieces each, they won't be around for long.



MIN437162696 BMW M6 GT3 COTA 2016 #96 Turner - resin £99.95

Alternative version [MIN437162697](#) Sebring

The M6 replaced the Z4 as BMW's GT3 contender for the 2016 season and examples raced all over the world. Turner Motorsports is one of the leading entrants in America and at the Circuit of the Americas, they scored their second GTD victory of the year. Its yellow and blue livery is a vibrant one, made more so by green highlights on the mirrors and rear wing endplates. The yellow paint finish on the crisply moulded bodywork is excellent and the clearly printed decals are all neatly fitted, there is carbon on numerous parts and the smaller details are finely made. The first of many M6 GT3s to come from Minichamps.



MIN117830001 Williams FW08C 1st Monaco 1983 Rosberg 1:18 £179.95

MIN117830002 Williams FW08C Monaco 1983 Laffite 1:18 £179.95

MIN547831801 Williams FW08C Test 1983 Senna 1:18 £189.95

Minichamps describe the Rosberg car offered here as the Monaco winner but do not attribute a race to the Laffite version, although looking through the race photos, the nose decoration and wing set up confirm this one to also be a Monaco car. Donington Park was the scene of the Williams test day in July 1983 when promising F3 driver, Ayrton Senna, had his first taste of F1 power. It was a well-documented occasion so we have plenty of photos to compare this model with too. Overall, they've done a very good job both on the shape and the detailing. All models are very well finished with excellent two-tone paintwork over well-proportioned mouldings and the decals are well placed. The driver figure in the Rosberg car has some obviously compromised decals on his crash helmet and sleeves, but otherwise the figures are well sculpted and held in place by realistic looking harnesses. The various radiator and engine intakes have fine mesh over them and there is a very subtle carbon finish applied to the front wings, but frustratingly not the rears!



MIN537871801 McLaren MP4-3 F1 1987 Prost 1:18 £164.95

MIN537871802 McLaren MP4-3 F1 1987 Johansson 1:18 £164.95

No races are specified for these cleanly finished resincast models, so precise details are difficult to check. The overall shape of the bodywork looks pretty good from race photos and there's plenty of rear wing on, suggesting maybe a race like Mexico? The main white paint finish is excellent and the orange sections of the livery have a satin finish and have been rounded at the tops of the vees on the front and rear cowings. For accuracy these will need modification and there are several Marlboro logos missing, as we expect. Hopefully there will be some aftermarket decals along soon. The suspension parts are all finely made and there is a subtle carbon finish on the brake ducts and the insides of the wing endplates.



MIN100121664 Fiat X1/9 1974 Yellow 1:18

£139.95

Also available [MIN100121665 White](#)
Fiat launched their Bertone-designed, mid-engined sports car at the end of 1972, most of the mechanical parts coming from the 1300cc 128 coupe and the car quickly building a reputation for fine handling. This 1974 example has the original purity of styling with small bumpers rather than the heavier items introduced on the later 1500cc cars. The lines of the car are very good and the doors, engine compartment and front and rear luggage areas can be opened. The headlights can also be raised, but these don't fit very well, then neither did the lights on any of the three real ones I've owned (Editor Mark) and at least the mountings aren't rusty! A separate plastic roof panel clips neatly into place but when off, room has not been left in the front luggage area to store it as it would be on the real thing. A shame, as the other small details such as a jack in the rear luggage area and wiring in the front one have been included.



Fujimi - new 1:24 plastic kit

FUJ12648

Porsche RSR Turbo Le Mans 1974

£52.70

Accessory set available [STUFF24206](#) Photoetched Detailing Set & [STUDC1204](#) #21

Porsche entered two near identical RSR Turbos at Le Mans in 1974 but curiously the decals in Fujimi's kit only offer the more successful of the pair, the #22 machine which finished second overall. The well-proportioned body is moulded with the front bonnet and rear engine cover as separate parts, but the finished model will be kerbside. There is plenty of chassis detail to get your teeth into, with suspension and the lower half of the engine, plus the exposed turbocharger at the rear. The decals, as previously mentioned, only offer the #22 car but do include all sponsorship, the complex striping and tyre sidewall logos.



