

- \* 1:12 Ferrari 312P
- \* Dakar Lamborghini
- \* Ferrari SF16H Kit
- \* 750cc Lotus History
- \* Bugatti Chiron

**06-2016**

# SMALL WHEELS



£4.50  
UK Price



## Carbone 1:18

For several years Carbone have been producing very high quality hand built models of subjects wearing fine coachwork. Thus far these have always been in 1:43 but they are moving up to 1:18, which will be exciting news for many collectors we're sure.

Among the initial list of releases will be three variants of the Bugatti Atlantic ([CAR18004](#) - [CAR18006](#)) but first out of the blocks will be two versions of the spectacular Saoutchik-bodied Delahaye 175S available either in its current blue ([CAR18001](#)) or the earlier orange ([CAR18002](#)) colour schemes.

Range creator Ilario Chiera will still be continuing with his traditional 1:43 releases and there are some interesting early Rolls Royce subjects ([CAR4394](#)/[CAR4395](#)) to come here, along with dramatic Voisins in the Chromes series ([CARCHR069](#)/[CARCHR070](#)).



## The Winners' Circle

Le Mans winners and Formula 1 Champions have always been popular collecting themes but there are many other historic events which help to build up a history of the racing car along the way. Spark have created several sub-ranges with Le Mans, Daytona 24 Hours, Indy 500 and Pikes Peak all having dedicated series and the one which is expanding fastest at the moment is the collection for the Sebring 12 Hours, several of which are due over the coming weeks.



## Group B

It was thirty years ago (yes really!) that one of the most technically and visually exciting eras of rallying came to an end, that of the Group B "Supercars". They were powerful dramatic and with very few rules, dangerous machines, which is what brought the demise. In this issue we take a look at Hiro's new very high detail 1:12 kit of the infamous Lancia S4 which is available in three versions (RAC '85 [HIR12521](#), Monte Carlo '86 [HIR12522](#) & Sanremo '86 [HIR12523](#)).

For those with slightly smaller display cabinets, Profil 24 have re-issued their 1:24 Audi Quattro Sport ([PFL2465](#)) and will soon be releasing all new kits of the Peugeot 205T16 Evo for the Monte Carlo ([PFL24101](#)) and Corsica ([PFL24102](#)) rallies. Judging by the 'work in progress' shots, there's going to be plenty of detail for the serious modeller to enjoy.



## STOP PRESS

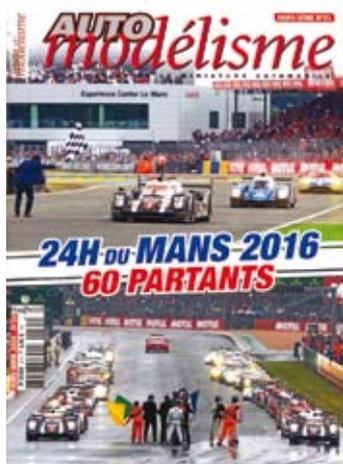
By the time this issue lands on your doormat/in your inbox, we should have received the hand built models from **Home Made Models** for our latest **GPM Exclusive** signed model. The car is the Chevron driven by John Watson and Ian Scheckter at Kyalami in 1973, signed by both drivers and limited to just ten examples. For sports-racing fans looking for something a little different, **Mini-champs** have announced a raft of cars from the 2016 Nurburgring 24 Hours and ADAC GT Masters, with plenty of colourful Porsche, Audi and Mercedes subjects among them. Like the idea of building **Tamiya's** 1:24 Ferrari FXX-K ([TAM24343](#)) but fancy something a little different? **Studio 27** have several alternative livery sheets, due soon. **Hasegawa** are re-issuing more classic Group C kits in 1:24, with the Le Mans Toyota 88C ([HAS20235](#)) and JGTC Nissan R89C ([HAS20244](#)) due next. **Marsh Models** tell us that they're working on Jo Siffert's Porsche 917-10 in the unique colour scheme seen at Edmonton in 1971. Kit ([GRP43003](#)) and hand built ([GRP43003M](#)) will be released under the **Group 7** name. **Tameo** have just finished building Senna's 1987 US GP Lotus 99T (TMKTMB036) and in the **SilverLine** range are working on a kit of the Ligier JS5 from the 1976 US GP West ([TMS101](#)). **SMTS** tell us that they are working on refreshing the tooling for a number of Land Speed Record subjects, previously released by Western Models and Pandora Models.

## Brexit

We've had a number of calls and emails since the referendum asking how 'Brexit' will make a difference to us. The simple answer is that long term, nobody knows. In the short term, the uncertainty means a week Pound, so it is a perfect time for our many overseas friends to be buying, you will get much more for your Euros, Dollars or Rupees!

## Automodelisme

Just as we were closing for press, the delivery of the new Automodelime Le Mans guide ([AUTO2016](#)) has arrived. Also with the new edition we have limited stocks of the back issues of this excellent publication, so if you've missed out on any previously, order now!



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## COVER GALLERY

We start on the rally stages of Greece for our first cover car this issue, with Minichamps' diecast ([MIN400808410](#)) of Ari Vatanen's winning Escort from 1980. Rather more recent is the Bentley from last year's Spa 24 Hours, coming soon as a 1:18 resincast model by TrueScale ([TSM161806R](#)).

Another 1:18 next, this time a hand built by BBR ([BBP18123](#)) of the 488GT3 from the 2015 Press launch. The classic coupe to the right is the 1947 Cisitalia styled by Pininfarina and released as a resincast in La Mini Miniera's Pininfarina series ([LAMPF007](#)).

Two inexpensive diecasts on row three with the 1936 Buick Series 40 Special in Ixo's Museum Collection ([IXOMUS059](#)) on the left and from Norev ([NOR158508](#)) the Citroen SM Presidentielle from 1972.

A special Porsche sits at bottom left, the RS Spyder decorated as a homage to Mark Donohue's 917/30 for the 2015 Porsche Rennsport Reunion and modelled as a limited edition resincast by Spark ([SPKUS012](#)). Finally we wind the clock back almost nine decades to 1928 and the Voisin C15 Petit Duc, available as either kit ([CCC185](#)) or hand built ([CCC185M](#)) from CCC.



# EDITOR'S CHOICES

## Our favourites from this issue's new releases



**Profil** 24

**Profil 24 - New 1:12 resin & metal kit**

**PFL1201**

**Ferrari 312P Le Mans 1969 #18/19**

**£439.25**



This is Profil's first foray into 1:12 kit production and what a great subject to start with, Ferrari's beautiful 312P Berlinetta. The model is kerbside, so the kit parts are relatively simple and based around a well proportioned main body which is one piece apart from the engine cover vent panel which is separate to simplify painting. There's a fair amount of cockpit detail and some mechanical parts are visible from the rear of the car, so there is a transaxle and suspension along with exhausts to detail paint and fit. The vast majority of the parts are in resin and the mouldings are very fine, so much so that the outer front wheel rims in our sample kit will need very careful handling prior to painting and fitting into the excellent resin tyres. A nice clear vacform deals with all glazing and there is a fine etched sheet with various fasteners and buckles for the seat belts, although you will need to make the straps. Decals are clearly printed and offer either of the works cars from Le Mans, neither of which finished the race.

**TAMEO kits**  
formula one scale model

**Tameo - New 1:43 metal kit**

**TMK434**

**Ferrari SF16H China 2016**

**£75.95**



Tameo's first kit for the 2016 season offers the Ferraris from one of their more successful weekends thus far, Vettel finishing second and Raikkonen fifth in China. The new livery this year means that careful masking will be needed for a two tone finish with the white around the cockpit opening and on the airbox needing to be painted. The lower sides are included on the decals, so this area will be simpler. The etched parts include rear wing endplates and many of the smaller details for the complex front wing and as usual, all of the parts are beautifully made with minimal excess material.

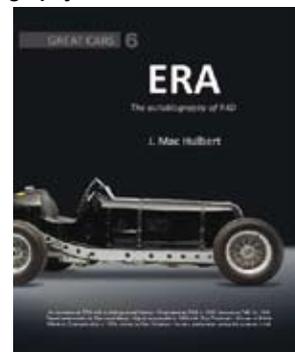


**New book**

**ISBN9781907085406 ERA R4D, The Autobiography of R4D**

**£60.00**

*Weight 2.5 kg* by J Mac Hulbert  
ERA chassis R4D has had a magnificent career, starting in 1935 with Raymond Mays and continuing after the war with Mays, Flockhart and Wharton, still competitive against much more modern machinery. The author was fortunate enough to be the custodian of this machine for a number of years and so is in the perfect position to chart its history and there is plenty of input too from other former owners and drivers. There are a fantastic selection of photographs from the beginning right up to the present day and these include some rare early colour such as a shot from Brooklands in 1938. A fine publication about a magnificent machine.



**FORMULA models**

**Formula Models - New 1:43 resin & metal kit & hand built model**

**FOR035**  
**FOR035M**

**Dallara Ganassi 1st Indy 2008 Dixon - kit**

**£73.80**

**Dallara Ganassi 1st Indy 2008 Dixon - built**

**£189.95**



Scott Dixon had one of his best seasons in 2008, winning the Indycar series and also the Indy 500. We've seen a number of Indy winning Dallaras from Formula Models and this follows a very similar pattern to the others. The body is cleanly cast in resin with equally good looking white metal parts for the base plate, rear wing and various ancillaries. Several etched sheets offer suspension, wing endplates, wheel details and various other small parts and there are clearly printed decals. The white stripes for the livery are on the decals, as are satin black panels for the lower chassis parts and there are spares just in case. For these lower panels, there is a particular sequence for application, so pay close attention to the instructions. The hand built shows that it all goes together well and is very smartly finished as usual from Colin Fraser and his ranges. Another worthy addition to any Indy 500 winners collection.

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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.

## Carbone

Carbone - New 1:43 resin & metal hand built models

**CAR4390** Mercedes Benz 500K Tourenwagen 1935 Open £267.95  
Alternative versions **CAR4391** Silver roof up, **CAR4392** Black roof down & **CAR4393** Beige roof up

Usually when a model maker provides us with a chassis number (in this case 113663) it makes research rather simpler but all we've been able to find are photos of the car at the Essen Techno-classic show with little information. The subject is a handsome open four-seat tourer and the model is very smartly finished in a deep red with cream side panels. The red on the model is actually a very fine metallic and is complemented by a similar solid satin shade on the interior. The small details are neatly fitted and overall it makes for an attractive miniature.



**CARCHR063** Talbot Lago T26 Cabrio Grand Sport Saoutchik £267.95

Chassis 110110 was originally shown by Talbot Lago and Saoutchik at the 1949 Geneva Motor Show and was purchased soon after by New York furrier Louis Ritter, a man with flamboyant taste to say the least. Over a number of years the car changed hands many times and the body and chassis parted company, the latter rebuilt in the 1970s with a sports-racing body, while the original coachwork was lost. The car has since been restored (or rather authentically recreated) and the model depicts it as it was offered for sale in 2015. It's a dramatic design and the two-tone blue and cream paint with chrome highlights is all neatly reproduced over the flowing lines and the colour scheme continues through the interior.



Look Smart - New 1:43 resin & metal hand built models

**MRCLS451HTA** Ferrari 488 Spider Hard Top 2015 Blue £125.95  
Alternative version **MRCLS451HTB** Red/Black roof, **MRCLS451HTC** White/Black roof & **MRCLS451HTD** Yellow/Black roof

The spider version of Ferrari's 458 is fitted with a folding hardtop rather than a traditional convertible roof and here we see the car modelled in closed form. In profile it looks very similar to the coupe, with the lack of quarter window immediately behind the door being the main giveaway, but viewed from above or the rear there are significant changes with a flat rear deck and distinct buttresses flanking a small upright rear screen. These details are all crisply moulded and the panel engraving is very precise beneath a fine metallic blue paint finish on our sample.



**MRCLS459** Bugatti Chiron 2016 Blue/Blue £136.80  
Alternative version **MRCLS459B** Red/Black, **MRCLS459C** Black, **MRCLS459D** White/Blue, **MRCLS459E** White/Carbon Red, **MRCLS459F** Silver/Carbon Blue, **MRCLS459G** Gold/Carbon Brown, **MRCLS459H** Carbon Blue & **MRCLS459I** Carbon Brown

At first glance the Chiron looks very much like the Veyron which it replaces but although similar in layout and architecture, it is an all new machine. The front end styling and profile are an evolution of the previous design but at the rear we see the greatest visual changes with a far more modern blade rear lighting cluster in among various vents and diffusers. The scalloped bodywork harks back to traditional 1930s Bugatti design and above the engine cover is a narrow spine which runs into the roof, aping that on the legendary Atlantic. The model captures all of these bodywork details superbly and the two-tone paintwork on our sample is flawless. The real thing will set you back 2.4 Million Euros and the first two years of production are pre-sold. Like the Look Smart Bugatti Vision model, complications in the decoration mean production is slow so please be patient.



J-F B Models - New 1:43 resin & metal hand built models

**JFB43038** Maserati Tipo 151 Le Mans 1962 #2 £226.95  
**JFB43039** Maserati Tipo 151 Le Mans 1962 #3 £226.95

When Cunningham's pair of Maseratis arrived at Le Mans for their first race they had solid bulges over the air intakes and no quick access to oil fillers and it was soon discovered that some modification was needed. The tops of the bonnet bulges were replaced with Perspex for better visibility and holes cut in the bonnet. Interestingly the latter weren't quite in the same position. These small details are all very well observed on J-F B's models, the other small parts are equally carefully placed and the overall standard of finish is excellent.



