

- \* 1:12 Maserati T151/3
- \* Ferrari 375 Indy
- \* Le Mans Jowetts
- \* Axel'R Story
- \* Duckhams Ford

**04-2017**

# 1 SMALL WHEELS



£4.95  
UK Price



## Le Mans 2017

That time of year is fast approaching and by the time you're reading this we will be less than a month from the biggest race weekend of the year. With the withdrawal of Audi it is basically a two-team race for overall honours and the first race of the WEC at Silverstone showed that Toyota certainly have the pace if they can maintain reliability. After last year's heart-breaking failure on the last lap, this time they've entered three cars to Porsche's two just in case!



Toyota TS050

The biggest battle once again will be in LMP2, with a regulation change meaning that all competitors now use the same engine type so reliability shouldn't be an issue. There are five chassis types among the twenty-five entries, Oreca accounting for nearly half of those, Ligier are the next most numerous with seven, there are three Dallaras, last year's winners Signatech Alpine have two cars again and a single Riley joins in too, this car having only been completed and first tested at the end of April.

The all new Porsche GTE Pro machine was very quick at Silverstone before a rather spectacular engine failure and we can expect a hard fought battle between thirteen cars in this class from Ford, Porsche, Ferrari, Chevrolet and Aston Martin.

GTE Am is the second most numerous class and Ferrari have the weight of numbers here, the category featuring the same marques as the Pros minus Ford.

Of course, when the race is run we expect to see all of the cars modelled in one form or another and we will be publishing our usual images of every race starter to help you choose your models.

## Ferrari F40 turns 30

2017 marks the thirtieth anniversary of Ferrari's magnificent F40 and there are plenty of 1:18 models to look forward to as a result. They are all of the slightly later race versions and first to the party will be MG Model with four variants ([MGMF4018005](#) - [MGMF4018008](#)), all of which are illustrated in this issue.



MGMF4018008

BBR look like they will be next with three models due in the latter part of this year ([BBP18139A](#), [BBP18139B](#) & [BBP18139C](#)) and then Looksmart have also announced their own F40 History Series with no fewer than thirteen references ([MRCLSF40001](#) - [MRCLSF40013](#)).

## McLaren 720S

At the Geneva Motor Show in March several new supercars were unveiled and the Italian subjects were quickly seized upon by Looksmart and BBR, with new Lamborghinis and Ferraris arriving soon after the show closed. McLaren also launched a new 200mph-plus road car at the show and TrueScale are first to announce a miniature of this with a 1:43 resin cast model ([TSM430246](#)) due for release in June. There will also be 1:18 versions in the Top Speed range, but no references or release dates for these yet, so keep an eye on our online future productions listings for these as soon as they're confirmed.



TSM430246



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\*\*\*\*\*  
 This magazine is published ten times a year - subscription rates - UK £42; Europe inc Eire £46; Rest of the World £50  
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All the books and models described in this magazine are supplied by Grand Prix Models from whom they are available by mail order. GPM's showroom is open to visitors on one Saturday per month from 12 noon to 5 pm.

Other times by appointment depending on workload in the mail order department.

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Four Small Wheels is created for GPM by Classic Motor Sport Ltd and printed by Eclipse Print and Design, Hertford, Herts England

## 1:43 LM winners

We don't see new kits of Le Mans winners as often as we used to, but there's good news from Japan for collectors. If modern is your thing, Studio 27 are releasing a kit of last year's Porsche 919 ([STUFD43038](#)) and for Group C fans looking for a high detail project, Hiro are making the 1988 winning Jaguar XJR9 ([HIR43590](#)). Both are due in the next month or so.



[HIR43590](#)

## Summer shutdown

Our annual holiday this year will run from 5pm on Friday 26 May to 9am on Monday 5th June. Please note that due to the shutdown our June Saturday showroom opening is a week later than usual and will be 10th June. For the remainder of the year after June, we will revert to the usual first Saturday of the month.

## COVER GALLERY

Celebrating at the top of our cover gallery this issue is 2016 F1 World Champion Nico Rosberg, or rather a 1:43 version with his victorious Mercedes modelled as a resin cast by Spark ([SPK5025](#)). To the right is one of a series of 1:18 hand built F40s from MG Model ([MGMF4018006](#)), the car driven by Jean Alesi at Laguna Seca in 1989.

The speed record machine up next is the Burke & Cagle streamliner (also known as the Reynolds Aluminum Special) which ran at Bonneville in 1965 and is modelled here by Dwindle as both kit ([DWI43006](#)) and hand built ([DWI43006M](#)). The bright yellow Ferrari alongside is a hand built by Looksmart ([MRCLSRC20](#)) of a 488 GT3 from the 2016 Spa 24 Hours.

The less than subtle metallic pink Pagani Huayra is a new 1:12 hand built release from BBR ([BBR1205D](#)), one of several striking colours available on this model. One of the most famous F1 cars of all time next, the controversial Brabham BT46 'Fancar' modelled as Lauda's 1978 Swedish GP winner in 1:18 by TrueScale Miniatures ([TSM151803R](#)).

The fleet of Maserati 250Fs at bottom left are all hand built from J-F B Models offering, from left to right, Behra UK 1957 ([JFB43051](#)), Godia-Sales Belgium 1958 ([JFB43052](#)), Bonnier Germany '58 ([JFB43053](#)) and Fangio Monaco '57 ([JFB43050](#)). Finally from Esdo we have kit ([ESD110](#)) and two hand built options ([ESD110MB](#) blue & [ESD110MW](#) white) of the Saoutchik-bodied Pegaso Z102 Coupe from 1953



# EDITOR'S CHOICES

## Our favourites from this issue's new releases



**Profil 24**

Profil 24 - New 1:12 resin & metal kit

[PFL1202](#)

Maserati T151/3 Le Mans 1964 #2

£438.95



**CLAY models**

Clay Models - New 1:24 resin transkits

[CLA24001](#)

Porsche 956 Engine Set

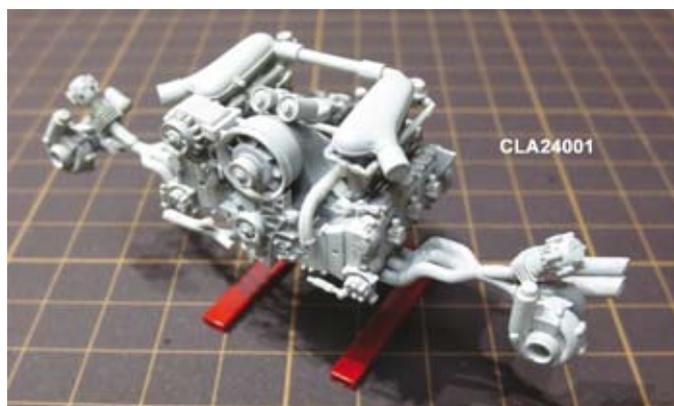
£79.95

[CLA24003](#)