BBR - New 1:18 resin & metal hand built model

BBRC18019 Ferrari 333 SP Press 1994

£231.55

BBR initially listed this as being from a limited edition of 100 pieces, but when the model arrived we find it numbered from just 80 examples. The paintwork is, as is usually the case from BBR, flawless and the panel lines are both fine and deep. In the cockpit we see proper fabric seat belts with etched buckles, there are shock absorber reservoirs visible beneath the screen and the dash panel has a carbon finish. This unfortunately highlights the fact that all the other carbon areas on the car are either anodised or painted, depending on material, with no weave showing.



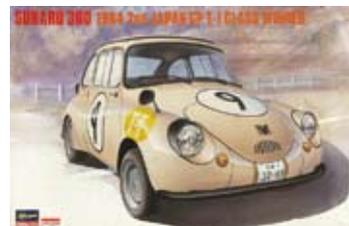
Hasegawa - New 1:24 plastic kits

HAS20322

Subaru 360 Japan 1964 #9

£44.60

Subaru's 360 was designed as a compact city car and was powered by a 356cc, two-stroke, twin-cylinder engine mounted in the rear. This race version finished second behind a similar machine in a race for cars under 400cc at Suzuka. The kit parts are based on the road car and the instructions show that the car is to be built with full interior, which may have been a regulation, we have no race images to confirm or deny. The kit parts are quite simple, the roof and rear windscreen being one clear moulding which will need careful painting and the main body colour will need mixing according to the instructions.



Le Mans Miniatures - New 1:18 hand painted resin figure

LMMFLM118027 Juan Manuel Fangio

£31.40

Le Mans Miniatures' series of ready painted resin figures offers excellent value and this latest release features a relaxed looking Fangio, reaching up as if about to fasten the chin strap on his helmet before getting into the car. The helmet style and clothing put him in the early 1950s, so there are plenty of subjects to choose from to pose him with. As usual the weathering is excellent adding plenty of realism.



HAS20324

Zakspeed 891 Yamaha F1 1989

£37.40

1:24 is an unusual scale these days for F1 kits as most makers have followed Tamiya's lead and standardised 1:20, giving away that this kit was originally released over 25 years ago. The parts are well moulded and there's a fair amount of detail to enjoy including a full engine beneath a removable rear cowling. The decal artwork is all new and the decals offer the choice of either Schneider, who managed to drag the unreliable machine onto the grid twice, or Suzuki, who didn't, and either the East sponsorship seen on the box art and the surviving museum car, or the geographically opposed branding usually seen at race meetings. The white sections of the livery are included on the decal, which will simplify painting.



HAS20325

Mazda 767B 7th Le Mans 1989 #201 Finish Line

£37.40

This relatively simple set of parts offers the opportunity to build a kerbside model of the best-placed Mazda at Le Mans in 1989, its quad-rotor engine propelling it to seventh overall and a class win. The blue upper panels are all included on the decals, so the main body has a simple white finish, with some of the small panels moulded separately to simplify detail painting. Looking through the parts and instructions, it is only the painting of the one-piece wheels to have polished rims and black centres which is likely to cause any delay at all on your build.



Beemax - New 1:24 plastic kit & accessory set

AOS10433

Nissan 240RS Safari 1984

£54.55

AOS10434

Nissan 240RS (BS110) PE Detail Set

£22.80

This is the second version of the 240RS that we've seen from Beemax and like the New Zealand car (AOS08579) which preceded it, there is a single decal option. This is the fifth placed car of Shekhar Mehta and while the decals are clearly printed, there are a few sponsor logos missing which we should see on the aftermarket soon. The livery will also need a two-tone finish and there are some flashes of decal to match the orange to. The main physical change from the NZ car is inclusion of various bull bars etc. typical for Safari entries and there's a decent amount of suspension detail underneath and the cockpit is well designed to ease assembly and painting. The instructions include the optional etched parts and these include various cockpit components as well as brakes, wipers etc.