Marsh Models - New 1:43 resin & metal kits

**MM274** Porsche 908/02 Sebring 1969 £71.95  
**MM275** Porsche 908/02 1st Brands Hatch 1969 £71.95  
Hand built kits available **MM274M27**, **MM274M28**, **MM274M29**, **MM274M30**, **MM274M31**, **MM275M53**, **MM275M54**, **MM275M55** & **MM275M56**

The first outing for Porsche's 908 spider at Sebring wasn't the success that the team had hoped for, two of the five car team retiring early but honour being salvaged by a third place for the #27 car. Brands Hatch went rather better, with a four car attack yielding the podium lockout and sixth for the final car. The contents of these two kits differ only in the decals with different race numbers for each race and all of the team cars are offered as options. The resin parts are, as ever, beautifully cast and there are also clean white metal components and etch for the rear chassis frame, various small fasteners and the plug lead harness for the exposed engine.



**MM261** Ferrari 712 4th Watkins Glen 1971 Andretti £71.95  
Hand built also available **MM261M**

Based on a spaceframe chassis previously run under 512S and 512M bodywork, Ferrari's Can-Am machine with 7-litre engine made only one appearance in 1971. The engine produced good power and this helped Andretti to fourth overall at Watkins Glen despite less than ideal handling. The car featured numerous aerodynamic fences and small spoilers and these are included among many etched parts in the kit, some to be fitted before the main paint finish and some better painted first. There are sharp recesses for these in the cleanly cast body and overall assembly looks fairly straightforward. The decals are clearly printed and include the aluminium lower side panels.



Home Made Models - New 1:43 resin kit

**HMM43004** Chevron B26 Kyalami 9hrs 1973 £74.40  
Hand built available **GPS028** signed by both drivers

John Watson teamed up with local Ian Scheckter for a few races in South Africa, the best documented being the Kyalami 9 Hours where they were classified 5th although they retired in the dying stages of the race due to overheating. The body shape of the car looks pretty good here and the casting is generally crisp, with just a small amount of clean up needed for painting.



The smaller resin parts will need a little more work to remove feed tags and the very fine metal rear wing must be cut to the correct length. Decals are a typical mix of ALPS and inkjet printer, with plenty of spares provided and instructions on how to handle them.



## Arena - New 1:43 resin & metal kits & hand built models

- ARE781M** Vauxhall Magnum Gr1 RAC 1974 #70 Hill - built £202.95  
**ARE782M76** Vauxhall Magnum RAC 1976 McRae - built £202.95  
 Alternative version **ARE782M75** Airikkala 1975  
**ARE783M** Vauxhall Magnum RAC 1977 #39 McRae - built £202.95  
 Kits available **ARE781**, **ARE782** & **ARE783**

Arena has a new model builder and these are the first examples that we've seen. Overall things are pretty good with nice clean assembly and carefully placed decals. On the white McRae car from 1977 there is slight colour bleed through the door number panel showing the stripes beneath but that is down to thin decals rather than poor building. Silver finishes often tax even the best of builders and there are a couple of blemishes in the paint on the 1976 car.



ARE782M76

- ARE794** Porsche Carrera RSR 7th Daytona 1980 #46 - kit £62.95  
 Hand built available **ARE794M**

This colourful Columbian entry at Daytona finished a very creditable seventh overall, following home another very similarly decorated RSR. The kit parts are very familiar now and for the test build shown in the instructions Arena has chosen to model the car as it was at the end of the race with most of the paint worn off the front bumper due to 'gravel rash'. This could be achieved either with careful sanding back to primer after painting or with skilled airbrush work. Alternatively, you could opt to paint the car all blue as it started the race! The decals include the white bonnet and door panels with the coloured stripe but there is a small error on the instructions at the rear where the European Auto Service and De Narvaez Racing decals are shown fitted the wrong way around. Easily enough fixed.



- ARE796** Porsche Carrera RSR Atlanta 1974 #74 - kit £62.95  
 Hand built available **ARE796M**

This vividly decorated RSR was entered for the Road Atlanta 6 hours by Canadian Ludwig Heimrath, but sadly didn't finish the race. The blue stripe sections of the livery are included on the clearly printed decals but the yellow front bumper and the black and yellow rear wing will need to be painted. These are separate mouldings which simplifies things a little, but care will be needed with the wing and a decal might have been helpful.



- ARE807** Porsche Carrera RS Monte 1977 #39 £62.95  
 Hand built available **ARE807M**

A rather unusual feature of this class winning Porsche from the Monte Carlo rally is the roof bar to take a radio aerial, a rather over-complicated solution we'd say but one which is very neatly replicated as part of the extensive very fine photo-etch in the kit. Painting will be simple with a main red finish and there are plenty of decal stripes to apply, the ones around the rear spoiler looking slightly fiddly, so take care here.



- ARE806** Skoda Fabia R5 2 Valli 2015 Scandola £62.95  
 Hand built available **ARE806M**

One of Arena's many themes is the Rally Due Valli, a round of the Italian championship and one for which many winners are available. In 2015 Umberto Scandoli took the win, his third of the season and finished third in the Italian championship. The core kit parts here are not Arena originals but are very cleanly cast in a similar style with resin for the most part and white metal for some of the ancillaries. There is minimal photo-etch and the windows are pre-cut and printed acetate. Decals include all of the green panels, so the main paint finish will be simple white.



## MG Model - New 1:43 resin & metal hand built model

- MGMGTO025M** Ferrari 330 LMB Le Mans 1963 #11 £155.20  
 Kit available **MGMGTO025**

The basic shape of MG's 330LMB is not bad and the car is modelled with the three small nose vents in the open position, which is how it started the race but we have also seen images with them closed. The general finish on the model is very good with a decent gloss to the evenly applied paint and neatly fitted smaller parts. There are a couple of decals which are not quite right though, the numbers on the doors should be closer together in the roundel and, rather more significant, the Ferrari shields on the front wings should be rectangular NART badges for this version ([DMC43165](#)).



## Mysterious - New 1:43 resin & metal hand built model

- MYS43080M** Ferrari 612 Michigan 1969 #16 Amon £155.20

Unusually for this range, this subject is only available as a hand built. The Michigan race is an unusual one to choose, other than there being plenty of photos available, as Amon failed to start due to the engine running its main bearings in practice. The high mounted wing was finished in polished aluminium and on the model it is painted silver with some sanding marks showing through. Otherwise the model is very well finished with fine mountings for the wing and the mirrors and there are fine etched winglets on the front.



## Tron - New 1:43 resin & metal kits

- TRO317P** Ferrari 400 GT Limousine Jankel 1978 £57.90  
 Hand built available **BEE146**

This four door version of the Ferrari 400i, built by Robert Jankel Design and dubbed 'le Marquis' appears to be a one off. Images of the car show it in an unusual two-tone white over pale green, the roof possibly having a vinyl covering. The kit parts are relatively simple and there are crisp panel lines to aid the masking of the roof for painting. Etch is provided for the wheel centres and wipers along with a few other small details and the windows are pre-cut acetate with cut foil framing. Something different for Ferrari fans.



- TRO306P** OM 150 Ferrari Transporter 1970 £214.65  
 Hand built available **TRO306PM**

Take your pick on years for the cars to go on this truck as on the instructions Tron say it's 1968, the box is labelled as 1970 and the instructions, 1972! We have found a photo of the vehicle with a load of 512 sports racers, so we're in the right area! The kit has a fair level of detail with white metal suspension parts to be fitted to the resin chassis and a wealth of photo-etched details. The instructions are a little lacking, so you will need to take your time and assess exactly what's what, but with care it should make a fine centrepiece to a diorama.



- TRO329P** OM 55 Lancia Martini support van 1986 £114.70  
 Hand built available **TRO329PM**

Our knowledge of commercial vehicle history isn't great and depending on which parts of the packaging and instructions we look at for this large panel van we see it referred to as an OM, Fiat and Iveco. What we are sure of is that it was used to support the works Lancia rally team on the Safari in 1986 because the instructions include photos of the real thing in action! The main body is moulded with no rear door in place and the smaller parts offer the choice of modelling this open or closed, although of going for open you will need to source some contents be they tools or parts (plenty available from Jolly Model & TAMM68). The build is otherwise simple which a plain white paint finish and clearly printed Martini decals.





## JPS - New 1:43 painted resin kits

### JPS395 Matra 630 Paris 1000kms 1968

£54.25

The Matra of Servoz-Gavin and Beltoise started the Paris 1000kms as one of the favourites and ran strongly until a broken oil line stopped play. The shape of the car is well captured and in typical simple JPS style much of the detailing is cast in. Care will be needed when painting the air filter mesh on the rear deck as the roof overhang makes this fiddly, but otherwise it will be a simple build.



### JPS396 Matra 630 Aero Tests 1968

£54.25

After the Paris 1000kms race, the Matra team removed the roof of their MS 630 to see if it would work better as an open car. It was only a brief test but must have yielded positive results as the chassis was returned to the factory and rebodied as the first of the 650s for the next season. The decoration is still as per the Paris race and detail painting will be slightly simpler than on the race car as the roof is no longer in the way!



### JPS397 CD Panhard 3 Le Mans 1964 #44/45

£54.25

With the ACO introducing a 1000cc minimum engine size in 1964, Charles Deutsch's solution was to supercharge the 850 Panhard engine to take it over the capacity limit on equivalence calculation. A lightweight streamlined body gave the cars a top speed of over 220kmh but mechanical problems sidelined both. The pretty body is well replicated and the panel engraving is very fine and crisp beneath an excellent metallic blue paint finish on our sample. A little detail painting, vacformed windows and a few decals will make this a simple build.



### JPS398 Cougar C12 18th Le Mans 1986 #13

£54.25

The box and instructions for this kit describe it as a C20, but the 1986 Le Mans entry for Yves Courage's team was a C12. The kit is well cast and our sample has a decent white paint finish but the panel lines are very exaggerated. Most of these will be covered with decal and will be slightly less pronounced once the decals have snuggled in. The main decal sheet is shared with the following year's C20 (JPS399), and there is a supplementary sheet with the correctly shaped stripes for this version.



### JPS399 Cougar C20 Le Mans 1987 #13

£54.25

At first glance this is very similar to the previous year's car (JPS398) but the changes, most obvious being the rear wing, are neatly observed. Again the panel lines are rather deep and there are plenty of decal stripes to be applied over the whole car which should fill some of the gaps. It's a pretty car and 1987 was a good year for the Cougar team, with third place overall.



### JPS400 Aston Martin Vantage V8 Le Mans 2015 #97

£60.25

Kits of modern Le Mans subjects are fairly rare these days and here's a great project if you enjoy decalling! The pre-painted body on the kit is finished in an off-white to provide a base for an almost complete decal wrap. The instructions suggest painting the lower sills, rear diffuser and front splitter satin black but these were all raw carbon on the car, so some additional decals (SKU1543) could be added here, along with on the ducting visible in the rear of the car and the dashboard and other cockpit details. Some small black panels are included for sponsors etc and these have white background decals which must be applied first.



### JPS401

### Lamborghini LM002 Dakar 1996 #246

£55.75

The history of Lamborghini LM002s and the Dakar is somewhat murky but it would appear that this was the third chassis prepared for the event and it was apparently based on a former road car of one of the Mimram family, who had owned Lamborghinis in the late 1980s. The car didn't finish the event, due to lack of spare parts, the huge machine having already consumed twenty-four shock absorbers! There are a few photos of the car in action and the shape and decoration look pretty good when compared with these. The paint finish on our sample isn't quite to JPS' usual standard with a few blemishes beneath the paint, but these are on the doors and will be covered with decals.



### JPS402

### Lola T212 Le Mans 1971 #50 Team Huron

£54.25

This is another re-issue which should prove popular with Le Mans collectors, the car of Edwards and Enever being the fastest in its class in practice, but retiring with mechanical problems. The main paint finish on the well moulded body is in an authentic looking shade of yellow and the white sections of the livery are all decal to be applied before the sponsorship. There's some detail painting to do but another simple build from JPS.



## SMTS - New 1:43 metal kits

### CL084

### Jaguar XK120 Roadster

£50.95

### RL113A

### Jaguar XK120 1st Dundrod TT 1950 Moss

£50.95

### RL113B

### Jaguar XK120 Jabbeke Record 1949

£50.95

### RL113C

### Jaguar XK120 Ecurie Ecosse

£50.95

### RL113D

### Jaguar XK120 Le Mans 1950 #15/16/17

£50.95

### RL113E

### Jaguar XK120 5th Mille Miglia 1950 #432

£50.95

Hand built available [RL113AM](#), [RL113BM](#), [RL113CM](#), [RL113DM15](#), [RL113DM16](#), [RL113DM17](#) & [RL113EM](#)

SMTS have used the same basic kit components and instructions for all of these, with just changes to the decals for the race versions. The main metal bodyshell is well proportioned and the dry fit of the smaller parts is excellent, suggesting that these will be straightforward builds. Providing you have suitable reference material that is. The assembly drawing covers all kits and points out certain parts which are unique and refers to the colours of some of the options but not all. There are also no decal placement instructions... "We didn't do one as they are pretty straightforward". With photos the decoration is simple and there are some nice touches such as a pre-formed etched grille, but simple drawings and colour references would have been a help. The instructions mention optional wire wheels but there are none in any of the kits and the competition cars here at least all ran on disc wheels anyway.



## Cigale 43 - New 1:43 decals

### CDS002

### March Ford 761 F1 1976 #10/34 John Day £13.50

### CDS003

### March Ford 761 F1 1976 #10 Blue/yellow £13.50

### CDS005

### March Ford 761/B RSA 1977 Stuck £13.50

Made to fit Tameo/SilverLine kits

There are plenty of choices for colourful variants of the March 761 on offer here. The 'John Day' sheet offers five options for the predominantly white car driven by Stuck in Monaco, UK, USA GP East and Japan, along with Peterson's Dutch entry. Ronnie was the regular pilot of the other works March painted blue and yellow and on this sheet we see his car from Monaco, UK and France along with Lella Lombardi's outing on Brazil. For this version you will need a SilverLine rather than Tameo kit for the tall airbox. Finally the 1977 South Africa car was in Lexington colours and this is a single livery. Clear placement drawings and real car photos are included for each version and the decals have been created in partnership with Tameo, so they should fit!