Porsche 956 Gearbox/Suspension Set

£46.95

Made to fit Tamiya kits



The Maserati Tipo 151 was one of the most brutal looking, and sounding, machines ever to hit the tarmac at Le Mans and in 1:12 makes for a particularly imposing model. Profil's kit is a relatively simple kerbside offering but the size of the model means that there is scope for a reasonable level of interior detail and also we have radiators to be tucked away in the nose and the lower side panels are cast separately to allow fitment of proper exhaust pipes behind. The wheels are made up of resin rims and hubs with etched spokes and realistic looking solid resin tyres. There is more etch for various small details and at the rear of the car this includes a two-piece from the window, the rearmost part of which cuts back into the body. Race photos show that this framing included the stripes that run the length of the car but the clearly printed decal doesn't allow for this, nor does the instruction show it, so a little relatively simple masking and painting will be needed. Well worth the effort to create a striking display piece.

Clay Models is a new name to us and the Japanese firm's first arrivals both consist of many very precisely moulded resin parts for upgrading Tamiya's Porsche 956 kits. Each set includes a CD Rom with the instructions as a PDF file and this runs to 41 pages for the engine set and 31 for the gearbox and suspension. Each stage is described in Japanese and English and illustrated with good clear photographs of the work in progress. There's a fair amount of cutting of original kit parts to do to fit the resin upgrades and the resin parts appear to be bagged in stages of build, which will make things much simpler to follow. With the engine there are different specifications and a chart at the beginning of the instructions tells you which to use for many major race teams.



New book

[ISB9781854432834](#)

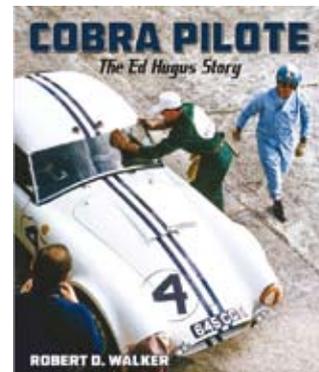
Cobra Pilote, The Ed Hugus Story

£69.00

Weight 2kg

By Robert D Walker

In the early 1950s Ed Hugus started what he planned as the 'ultimate import car dealership' in Pittsburgh and his skill as a salesman and manager saw the business flourish and expand at an impressive rate. The successful business allowed him to indulge a passion for racing in a variety of machines and a few years later he was approached by Carroll Shelby, the pair knowing each other from competition, as the latter was struggling to fund his new Cobra project. The deal was that Hugus would sell the first batch of cars to recoup his investment and those initial cars were completed in his workshops. He was then involved in the early competition career of Shelby's machines including at Le Mans in 1963, one of ten consecutive participations in a variety of machinery. With over three hundred carefully selected images this tells of the rise of the business, those early Cobras and of course plenty of racing activity.



**BBR MODELS**

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

[BBP18126C](#)

Pagani Dinastia 2015 Blue/Carbon

£349.70

Alternative versions, [BBP18126](#) Red & [BBP18126B](#) Gold



To celebrate the launch of Pagani in China, the company produced three one-off versions of the Huayra, each with a distinct Chinese flavour. The blue version we have as a review sample was named for Baxia, the Chinese water dragon, the gold car was Yazi the warrior dragon and the red, Chiwen the protector. The entire body surface has carbon fibre visible with the main body colour highlighting the weave. The car is modelled as seen in the original press/concept images so we see silver wheels instead of the later gold items that were fitted and minimal striping. The model is, as we would expect, beautifully finished and makes an imposing display piece in its leather-based display case.

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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.



**Looksmart - New 1:18 & 1:43 resin & metal hand built models**

**MRCLSAR03 Alfa Romeo 179 F1 1979 Giacomelli 1:18 £247.95**

Looksmart do not state a race for this model but it only ran in this livery the once, on its debut at Monza, so that narrows things down somewhat! The model compares very favourably with race photos, the shape looking good and the clearly printed decals all accurately placed. The suspension parts are all finely made and realistically finished and there is plenty of other well thought out fine detailing. Particularly well done are the clear vents fitted to guide warm air out of the radiators and over the side-pods.



**MRCLS467A Ferrari 812 Superfast Geneva 2017 Red £130.50**

Also available [MRCLS467B](#) Matt Grey, [MRCLS467C](#) Rosso Corsa, [MRCLS467D](#) Pearl Yellow, [MRCLS467E](#) Pearl White, [MRCLS467F](#) Rosso Scuderia & [MRCLS467G](#) Metallic Black

The Geneva Motor Show is the traditional launch pad for Italian supercars and in 2017 there was plenty to enjoy. Looksmart delivered the Lamborghini Aventador S on the day the show opened and they're not that far behind with Ferrari's latest front engined GT machine, the first models arriving within three weeks of the car's unveiling. The 812 replaces the F12 and resurrects the Superfast name which they applied to their flagship models in the early 1960s. The real thing has a complex shape and model captures the numerous vents and sinuous shoulders of the car very well. The finish is, as usual, excellent and the paintwork on our sample is in a new deep red to celebrate Ferrari's 70th Anniversary.



**MRCLS465A Lamborghini Centenario Roadster 2016 Silver £130.95**

Also available [MRCLS465B](#) Black, [MRCLS465C](#) Green, [MRCLS465D](#) Red, [MRCLS465E](#) White & [MRCLS465F](#) Carbon

Lamborghini created the Centenario to celebrate what would have been Ferruccio Lamborghini's 100th birthday and all forty examples, half coupes and half convertibles, were pre-sold long before the car made its show debut in Geneva. The open show car was finished in a special mix satin silver which shows a slight blue tint in photographs and this is beautifully replicated on the model. The lower surfaces are raw carbon and here there is a deep gloss lacquer finish adding plenty of contrast. It's a striking looking machine and Looksmart have really done it justice.



**SMTS - New 1:43 resin & metal kit**

**RLRC001 Spirit of America Sonic 1 LSR 1965 £94.50**

Hand built available [RLRC001M](#)

This is the first of several LSR subjects coming from SMTS based on classic Western Models patterns. The main body is cast in resin and has fine panel engraving and the majority of the smaller parts in white metal adding plenty of weight. A two-tone paint finish will be needed and you must be careful not to flood the panel lines, as though they are very precise, they are also quite shallow. The clearly printed decals include red pinstripes to separate the two main colours and with care this will build a simple and effective model of the machine with which Craig Breedlove became the first man to exceed 600mph on land.