Renaissance - New 1:43 accessory

RENA222

Gotti 13" 6 Spoke Wheels

£8.50

This 1:43 wheel set is suitable for a variety of rear-engined Renault based machinery, such as R8 Gordinis, Alpines A110s etc. The wheels are cleanly cast and the tyres have a basic tread. Ideal for diecast upgrades.



Museum collection

Museum Collection - New decals, various scales

MUSDC43877 McLaren MCL32 2017 Additional Decals 1:43 £15.95

Made to fit Minichamps and Spark models

This sheet will serve to either complete the sponsorship for race versions of the 2017 McLarens already made, or to convert the models to other races. There are specific details for Bahrain, Japan and Hungary and among these are additional sponsors unique to those races plus the driver name identifications introduced mid-season.



MUSDC18876 McLaren MP4-31 2016 Additional Decals 1:18 £15.95

Made to fit Minichamps and Spark models

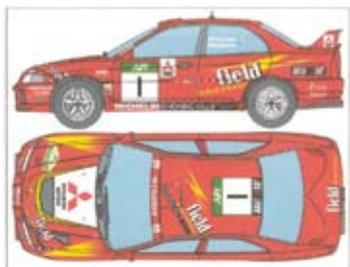
All models of the 2016 F1 McLarens are missing some sponsor logos and this clearly printed sheet fills the gaps. There are also driver names and a couple of options with different decorations for the cockpit sides and some which are unique to the British GP.



MUSDC24874 Mitsubishi Lancer Evo4 Oz 1997 #11:24 £21.95

Made to fit Hasegawa kits

Mitsubishi ran a three-pronged attack on Rally Australia in 1997, WRC regulars Makinen and Burns joined by local driver Ed Ordynski, all wearing a special livery for the event. This clearly printed decal offers just Makinen's lead car, in which he finished second. The sponsorship is complete on the decal and all of the stripes and any non-red panels are included, giving a very colourful result.



MUSDC20872 Ferrari F60 Daytona 2016 1:20 £21.95

Made to fit Tamiya kit TAM20059

Not reading Japanese we were slightly confused by this decal sheet, not helped by the suggested base kit on the packaging being Tamiya's Red Bull RB6! Eventually we have established that it is the 2009 F60 but decorated in the 2016 livery. The car ran a few times like this as a show car and with Vettel on board it appears to be from the 2016 World Finals event at Daytona. The decals are typically well printed and most of the white elements are included, leaving just a small amount of masking to do. This will certainly be a different one to put on display at a show and confuse onlookers!



RPM - New 1:43 resin & metal kit

RPM1403 Jaguar XJS Group 44 1977 £71.95

Hand built available RPM1403M

Bob Tullius and his Group 44 team campaigned the XJS for three seasons and there were a few subtle changes along the way. RPM has picked the middle year, so the Minilite style wheels are correct for the early part of the 1977 season and the decoration is also correct, meaning your finished model will be a fair representation of the Kent and Westwood class-winning car. The main body casting is in resin and very clean, with just a few small feed tags and areas of light flash to clean up, while the majority of the remaining parts are white metal. Etch is included for window frames and various small details and the decals are clearly printed. The instructions include a clear exploded drawing and some test build images and on these the wheels look a little deep in the arches, so the wheel wells may need a little relief to get the correct stance.



CCC - New 1:43 resin & metal hand built model

CCC212M Bugatti T19 'Baby' 1911 £215.70

Kit available CCC212

This tiny prototype was actually designed by Bugatti for Peugeot and with minor revisions they sold over 3000 of them. The car modelled is the first prototype which survives today and is now part of the Schlumpf Collection, featuring a traditional oval Bugatti radiator rather than the more angular Peugeot production version. The very fine resin parts for the body and the wheel arches are neatly finished, with a gloss black on the outer body surfaces and deep satin red for the interior and the undersides of the wings. The chassis, exposed mechanical parts and wheels are all picked out in white to add more visual interest and the windscreen, radiator and lights have a brass finish. The alignment of some of the chassis parts isn't quite right, but it is a very delicate thing and makes a charming addition to any Bugatti collection.