## Automodelli Studio - New 1:43 resin & metal kits

**AUT43036B Chevrolet Monza ASSC 1975/1976 Moffat** £62.95

The second kit from Automodelli of the DeKon Monza offers several options from the 1975/76 season 'down under'. Allan Moffat drove in New Zealand in December/January and then in Australia at several races from March until May. The instructions list all of the possible races and suggest that the visual differences are between countries rather than race meetings. The main resin castings will need quite a lot of careful preparation as there is a fair amount of flash and much of the detail is cast in. There's a modest sheet of etch for the finishing touches and the decals are inkjet printed so will need to be precisely cut out.



**AUTAMS100-24 Aston Martin DB3 2nd Hyeres 1955 #24** £72.80

**AUTAMS100-26 Aston Martin DB3 4th Hyeres 1955 #26** £72.80

Alternative versions **AUTAMS100-28** #28 & **AUTAMS100** 3 car set

The Kangaroo Stable was formed for the 1955 racing season by a group of Australian racers to compete in Europe, the most famous of their numbers being Tony Gaze and Jack Brabham. Gaze had attempted to buy D Type Jaguars to no avail, but did manage to acquire three Aston Martin DB3Ss (chassis #s 102, 103 & 104). First outing for all three cars together was at the Hyeres 12 Hours where they finished 2nd, 3rd & 4th behind a works Ferrari. The kits are based on SMTS parts and so we see the familiar style of very good white metal castings with a small amount of etch for the finer details and excellent wire wheels. The original SMTS kit has vent detail that is not appropriate for these cars, so a little filling is needed during paint preparation. This is clearly marked on the instructions which combine SMTS's original drawings with additional images from Automodelli Studio for decal placement. Decoration on all three cars was identical, so the difference in these individual kits is simply the race numbers.



AUTAMS100-24



## Studio 27 - New 1:43 metal kits, 1:20 & 1:24 decals

**STUFD43035 Mercedes MGP W06 Japan/USA 2015** £135.55

**STUFD43036 Mercedes MGP W06 Abu Dhabi 2015** £135.55

The core parts in these two kits are very similar with the main choice being which driver you prefer, Hamilton winning in Japan and USA and Rosberg taking the spoils in Abu Dhabi. The rear wing for the Japanese car is slightly different, so care will be needed to use the correct parts here. Most of the kit parts are cleanly cast metal with etch for wing endplates and various other small components and four sheets of decals for decoration, sponsorship, carbon parts and tyre sidewalls. Feedback on the 2014 kits suggested that the tyres, particularly the rears, are a little undersized and our measurements show them at approx. 1mm under in diameter. Otherwise it all looks very good.



**STUCD20034 Benetton B188 Templated Carbon Set 1:20** £19.25

Made to fit Tamiya kit

This is a relatively simple set of templated carbon on just one large sheet. There are several colours and textures on that sheet though and the parts are mostly for the cockpit, the rear bulkhead and air intake areas of the tub, all adding a little extra realism.

**STUDC1154 Ford Escort RS1600 Lakes 1974 Colt Decal 1:24** £15.85

**STUDC1155 Ford Escort RS1600 Alan Mann 1968 Decal 1:24** £14.50

**STUDC1156 Ford Escort RS1600 RAC 1974 Colibri Decal 1:24** £14.50

Made to fit Belkits **BEL006** & **BEL007**

Either of the Belkits releases can be used as a basis for these decals as the kit parts are the same in each including left and right hand drive. The placement drawings are clear for the well printed decals but they do not tell us that both Mikkola's car on the 1000 Lakes and Makinen's from the RAC were left-hookers. If building the Alan Mann racing machine with which Frank Gardner won the British Saloon Car Championship in 1968, then it's right hand drive and square headlamps from the optional parts, but you will need to think about tyres as the kits come with gravel items.



## Hiro - New 1:12 resin & metal kits, 1:20 & 1:24 accessories

**HIR12522 Lancia S4 Monte Carlo 1986 1:12** £665.95

Alternative version **HIR12521** RAC 1985 & **HIR12523** Sanremo 1986

Lancia's first four wheel drive rally car was also, arguably, the most technically advanced machine to take to the stages. At its heart was a supercharged and turbocharged four cylinder engine, mounted in a spaceframe chassis and clothed with a lightweight composite bodywork which vaguely resembled the Delta road car. That gives plenty for the keen modeller to get stuck into, particularly with the drivetrain detail. The body parts and engine block are all in very fine resin and then we see white metal for the smaller mechanical parts and plenty of photo-etch. Several decal sheets offer not only the livery but also plenty of carbon kevlar, there is padded heat shield material which needs cutting to templates and even heat shrink tubing to replicate the silicon turbo hoses.



**HIRKE007 Ferrari 126 C2 Engine** £216.60

**HIRKE008 Ferrari 330 P4 Engine** £216.60

**HIRKE009 Ferrari 312 Engine** £216.60

**HIRKE010 Lancia 037 Engine** £199.95

**HIRKE011 Honda RA100-E Engine (McLaren MP4-5B)** £199.95

**HIRKE005 Honda RA1168-E Engine (McLaren MP4-4)** £208.40

**HIRKE006 Porsche 917 Engine** £208.40

**HIRKE012 Alfa Romeo 115-02 Engine (Brabham BT46B)** £208.40

The heart of all Hiro 1:12 kits is a well detailed engine and in many cases much of the work put into assembling these units can be hidden once the model is fully assembled. Hiro have decided to offer these power units as stand alone kits with display stands included which are designed to look like workshop trolleys. Most of the engines also have transaxles attached, the exceptions being the 126C2 and the two McLaren-Honda units, but in the case of the MP4-4 this is one of Hiro's kits with complete rotating crank assembly. For those without gearboxes there are fully detailed clutches on the exposed flywheels. For the very adventurous with plenty of room, how about a workshop diorama with the complete car in the middle of an engine swap? Alternatively they will make great stand alone models or a collection all on their own.



HIRKE006

**HIRP1088 White Tie-Wraps (x30) Small 1:24/1:20** £9.25

**HIRP1089 Black Tie-Wraps (x30) Small 1:24/1:20** £9.25

Made in a soft vinyl with an adhesive backing, there are three sizes of tie-wraps in each pack with ten of each size. All are 20mm in length with 0.3mm, 0.4mm and 0.5mm widths.

**HIRP1090 Adhesive Turned Aluminium Small Pattern** £12.25

**HIRP1091 Adhesive Turned Aluminium Large Pattern** £12.25

With self-adhesive backing, these sheets have an engine turned finish as found on many sports and competition cars from the 1920s through to the 1960s and also on aircraft of the era. Each individual 'machining' is approximately 0.7mm on the small pattern and 1.5mm on the large.



HIRP1090

HIRP1091



## Ebbro - New 1:20 plastic kit

**EBB20013 McLaren MP4-30 Early season 2015 Silver** £49.95

Accessory set available **STUCD20030** carbon decals, **STUFF20148** photoetched detail set & **STUTAB20143** additional decals

The main parts in this kit are very similar to those that we've already seen for the mid-season car, with the main difference being in the decoration. A two tone paint finish will be needed and the instructions suggest Tamiya spray colours for these, the gloss aluminium for the upper surface being commonly used on aircraft. A broad decal stripe covers your masking and the decal sheet also includes numbers and names for both drivers, early season sponsors, seat belts and some carbon.





## Fujimi - New 1:24 plastic kit

£36.95

[FUJ12640](#)

### Lotus Esprit S1 1:24

Having already released the submarine from the James Bond film "The Spy Who Loved Me" (FUJ09192) it is perhaps logical that Fujimi have based their early Esprit kit on the car before it drove into the water and that certainly gives scope for some diorama ideas. It does mean that the only option is right hand drive, but the modular design of the Esprit's interior and the design of the kit means that conversion shouldn't be difficult and optional US-spec side marker lights are included on the clear parts sprue.



AOSHIMA

## Aoshima - New 1:24 plastic kit

£41.95

[AOS08458](#)

### Honda Civic GrA JTCC 1989 PIAA

Accessory set available [AOS08459](#)

The Japanese Touring Car Championship was, like many other national series at the time, multi-class in the late 1980s. The car to have in class 3 (up to 1600) was the Honda Civic and the example modelled here was the class championship winner for the year. The kit is well proportioned and underneath there is plenty of suspension and brake detail. The bonnet is moulded as a separate piece but there is no engine detail other than that viewed from beneath and another slight oddity in our review kit is that one pair of wheels are moulded in white and the other pair are plated. The instructions say all should be white, so that plating will need stripping. Otherwise a very straightforward looking kit.



## Tamiya - New 1:24 accessories

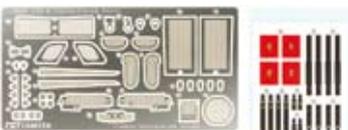
[TAM12668](#)

### Ferrari FXX-K 2015 PE Detailing Set

£10.95 £9.86

Made to fit Tamiya kit [TAM24343](#)

This simple etched sheet is mostly for external details on the Tamiya kit with numerous grilles, some body fasteners and towing eyes. For the interior there are seat belt buckles and self-adhesive belts to go with them.



[TAM12669](#)

### Ferrari FXX-K 2015 Templated Carbon Set

£7.95 £7.16

Made to fit Tamiya kit [TAM24343](#)

This large sheet of carbon fibre decal parts offers excellent value with numerous details for the cockpit, engine bay and aerodynamic trims on the FXX-K. Used along with the etched set this will add plenty of finesse to an already impressive kit.



## Profil 24 - New 1:24 accessories

[PFLA24014](#)

### Steering Wheel 3 Spoke 1:24

£6.90

[PFLA24015](#)

### Steering Wheel 3 Spoke 1:24

£6.90

[PFLA24016](#)

### Steering Wheel 3 Spoke 1:24

£6.90

[PFLA24017](#)

### Steering Wheel 3 Spoke 1:24

£6.90

[PFLA24018](#)

### Steering Wheel 4 Spoke 1:24

£6.90

[PFLA24019](#)

### Steering Wheel 3 Spoke 1:24

£6.90

Each of these fine steering wheels is the same size, with a diameter of 17.4mm, and is made up much as we would expect a period wood-rimmed wheel to be done. There is an etched main part with very fine brown resin for the wood and multiple etched parts to make the centre boss. The difference between all is in the design of the spokes.



## Le Mans Miniatures - New 1:24 resin & metal kit & 1:18 painted resin figure

[LMM4078](#)

### Bugatti T57G 1st Le Mans 1937 1:24

£115.75

To get the best from this set of very well cast parts you will need to have your best detail painting and weathering techniques handy and the multi-page instructions give plenty of ideas for adding life to the finished article. It's a kerbside kit but underneath there's a fair amount of mechanical detail and the exposed cockpit, with the very realistically moulded seat and optional driver figure offer plenty of scope too. The castings are very crisp with just some small areas of flash to remove, the side of the driver being the only tricky looking bit. The wheels are a mix of machined and etched metal and there's also etch for the radiator grille, headlight protection and a few other finishing touches. Very well thought out and nicely made, right down to a shallow cast-in masking line for the two tone satin blue main body colours.



[LMMFLM118020](#)

### Jochen Rindt 1:18

£33.70

Le Mans Miniatures' series of very well finished resin figures capture plenty of character and here we see Jochen Rindt at rest in a camping chair, with a half smoked cigarette in his right hand and a bottle of Fanta for refreshment. The facial details aren't perfect but are pretty good and the crooked nose leaves us in no doubt who it is supposed to be. The detail painting on the overalls and on the chair are excellent and he will make a fine stand alone display piece.



## Scale Motorsport - New 1:12 & 1:24 accessories

[SKU8090](#)

### Tyrrrel 003 Photoetched Detail Set 1:12

£54.95

Made to fit Tamiya kit [TAM12054](#)

There are some clever detail designs in this etched sheet such as areas designed to be rolled with a craft knife handle to create reinforcing flanges. The larger parts are for the main cockpit tub and there are plenty of wing detailing parts and a complete pedal assembly, all on one large sheet. Expensive, but good.

[SKU9011](#)

### American Torque Thrust #1 'Bigs' (x2) 1:24

£16.50

Also available [SKU9010](#) 1:25

[SKU9021](#)

### Billet Set #1 'Bigs' (x2) Wheels 1:24

£16.50

Also available [SKU9020](#) 1:25

Scale Motorsport have embraced 3D printing technology to produce these wheel sets, with the centres and rear rims printed, the outer rims machined and the fine decoration and wheel butts supplied as etch. The classic Torque Thrust five-spoke design appeared on many road and race cars from the 1960s onwards, while the billet design is one inspired by the Halibrand and beloved of hot-rodders. No tyres are included, so you will need to source these from your base kits.



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

[BBP18121A](#)

### Ferrari F12TDF 2015 Yellow

£322.60

Opening the box for this very impressive model, the first thing we get is a blast of leather like the smell when walking into a shoe repairers, this coming from the display base. The initial overhead view shows a very fine metallic paint finish and through the windscreen there are multiple textures on top of the dashboard including the ubiquitous carbon fibre and what looks extremely like hand stitched leather and the seat bolsters have a similar finish. Moving to the outside the various exposed carbon panels have a deep lacquer finish and stand out from that vivid yellow main colour, the carbon ceramic brakes are neatly replicated behind the finely cast wheels and those wheels have tyre valves.