**BBR - New 1:43 resin & metal hand built model**

**BBRC180 Ferrari 488 GT3 Press 2015 LAST STOCK £141.95**

With a new road car launched in 2015, so Ferrari also needed a new sports racer and at the end of the year we saw the 488 GT3 launched ready for the following racing season. BBR's model replicates the various vents, spoilers and splitters very well with plenty of carbon decaling where needed. One query is the wheel colour, the images we have of the launch showing silver, but testing photos showing gold as on the model. Only 96 examples of the miniature have been made and it is presented on a smart black Alcantara base with red stitching.



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

**ARE795BM Chevrolet Corvette 3rd Watkins Glen T-A 1973 #7 £212.15**

Kit available [ARE795B](#)

What really caught the eye when looking at Arena's kit of the 1973 Greenwood Corvette from Watkins Glen was the very delicate etched frame to be built up around the exposed fuel tank beneath the rear of the car. That is very precisely assembled on this built model and there are plenty of other very subtle details to enjoy too including a contrast between the deep gloss black of the main bodywork and the satin of the roof. The decals all have good colour density and stand out well against the paintwork



**ARE817M Chevrolet Corvette L88 Sebring 1970 #1 £212.15**

Kit available [ARE817](#)

The Owens-Corning backed Corvette of de Lorenzo and Lang was a GT class winner at Sebring in 1970, finishing tenth overall in a strong field. Arena's model looks well-proportioned with the red decals for the upper surfaces and central stripes lacquered-in with the small sponsor logos and numbers then added after the clear coat for a more realistic finish. It's all very neatly done.



**ARE819M Chevrolet Corvette C3 3rd Daytona 1973 #5 £212.15**

Kit available [ARE819](#)

When looking at this subject in kit form we warned of a couple of minor decal placement errors shown on the instructions on the side of the car and they have, predictably, found their way onto the hand built model. They are details you'll have to look closely at race photos to spot though and the overall finish is otherwise very good making for an attractive miniature.



**ARE829M Porsche 911 Daytona 1994 #91 £212.15**

Kit available [ARE829](#)

This tube frame Porsche was run throughout 1994 by Mel Butt and while the front end is pure 935, at the rear we see a unique design with extended rear corners coming to a point and a tall central wing on an etched mount. The photos we have of the real car are from Sebring where there are slight changes to the livery, but the basic scheme is the same here. The decals for the green sections are a little dark compared with the photos, but the blue and yellow are good and bright against the red base colour and the overall finish of the model is very smart.



## MERIKITS

**Meri - New 1:43 resin & metal hand built models**

- [MKSPL43001](#) Boyle Special Maserati 1st Indy 1940 #1 £149.95
- [MKSPL43002](#) Boyle Special Maserati 1st Indy 1939 #2 £149.95
- [MKSPL43003](#) Boyle Special Maserati 18th Indy 1941 #2 £149.95
- [MKSPL43004](#) Maserati 8CTF Germany 1939 #32 Pietsch £149.95
- [MKSPL43005](#) LORS Maserati 10th Indy 1940 #49 £149.95

Maserati built three examples of the 8CTF to contest Grands Prix in 1938, but while they had pace they lacked reliability and generally did not enjoy great success against the might of Mercedes and Auto Union. The one exceptional performance came in 1939 when Paul Pietsch finished third overall at the Nurburgring. One chassis had already been sold by this time to American team owner Mike Boyle and with the engine modified to run on ethanol, Wilbur Shaw won the Indy 500 twice with the car in 1939 and 1940. He also took the start in 1941 but crashed out. Laury Schell and Lucy O'Reilly bought the remaining two cars and entered them first in European races for Rene Dreyfuss and then they were shipped to America also for Indy use, entered as the Lucy O'Reilly Specials. Dreyfuss failed to qualify the ex-Pietsch car but Rene Le Begue started from the back and with the two Renes sharing driving duty they worked their way up to tenth. It's been a long time since we've seen new models from Meri and the overall shape and finish of these hand built models looks very good. The Boyle Special has been restored in a lustrous metallic burgundy but is in a solid colour here. Pietsch's car is finished in a bright red but we're not sure about the Firestone tyre logos here, while the O'Reilly car all looks very good in its French blue.



MKSPL43001

## JarMark

**JarMark - New 1:43 resin & metal hand built models**

- [JARK018B7](#) Boro-Ensign N175 Italy 1975 Amon £206.95
- [JARK018B5](#) Boro-Ensign N175 UK 1975 Wunderink £206.95

Rather than Tameo, a Modellismo 90 kit ([MOD43018](#)) of the 1976 Ensign is the starting point for these two and the various body modifications have been neatly done. On both cars, this includes the addition of an airbox and on Amon's a modification of the rear bodywork, all well observed. The bulk of the decals are correctly placed but strangely Amon's name has been omitted from the base of the airbox. On the Wunderink car the decoration is all complete although the minor sponsors on the lower sides should be further forward.



JARK018B7

- [JARK020B3](#) Boro 001 Italy 1976 Perkins £201.95

Unusually, at the Italian Grand Prix the Boro was not running in the full livery of the HB alarm company but had a few other sponsors instead. The model is based on a Modellismo 90 Ensign 176 kit ([MOD43020](#)) and the modifications to the bodywork have all been very neatly done. The number placement and that of larger sponsors such as Valvoline on the rear wing are very good but we do have queries over a couple of the smaller logos.



## ABC

**ABC Brianza - New 1:43 resin & metal kit**

- [BRK43337](#) Alfa Romeo 6C 2300 Letourneur & Marchand 1934 £92.60

Hand built available [ABC337](#)  
It's unclear how many Alfa Romeos were built under license by Letourneur et Marchand of Paris, but the fact that the car was badged "Alfa Romeo-Paris" would suggest that the intention was for a production run. The model is based on what appears to be the only survivor and a distinctive feature is pillarless side glazing which disappears completely when lowered, which will allow for a little shortcut on your build should you so wish. The main body is well cast and features crisp panel engraving. In typical ABC style, there are etched bonnet side panels and plenty of other fine etched detailing to be added after a two-tone paint finish. Another very interesting subject choice from ABC.



## GAM

**GCAM - New 1:43 resin & metal kits**

- [GCAM43087](#) Jowett Jupiter Le Mans 1952 #45/46/64 £67.95

Hand built available [GCAM43087M45](#), [GCAM43087M46](#) & [GCAM43087M64](#)  
Jowett arrived at Le Mans in 1952 having scored class wins on the previous two attempts and this time had a three car team. Each was painted according to the nationality of the lead driver, with Becquart's #45 in French blue, the #46 of Hadley & Wise in green and Maurice Gatsonides' #64 in Dutch orange. It was the French car which was the only 1500c.c. class machine of any marque still running at the end. The kits are very simple, with resin for the body, chassis and wheels, vinyl tyres and a selection of small etched details to finish things off. The decoration is simple once your body colour has been chosen and there are painting instructions in French along with a couple of close up images for the interior.