Looksmart - New 1:43 resin & metal hand built model

MRCLS484B Lamborghini Urus 2017 Grey £137.40

Alternative version MRCLS484A Yellow, MRCLS484C White, MRCLS484D Blue, MRCLS484E Red & MRCLS484F Black

Lamborghini unveiled their Urus SUV concept back in 2012 and after months of rumours flying around, the final production version eventually broke cover late in 2017. The basis of the car is the well-proven platform shared by the Audi Q7 and Porsche Cayenne but the engine is unique to Lamborghini and the styling is unmistakably theirs! The dark metallic grey seen on our sample model is evenly applied and the deep lacquer helps the paint catch the light and show off the sharply sculpted lines of the machine. Fine etch is used for side window frames, brake discs and a couple of small vents and the front and rear screens have a realistic black surround and fit flush.



JPS - New 1:43 painted resin kits

JPS412 Saab 93 Le Mans 1959 #43 £59.65

JPS413 Saab 93 12th Le Mans 1959 #44 £59.65

We usually associate Saab with rallying but they made one appearance at Le Mans, with a pair of privately entered 93s in 1959. The dark-coloured #43 car retired early on with engine trouble but the grey #44 machine's two-stroke 3-cylinder engine kept going to bring the car home twelfth overall and third in class. Apart from paint colour on the well finished bodyshells and the decal sheets, the kit parts are nearly identical and offer very simple builds. There is detail painting to do on the interior and for lights and trim parts on the body, small castings are included for the side-exit exhaust, steering wheel, road wheels and some additional lamps and etched wipers to finish things off. Quick, easy builds of unusual Le Mans subjects but, and it's a big BUT, there is a question on colours for the #43. Period colour images are inconclusive, but period written information we have suggest that the British team running the car arrived to find that the #44 Swedish car was the same grey as theirs and so hastily repainted the car British Racing Green before the race. Not black as the model is.



Jade Miniatures - New 1:43 resin & metal hand built model

JAD4399MB Aston Martin DBR1 Le Mans 1960 Border Reivers £192.75

Kit available JAD4399

At the end of the 1959 season, Aston Martin sold off most of their sports prototypes with the cars going to a number of established teams. One such was the Border Reivers equipe who obtained DBR1/3 for use by Jim Clark. The car was modified with a higher tail and taller full width windscreen to comply with the new 'Appendix C' regulations. The highest profile outing for the car was at Le Mans, where Salvadori and Clark finished a fine third overall. The overall finish of the bodywork on our model is very good and the decals are well positioned. The ride height is off somewhat at the rear, but the remaining small detailing is neatly done.





ABC Brianza [BRK43343](#) (kit) [ABC343](#) (built) - Alfa Romeo 6c 1750 Gran Sport Grummer 1933



Spark resincast [SPKUS031](#) - Porsche 962 1st Lime Rock 1985



Arena [ARE886](#) (kit) [ARE886MB](#) (built) - Chevrolet Corvette Paul Rivere 1977



Autocult resincast [ATC10002](#) - Mercedes OP312 van Rooijen 1958



MG Model hand built [MGMGT0085M](#) - Ferrari 250/330 GTO Targa Florio 1965



Esval [ESVUS43005B](#) - Stutz Black Hawk Boattail Speedster 1928



Oxford diecast [OXF43R25001](#) - Rolls Royce 25/30 Thrupp & Maberley Saloon



Marsh Models [MM292](#) (kit) [MM292M11](#) (built) - McLaren M1B St Jovite 1966 Motschenbacher