Premium X resincast [PRX0414](#) - Porsche 934 4th Le Mans 1979



Look Smart 1:18 resincast [MRCLS18LM005](#) - Ferrari 330 TRI 1st Le Mans 1962



Spark resincast [SPK4963](#) - Citroen DS3 WRC Monte Carlo 2016 Lefebvre



Top Speed 1:18 resincast [TSMTS0008](#) - Jaguar F Type R 2015



Carbone hand built [CARCHR064](#) - Talbot Lago T26 Hard Top Grand Sport Saoutchik 1948



Autocult resincast [ATC02005](#) - Lightburn Zeta Sports Roadster 1958



Ixo diecast [IXOGTM104](#) - Ford GT40 Daytona 24 Hours 1967



Ebbro diecast [EBB45357](#) - Honda S660 2014



Norev diecast [NOR519511](#) - Renault Type NN Torpedo 1927



Spark resincast [SPK4280](#) - Lotus 72C 1st Holland 1970 Rindt



## Look smart - New 1:43 resincast models

### **MRCLSLM015 Ferrari 250GT Breadvan Le Mans 1962 #16** £82.95

Count Volpi's 250SWB-based 'Breadvan' is one of the most striking special bodied Ferraris ever built and before becoming a road car, it enjoyed mixed success during the 1962 racing season. Le Mans was one of the poorer performances with retirement due to transmission failure. The car is instantly recognisable here and Look Smart's model is beautifully finished with neatly fitting windows, some subtle etched details and fine wire wheels. The nose is ever so slightly long and low, but otherwise a fine miniature.



### **MRCLSLM019 Ferrari 512M 3rd Le Mans 1971 #12 NART** £82.95

Nine Ferrari 512s took the start at Le Mans in 1971 (seven 512Ms, an S and the unique Scuderia Filipinetti F) but only two finished, this being the better placed of the pair. The bodywork was slightly different to the other examples, not all had the latest front bodywork and the roof had been modified with a subtle blister to accommodate the tall Sam Posey. These details are well observed and the decals all look to be accurately placed.



### **MRCLSLM020 Ferrari 512M Le Mans 1971 #11 Sunoco** £82.95

The Penske-run 512M of Donohue and Hobbs was expected to lead the charge for Ferrari at Le Mans in 1971 and in practice was fastest of the Italian cars qualifying fourth. Unfortunately, it was also fragile and although they had been running as high as second, the team were forced to retire with engine failure. The blue and yellow Sunoco livery is an all-time classic and the main decoration on the model looks very good, as does the shape. The car had bare aluminium sill panels and rear wings and these are a little bright, a highly polished foil having been neatly applied.



### **MRCLSLM021 Ferrari 250LM 1st Reims 1964 #7** £82.95

Maranello Concessionaires took delivery of chassis 5907 early in 1964 and the car made its competition debut at Reims in the hands of Hill and Bonnier. They won the race and gave the type its first major victory in the process. Surprisingly for a new Ferrari and a winner, photos are relatively scarce but from those that we have found the shape looks pretty good and the decoration is neatly placed. The grille trim is perhaps a little bright, the original was a dull aluminium, but otherwise this looks very good.



### **MRCLSLM022 Ferrari TR61 1st Le Mans 1961** £82.95

With the exception of kits and hand builds, 1:43 Le Mans winning Ferraris have been in short supply in recent years but Look Smart are now addressing this. The top of the windscreen on our sample is a little uneven but otherwise the model is very well finished with an excellent paint job over a well proportioned body. The panel engraving is crisp and decals have snuggled down well over door shuts and filler flaps. Nicely done.



### **MRCLSLM026 Ferrari 458 Le Mans 2015 #55 AF Corse** £82.95

Although an AF Corse entry, this looked very different to its sister cars and was one of the more colourful GTE Am entrants in the 2015 race. The base colour is red but this is lifted by yellow and blue stripes, the latter with a metallic foil finish, plus chrome on the roof and bonnet. There's a bit of carbon in there too and all of the finishes are neatly applied to make a very unusual looking model within a Ferrari collection.



### **MRCLSLM031 Ferrari 458 Le Mans 2015 #83 AF Corse** £82.95

Alternative version **MRCLSLM027 #61**

The livery on this Franco-Portuguese crewed Ferrari followed the now familiar layout of AF Corse's stripes, but instead of the Italian flag colours, we see the red, white and blue of France. It's a scheme that works well and the decals are all neatly placed and appear to be correct from our race photos. The complex decoration on the mirrors is particularly neatly done and the model is a good representation of the car which finished fourth in GTE Am.



### **MRCLSRC001 Ferrari 312B2 1st Holland 1971 Ickx** £82.95

### **MRCLSRC002 Ferrari 312B2 1st RoC 1971 Regazzoni** £82.95

Both Ferrari drivers had a frustrating season in 1971 with several car failures and it was on a very wet Zandvoort circuit where Ickx scored his only win of the year. When Regazzoni made it to the finish in championship races it was often on the podium and he was a winner at Brands Hatch for the Race of Champions and for this event we see some specific additions to the decoration which are carefully placed. The cars are generally well modelled here with excellent paint finishes, the semi-exposed engines would benefit with some plug wiring but do have neatly detailed intakes and exhausts.



## TrueScale Miniatures - New 1:43 resincast model

### **TSM154304 Brabham BT45C Brazil 1978 Watson** £69.95 £66.95

The Brabham team were struggling for balance with the BT45C in Brazil but found with the older style nose on Lauda's car in qualifying it was much better. As they only had one car in this format Watson also used the same car to improve his qualifying time and another nose was flown in overnight for the race. The tiniest vent details on the leading edge of the nose make this model correct for the late qualifying rather than the race. The finish is very good as usual with excellent paint and neatly fitted decals.



## GLM - New 1:43 resincast models

### **GLM213401 Wilcox Daimler (X358) Limousine** £103.95

Wilcox are the only Jaguar approved limousine maker, the base vehicle's aluminium construction providing a challenge for the conversion specialists. The six door example modelled here was a flagship car for both companies, the Daimler Super 8 being top of the range for the Jaguar XJ series. There are compromises in the design dictated by the original car, such as the angles of some of the side window pillars, and these along with the overall shape are carefully replicated. The finish on the model is a very fine dark metallic grey and a cream interior offers a pleasing contrast.



### **GLM43105901 Duesenberg J Graber Convertible 1934/37** £106.95

Duesenberg chassis J246-2554 was originally a long wheelbase machine fitted with a Murphy towncar body when it left the works in 1934. In 1937 it was shipped to Graber in Switzerland who shortened it and fitted this very elegant roadster coachwork. The original colours would appear to be a two-tone red but the car is modelled as it is today in a tasteful blue and black. The flowing lines are well replicated and the two-tone paint finish is very precisely done. The wheels are a distinctive style and have been well made with fine etched spokes and the other small details are also carefully placed.



## The Ickx Factor

### Building Marsh Models' Ferrari 312PB

By Guy Golsteyn

After having been beaten by the Porsche 917 in 1970, Ferrari abandoned further development of the Ferrari 512M. Instead, in 1971, Ferrari focused on a new 3.0L prototype based on the 180° flat-12 boxer from the 312B F1 car. Officially this design was known as 312P, the motorsports press appending the B to avoid confusion with the earlier 312P V12 cars. This design was similar to the traditional Porsche engine layout with its low centre of gravity, but Ferrari used water-cooling and 4-valve heads. The car first appeared at the 1971 1000 km of Buenos Aires in Argentina in the hands of Italians Ignazio Giunti and Arturo Merzario. Its history started off tragically when Giunti was killed in this race after he hit Jean-Pierre Beltoise's Matra head-on while the Frenchman was pushing the stricken car back to the pits. The car did not win a race that season. In 1972 however the 312 PB was very successful and won all 10 World Sportscar Championship races in which it was entered. Ferrari skipped Le Mans, though, as the F1-based engine had not lasted 24 hours in testing and would surely spoil their otherwise perfect record. Jacky Ickx won 6 out of 10 races that year with Andretti, Regazzoni and Redman. Marsh's kit ([MM265](#)) offers several options and the car we will be building here is the Monza 1000 km winning car of Ickx and Regazzoni.

I begin by cleaning up the resin body and accentuating the panel lines, after which I put on a pink primer coat (Tamiya 87146). Next the body parts are spray painted in Tamiya TS-08 Italian Red. I let the parts dry for a day before I apply a second coat of Italian Red.



**Panel lines accentuated and pink primer applied**

After another day of drying time I can start applying the decals. First I fitted the yellow stripes, which will form reference points for the upcoming sponsor decals. But before I can apply the other decals, I have to attach the aluminium chassis parts at the bottom of the car. Once this job is done I put all the remaining decals in place. Once the decals are dry, I spray-paint a first protective clear coat with Gunze

Sangyo B-501. I will probably apply a second coat later on, but for now the parts are put aside to dry.



**Body painted, aluminium lower panels fitted and then all decals**

In the meantime I concentrated on the interior. The resin cockpit tub is sprayed with Tamiya TS-17 flat aluminium, and some of the very nice photo etched parts are fixed to the tub, as well as the gear lever. The tiny dashboard is painted in the same aluminium and the details are picked out manually. I add some aftermarket switches and some wiring to the middle console. The photo etched seat belts and the steering wheel are painted flat black. The seats receive a special treatment to simulate the typical Ferrari seat pattern in the seventies. First I apply pieces of carbon fibre decals to get the 'stripes' pattern. Next I sprayed the seat with Tamiya TS-74 clear red and finally I finished it off with a coat of flat varnish. Once the paint is dry I applied 9 tiny aftermarket photo etched attachment points. Finally I fitted the seats into the cockpit tub completing the interior of the Ferrari.



**Interior painted flat aluminium before detail painting. Seat fabric texture created using carbon fibre decal and clear red**



**Completed interior with a few additional switches and details**

There is no real complete engine in this kit, but of course there is a part needed to which the rear suspension can be attached. Anyhow, I decide to add the 12 ignition cables for some extra realism. Since the engine will only be visible from the bottom, the wiring leads



**Guy's completed model. [MM265](#) Ferrari 312PB 1st Monza 1972**

'nowhere'... Next I assemble the suspension, paint it manually and fit it to the gearbox of the 'engine'.



**Completed drive-train assembly. Note plug wiring added to heads and ending out of sight on top of engine**

I sprayed the rims in Tamiya TS-21 gold and I fill the openings with flat black paint to give them some depth. The tire surfaces are sanded to give them a 'used' look and get rid of the shiny effect.

While again concentrating on the Ferrari body, disaster strikes. While I am trying to scrape away some resin material on the inside of the body to install the pedals, I suddenly pierce through the body because the resin is a lot thinner than I anticipated. Sh\*t happens...

So, after a thorough examination of the problem, I decide to fill the gap with putty, sand the area again and spray a spot-repair with the airbrush. In doing so, I partly destroy the decals of course. But that is where Grand Prix Models (and Marsh Models) came to the rescue by sending me a spare decal sheet! Thanks guys! So now all I have to do is put the yellow stripe and other missing decals in place, after which I give entire the body an extra gloss coat. It was a narrow escape, but I think I can declare the damage has been 'repaired without any trace'.

So now I am able to concentrate on the build again. First I join the chassis and the body together, and I fix the wheels in place. I apply the 'Firestone' decals as well as the wheel nuts. Next I attach the black 'mudguard' part at the rear bottom of the Ferrari. I also put the flat white exhaust pipes in place, as well as the rear radiator and the tail lights.

Before I can proceed fitting parts to the body I have to paint some areas flat black which is done manually. Now I fix the head lights



**Emergency repairs. Having sanded through painted and decalred body from beneath. Local putty repair first (above) and then carefully sanded and repainted to blend new paint ready for new decal (below)**



in place with some epoxy glue. The head light covers are cut to shape and secured with the same epoxy glue, after which they are topped off with some photo etched rivets. Next the different photo etched gas and oil tank covers are put in place. Then the windscreen is fixed in place with epoxy glue again, after which I can complete the model by adding the rear-view mirror, the anti-roll bar, and the rear wing.

The build of this kit is as simple and straightforward as I'd anticipated. The only thing which complicated my build was due to my own mistake when I pierced the body. The instructions are nice and clear. The finished model does match reference photos very well. There is plenty of interior detail to make the car realistic; I merely added some switches to the central panel. Although the engine is not complete, everything which is visible is looking good, although I decided to add some engine wiring.

The kit price is not really cheap, but you get a lot of value for your money and the end result is stunning, provided you have a few modeling skills. I would not recommend this kit to a novice builder, but people with average skills can transform this Ferrari kit to a beautiful model!



Bizarre resincast [BIZ1039](#) - Wingfoot Express Bonneville 1965



Jade Miniatures [JADAML43010](#) (kit) [JADAML43010M](#) (built) - Aston Martin DB3S-Chevrolet Cotati 1957



Spark resincast [SPK4451](#) - SARD MC8-R Toyota Le Mans 1995



Profil 24 1:24 kit [PFL2465](#) - Audi Quattro Sport Monte Carlo 1986



Ixo diecast [IXOMUS058](#) - Bugatti T57 Galibier 1935



Neo resincast [NEO44828](#) - Chrysler D Elegance Ghia 1952



Top Speed 1:18 resincast [TSMTS0010](#) - Acura NSX Pikes Peak Pace Car 2015



Spark resincast [SPK3441](#) - Porsche 904GTS Le Mans 1964



Marsh Models Aerotech 1:32 kit [MMAT32022](#) - de Havilland DH88 Paris-Dakar air-race 1935



BBR hand built [BBRC183](#) - Ferrari SF16H Press 2016



BBR 1:18 hand built [BBP18132A](#) - Ferrari 126CK Long Beach 1982 Villeneuve



Ebbro diecast [EBB45269](#) - Lexus RC-F Super GT GT500 2015



Spark resincast [SPKSE054](#) - Osca MT4 1st Sebring 1954 Moss/Lloyd



Carbone hand built [CAR4391](#) - Mercedes Benz Tourenwagen 1936



Autocult resincast [ATC06006](#) - Mercedes Benz 300D experimental testcar 1960



Look Smart hand built [MRCLSSC](#) - Lamborghini Huracan LP610-4 Safety Car Blancpain Supertrofeo 2016



Premium X resincast [PRX0475R](#) - Range Rover Evoque Convertible 2015



Matrix resincast [MTX50307-011](#) - Cord L29 Brooks Stevens Speedster 1930



Neo resincast [NEO46515](#) - Chevrolet XP 700 Corvette 1958



Spark resincast [SPK3903](#) - Arrows A1 Argentina 1979 Patrese

**MINICHAMPS**®

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

**MIN436710002 Tyrrell 003 F1 Champion 1971 Stewart**

£59.95

The packaging for this model celebrates Jackie Stewart's multiple victories on his way to a World Championship in 1971 without specifying which race it is modelled on. The race number narrows things down to Germany and looking at race photos from the Nurburgring, the decoration and formats of the wings and airbox show this to be the case. The model is in an older Minichamps style so we see a lot of plated plastic parts for suspension, mirrors, coolant pipes and exhausts, some of which are a little clumsy. The body shape is good though and the overall finish is to a high standard.