- [GCAM43088](#) Monopole X84 Le Mans 1954 #55 £67.95

Hand built available [GCAM43088M](#)  
There were an impressive fifteen entries in the 750cc class at Le Mans in 1954, with the split of Renault and Panhard power roughly half and half. This very slippery looking single-seater roadster was among the latter and finished thirteenth overall and second in class. The all enclosed nature of the vehicle means that this will be a very simple build, the most complex aspect of which is probably cutting out the vac-formed windscreen neatly!



- [GCAM43089](#) Spice SE88C Le Mans 1989 #103 Rexona £67.95

Hand built available [GCAM43049M](#)  
We've seen a number of Spice C2 cars in the GCAM range and the first thing we notice about this particular example is that the engraving and overall shape of the car is much crisper than most of the others. That said, the main body casting in our sample kit has a lot of small air bubbles on the insides, so care will still be needed during paint preparation. A two tone finish is required and the simple instructions include photos of a finished model to work from. One for the more experienced builder perhaps.



**Grand Prix Models - New 1:43 resin & metal hand built models**

- [GPS044](#) Porsche 911S Le Mans 1969 #66 £179.95

When we were researching a number of Le Mans Porsches that have been neglected by model makers for many years, this was one that we found a good number of photos of. Largely because it crashed and there are plenty of images of the wreck! The decal producer has oversized the number on the nose slightly but otherwise the decoration is all very good and with a deep burgundy main body finish contrasting with a matt black bonnet it looks very smart.



- [GPS036](#) Porsche 911S Le Mans 1970 #63 £179.95
- [GPS037](#) Porsche 911S Le Mans 1970 #65 £179.95
- [GPS040](#) Porsche 911S Le Mans 1970 #59 £179.95
- [GPS047](#) Porsche 911S Le Mans 1971 #44 £179.95

Similar base parts have been used for all of these subjects, with particular attention paid to small details such as wheel styles, additional light positioning etc. The base kits are all Arena, so the quality of these parts is very good and there's a decent level of cabin detail and we see very fine etched window frames. The decals are very thin, so there is a little colour bleed in places on some of the darker cars. Of the subjects modelled the 1970 cars all retired from the race, while the 1971 machine made it to the end in twelfth position overall.



GPS047



## Hiro - New 1:9 & 1:43 resin & metal kits & 1:12 metal accessory

**HIR09567** HRD Vincent Black Shadow 1948 - 1:9 £552.60

Hiro's choice of subjects for their vintage motorcycle range is excellent and here we see a machine that was the fastest motorcycle on the market when launched in 1948. The majority of the kit parts are either cast or machined metal, with hard resin used only for the fuel tank and soft resins for the seat, footpegs and grips. The bike got its name because so little of it was chromed and most parts were either painted or stove enamelled in black, so the inclusion of quite a few plated kit components is a surprise. In similar style to their previous releases, the barrels of the v-twin engine are made up of individually cast cooling fins which fit over cast pegs on the crankcase before being topped with equally fine cylinder heads. Wiring and plumbing is included and detailed at every stage of the instructions for the assembly of the chassis and engine. The wheels have cast rims and hubs, with an etched inner disc to accept the individual spokes, and there are jigs included to keep the alignment correct. There's plenty more etch for the chain, made up of individual links, and as a project this will keep the experienced builder busy for many hours.



**HIR43557** Lancia 037 Monte Carlo 1983 #1, Martini £157.50

Alternative versions **HIR43558** Sanremo/Corsica 1984 Martini, **HIR43559** Sanremo 1983 Totip, **HIR43560** Corsica 1984 #9, Totip & **HIR43561** Sanremo 1984 Olio Fiat

Extensive use of CAD in the design of their kits mean that Hiro can re-scale subjects relatively easily and here we see a third size for the Lancia 037, with it already having been released in 1:12 and 1:24. Typically for a Hiro 1:43 offering the vast majority of the parts are in white metal and the thinness and cleanliness of the castings is very impressive. The build starts with the engine which then goes into a rear spaceframe and attaches to the central tub, which is split with separate roof and floor castings. The front chassis is also a spaceframe, there is of course full suspension and the opening panels on the real car are all supplied as individual castings (of multiple parts in the case of the doors).



**HIR43570** Porsche 908/03 Targa Florio 1970 #12, Gulf £157.50  
**HIR43571** Porsche 908/03 Targa Florio 1970 #40 Gulf £157.50  
**HIR43572** Porsche 908/03 Targa Florio 1970 #36, Gulf £157.50  
**HIR43573** Porsche 908/03 Targa Florio 1970 #20 £157.50  
**HIR43574** Porsche 908/03 Targa Florio 1971 #8, Martini £157.50  
**HIR43575** Porsche 908/03 Targa Florio 1971 #7, Gulf £157.50  
**HIR43576** Porsche 908/03 Targa Florio 1971 #4, Gulf £157.50  
**HIR43577** Porsche 908/03 Nurburgring 1971 #3, Martini £157.50  
**HIR43578** Porsche 908/03 Nurburgring 1971 #1, Gulf £157.50  
**HIR43579** Porsche 908/03 Nurburgring 1971 #4, Martini £157.50

So fine and complex is the spaceframe chassis on the 908 that Hiro's model makers have here opted to 3D print rather than cast the parts, the result being an incredibly delicate looking structure. The majority of the remaining parts are in white metal, with clear resin included for the intakes on the highly detailed engine. Each team car wore different decoration at each race, hence the separate kits, and the bodywork changed between the 1970 and 1971 seasons. The bodywork being cast in several sections means that these changes are all easily replicated and whichever kit you choose should build a very smart miniature, but you will need your finest fingers and closest sight!



**HIRP1125** Nut & Bolt Set (x10) 1:12 £19.35

Each of the tiny brass bolts in this pack has a thread length of 5mm, a thread outer diameter of 1.3mm and inner diameter of just 1mm. The bolt heads and matching nuts are 1.5mm across the flats.