Autocult resincast [ATC07009](#) - Velam Isetta Record Monthery 1957



Schuco diecast [SHU02559](#) - Porsche 356B coupe

George Eaton's McLaren M12

by Ed Roberts

Those of you who despair at my Canadian references in these reviews really ought to just skip over this one - it is one long Canadian reference. For almost 100 years the Eaton department stores were a staple of life in Canada. From 1869 when Irish immigrant Timothy Eaton opened a dry goods store in Toronto until the nation-wide chain of stores collapsed in 1999 amid poor business decisions and changing tastes, Eaton's was really a symbol of Canada, touching many aspects of life. Perhaps Eaton's biggest legacy was their yearly catalogue which allowed farm families in the Canadian west to shop for the latest styles, work clothes and appliances. When the year ended the catalogue served a far different purpose in the outdoor privy. If you want an indication of how pervasive Eaton's was to Canadian life, first finish reading this august publication then go read Roch Carrier's short story 'The Hockey Sweater'. Along the way the family became wealthy, though not without controversy, being cited for their terrible working conditions during the depression of the 1930s. They also set themselves up as a beacon of decency - closing the drapes in their stores on Sundays lest anyone be drawn into the temptation of window shopping on the Sabbath. (For many years Toronto was known as 'Toronto the good' - as opposed to that den of iniquity, Montreal) Perhaps in recognition of this there is the Timothy Eaton Memorial Church in Toronto.

Anyway, as with many families with money to burn Timothy's descendants looked for ways to spend the cash. George Ross Eaton (b. 1945), one of Timothy's great-grandsons (I think I've got that right) - having showed little talent as a student and little dedication as a stockbroker - developed his penchant for speeding on Toronto's streets into an interest in auto racing. Using a Sunbeam Alpine and tutored by the excellent Canadian driver Eppie Weitzes (the unfairly maligned pace car driver) he showed a fair bit of talent. He progressed into Can-Am in 1967 with a McLaren-Elva

Mk.III but his finishes were unspectacular, a situation which continued into 1968. He seems to have come alive in 1969 with his McLaren M12 and did well enough that Jim Hall approached him with an offer to replace a less than happy John Surtees. This plan was, according to Eaton's biographer, the noted Canadian sportswriter Frank Orr, nixed by Hall's sponsors. For 1970 Eaton bought a ride with BRM for Formula 1 but did not really distinguish himself. His 1970 Can-Am season was not that remarkable either with a best finish of 3rd in the BRM P154. From here his career seems to have dwindled - his last race being in early 1972 for NART. He returned to the family firm but that did not end well.

The subject of this kit seems to be a case of being an unwanted guest. The McLaren M12 was intended as a customer car (produced by Trojan) using the body of the M8A and the chassis of the M6 so it was already two years past its best by date. Fifteen were built according to the Eoin Young book on McLarens with Jim Hall, Lothar Motschenbacher and Eaton being the main customers. It really made little impression - Doug Nye's book on McLaren gives it one whole sentence. As introduced it must have been an aerodynamic disaster as they sprang all sorts of flaps and wings during the 1969 season. One was completed as a coupe for a Canadian owner (I'm sorry but that's what happened!). The best finishes in the 1969 Can-Am season were a pair of seconds - one each for Surtees and Eaton.

The first impression of this kit is its simplicity. In fact, if I hadn't messed around with the painting of the body I could have finished this one in a weekend (take that one, Eduard! Build a 1/48 Messerschmitt Bf110 in a weekend - I don't think so). This is reflection of the fact that Eaton's car depicts the season-opening Mosport version. No wings, no flaps. Later on it grew a wing and an odd set of ducts from just in front of the cockpit to the rear. Clean-up of the body takes very little time - a tiny bit



Marsh Models kit [MM285](#) - McLaren M12 Mosport 1969 George Eaton

of flash here and there. If you are not doing Surtees' car the three holes for the rearview mirror need to be filled in. Curiously, there was no hole or marking for the left-hand mirror to be used on the Eaton or Motschenbacher cars - .9mm ought to do it. Quite honestly, that was it. The metal parts are also quite clean - there is a bit of flash around the transaxle/exhaust but nothing substantial. Whether for ease of moulding or for a later version the lower body ducts are separate - they are a perfect fit and they do make painting the inside of the ducts much easier as you get to the hard-to-reach places first and then install them to paint the outside.

Body colour can be anything from a bright red to an almost orange depending on photo reproduction. The website Racing Sports Cars described it - unhelpfully as 'dark' (not dark red, just 'dark'). In the end I went with Tamiya TS-8 Italian red and it looks right. I did vary from Marsh's painting instructions twice. The seat is called out as 'matt black' but I figure semi-matt may be more accurate as well as providing a contrast to matt black seatbelts. My technique for these is to paint them matt black then rub them on very fine sanding film. This leaves the hardware in a nice chrome finish - easier than scraping off the unwanted paint. The tyres are also called as 'matt black' but I used a Tamiya colour called 'NATO black' (XF-69), an extremely dark grey. As tyres are not really 'matt' in real life I coated them with Future to impart a bit of a sheen and make applying the Goodyear decals easier.