**MIN436730005 Tyrrell 006 1st Germany 1973 Stewart**

£59.95

Minichamps list this as being from the German GP which was the last of five wins for Stewart helping him to his third World Championship and the packaging includes details of his season achievements. The model is a mix of the whole season though, with the airbox and upper decoration as seen in Belgium and Monaco, while the rear wing is correct for Germany and Holland.



**MIN107110430 Bugatti T57C Corsica Roadster 1938 1:18 resin**

£299.95

Modelled as it lives in the Blackhawk Collection, we were slightly confused by this initially as the Blackhawk branded packaging describes it as a Corsica body, while the museum's website says that it's by Vanden Plas. There is an example of the latter which has been part of the museum but it is a different car, even if it bears the same registration number! This is chassis 57512 and the model is very nicely finished. Originally the interior was black and the car had disc wheel covers but we see it as restored with chrome wires and red trim. The wheels are very fine and the interior has been well detailed with an engine turned dash panel and realistic looking finishes. Elegant, understated and very well finished.



**MIN400990119 Prost Peugeot AP02 F1 Test 1999 Button**

£59.95

Minichamps describes this as being Button's first F1 test, but that isn't correct as he had already taken the wheel of a McLaren having won their young driver programme. His run at Barcelona certainly showed his potential though and the French media claimed he had a testing deal for 2000, but he raced for Williams instead. The base model is an older release and that shows in some of the detailing which is a little heavy. The decoration is also incomplete as the model is in politically correct form. The paint finish is superb though.



**MIN540921801 McLaren MP4-7 F1 1992 Senna 1:18**

£129.95

No race is specified here and looking at the decoration for the only two 'non-smoking' races of the season in the UK and Germany, the decoration doesn't quite match. For the most part it does but the front wing endplates should have either a large Courtaulds logo for Silverstone or Goodyear for Hockenheim, rather than the Courtaulds lettering and small logo which is fitted. The decoration that is applied is neatly done and the suspension parts are particularly fine but in 1:18 there really ought to be separate rear wing elements.



**MIN540931808 McLaren MP4-8 F1 1993 Senna 1:18**

£129.95

Another in the Senna Collection which has no race specified, the closest match we can find to this model is the French GP, with non-smoking decoration and a black on white Ford badge on the side. Most of the details are correct for this race although there is the addition of a squashed hedgehog decal on the cockpit side, something McLaren did to celebrate wins against Williams who had the Sonic the Hedgehog computer game as a sponsor.



**MIN417150177 Williams FW37 Abu Dhabi 2015 Bottas - resin**

£89.95

*Alternative version [MIN417150119](#) Massa*

Williams once again ran a special livery in Abu Dhabi, their usual Martini sponsorship not acceptable in the emirate. The decoration looks very good from race photos and the shape of the car is well captured but as is so often the case, the wing endplates have the lower vents open but the upper ones just engraved into the outside surface.



**MIN537154122 McLaren MP4-30 UK 2015 Button - resin**

£89.95

*Alternative version [MIN537154114](#) Alonso, additional decals [MUSDC43795](#)*

When the McLarens arrived for the British Grand Prix they did so with a drastically changed nose and front wing which improved handling but couldn't make up for the lack of power. Their race wasn't helped by a collision between the two cars on the opening lap, forcing Button into retirement. For decoration the cars carried an anti-drink drive message on the side pod, just behind the sponsorship from a whisky firm! The latter is missed from the model as it has been from all resincast models of the 2015 McLarens we have seen so far.



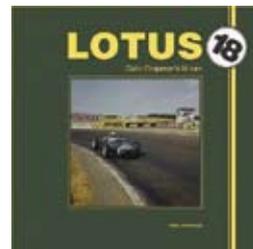
**New books**

**ISB9781845845209 Lotus 18, Colin Chapman's U Turn**

£50.00

*Weight 1.5kg* By Mark Whitelock

Colin Chapman's first attempt at an F1 Lotus, the 16, had been a failure and so he started from scratch with the next design and came up with a layout which contrasted with most of his previous thinking. The first mid-engined Lotus, the 18 really came to prominence during the 1960 Easter Goodwood meeting when Innes Ireland beat Moss in the Cooper. Twice. Some Lotus traditions continued though and in it's first season the car was fast but unreliable in longer races. The author was at that Goodwood meeting as a small boy and so began his fascination with the car. This well researched history is packed with period photos (mostly in black and white) and covers the development and races the cars took part in. There are detailed results, individual chassis records and also a look at later Lotus types evolved from the 18.

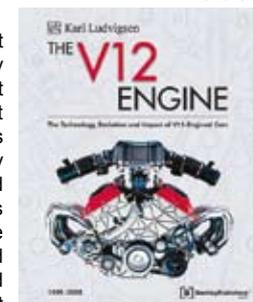


**ISB9780837617336 The V12 Engine**

£49.99

*Weight 1.8kg* by Karl Ludvigsen

The first V12 engine was produced for a powerboat in 1904 and the format became popular in early aircraft engines too but it was in 1913 that the first V12 car appeared, a Sunbeam built to race at Brooklands. There have also been many famous aero engines following the design but these are only included for their part in motor car history here and their role in speed record breaking. Post War it was Ferrari who led the support for the layout but there have been many other manufacturers of both road and race cars who have favoured the designs and this covers a full century of development from that first marine engine through to the Ferrari Enzo. There are plenty of drawings and photos throughout and our only regret is that it's not an audio book!



**ISB9780857338112 Ferrari 312T Owner's Workshop Manual**

£22.99

*Weight 1kg* by Nick Garton

Ferrari's flat-12 machines won three championships on the 1970s and this covers all of the T series cars from 1975 through to 1980. The championship winning years of 1975, 77 and 79 are the main focus but there are plenty of images of all of the cars from period and of restored machines. There are memories from those involved, input from some who own the cars today and of course, plenty of detailed photographs for modellers.



**Postage rates on books**

UK - 35p per 100g  
Europe - 65p per 100g  
Rest of World - 80p per 100g



## Matrix - New 1:43 resincast models

**MTX41704-021 Riley RME 1952 Green/Black £76.95**

The Riley RM series were very popular in early post-war Britain and for 1952 the 1½-litre version was upgraded to become the RME with hydraulic brakes all round, a new rear axle and to visually distinguish it from its predecessor, a larger rear windscreen. Later on the running boards were also removed but here we have an early example with them still in place. The main pale green paint finish is neatly applied and a satin black roof offers a smart contrast.



**MTX40406-021 Duesenberg SJ 572-2596 Convertible Coupe £94.95**

This unique Bohmann & Schwartz body on a short wheelbase chassis was delivered new to New York based Georgian émigré Prince Serge Mdivani who, like his brothers, became very adept at marrying well having fled the Soviet uprising and it is suggested that the car may have been paid for by Barbara Hutton. It's a handsome machine with balanced lines and the model matches very well with photographs of the car as it survives today. Our sample has a slight lifting of one of the chrome side trims but is otherwise well finished.



**MTX11705-101 Rolls Royce Silver Shadow II Shooting Brake £93.95**

When this car was offered for sale in 2013, Bonhams were unable to confirm the coachbuilder responsible for the conversion but it was most likely FLM Panelcraft who had already made several similar cars and it is they who Matrix have credited with the work. Finished in metallic bronze with gold trim, the car modelled was commissioned in 1980 by John Entwistle, bass player with The Who. The overall shape and detailing match the auction photos and the colour combination works well. The rear wheels on our sample are a little far forward in the arches, but otherwise fit and finish is up to the usual standards we are used to from Matrix.



**MTX40201-091 Bentley MkVI Pininfarina Coupe 1952 Blue £93.95**

This was apparently the last of fourteen examples of the Bentley MkVI clothed by Pininfarina, each one slightly different, and it first appeared at the Geneva Motorshow. The car has been restored in its original two-tone blue colour scheme and the colours that Matrix have used have perhaps slightly too much contrast. The paint is well applied though, as is the brightwork and the shape is instantly recognisable.



**MTX50407-011 Delage D8 105 S Aerodynamic Coupe 1935 £83.95**

This coupe design was intended for series production and to help turn around Delage's fortunes in the mid 1930s. They, like so many luxury car makers, were struggling and the bodies were to be built by Letourneur & Marchand's production subsidiary Autobineau. Only four examples were made before Delage was taken over by Delahaye and the car modelled is the only known survivor. The design is quite understated for the time and the shape is generally well replicated. There are some interesting details such as a figure 8 in louvres on the bonnet sides and these are neatly done.



**MTX51311-011 Maserati V4 Sport Zagato V16 1929 £77.95**

The V4 in the designation of this significant early Maserati is a model number, the car actually powered by a narrow angle V16 Grand Prix engine which had been reduced in capacity from five to four litres. In this form the car set a flying ten kilometre speed record of 154mph, making it the fastest road car of its time. The car reappeared at the 2003 Pebble Beach Concours d'Elegance, having been laid up for over forty years and it is in the restored form that we see it modelled. The two-tone green paintwork is very distinctive and helps accentuate the sweep of the door cutaway and rear wing. The fine wire wheels are colour matched to the darker shade and the small trim details such as the windscreen, are very delicate.



## Ebbro - New 1:43 diecast & resincast models

**EBB45267 Lexus RC F SuperGT 2015 Eneos £62.50**

**EBB45269 Lexus RC F SuperGT 2015 Wedsport £67.60**

The Eneos and Wedsport teams have been regulars in Super GT for some years now and their liveries are always amongst the most colourful. Sadly in the opening round of the 2015 season, pretty didn't mean fast and they were classified ninth and tenth respectively. The layout of the liveries is very well replicated on the models but in both cases some shades look a little subdued to us when compared with race photos.



**EBB45285 Mercedes SLS SuperGT Okoyama 2015 #11 £67.60**

**EBB45289 Mercedes SLS SuperGT Okoyama 2015 #111 £67.60**

**EBB45340 Mercedes SLS SuperGT Suzuka 2015 #11 £67.60**

These three are all very similar, offering the two Jim Gainer Racing Mercedes from the opening round of the series and the lead car from the fifth round at Suzuka. The basic colour scheme on both cars is the same, with a stunning dark chrome wrap and red highlights but the sponsorship is different between the two and interestingly #11 is on Dunlop tyres, while #111 is on Yokohamas. For the Suzuka race we see a change of wheel colour and there is some success ballast marking on the rear windscreen. Interestingly this model also has no race number on the right hand side. We've not managed to find a suitable image from this race to verify whether this is deliberate or an error. Hopefully it is correct as the overall finish on the models is excellent.



**EBB45298 Porsche 911GT3 GT 300 2015 Excellence - resin £80.95**

This appears to be a press or show car version of the Excellence Porsche as the model shows three driver names but the cars only ever raced with two, Yamashita sharing with Wirdheim for the first half of the season and Sakamoto for the later races. The general livery layout is good and the model is well finished with some fine detail parts added.



**EBB45308 Subaru WRX STi 2014 Blue £59.60**

*Alternative versions* **EBB45309 White**, **EBB45310 Silver**, **EBB45311 Grey**,

**EBB45312 Black** & **EBB45313 Red**

After an absence of a few years, Subaru relaunched a WRX STi version of the Impreza in 2014, aimed at the more sporting driver. It's based on the US market sedan body and our sample model is in the famous vivid metallic blue seen on so many Subaru rally cars. The overall proportions look good, the paintwork is excellent and the wheels are very finely detailed.



**EBB45352 Honda Civic Type R 2015 White £59.60**

*Alternative versions* **EBB45353 Black**, **EBB45354 Red**, **EBB45355 Blue** & **EBB45456 Grey**

With emissions regulations killing off the old VTEC Type R Civics in most markets, there was a gap in production until this new turbocharged variant was announced in 2014. The styling is far more aggressive than on previous versions with deep airdams, rear splitter and prominent vents in the flared front wheel arches. The main white body finish on the model is excellent and contrasts well with the black trim details. The windows are flush fitting and overall the model looks the part.



**EBB45368 Toyota Celica Turbo LB Fuji 1973 #1 - resin £75.20**

This is a slightly unusual model from Ebbro in that the body appears to be resin but the detailing is a throw back to their diecast style of several years ago with chunky plastic parts for wipers and jacking points rather than the etch that has become the norm on their race cars. The packaging is also interesting as it appears to be a special for the 2016 Shizuoka Hobby Show. The shape looks good though and the car modelled was the winner of a very wet Fuji 1000kms.