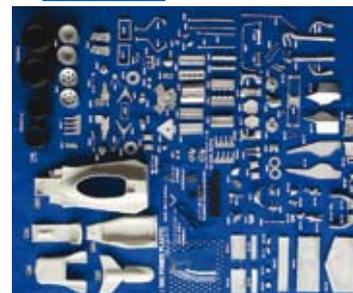
## Studio 27 - New 1:20 resin & metal kits, 1:12 decal & 1:24 accessory

**STUFD20001** Shadow DN5 Argentina/Germany 1975 UOP 1:20 £299.95

**STUFD20004** Shadow DN5B Monaco/Germany 1976 1:20 £299.95

Also available **STUFD20002** Brazil 1976 & **STUFD20003** South Africa 1976

Studio 27 describes these as full detail kits and there is certainly a large amount to get your teeth into. The bodywork is separated into several parts allowing for quite different variations to aerodynamics and airboxes to be made between kits and these body parts are in crisp, clean resin. The remaining parts are mostly white metal, again very well cast, including plenty of engine and suspension detail as well as wing elements, radiators etc. The instructions concentrate on the mechanical parts more than the bodywork, but the latter is fairly simple and the clearly drawn decal placement guides will be helpful for alignment too.



**STUCD12006** Kawasaki H2R `Ninja` Carbon Set 1:12 £21.10

Made to fit Tamiya kit **TAM14131**

The bodywork on Kawasaki's H2R is minimalist and this clearly printed sheet includes carbon panels for most of it, with the inside and outside of the front fairing included giving the option of either all carbon or a painted outer and raw carbon inner as a finish. Whichever way you go, it should bring Tamiya's already excellent kit up to make very impressive model.



**STUFP24194** Seat Belts - Passenger Cars 1:24 £16.45

We have been able to offer 1:24 racing harnesses from several manufacturers over the years but road car modellers haven't been well catered for and will welcome this very useful pack. There are three different designs of socket to choose from with an etched floor mount and white metal top for each and ten pieces of each design are included. There are also thirty etched buckles to go on the belts, with three colours of pre-scored fabric offered. More etch is provided for the B-pillar upper mounts, although strangely there are only fourteen of these. Still, a very versatile pack for any road car builder to have in the spares box.



## Tabu Design - New 1:24 & 1:20 decals

**STUTAB24078** Nissan 240RS Safari 1984 #2 1:24 £15.95

Made to fit Beemax kit **AOS08579**

A two-tone orange and white paint finish is required prior to application of these clearly printed decals, the layout of the colours shown on the black and white placement drawing. That done, the logos and positioning all look to be correct for Shekhar Mehta's fifth-placed car when compared with event photos. There are plenty of images of the car available online and these, along with the drawings included, will be useful for scratch building the bull bars for the front of the car and steps for the rear.



**STUTAB20148** Lotus 91 UK 1982 1:20 £21.10

Made to fit Ebbro kits **EBB20012** & **EBB20019**

This full livery sheet offers plenty of options to builders of Ebbro's Lotus 91 kits. If going for the race version from the British GP it is a useful spare and has all the politically correct race logos, but also has the full sponsorship seen in practice and at other races. There are full stripes too, along with driver names, tyre sidewall markings and two makes of seat belt logo.





MG Model 1:18 hand built [MGMF4018005](#) - Ferrari F40LM Test



Autocult resincast [ATC06018](#) - VW Steyr 1939



Minichamps diecast [MIN410152416](#) - BMW M4 DTM 2015 Glock



MG Model hand built [MGMBER143017](#) - Ferrari 250MM Mille Miglia 1953



Spark resincast [SPK5341](#) - Lotus 16 Monaco 1959 Halford



BBR 1:18 hand built [BBRC18029A](#) - Alfa Romeo Giulia Veloce 2017



Grand Prix Models hand built [GPS036](#) - Porsche 911S Le Mans 1970



Matrix resincast [MTX50407-031](#) - Delage D8S De Villars Roadster 1933



Oxford diecast [OXFAH1005](#) - Austin Healey 100 BN1 1953



Remember hand built [REM143005](#) - Alfa Romeo 8C 2300 Monza Comminges 1936 Helle Nice



## Looksmart - New 1:43 resincast models

- [MRCLSLM032](#) Ferrari 488 GTE Le Mans 2016 #51 £93.95
- [MRCLSLM033](#) Ferrari 488 GTE Le Mans 2016 #71 £93.95
- [MRCLSLM034](#) Ferrari 488 GTE Le Mans 2016 #82 £93.95

For the GTE Pro category, Ferrari was represented by three examples of the new 488 GTE, two near identically decorated cars running in the colours of AF Corse and SMP Racing and the third by Risi Racing. The AF cars are the more colourful and we see excellent paint finishes and clearly printed decals throughout, the metallic blue sections of the colour scheme really fizzing under bright light. The Risi car is much simpler with a plain bright red and sponsorship from the Ferrari Club of America and this was also the most successful, finishing second in the category. The model beneath the paintwork is very crisply moulded with plenty of subtle fine detailing both cast in and added as fine etched parts. As with the GTE Am 458s, very nicely done.



MRCLSLM034



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

- [EBB45383](#) Nissan GT-R SuperGT 2016 #24 Forum £61.95

The Forum Engineering Nissan had a mixed season in 2016, with two wins but most other results being low points positions. The first win came at Sugo, despite a ninth-place qualifying place. At first, looking at race photos, we thought that the front aero was incorrect on the model but it appears that the car had most of its small dive planes broken off early on! They are present and neatly made on the model and we also see a very fine rear wing and excellent paint finish.



- [EBB45402](#) Nissan GT-R SuperGT 2016 #0 Gainer £75.65

Having run a pair of Mercedes for a couple of years, for the 2016 Super GT series the Jim Gainer Racing outfit split their effort between an AMG GT3 and this Nissan, the home-grown machine being the more successful over the course of the season. As usual for the team's cars, there is an all over dark chrome finish and this is superbly applied on the model with no blemishes visible on our sample. It gives a strong backdrop to the clearly printed decals and the smaller additional parts such as the wing and splitters are all finely made and neatly fitted.



- [EBB45425](#) Nissan GT-R SuperGT 2016 #48 Dijon £69.95

A three-driver line-up narrows the race down to Suzuka on this most vividly coloured GT300 machine. The results throughout the season weren't stellar, with consistent low points scores, but it's one of those subjects that is interesting for its livery regardless of performance. The paint finish is excellent and the pink is echoed on the edges of some of the small aerodynamic additions. The rear wing structure is delicately made and there's plenty of subtle carbon about.



- [EBB45486](#) McLaren MP4-31 F1 2016 Alonso £77.95

- [EBB45487](#) McLaren MP4-31 F1 2016 Button £77.95

Also available [EBB45490](#) Vandoorne & [MUSDC43843](#) additional decals  
Ebbro are the third maker to release the 2016 McLaren as a 1:43 model and as with all of the others, you will need additional decals to complete the sponsorship. The overall finish is very good with a very fine grain to the metallic paint, clearly printed decals and carbon texturing on the suspension, floor and some of the wing parts. The rear wing elements are nice and fine, but as usual the vents are all only engraving in the outside edges.