The interior is very basic - seat, pedals, gear lever and done. I did hit

on a neat way to install the wire gear linkage as I've often had a problem with it sagging as it dries. This time I rested an off-cut from the steering column on the cockpit ledge, put glue on the linkage at the lever end and then used the off-cut as a prop while it dried. Do not install the roll-bar or the intakes until after the body has been glued down.

The body snapped into place neatly and it was on to the last details. Cut to the engraved edges the windscreen is a perfect fit - perhaps the best of any open car I've built. In adding the last bits I had trouble. The etched radiator at the front is intended to be fitted to a tab on an etched splitter. Try as I might I found that the radiator was too tall and forced the splitter out of place. In the end I glued the radiator to the chassis and then glued the splitter to the radiator. The problem is, I'm sure, of my own making.

Decalling is also simplicity - three numbers and done. Except that Marsh have modelled Eaton's car as it appeared in practice and before the race a series of sponsors' decals were added to the lower flank (Orr's book on Eaton has a blurry shot of him spinning coming out of Mosport's Corner 10). From the front they should read Champion/Valvoline/STP/Shell - in spite of what I see as conflicting interests. If you have those in your spares bin go ahead and add them but Marsh assures me that they will print the necessary decals shortly.

Overall this was a fun kit to build - a nice change from the overly complex kits being produced by other makers. Now Marsh - can we discuss doing the Horst Kroll/Paul Tracy Frisbee?

Building Memories

by Wayne Moyer

Mark asked me to write a few words for this issue as apparently I've been associated with FSW longer than anyone else still active with the magazine. I suppose that could be interpreted to mean that I've outlived a good many friends or that I just haven't had the good sense to give up, but in either case, here goes!

I suppose you could say my association began when I discovered, and subscribed to, FSW in January 1980. Back then there weren't many new kits each month so there would be several stories with hand-drawn illustrations about modifying diecasts, with or without the then-popular "trans-kits". But my first contribution wouldn't appear until the July 1981 issue. Based, I think, on a small piece I'd written for Collectors Automotive Replica Society (C.A.R.S.) Brian made the very incorrect assumption that I was the "American Ford GT expert" and asked me to write the introduction for the Classic Cars Ford GT kit

and then to write a short (VERY short history) of the GT40 for that issue.

I became a regular contributor to FSW starting with issue 1/88. I was, at that time a part-time Professional photo-journalist (I got all access credentials and got paid, to boot) and began sending walk-around and detail photos to Starter, for which they'd send kits based on my photos. When Brian asked me to write a column he also offered to send a new kit once in a while; that first column featured the new SMTS Gurney Eagle '67 Spa winner from GPM and Corner 5's Corvette GTP. It's hard to imagine now, but I was writing six or seven columns a year with sometimes as many as three models in a column. Unlike recent years, though, only photos of completed models were shown. With the demise of Starter several years later the focus and frequency of the column changed; of the 10 issues each year half or less would contain an "American Angle" and those would have a multi-photo "how to", usually of a model supplied by FSW but still selected to be of interest to American readers.

I never anticipated outliving FSW but it certainly has been a long and enjoyable run. Au Revoir, FSW.

Looking back with FSW

by David Blumlein

In the Eighties I used to relax by going, on most Saturday afternoons, to 'Brian Harvey's Grand Prix Models' shop on the main street at Radlett, on the road to St Albans. There we would chat, chiefly about Le Mans as well as discussing and occasionally buying the models.

As time went by I once suggested that I write a few brief words for Four Small Wheels about the history of some of the Le Mans cars that were being modelled. Brian immediately accepted this proposal and I effectively became henceforth a contributor to the magazine; in fact, FSW became an integral part of my life.