Spark resin cast [SPK1296](#) - Peugeot 504 Coupe Ivory Coast 1976



BBR 1:18 hand built [BBP18108B](#) - Glickenhouse SCG003S Nurburgring 24 Hours 2015



Norev diecast [NOR479988](#) - Peugeot Exalt concept 2015



Premium X resin cast [PRX0482](#) Jaguar F Type Project 7 2015



Neo resin cast [NEQ46525](#) - Chevrolet Corvair Sports Wagon 1963



Ixo diecast [IXOCLC247](#) - Facel Vega Facel 6 1964



Minichamps diecast [MIN400061091](#) - Porsche 911 (996) Cabriolet 1998



Look Smart hand built [MRCLSBT010](#) - Bentley Speed Six 'Blue Train' 1930



Bizarre resin cast [BIZ1009](#) - Double Duesenberg Daytona Beach LSR 1920



Spark resin cast [SPK4440](#) - Porsche 911 Carrera Cup Le Mans 1993



Spark - New 1:43 & 1:18 resin cast models

**SPKLM066 Ford GT40 Mk2 1st Le Mans 1966 £51.95**

Alternative versions [SPK4075](#) 2nd & [SPK4076](#) 3rd

It's appropriate that this arrived in the week before the fiftieth anniversary of the car's win which also sees the Ford marque returning to Le Mans with a factory effort. The car of Amon and McLaren was one of eight factory backed machines in the race and the black and silver livery is smartly replicated. We see fine etched parts for the rear Gurney flap spoiler, wiper, front jacking points and the front bonnet pins with their securing wires. Due to personal sponsorship commitments, McLaren and Amon started the race on Firestone tyres but switched to Ford's usual Goodyears as they were better in the changeable conditions and it is the latter tyre marking that we see.



**SPK2635 Ford Mustang GT350 Le Mans 1967 #17 £50.95**

While the GT40s and Mk4s were battling for overall honours at Le Mans, this Belgian entered Shelby Mustang was targeting the GT class but unfortunately retired with mechanical failure. The detailing on the model is very good with well placed decals and plenty of delicate touches such as etched bonnet pins with retaining wires and the addition of tape to the edges of the side windows which happened during the course of the race. We've seen a few other Mustangs from Spark and once again we're not totally convinced by the shape, the front looks a little long and flat.



**SPKLM034 Alfa Romeo 8C 1st Le Mans 1934 #9 £51.95**

Alternative versions [SPK3887](#) #6 & [SPK3888](#) #7

Most images of the Alfa Romeo in action in 1934 show the front of the car but the odd one from the rear shows that the bustle-tail shape here is pretty accurate. The overall finish of the model is very good and the fine detailing is excellent with a very realistic looking tonneau cover tucked down into the cockpit, very delicate etched windscreen and aeroscreen and fine bonnet straps.



**SPK3879 Alfa Romeo 8C 2nd Le Mans 1932 #11 £50.95**

Alternative version [SPKLM032](#) 1st

The second of the factory Alfa Romeos home at Le Mans in 1932 was driven by Cortese and Guidotti and had led for much of the race until losing time with repeated stops to reattach minor pieces of bodywork which were making bids for freedom. The model is devoid of the additional straps and wire described in period reports as being used for the repairs and depicts the car as it started the race. The shape looks good, the finish is very neat and the windscreen area is particularly delicate.



**SPK4421 Porsche 934 Le Mans 1980 #91 Denver £50.95**

We've seen plenty of 934s from Spark and there are many more to come, unsurprising when there were so many of them in competition for a number of years. A couple of the smaller decals on this example are very slightly out of place but the designs are accurate with the red background matching race photos and the italic script for the drivers' names on the doors. The wheels are a five spoke design rather than the more common BBS and the overall finish is to Spark's usual high standards.



**SPK4420 Porsche 911 RSR Le Mans 1975 #55 Buchet £50.95**

Over half the grid in the 1975 Le Mans race came from Stuttgart and there were fourteen examples of the RSR among the hordes. This was the fourth car of the type home and finished eighth overall. The livery is simple and effective with bright red, yellow and blue stripes on the sides and a blue bonnet against a white background. It's all neatly finished on the model and the specific details such as fuel filler placement and additional lighting are well observed.



**SPK4355 Lola T370 UK 1974 Gethin £50.95**

Alternative versions [SPK4352](#) Hill Sweden, [SPK4353](#) Edwards Argentina & [SPK4354](#) Stommelen Italy

Guy Edwards was originally entered to drive the second Hill-Lola at Brands Hatch but after the first practice session it became clear that he wasn't fit following a F5000 accident and so Peter Gethin stepped in. His race was short lived as he got a puncture on the opening lap and was forced to retire. The shape of the car looks good and the suspension and engine detailing is reasonably fine, although there's our usual gripe about no plug wires on the DFV. Some easily found decals will need to be applied to complete the sponsorship and with this done you'll have a pretty accurate miniature.



**SPK4281 Lotus 72C Mexico 1970 Hill £50.95**

Alternative version [SPK4280](#) Rindt Holland

The lack of spectators in the background suggests that all of the photos that we have found that show any detail of Graham Hill's car in Mexico are from practice and there are a few differences between these and the model, although curiously they are omissions rather than additions as the photos show Shell logos behind the front wheels and HILL in large lettering on the screen sides. What we do see on the model is well done with excellent paint on the main body, very fine etched tripods for the mirrors and a fair level of engine detail, missing as usual the plug wiring.



**SPKIN074 McLaren M16 C/D 1st Indy 1974 Rutherford £51.95**

Johnny Rutherford had made ten previous attempts at the Indy 500, suffering a catalogue of mechanical issues over the years, and the first time he completed the 500 miles, he did so as winner, despite having started from twenty-fifth on the grid. The model of his winning McLaren is well finished and the decals carefully placed but in profile it looks a little truncated, particularly at the rear where more of the chassis and engine should be visible between the radiators and the wheels.



**SPK4632 CLM P1-01 Le Mans 2015 #4 Bykolles £50.95**

A simple but smart livery of charcoal grey and dayglo yellow helped accentuate the crisp lines of the CLM, but didn't boost performance and it was only the woeful unreliability of the Nissans that kept the car in any form of contention in the LMP1 class. Not that it mattered as the team were disqualified at the end because the drivers' finishing weights were significantly below those declared at the start. The shape of the car looks good and there are plenty of very fine etched and moulded parts for the rear wing and the side tunnel vents. The paint finish is excellent and the decals are vividly printed.



**SPK4840 Matra MS120B 3rd Spain 1971 Amon £50.95**

Alternative version [SPK4308](#) Beltoise Holland

The first thing that drew our eye on this was the bright yellow plug wiring on the exposed engine, applied as a simple but effective etched part and something that we'd like to see on more of Spark's historic F1 subjects. The plated wings are a little clumsy in finish but the remaining fine details are all neatly done, the decals are well placed and the overall shape checks out pretty well with race photos.



**SPK4873 Matra MS5 F3 1st Monaco 1966 Ickx £50.95**

Alternative versions [SPK1596](#) Ickx Germany 1967, [SPK4307](#) Beltoise Monaco 66 & [SPKSF096](#) Servoz-Gavon Paris 66

The Monaco F3 race in 1966 had a huge entry of over sixty drivers, many of whom didn't turn up and only twenty-two of the fifty-one who did being able to start. One of the non-qualifiers was a young Jacky Ickx who went on to rather better results. We've seen a few MS5s from Spark and the basic shape of the model is very good. This was a Tyrrell entry and is well finished in British Racing Green with the numbers neatly placed and there are fine machined parts for the exhaust pipe and intake trumpet.





Spark continued

**SPK4929 Porsche 991 GT3 RS Purple £48.50**

Alternative versions [SPK4928](#) white & [SPK4930](#) green

For many years the GT3RS has been the most focused of Porsche's 911 variants and the 2016 version is no exception. Based on the 991 GT3, most of the body panels are replaced with composites, there are plastic side windows, minimal interior trim and a rear roll cage. The engine is also enlarged and there are bigger wheels and brakes. It's the cosmetic details that concern us here and we can see those carbon brakes through very fine wheels. The various vents on the bodywork are neatly carved in and the overall finish is in an unusual shade of purple on our sample model is very attractive.



**SPK4639 Porsche 919 Hybrid Le Mans 2015 #18 £50.95**

Alternative versions [SPK4638](#) #17 & [SPKLM015](#) #19

Porsches filled three of the five top places at Le Mans in 2015 and this was the last of them home, although it had been the fastest in qualifying. These cars are purposeful rather than pretty and the lines have been well replicated with plenty of very thin mouldings and etchings to replicate the more complex aerodynamic details. The predominantly black and white livery is carefully applied with the main slogan lettering over the top of the cars fading through effectively.



**SPK4664 Porsche 911 RSR Le Mans 2015 #92 Manthey £50.95**

Alternative version [SPK4663](#) #91

Porsches are usually contenders for GT honours at Le Mans but it soon became apparent in 2015 that they were outpaced by the Ferraris and Corvettes in GTE Pro. They're usually reliable too but this example suffered a dramatic engine failure and fire just before the end of the first hour. The livery is very similar to the previous year and is neatly applied over the model with the decals all snuggling down nicely into the panel lines and the physical body details check out well.



**SPK4551 Oreca 01 AIM Le Mans 2009 #11 Matmut £50.95**

Alternative version [SPK4550](#) #10

We're surprised to see that it was six months ago that the sister car to this one was released by Spark, but here we have the more successful of the two cars, this one coming home fifth. The livery is inspired by the art of Mondrian and is smartly reproduced, the blue on the nose and the red being paint and the rest of the panels carefully placed decals. There's plenty of fine carbon too and the overall look of the model is very good.



**SPK4788 Brabham BT49 Canada 1979 Piquet £50.95**

Alternative version [SPK4346](#) Lauda

The Canadian Grand Prix was the first appearance for the new Brabham BT49 and Nelson Piquet showed its potential, running in third place until transmission problems forced retirement with eleven laps to go. The crisp lines of the car are neatly modelled and the decoration on the car is all carefully applied although the Parmalat lettering on the rear wing is a little narrow.



**SPK4777 Brabham BT20 RSA 1969 de Klerk £50.95**

In the 1960s and 70s the South African Grand Prix grid was always boosted a little by local entrants from the domestic F1 series and they brought plenty of colour to proceedings. Peter de Klerk's Brabham had been a Gunston team car for John Love but for the 1969 race de Klerk appeared in bright Duckhams colours. The white, yellow and blue livery certainly stands out and has been smartly replicated here. At the back of the car there is a semi-exposed engine with plenty of detail and overall it makes an attractive and unusual addition to any F1 collection.



**SPK2729 Delage D6 4th Le Mans 1949 #14 £50.95**

Alternative version [SPK2731](#) #16

Spark has captured the unusual shape of the Delage very well and for this model they have chosen to go for a satin finish which certainly appears to be authentic from race photos. The fine wire wheels are painted body colour as they should be and the detailing of the delicate mudguards and their mountings is very good. This was the second of three works Delage entries and was driven by Louis Gerard and Francesco Godia-Sales.



**SPK1877 Porsche 695GS Le Mans 1962 #35 £50.95**

Alternative version [SPK1876](#) #34 & [SPK1878](#) #30

Depending on your reference source, the 1962 Porsche Le Mans cars are referred to as a 695GS or a 356 Abarth. Spark listed this and its sister cars as the former and the packaging states the latter! What really matters are the shape and the finish and its business as usual here. The paintwork has a very fine metallic grain and a sensible level of gloss. The decals are carefully placed and there's a delicate folded intake on the rear engine cover.



**SPK4138 MG B Hard Top £48.50**

Alternative version [SPK4137](#) Roadster, [SPK4140](#) GT & [SPK4141](#) GT V8

This well finished model is instantly recognisable as an MG B but there's something not quite right. The main body is well proportioned and the lights, grille and bumpers all fit well. The windscreen frame is on the heavy side though and the hardtop is too, a shame as the etched side windows are beautiful.



**SPK4812 Ensign N175 UK 1975 Wunderink £50.95**

Silverstone was the first outing for Roelof Wunderink in the N175 (his previous GP attempts were in the older N174) but still recovering from injuries sustained in an F5000 accident he was well off the pace and failed to qualify. The windscreen is slightly low on the model but otherwise the specific details look good and the race numbers on the side pods are correctly positioned at a slightly jaunty angle.



**SPK4880 Porsche 953 1st Dakar 1984 Metge £51.95**

Alternative version [SPK4881](#) Ickx, [SPK4882](#) Kussmaul & [SPKSF081](#) test

The 953 was a four-wheel drive version of the 911 specifically built to win the Dakar rally and win it did in the hands of Rene Metge and Dominique Lemoyne. The main bodywork looks much like any other 911SC rally car of the time, but the ride height is greatly increased and beneath the car there are several mud flaps and protective skid plates, all replicated here with etch. To complete the decoration a number of easily found decals will need to be applied to create a fine model.



**SPK4429 Porsche 935 K3 Le Mans 1982 #75 UFO £50.95**

Driven by a Franco-Panamanian crew, this prettily decorated 935 sadly failed to finish at Le Mans due to transmission failure. The overall shape of the car looks good and the decoration is neatly applied and matches race photos well. On our sample the rear wing element hasn't been fitted quite straight, something that is only noticed if viewing from directly above.



**SPK4444 Porsche 911 Turbo Le Mans 1994 #56 £50.95**

With lots of small sponsors for the various drivers, this is quite typical of some of the privateer cars at Le Mans over the years. The many decals are neatly applied and there is a bright splash of colour with dayglo yellow on the top of the windscreen, the sill panels and just ahead of the front wheels. A colourful addition to those Le Mans collections, but one that sadly didn't finish the race.



**SPK5000 Renault RS16 Press 2016 #30 £51.95**

*Alternative version [SPK5005](#) Magussen & [SPK5006](#) Palmer race liveries*  
Renault's 2016 F1 machine is based on the previous year's Lotus design and when first unveiled the colour scheme also reflected the recently taken over team with black being the prominent colour, Renault's yellow appearing on the insides of the wing endplates and central turning vanes. The main black paint finish on the model is excellent and the decals are all neatly placed including the subtle carbon diamond shaped parts to the rear of the bodywork.