EBB45486



## New books

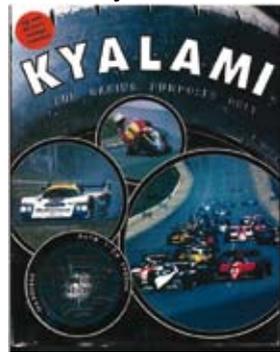
- [ISB9788896796436](#) The Encyclopaedia Of Italian Coachbuilders £149.00

*Weight 4.8kg* by Alessandro Sannia  
When we think of Italian coachbuilders the famous names of Bertone, Touring and Pininfarina might spring to mind, but there have been hundreds of others. Some were short-lived, others have been quietly working away in niche markets such as ambulance or hearse conversion for decades. Collating information on all of these has been several years work and the result is a smart, slip-cased two volumes with plenty of photographs and examples of work from full bodies to minor restyling. There are interesting tales to tell too, for example one family which had six firms between them as various siblings fell out and formed new alliances!



- [ISB9780620488266](#) Kyalami, A Reflection On The History £59.99

*Weight 2.2kg* by André Loubser  
The author of this very detailed history of the Kyalami circuit from its inception in 1961 to the closure of the original layout in 1987 has been involved with the motor industry and motorsport in South Africa since the late 1950s. This is quite a personal view of the famous venue and fills us in on plenty of local information. The quality of some of the older images is perhaps not the greatest, but they are shots that are otherwise unpublished and cover a huge variety of events, from the Grands Prix and famous sports car races down to local club events. As a bonus there is also a DVD with 80 minutes of footage of races from the late 1960s and demonstration laps by Derek Bell and Alain Prost in the early 1980s.



- [ISB9781907085567](#) Jaguar XK120, The Remarkable History £30.00

*Weight 1.2kg* by Chas Parker & Philip Porter  
JWK 651 was one of a batch of six aluminium lightweight competition cars built to help promote the new Jaguar XK120 and, usually in the hands of Leslie Johnson, it was the hardest working. The car saw action at Le Mans, on the Mille Miglia, Tourist Trophy, in rallies and also set several production car speed records. This lavishly illustrated work covers the car's competition career (along with brief round-ups of the careers of its siblings) and also its activity in historic motorsport later on. There is also plenty of technical information and a series of fine studio shots of her now, restored in 1950 Le Mans livery.



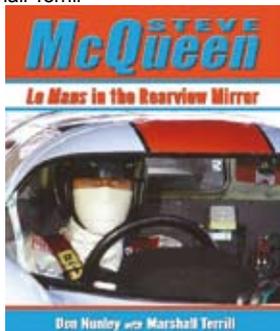
- [ISB9788075292889](#) Racing 'N' Roll £49.95

*Weight 2.8kg* by Martin Straka  
Martin Straka is one of the best known motor racing journalists in the Czech Republic, working in both print and broadcast media. This very stylish edition is a collection of photographs that shows us the diversity of events that he has covered over the past thirty years or so, with sportscars, F1, touring cars, saloons and rally all covered. The images are all in black and white and are very atmospheric, covering as much behind the scenes as they do on track. Detailed captions are provided for each image in both Czech and English.



- [ISB9781854432896](#) Steve McQueen, LM In The Rearview Mirror £59.00

*Weight 1.7kg* By Don Nunley with Marshall Terrill  
Bob Nunley was props master on Steve McQueen's iconic movie 'Le Mans' and here he looks back to the filming, using over four hundred previously unpublished photographs to tell the story. The majority of these are behind the scenes and we see, in a fair degree of detail, camera mountings and some of the prop cars. There are also quite a number of photos from the race itself and the quality of many of these is excellent. Overall it is a fascinating look back at one of the all-time great motor racing movies.



## Mysterious Ferrari 375 "Indy"

by Wayne E. Moyer

Mysterious certainly picked a mysterious Ferrari for their new release ([MYS43090](#)) – I finally tracked it down in Tanner and Nye's 'Ferrari'. Indianapolis and Formula One regulations were very similar in the early 1950's and after Ferrari's less than successful try at the 1952 Indy 500 Luigi Chinetti decided that he could do better and ordered a car to be built with a 4.5 liter V-12 for his North American Racing Team (NART) for the 1953 race. Although several Indy drivers tried the car, its handling was poor and nobody tried to qualify it for the 500. Chinetti then took it to Daytona Beach in '53 where Bob Said managed to set a two-way speed of 170 mph in the measured mile. The Ferrari next appeared at the 1954 Daytona event but Bill Holland could only get it to 155 mph. Carroll Shelby drove it to win a pair of hill climbs easily before the car was stored until it was sent back to Ferrari where the engine was reduced to 4.2 litres to make it eligible for the 1958 Monza "Race of Two Worlds" with Harry Schell as the driver. The 5-year-old Ferrari proved to be no match for the American cars on the high banks of Monza either and it was never raced again, though Chinetti did have it re-bodied and displayed in his New York showroom.

A Ferrari in NART colours with an Indianapolis connection? As soon as I saw it in FSW I emailed my order to GPM and the FBB soon arrived in my mailbox. Opening it, I found a relatively simple kit with 9 cleanly cast resin pieces and 66 photo-etched parts (not all of which are used) among the 111 parts. Although the two-sided instruction sheet appears simple it's sufficient to build the model and shows which photo-etched parts are used for this model. Decals are simple, nicely printed, and a spare set is provided; a spare windscreen vac-form is also included, as is one spare set of wire wheel parts. The baseplate, though, is different from the one on the instruction sheet but that wasn't a problem.



Emery board used to clean off mould lines

There is a small mould line along the bottom of the body shell which was easily sanded off with an emery board. I carefully drilled holes through both rear hubs and then through the cast-in-place transaxle with a pin vise, making the holes large enough to provide some adjustment room for the rear axle.



Opening up rear axle mounting to allow adjustment

After cleanup and a thorough washing, the resin parts were primed and a few small bubble holes and minor surface blemishes on the lower surfaces became apparent. These were filled with catalyzed primer (it doesn't shrink after curing!) and sanded smooth. More priming, sanding, and a final overall sanding with 3200 grit cloth gave me a smooth primer base for the colour coats. While primer was drying, the "silver" p.e. parts were given a coat of gloss black and then sprayed with Alclad II "chrome" for a realistic polished metal finish.