When the 60th anniversary of the Le Mans race approached, Brian asked me to write a potted history of the great race and I happily obliged by providing a ten chapter selection of articles, the first episode appearing in FSW 4-91. Talking with fellow enthusiasts on the train to Le Mans at the time, I came to realise that they were craving more knowledge of the race, not that many publications being available in those days. It thus occurred to me that what I had written for FSW could form the basis of a book to supply their needs. So I added a further general section and took my first plunge into the photographic archives at LAT (which were to supply me with an ample selection of pictures for the book). Imagine my surprise and joy when I found a broken glass negative depicting the Citroën which ran in the 1932 race - a real scoop! Modern technology turned it into a fine picture - my book had the world's first such illustration of the Citroën

in the race, and all thanks to what I had been doing for Grand Prix Models!

My good friendship with Brian led to his kindly getting me my first track passes. We would go to the Le Mans Test Days together and to all the Autumn Cup meetings held on the Bugatti circuit. Brian used to write for an American motoring paper in those days and we would write the report of those autumn meetings while travelling home on the TGV to Lille. I well remember seizing the opportunity to headline the copy "Courage wins at Le Mans", true of course, but not the 24 hour race!

Over the years I must have written over 200 articles for FSW with only the occasional omission, owing to the pressure of running my own private school not leaving me enough time to do the background research. I enjoy very much writing for the magazine. When I have chosen my subject, I mull it over for a few days, making notes from my extensive personal library - my flat is overflowing with motoring literature - and even composing paragraphs while walking to the shops! When it is ready in my head I sit down and write all in one go, taking about an hour and a half.

Nowadays, the articles tend to centre on one particular car and occupy most of a page, and not necessarily a Le Mans car, but all the cars are interesting and give me pleasure. My reward? Opening up unexpected new avenues of research so that I finish up richer in knowledge about the cars each time - I love that!

I have enjoyed a wonderful relationship with my colleagues at Grand Prix Models. They are good friends and a joy to work for, Mark my Editor, André and Justina and, of course, Brian who retired some years back. And I really enjoy sharing the information I am able to pass on to the reader - it's the teacher in me!

And so, to the final chapter.

Saabs at Le Mans

by David Blumlein

My favourite Saab was always their first model, the 92. Svenska Aeroplan Aktie Bogalet (SAAB) first made aeroplanes for the Swedish Air Force in 1937 but after the war decided, like the Bristol Aeroplane Company, to diversify into car production. The brief they set themselves was to have low weight, aerodynamic efficiency, good economy, front-wheel drive, to be reliable and strong enough to cope with Sweden's roads and harsh winters.

Their designers were greatly influenced by the German DKW cars which had been very popular in Sweden since the early Thirties. These small cars had two-cylinder, two-stroke engines mounted transversely driving the front wheels (no, the Mini was not the first!) and they had a good reputation for economy and reliability. Where Saab thinking differed from the German cars was that the new Swedish design was to have the engine and gearbox ahead of the front wheels whereas the DKW had its engine behind the drive line and the gearbox behind that. The Saab engineers came up with a two-cylinder, two-stroke engine that was extensively tested and one of their best engine experts, Rolf Melde, used a prototype unit in his DKW special to win its class in the 1948 Skarpnäck Rally. The first Saab car prototype arrived in 1946 with chassis no. 92001 and by 1947 test cars 2, 3 and 4 covered 170,000 miles of rigorous testing. The cars bore that fine aerodynamic monocoque shell that with small modifications became the familiar Saab shape. Torsion bar suspension was used all round and initially the engine capacity was of 74c.c.

Production started in December 1949 and less than one month later K.G. Svedberg had won the Tour of

Ostergötland Rally outright - rallying was in the Saab's blood from the very beginning! This performance convinced the Norwegian lady rallying star, Greta Molander, to drive a Saab 92 in the 1950 Monte Carlo Rally, her tenth attempt. Two cars, 92007 and 92008, were prepared under the supervision of Rolf Melde who managed to improve output to 35 b.h.p., 10 b.h.p. more than normal. The cars started from Stockholm, Greta Molander and Margaretha von Essen in no. 152 and K.G. Svedberg and Melde in no. 162. Molander finished 55th overall, 8th in class and 2nd in the Coupe des Dames, the others 69th overall.