**SPK1589 Matra MS10 Monaco 1968 Servoz-Gavin £50.95**

*Alternative version [SPK1588](#) Beltoise Spain & [SPK1590](#) Stewart Holland*  
Having broken his wrist in an F2 accident, Jackie Stewart was replaced in Monaco by Johnny Servoz-Gavin who showed his pace, qualifying second. His race was cut short by the Monaco barriers though, rear suspension damage forcing retirement. Many photos from the Monaco weekend appear to be from practice as they are missing the white nose band but it was there for the race and the model is correct on this detail and the rest of the decoration.



**SPK4857 Surtees TS19 4th Belgium 1977 Brambilla £50.95**

The Belgian GP in 1977 saw constantly changing conditions with the cars swapping back and forth from wet to slick tyres. Brambilla always went well in the wet and even led for a period, having started twelfth, before eventually having to settle for fourth. The slippery shape of the Surtees is well captured and the simple decoration has been neatly applied and the overall detailing is good.



**SPK3836 Shadow DN5 Holland 1975 Pryce £50.95**

*Alternative version [SPK3835](#) Jarier Brazil*  
Spark lists this as the third placed car from the Dutch GP, but Tom Pryce finished sixth at Zandvoort. He did get on the podium in Austria but there were subtle changes to the decoration for that race and the model is correct for Holland. The main black paint finish is excellent and the colours on the decals are nice and bright with good colour density. As usual, we would prefer to see some plug wires on the exposed engine but the detailing is otherwise good.



**SPK2131 Jaguar D 4th Le Mans 1957 £50.95**

One of the more interesting colour schemes to appear on a D Type at Le Mans, Equipe National Belge's car reflected the national racing colours of both manufacturer and entrant with a dark green stripe over a yellow base. The decal on the model is so dark at first we thought it was black, but the green matches colour race photos. The cockpit area is neatly detailed and the overall finish is very good.



**SPK4368 Alfa Romeo 33/2 6th Le Mans 1968 #40 £50.95**

*Alternatives [SPK4366](#) #39, [SPK4367](#) #38, [SPK4369](#) #37 & [SPK4370](#) #41*  
Alfa Romeo filled the first three places in the two-litre class at Le Mans and fourth to sixth overall, this being the last of the trio. The model is well proportioned and very neatly finished, capturing subtle details such as changes to the decoration side to side. This extends to the rear stabilising fins, which were only coloured blue on the right hand side for identification from the pits.



**SPK3904 Arrows A1 6th Monaco 1979 Mass £50.95**

*Alternative versions [SPK3903](#) Patrese Argentina & [SPK3905](#) Stommelen USA*  
Jochen Mass's sixth place at Monaco could have been a third but for late gearbox problems, the German putting in a very impressive drive. The car is well modelled and the decoration is, for the most part, good. The black sections should go slightly higher on the engine cover but otherwise everything is well placed and clearly printed.



**SPK4255 Connew PC1 Austria 1972 Migault £50.95**

The story of Peter Connew's F1 team is a fascinating tale and one that could so easily have been a work of fiction. A draftsman used to designing record players who found his way to Tyrrell designing small components and then deciding he could make a car from scratch. The car was built in a single garage and raced just once, in Austria, previously having broken in practice at Brands Hatch and the team having turned up at the Nurburgring without an entry hoping to be allowed in! It was a pretty car and has a very low profile nose thanks to clever radiator installation. The clean shape of the car is well modelled and bright red and yellow livery neatly applied and very fine etched parts support the mirrors and rear wing.



**SPK4352 Lola T370 6th Sweden 1974 Hill £50.95**

*Alternative versions [SPK4353](#) Edwards Argentina, [SPK4354](#) Stommelen Italy & [SPK4355](#) Gethin UK*  
Graham Hill's sixth placed finish in Sweden was the high point for his eponymous team in 1974, the boss yielding their only point. The shape of the car looks good and the suspension and engine detailing is reasonably fine, although there's our usual gripe about no plug wires on the DFV. Some easily found decals will need to be applied to complete the sponsorship and with this done you'll have a pretty accurate miniature.



**SPK4292 McLaren M19 1st RSA 1972 Hulme £50.95**

*Alternative versions [SPK4293](#) Hulme Monaco 71, [SPK4294](#) Donohue Canada 71 & [SPK4295](#) Revson Canada 72*  
Denny Hulme started the 1972 season strongly with a second place in Argentina followed by a win in South Africa, but then his season slipped a little and he had to settle for third in the final table. We have plenty of photos from Kyalami and at first we thought there was a small error on the rear wing endplate but the decoration changed slightly between practice and race and the model looks to be correct for the race images. The finish is to Spark's usual high standards and it just the usual plug wire question on the exposed engine.



**SPK4743 Porsche 906 7th Le Mans 1967 #37 £50.95**

*Alternative version [SPK4744](#) #66*  
This factory entry for Elford and Pon was one of two 906s at Le Mans in 1967, the other a private entry which finished a place behind. The overall shape of the car looks good and the louvred rear windscreen is particularly neatly fitted. The car wore a two tone finish and the red sections have been carefully applied as decal over a smooth white main paint finish. Simple and effective.



**SPK4748 Porsche 908L Le Mans 1969 #23 £50.95**

*Alternative versions [SPK4746](#) #64 & [SPK4747](#) #22*  
The long tail 908 of Schutz and Mitter was one of many retirements during the 1969 Le Mans race, an accident taking them out in the fourteenth hour. When compared with photos before the start, the model looks very good, the orange identification colours on the nose and rear wing tabs being particularly vivid and contrasting smartly with the smooth white paint finish.



**SPK4905 Mercedes 320A Convertible 1937 Blue/Black £50.95**

*Alternative version [SPK4904](#) Red/Black Roof Up*  
The 320A was a relatively small, six-cylinder model from Mercedes and the open topped bodywork by Sindelfingen allowed potential owners the glamour of the larger cars without the cost. The shape of the four seat convertible has been well captured and the small details are very neatly done. The side windows are extremely fine, there are grab handles on the backs of the front seats and the folded roof looks very convincing.



Spark continued

**SPK4778 Brabham BT19 2nd Holland 1967 Brabham £50.95**

The initial listing for this model had it down as the 1966 car, but it is Brabham's 1967 mount from Zandvoort, one of several podium finishes scored on the way to second in the title behind teammate Hulme. The general detailing on the model looks very good and the printed vacform covers over the intake trumpets make a convincing substitute for actual mesh from shelf distance.



**SPK4792 BRM P57 Monaco 1962 Hill £50.95**

Alternative version **SPK1626 Ginther France**

BRM green is a tricky colour to match and here we feel that Spark's excellent metallic finish is rather on the pale side. The shape of the car is good though with the shortened nose for Monaco, hollowed out 'stackpipe' exhausts and a well fitting printed vacform to represent the mesh air filter. But for the colour...



**SPK4966 VW Polo WRC Monte Carlo 2016 Latvala £50.95**

Alternative version **SPK4960 Ogier & SPK4961 Mikkelsen**

Latvala had suspension problems during day one of the Monte but fought back to third overall on day two, only to retire with more suspension woes on the final afternoon. The livery for the 2016 version of the Polo is little changed from the previous year and is applied on the model using a combination of a two-tone paint finish and a lot of carefully placed decals. The overall effect is to create a striking miniature.



**SPK4789 Brabham BT49D 1st Monaco 1982 £50.95**

Spark's advanced images for Patrese's race winner showed a decalling error on the sidepods but we are pleased to report that when the models arrived the placement is now correct with the race numbers ahead of the Parmalat sponsorship. The dark blue paint on the rear wing is a good match to the decals used elsewhere on the model and the overall shape matches race photos.



**SPKDA016 Ligier JS P2 HPD 1st Daytona 2016 £51.95**

Alternative version **SPKSE016 1st Sebring**

For over a decade the Daytona 24 Hour race had been dominated by the appropriately named Daytona Prototypes, but in the final year for the category they were beaten by the LM P2 Ligier with Honda power. We've seen a number of these modelled as Le Mans subjects but few can rival the vivid green and satin black livery of the Patron sponsorship, which is very well replicated here with excellent density on the green decals which have been very carefully applied. A fine looking subject and one that will really stand out.



**SPKSG190 Aston Martin Vantage GT3 Ring 2015 #6 £51.95**

Officially this works Aston Martin was a three driver entry (as was the sister car) with Jonny Adam, Matthias Lauda and Richie Stanaway down to drive, but they were also joined by Stefan Mucke, he and Stanaway putting in double duty in both cars. Unfortunately, this one failed to finish the race but it was smartly decorated, with very bright fine orange highlights over fairly simple white, black and silver base colour scheme. The decals are all neatly placed as usual over and excellent paint finish and the model matches race photos.



**SPKSG211 Aston Martin Vantage GT4 Ring 2015 #89 £51.95**

This was one of three GT4 Astons which appeared as German private entries in the 24 Hour race and unfortunately the only one not to finish. The main sponsor is a Russian discount clothing chain of the only non-German driver, Dmitry Lukovnikov. It's a colourful decoration with purple paint splashes over a white base and makes for an attractive model.



**SPKSF094 Matra MS5 French F3 Champ 1966 Servoz-Gavin £51.95**

Alternative version **SPK1596 Ickx 67, SPK4307 Beltoise 66, SPK4873 Ickx 66**

& **SPKSF096 Jabouille 67**

Victory in the Coupe de Paris at Montlhéry in September secured the French F3 title for Johnny Servoz-Gavin as he led Matra teammate Henri Pescarolo home for a 1-2 finish. The only photos we have are black and white but show the decal placement to be good. The paint is in typical Matra blue and at the rear of the car we see neat machined parts for the intake trumpets and exhaust tail pipe, the latter supported on a very fine etched mount.



**SPK18185 Porsche 919 Hybrid Le Mans 2015 #17 1:18 £131.95**

Alternative version **SPK18186 #18**

The aggressive shape of the machine which returned Porsche to the winners rostrum at Le Mans for the first time in nearly twenty years is very well modelled here, with the smaller aerodynamic details seamlessly incorporated using etched parts and very thin mouldings. There is subtle carbon detailing around the lower edges and on the very fine rear wing. The main paint finishes on both models are excellent and the main fade through decals for the decoration fit superbly over the complex body shape with the smaller supplier logos, numbers etc equally well placed.



**SPK18192 Aston Martin Vantage V8 Le Mans 2015 #97 1:18 £132.95**

With its vision blurring livery by German artist Tobias Rehberger, who has a fascination for optical illusion and dazzle camouflage, the lead GTE Pro Aston was one of the most visually interesting cars at Le Mans in 2015. The blurred lines cover most of the car, although the rear has larger single colour panels, maybe as a safety feature to prevent dizziness to following drivers! The livery has been very neatly applied on the model and unusually for Spark the decals are all lacquered over to give a uniform finish. There's plenty of internal detailing too if you can manage to look closely for prolonged periods!



**SPK18112 Leyton House CG901 France 1990 1:18 £131.95**

Alternative version **SPK18226 Gugelmin**

The French Grand Prix of 1990 marked the high point in the short and turbulent career of Leyton House Racing in F1, Ivan Capelli leading for much of the race but finally finishing second due to a fuel pickup problem which struck just three laps from the end. The design of the car (by Adrian Newey) is very clean and has been smartly replicated. The main body colour looks right and the sponsorship is all neatly placed. The driver figure has some small white panels on his overalls and helmet which are to carry some personal backing and that is a case of applying a few easily found decals.



Premium X - New 1:43 resincast models

**PRX0417 Porsche 934 Le Mans 1980 #91 Denver £49.95**

The basic shape of Premium X's 934 looks pretty good and the general layout of the decals checks out. The decals themselves aren't quite right, the plain red panels look rather light (although the painted grilles on the rear deck are a better dark red) and the drivers' names on the doors should be in a far more stylised script.



**PRX0494R Volvo P1800 ES Rocket 1968 Blue £49.95**

Pietro Frua's 'Rocket' was one of two Italian design studies submitted for an estate version of Volvo's popular P1800 coupe but was rejected as being too futuristic, the Swedes eventually going for an in-house design which far more closely resembled the existing car. This kamm-tailed machine offers plenty of space and the smartly finished model matches well with photos of the real car, which survives in Volvo's museum.





Ebbro diecast [EBB45289](#) - Mercedes SLS SuperGT GT300 2015



Look Smart 1:18 resincast [MRCLS18LM003](#) - Ferrari TR61 1st Le Mans 1961



Spark resincast [SPK4406](#) - McLaren F1GTR Le Mans 1996



Ixo diecast [IXOGTM096](#) - BMW 3.5CSL 1st Nurburging 1000kms 1976



Premium X diecast [PRX0562](#) - Chevrolet Corvette Stingray 1964



Neo resincast [NEO43115](#) - Rolls Royce Silver Ghost 1907



Minichamps diecast [MIN540914301](#) - McLaren MP4-6 World Champion 1991 Senna



Spark resincast [SPKIN076](#) - McLaren M16C/D 1st Indy 500 1976



Matrix resincast [MTX40402-041](#) - Daimler DB18 Empress by Hooper 1951



Look Smart hand built [MRCLS445E](#) - Ferrari FXX-K 2014

**ATC05006 Intermecanica Murena 429 GT 1969 £81.95**

The Intermecanica Murena was billed as the fastest station wagon in the world when launched in 1969 and with a 429ci Ford big-block under its handmade body, that's possibly true. Only eleven were built and owners of the luxurious four seaters included Dean Martin and Elvis Presley. It's a distinctive looking beast and the rather ungainly lines have been well modelled by Autocult. The model sits on Torque Thrust wheels, which several of the real things, Elvis's example included, did and is smartly finished in a deep blue.