I was never able to find a colour reference for "NART Blue" though a friend with access to a restored car described it as a dark, non-metallic blue. Naturally, every photo I looked at was slightly different and after checking a number of available paints against these photos I decided upon Model Master 28130 Royal Blue Pearl; despite the name, the pearl



The finished model is unusual and attractive; now does it go in the Indy car case or in the Ferrari case?

content doesn't show under natural light though it is more obvious in the accompanying photos. The body interior and baseplate were painted aluminium and then masked. I sprayed the blue into a paper cup and let the aerosol work out before pouring it into my airbrush bottle. Several light, thin coats followed by a wet coat gave me a dark blue that "looked right".



'Royal Blue Pearl' sprayed into mixing cup and then airbrushed

At first I wondered why Mysterious had done the painting backwards – I normally spray the lighter colours first, mask those, and apply darker colours but I soon realized that it would be difficult if not impossible to cleanly mask over all the central humps, bumps, and louvers. As it turned out, the kit's pre-cut masking paper was much too thick for me, at least, to get it to lay down over other humps and bumps. I used the kit masks as patterns to make new ones from the thinner and more flexible Tamiya tape sheets. As it turned out, those weren't completely effective either and a fair amount of touch-up was needed after the white centre and nose sections were applied.



Kit paper masks used as patterns to cut Tamiya masking tape (above) and then applied to model ready for white stripes (below)



In between coats of paint on the body I built up the interior (the seat and wheel were added later) and the photo-etched pedals and dash, along with cast and turned parts and the p.e. front suspension, provide plenty of interior detail. Don't look for seat belts; they weren't used back then. I also tackled the wire wheels. Many years ago I built a tool to pre-bend a slight cone into the wire wheel spokes from a wooden drawer pull. It works better if there's not a solid outer rim to the p.e. part, but in this case I was able to get

enough of a cone in each set of spokes (follow the directions carefully!) so that each set of spokes dropped into the outer wheel half easily and was held in place by a tiny amount of Super Glue. The result was a set of wire wheels done in very little time.



Home-made wooden tool for shaping wheel spokes (above) simplifies assembly and gives a pleasing result (below)



The baseplate and interior fit well and as noted above, I had left a bit of "wobble" in the rear axle. Holes were drilled in the front brake drums to accept a short stub axle but be sure to add the front steering links and brake hoses before gluing the wheels on. Note that there was still a bit of touch-up painting to do! There's enough flex in the front suspension and the oversize rear axle holes to get all four wheels on the ground. I added the seat, 4-piece steering wheel, and fuel and gas filler caps, and then the windscreen. The spare screen became necessary because the edge lines aren't clearly defined in a couple of spots but the second try did the trick. My finished model matches the few photos I found (and those on the instruction sheet) very well and the additional front suspension and brake hose details put this one a notch above many open-wheel models. I really doubt that the real car had plated exhaust tips but I went with the kit instructions – but I may yet go back and paint them steel to match the cast-in exhaust pipes. I painted the hood hold-downs "leather" after they were glued in place. There's enough cockpit detail to make Mysterious's mysterious Ferrari "Indy" realistic, too.

Overall, this was a relatively simple kit to build but with enough photo-etched detail to make it both attractive and realistic. The unusual (for a Ferrari) paint scheme is even more attractive but not at all easy to mask – perhaps a reader has a better suggestion? Now of course, there's another decision to make; does it go in the Indy car case or in the Ferrari case? Either way, it's sure to invite some questions.



A relatively simple kit ([MYS43090](#)) with 9 cleanly cast resin pieces and 66 photo-etched parts (not all of which are used) among the 111 parts



BBR hand built [BBR190B](#) - Ferrari 212 Inter Vignale 1951



Maxichamps diecast [MIN940060220](#) - Porsche 911S 2012



RPM [RPM1503](#) (kit) [RPM1503MG](#) (built) - Aston Martin Bulldog (Restored)



J-F B Model hand built [JFB43054](#) - Maserati 250F Siracuse 1958 Scarlatti



Grand Prix Models hand built [GPS040](#) - Porsche 911S Le Mans 1970



Ebbro resincast [EBB45487](#) - McLaren MP4-31 2016 Button



JarMark hand built [JARK018B5](#) - Boro-Ensign N175 UK 1975 Wunderink



ABC Brianza [BRK43337](#) (kit) [ABC337](#) (built) - Alfa Romeo 6C 2300 Turismo Letourneur & Marchand 1934



Spark resincast [SPKSG282](#) - Mercedes AMG C63 DTM 2016 Paffett



Matrix resincast [MTX11001-052](#) - Jaguar E Type S2 1968



BBR 1:18 hand built [BBRC18019](#) - Ferrari 333SP Press 1994



Alezan hand built [ALEAC084](#) - Lancia Fulvia Dunja HF by Coggiola 1971



Matrix resincast [MTX50407-021](#) - Delage D8-120 Aerosport Coupe 1937



Spark resincast [SPK2270](#) - Rondau M379C Le Mans 1982



Remember hand built [REM143004](#) - Alfa Romeo 8C 2300 Monza Rio 1936



TrueScale Miniatures resincast [TSM154361](#) - Tyrrell 011 Germany 1981 Cheever



Midlantic [MID43042](#) (kit) [MID43042M](#) (built) - Chevrolet Corvette Santa Barbara 1960 Bondurant



Autocult resincast [ATC04008](#) - Maybach SW35 Stromlinie 1935



Looksmart hand built [MRCLSRC19](#) - Ferrari 488 GTE test 2016



MG Model hand built [MGMGTO059M](#) - Ferrari 250GTO Spa 500kms 1963 Piper



## Axel'R

Over the years we have run a number of 'Meet the Manufacturers' pieces introducing the diverse characters who produce the models we know and love. Just as we were closing for press on the last issue of FSW we received the following email from Roger Dutemple, creator of the Axel'R range.

Dear Andre,

In a few days I retire, as you know.

I want to thank you a lot for all your orders and friendly relationship between us during the last 19 years. A special thank you to Brian Harvey who helped me to obtain a fair licence agreement with the Classic Team Lotus at the beginning of Axel'R and thank you to Justina, Mark and all the staff of Grand Prix Models. Some years ago you asked me for a text about Axel'R for Four Small Wheels. I think it is now the good time for writing the story of Axel'R.

Very kind regards  
Roger

And so here it is, the story of Axel'R.

I was born in 1955 in Valenciennes in the North of France but spent the greater part of my life in the South of France. I am based in the little village of Courmonterral near the town of Montpellier close to the Mediterranean coast of France, 60 kms from the race track of Ledenon. I was interested in toy cars, even at 1 year old, and it never stopped.