It was an impressive start for a brand new car which was not equipped to take on the much more powerful brigade. In fact, the last victory for a works 92 was in the 1955 Rikspokalen with Erik Carlsson. But what was needed was more power and the Saab 93 followed with a 748c.c. three-cylinder, two-stroke mounted in line, still ahead of the front axle; this new model had coil spring suspension all round and by April 18th 1956 the 93 was homologated as a standard production car. This set the scene for the multiple exploits and successes in rallying, usually thanks to "on the roof" Carlsson.

Saabs made their mark in ice racing, national racing (often in battle with DKWs) and soon in international rallying but one did not expect to find these remarkable cars dallying in long-distance sports car racing. Yet we find a private entry in the 1957 (and very last) Mille Miglia race. Harald Knonegård teamed up with Charlie Lomander in the modified touring 750c.c. class (the capacity of the 93 was lowered to make the cars eligible for international competitions). There were just nine entries for the class,



JPS painted resin kit [JPS413](#) - Saab 93 12th Le Mans 1959 Nottorp/Bengtsson

mainly Fiat 600s, but the Swedish car kept going while its rivals dropped out, finishing 159th overall but first in class!

In 1959 two Saab 93B Granturismo 750 cars were entered for the Le Mans 24 Hour race. This was unexpected for two reasons: the sports racers were now dominating this event and saloon cars (especially relatively slow ones) almost seemed out of place; secondly two-strokes had long gone, the first being the one-off opposed-piston-engined Tracta in 1929 which soon came to a smoky halt. Yet Sture Nottorp (who had raced a Frazer-Nash coupé in the 1954 event) was keen to bring Saab to the Sarthe and he enlisted the expertise of Rolf Melde. The engineer raised the car's compression ratio to 10:1 (reminiscent of George Roesch doing the same to his Talbot racers at Brooklands), three large Solex carburetors were used, a 21.5 gallon fuel tank was fitted and, as Saabs were experimenting with a four-speed gearbox, Le Mans seemed to be the ideal testing ground for such a unit. Strips of reflecting tape adorned the rear bodywork - the Saabs only did 105 m.p.h., the big boys 180 m.p.h.!

- and a windscreen washer jet was mounted on each of the four drum brakes.

Nottorp started the race before handing the car over to Gunnar Bengtsson, one of Sweden's best racing drivers. Only a broken alternator bracket interrupted their smooth progress at 5:20 a.m. The car, no 44, covered in all 232 laps, coming in 12th overall of 13 finishers and claiming 3rd in the 750 GT class, headed only by two dubiously-homologated DB spyders (!) the French firm claiming that they had produced 100 of the required HBR5 base model to qualify as GTs!

A second of these 65 b.h.p. Saabs came from the British Sid Hurrell organisation, a dealer from Leighton Buzzard. Painted in British Racing Green, the car, no 43, had a miserable time - a piston failed during practice and in the 5th hour of the race, another piston seized. No luck for Hurrell and co-driver Roy North.

And that was the last of saloon cars at Le Mans. As for 2-strokes, a CD with a 701 c.c. DKW engine crashed on the second lap in 1963.



NEW & SOON



Minichamps resin cast [MIN417170094](#) - Sauber C36 Bahrain 2017 Wehrlein



Arena [ARE891](#) (kit) [ARE891M](#) (built) - Porsche 935/80 Sebring 1984



Marsh Models [MM292](#) (kit) [MM292M62](#) (built) - McLaren M1B St Jovite 1966 Cannon



MG Model hand built [MGM512S054](#) - Ferrari 512S Brands Hatch 1970



MG Model hand built [MGMGTO084](#) - Ferrari 250 GTO Road America 1963



Autocult resin cast [ATC06020](#) - Oldsmobile Golden Rocket 1956



Oxford diecast [OXF43RRC002](#) - Rolls Royce Corniche



Spark resin cast [SPKSJ056](#) - Porsche 911 RSR Fuji 6hrs 2017 Dempsey



Arena [ARE883](#) (kit) [ARE883MD](#) & [ARE883MS](#) (built) - Chevrolet Corvette Daytona & Sebring 1971



TrueScale Resin cast [TSM164384](#) - Honda Project 2&4 2015