**ATC07002 Otto Mathe Fetzenflieger 1952 £81.95**

Otto Mathe was an Austrian engineer who had been a keen cycle and motorcycle racer. A motorcycle accident cost him an arm, so he switched to four wheels and built this lightweight machine using VW mechanical parts and a Porsche engine. The one-armed driver and his home built machine were a formidable combination, winning every race entered in 1952 (twenty of them!) be they hill climbs, circuit events or on ice! The decoration matches photos from a hill climb in period, although the model is without the temporarily fitted canvas side covers that were used on loose surface events so that we can see the well detailed engine. A fascinating little machine and, as usual from Autocult, beautifully made.



**ATC06008 Mercedes C111 Sacco 1969 £81.95**

The Mercedes C111 concept is best known as the orange wedge shaped coupe which appeared at the 1969 Frankfurt Motor Show but there was another design going on in the background, engineer Bruno Sacco working on his own interpretation using the same platform and drivetrain. The Sacco version looks far more like a production sports car with the only clue to Mercedes underpinnings being a large badge on the nose and the taillights. The car survives in the Mercedes museum and this well finished model matches photos of that very well.



**ATC03004 Shelter 1958 £72.95**

Microcars were seen as the solution to personal transportation in post war Europe and in Holland, Arnold Van der Goot came up with a tiny moped powered device which he called the Shelter. The idea was for them to be used as pool cars, in a similar way that you can borrow a bicycle in Amsterdam, but suspension failures on the cobbled streets and engine fires put paid to the project after only seven examples were built, of which two are known to survive. The model is based on one of these and is smartly finished in bright yellow with neatly fitted trim.



**ATC05007 Zunder 1500 Porsche 1960 £81.95**

The Zunder was the work of Argentinian brothers Nelson José and Eligio Oscar Bongiovanni, who came up with a design for a four seat fibreglass coupe on a VW chassis as a way around their homeland's high import duties. As the VW engine didn't produce enough power, they managed to persuade Porsche to supply them with their 1500cc unit and they were allowed to use the Porsche name in their marketing. It's an unusual looking thing, particularly from the front, but the shape looks pretty good and as usual the model is well finished. This range is throwing up quite a few oddballs for Porsche collectors



**ATC07004 BMW 700RS Rossfeld 1961 Stuck £81.95**

BMW's 700 coupe's potential as a racing car soon became apparent and many young drivers cut their racing teeth behind the wheels of them. There were also some more experienced pilots and BMW built two very special lightweight spiders. The car made its debut on the Rossfeld Hillclimb with Hans Stuck challenging many more powerful machines in the 1600cc class. The car is modelled as it survives in BMW's museum and the finish and shape are all that we have become used to in this range.



**ATC04004 Dubonnet Dolphin 1935 £81.95**

Andre Dubonnet was fascinated by streamlining and perhaps his most famous automotive design was the Hispano Xenia which he used for personal transport. The Dolphin was designed with production in mind and in testing at Monthlery returned significantly higher speed and lower fuel consumption than the Ford saloon which had donated it's engine. The car was taken to America to sell the concept to a major manufacturer, but remained a one off. The shape gives the car its name and has been well captured but there is a query at the front as all photos that we have found suggest that there was only one front door (on the passenger side), not a pair as shown on the model.



**ATC06007 Gordon Diamond Sedan 1949 £81.95**

The theory behind Gordon Hansen's diamond wheel layout was that it would smooth the ride for the occupants in a similar way that traversing a level crossing at an angle does and that with both the front and rear wheels steering, it would be able to turn around in a little over its own length. Power was from a Ford V8 mounted behind the occupants and driving the centre axle. Only one was built and we imagine that the handling, particularly at speed, was interesting! It's a large machine and has been crisply modelled with flush fitting etched window frames, sharp panel engraving and excellent paint.



### Bizarre - New 1:43 resin cast model

**BIZ1052 Diamond T Doodlebug 1934 Texaco £123.95**

In the 1930s Texaco's fleet manager 'Zip' Kizer was aware that a potential barrier to converting homeowners to using oil rather than gas for heating was the thought of big ugly trucks lumbering through leafy neighbourhoods to deliver the fuel. The brief was given to theatrical turned industrial designer Norman Bell Geddes to come up with a compact and stylish vehicle and this spectacular rear-engined machine was the result. Just six examples were built and were barely taller than a regular American sedan of the day. The truck is modelled here as photographed in the late 1930s delivering aviation fuel and features a ladder on the side not seen on the original design, presumably for the operator to climb on to the top and reach the wing tanks on larger aircraft. Nicely done.



### Neo - New 1:43 resin cast models

**NEO46275 DKW Meisterklasse Universal F89S 1951 £61.70**

The F89 was the first model put into production by the newly reformed post-war Auto Union, the factory sites of the original incarnation now being stuck behind the Iron Curtain. Saloon and coupe models of the small front wheel drive machine were launched in 1950 and followed in 1951 by this wooden-bodied 'Universal' estate which was replaced after two years with an all steel design. It's the wooden sections which immediately draw the eye, the framing being very pale and contrasting well with the heavily grained infill panels and the bright metallic paintwork on the model. That wooden framing can be seen inside too and it is all very neatly done.



**NEO46465 MG F1 Salonette 1933 White/Green £64.50**

MG launched their new six-cylinder F Type Magna model in 1931, it's 1271c.c. engine effectively being the Wolseley/MG unit seen in the D Type Midget with an extra pair of cylinders. Although only ten inches longer than the midget, this was a four seater and was available in open and closed forms. The 'Salonette' was particularly well appointed and featured a distinctive sliding sunroof with unusual 'church window' glazed panels. This and the other external details on the car are smartly observed on Neo's model. The fine wire wheels are colour coded to match the green roof and wheel arches and overall it looks the part.



## The Lotus 750 at Le Mans

by David Blumlein

I have to confess to having had always a soft spot for the small capacity cars that used to run at Le Mans. For me small is beautiful and I just loved the 750c.c. class.

The first 750 to take part at Le Mans was the Austin Seven in 1925, then the D'Yrsan in 1929 and a couple of M.G. Midget C Types in 1931 and 1932. But it was only in 1933 that the class seemed to attract official recognition with the M.G. of Ford/Baumer winning the up to 750c.c. category. Until the Austin Seven was credited in 1935 there were no other runners except an M.G. and Austin in 1934.

The class became a Simca Cinq benefit then until the war, and Aero Minors and a Renault 4CV took the class up until 1951. After that Louis Delagarde's superb Panhard flat-twin (usually in a DB chassis) took charge, bringing France some glory (and the Index of Performance no less than ten times!) in the host country's absence of any contender for outright victory. Colin Chapman saw a challenge here.

By the mid-Fifties Coventry-Climax had come up with their racing development of the single-cam fire pump engine, the FWA, catering for the increasingly popular 1100c.c. class. The first engines went to Kieft, Cooper and Lotus in 1954 and Lotus then won their class at Le Mans in 1956 with the Eleven. Chapman prevailed upon Coventry-Climax to produce for him a "one-off" 744c.c. version to tackle the French monopoly and go for not only the 750 class but also the coveted Index of Performance in 1957. The organising Automobile Club de l'Ouest was not keen to accept this genuine threat to French domination but when Hé-

chard/Masson switched their original entry of a D.B. Panhard to a 1100c.c. Lotus, the organisers could not refuse to fill the lower class entry.

Their fears were well-founded for no.55 Lotus Eleven, registered XAR 11, with the 744c.c. engine, driven by Cliff Alison and Keith Hall, did all that was expected of it and, finishing fourteenth overall, it won the 750 class and grabbed the Index of Performance, the first British car to do so since the Abecassis/Macklin Aston Martin DB2 in 1950.

From Le Mans the successful Lotus cars (they had also come 1-2 in the 1100 class) made their way across to Rouen on the occasion of the French Grand Prix. Here two sports car races were held on the morning of the big race, the second Coupe Delamare-Deboutteville, the first for 1100c.c. cars. Cliff Allison had the 750c.c. (no.60) and, while finishing fifth overall, was a class winner of the 750c.c. class, with Chapman second overall to de Tomaso's OSCA.

For 1958, Lotus sought to repeat their Le Mans success but this year's race was mostly run in appallingly wet weather and their two 750c.c. entries did not fare well. Both cars had live rear axles to reduce transmission power losses, drum brakes at the rear with discs at the front and magnesium alloy bolt-on wheels. The Team Lotus car (no.55) for Alan Stacey/Tom Dickson was intended to race with the new Coventry-Climax FWMA 745c.c. engine but it suffered bearing failure and ignition trouble in practice and was replaced by the 744c.c. FWC engine used in 1957. The second car (no.56) was entered by Equipe Lotus France, all resplendent in France racing blue, and it used the new FWMA



MEA Kit 43 [MEA063 \(kit\)](#) [MEA063M53 & MEA063M54 \(built\)](#)  
Lotus 17 Le Mans 1959

engine; drivers were André Héchard and Roger Masson.

Dickson spun the Team Lotus car into the sand at Tertre Rouge early on Sunday morning and lost much time digging it out before returning to the pits for repairs to the bodywork and brake lights. It eventually finished twentieth and last. The French car, having lost water owing to a faulty hose-clip, was involved in a three-car accident at the White House corner and had to retire.

Lotus introduced the Seventeen in 1959 as a successor to the Eleven, being intended that it should be lighter, more compact and with a smaller frontal area. Primarily the work of Len Terry, it had a new strut-type front suspension and initially it handled badly. Furthermore, it was up against the new and very fast 1100c.c. Lolas which went on to dominate the class. Nevertheless, Team Lotus entered two Seventeens for Le Mans with Coventry-Climax FWMA 750c.c. engines, although both cars were privately owned. Michael Taylor drove his car (no.54) with Jonathan Sieff but distributor trouble put the car out in the fifth hour. The John Fisher car (no.53) was driven by Alan Stacey and Keith Greene but it too suffered distributor problems leading to over-

heating; by half-distance it had retired with a blown cylinder head gasket.

The Seventeen was dropped after a season and by now the mid-engined revolution was well underway. So it was that the excellent Elite took over Lotus duties at Le Mans and we find, in the 1961 race, a final fling at the 750c.c. class. UDT-Laystall, a team which had been racing Lotus 18s in Formula 1 and Lotus 19s in sports car races, purchased an Elite, chassis 1495, and equipped it with the new Coventry-Climax FWMC 742c.c. engine. This was a twin-cam four-cylinder unit, almost half of their new 1500c.c. V-8 for Formula 1, and was rated at 81b.h.p.; it had a specially tuned exhaust system with megaphones. This very noisy machine (no.51) was entrusted to Cliff Allison and Mike McKee and in the race they soon established a commanding lead in the Index of Performance over the Panhard-engined cars, but an oil pump broke in the tenth hour and the last 750 Lotus retired from the Le Mans 24 Hours.

Have the "tiddlers" gone from Le Mans forever? Well, with the modern trend among manufacturers making ever smaller engines giving adequate power, who knows?

## REVIEWS



### Cult Model - New 1:18 resincast models

#### [CML008-1](#) Jaguar XK120 1948 Black

£123.95

When it first appeared in public at the 1948 Earls Court Motor Show, Jaguar's XK120 caused quite a stir with its very modern styling and promise of 120mph performance. Cult's model captures the graceful lines of the car superbly and is smartly finished in flawless black with deep burgundy interior offering a smart contrast. The brightwork, although all reproduced as plated castings, is nice and fine and the level of finish looks just right. Bravo!



#### [CML009-1](#) Jaguar E Type Low Drag 1962 Silver

£123.95

One of the most famous of the light-weight E-Types, the Lindner/Knocker car was severely damaged in a crash at Monthéry in 1964 which cost Peter Lindner his life. For decades the car was considered beyond repair but eventually it has been restored and the model depicts the car as it is now. It is smartly finished with a very fine paint over a crisply sculpted body. The panel engraving is pin sharp and the raised rivets look the part (although we haven't counted them!). The windows all fit neatly with very thin adhesive trims to replicate the window rubbers, all adding up to make a very smart looking model.



### Oxford - New 1:43 diecast models

#### [OXFDAT002](#)

#### Datsun 240Z Yellow

£22.95

Also available [OXHDAT001](#) red & [OXFDAT003](#) silver

This is the second variant of the 240Z that we've seen from Oxford and like its predecessor the model is based on a UK registered machine, this time fitted with optional colour coded front and rubber rear spoilers. Also non-standard are the Minilight wheels but they suit the car well and work aesthetically with the spoilers. The colour is a correct Datsun colour (factory code 112) and is a pale yellow with a green tint which appears differently depending on light. On our photos the paint looks very thin around the panel lines, but that is less obvious when actually viewing the model.



#### [OXFVA002](#)

#### Volvo Amazon Red

£22.95

Also available [OXFVA001](#) light green & [OXFVA003](#) blue/green

Oxford have done a fine job here on the car which really brought Volvo to the global mass market. Yes, the window frames and side trim are painted and slightly dull but they are precisely done, the overall shape of the car looks good, the paintwork is evenly applied and the plated bumpers and wipers are delicately made and neatly fitted.





# NEW & SOON



Premium X diecast [PRX0466](#) - Ford Mustang 'Mustero' 1966



Look Smart hand built [MRCLS460](#) - Lamborghini Centenario Geneva 2016



Spark resincast [SPKSE088](#) - Porsche 962 1st Sebring 1988



ABC Brianza [BRK43330](#) (kit) [ABC330](#) (built) - Rolls Royce Silver Ghost Kegresse 1921 Lenin



Schuco resincast [SHU08996](#) - Ford GT40 Camera Car Le Mans 1970



BBR 1:18 hand built [BBP18128B](#) - Pagani Huayra BC 2016



Ixo diecast [IXOGTM068](#) - Mercedes Benz 190E 2.3 16V 1st Nurburgring 1984 Senna



Spark resincast [SPK4423](#) - Porsche 930 Le Mans 1978



GLM resincast [GLM43107201](#) - Packard Twelve Model 1107 LeBaron Aero Coupe 1934



Ebbro resincast [EBB45247](#) - McLaren MP4-12C SuperGT GT300 2014