I started my model making in a workshop making 1:43 scale, built model cars for drivers of historic races. At a historic race meeting 1998 I had a meeting with a driver, Sylvain Stepak, asking me to reproduce his racing car. As a result, his Elva BMW Mk8 was the first model car I created from scratch and creating the Elva model prompted me to change my job, as a salesman and marketing man in the tool industry, and to establish my own company Axel'R. The range concentrated on kits of Le Mans cars and British racing cars including Lotus, Elva and Ginetta, with all Lotus Formula 2, F3 and Formula Ford kits made under license of the Classic Team Lotus. Key people have helped me get established include Jean-Yves PUILLET from Mini Racing as a model maker, Thierry Dumont from Duthy43, an expert in resin casting, and Jean Andre from Interdec, a decals maker.



Where it all started, Sylvain Stepak's Elva BMW Mk8 (VHC001/VHC001M)

Creating models was now a full time job! Like many one man artisans, I was pattern maker, resin caster, vac-formed window former, painter, builder, salesman and marketing person. The tyres, lights, white metal parts, photo etched parts and decals were made by other manufacturers. As well as my own range, I also made resin castings for several other French model makers, including Jemppy, Jade Miniatures, Provence Miniature Automobiles, and also built kits from different makers for private customers.



The bench in the main workshop where patterns are created and hand built models assembled



After photographing and measuring the real car, a scale drawing was made from which the patterns are made to produce the masters of each part of the new model. I have made most of the patterns for my models, but for the last 7 years I have preferred to work with, in my view, the best pattern maker, Patrick Cornu, who used to work at Provence Moulage. The masters were made in brass, resin or plastic and then silicon rubber moulds are made from these masters and the different parts cast mainly in resin and white metal.



The second workshop where resin casting is done and silicon moulds are stored

The patterns for the windows were made from one of the first body castings and then the windows were vacuum formed. Photos of the real car, together with one of the first body castings were sent to the decal maker who drew and printed the decals for the new model. This technique was also followed for the photo-etched parts. The resin bodies were painted in authentic colours with a fine polyurethane lacquer and varnished with a glossy polyurethane coat.

I aimed to produce 150 to 300 models of each series of Axel'R kits and all models were always in production, except for two or three subjects which may be sold out. Distribution was world-wide to retailers and also to private customers, via the internet. To help promote the range I used typed advertising sheets, and sent samples to magazines. For the kits, packaging was a white cardboard box with a label and photo of the model, together with text, while the built models were shown in a clear display box with black base and label.

During the past 19 years I have enjoyed this job, sharing my passion for kits and racing cars with customers world wide. Now it is time to retire and to enjoy a quite life with family and friends. Of course I will spend also time with my own collection of kits and model cars!

Roger Dutemple, Courmonterral, March 2017.



The final Axel'R model (VHCK059/VHCK059M) Lotus 69 F3 1971

**TSM141204 Porsche 917 1st Daytona 1970 1:12 £339.95**

TrueScale's first 1:12 917, the 1970 Le Mans winner, was modelled on a restored car but we are pleased to say that this time the decoration all looks to be correct for the Daytona 24 Hours, the first outing for the Gulf Porsches and the first of many wins for them. For improved visibility on the banking a small window was created in the roof and this is neatly replicated as are the unusual windscreen wipers. There's a fair level of detail in the cabin and under the rear of the car and the overall finish is excellent.



**TSM144347 Porsche 917/10 1st LA 1972 Follmer £79.95**

Alternative version **TSM144346** *Donohue Edmonton*

Porsches took six of the nine race wins in the 1972 Can-Am series, five of them going to Follmer, and he finished a dominant season with a win at Riverside in the LA Times Grand Prix. The shape of the car looks good and the decoration is correctly placed but for a few omissions in the title sponsorship, which are simply rectified with some easily found decals. The wheels are very shiny which doesn't look right, the spokes should have a duller finish than the rims, but otherwise it's a pretty accurate miniature.



**TSM154360 Tyrrell 011 1st Las Vegas 1982 Alboreto £89.95**

**TSM154361 Tyrrell 011 Germany 1981 Cheever £89.95**

Alternative version **TSM154359** *Henton Monaco '82* & **TSM164365** *Alboreto San Marino '82*

The Tyrrell team enjoyed mixed fortunes through the 1982 season but it all came good in the final race in Las Vegas, with Alboreto setting the pace from the outset. The mechanics got a nice little bonus too as they managed to get their bets on before the bookmakers realised that their 20-1 odds were a little generous! For the last two races of the year there was new sponsorship from Denim Musk, so the car appeared in dark green here and at Monza. The decoration is neatly replicated and we see quite a number of changes to the bodywork from the earlier season cars, the most obvious being that most of the engine is exposed for cooling. This is generally well detailed, although as is so often the case, there is no plug wiring. The car looked very different when Eddie Cheever gave it a points-scoring race debut in Germany the previous year. Again here the basic shape of the body looks good and the suspension is very finely detailed. The decaling on the main body is accurately placed but there are a couple of details that aren't right on this one. The rear wing mounting is a little high and, rather more importantly, the Tyrrell cars raced on Avon tyres for this race, not Goodyears as marked on the model.



**TSM164356 Porsche 935-80 1st Sebring 1981 #86 £89.95**

The top twelve qualifiers for the 1981 Sebring 12 Hours were all Porsche 935 derivatives and during the course of the race the lead swung back and forth among several of them. Hurley Haywood, Al Holbert and Bruce Leven (who sponsored the car through his Bayside Recycling concern) overhauled a seven-lap deficit in the latter stages of the race to win. The car was simply but colourfully decorated and the livery all looks very good. The air intakes on the rear pillars look a little square on the model but otherwise the shape is good and the finish is, as usual from TSM, excellent.



**TSM164358 Porsche Carrera RSR Turbo Le Mans 1974 #22 £79.95**

**TSM164324 Porsche RSR Turbo Daytona 1977 #00 £79.95**

These two models are of the same chassis, originally raced by the factory team in 1974 with a fair degree of success and then in 1977 by Ted Field's Interscope outfit. The layout of the livery on the Le Mans version is very good, although the red panels do look a little dark. Some of the Martini decoration is still visible around the rear and on one side of the Interscope car and here the red is much brighter and really stands out against the matt black which was rather indelicately applied for the race. Again, the layout of the decoration looks very good and both make for interesting subjects.



**TSM154327 GM Futurliner 1953 "3 Dimensional Sound" £131.95**

Alternative version **TSM154328** *"Out of the Muddle"*, **TSM164351** *"Power for the Air Age"*, **TSM430241** *"Power for the Nation's Lifelines"* & **TSM430242** *"All American Soap Box Derby"*

General Motors built twelve of these unusual exhibition trucks, each carrying a different display on their 'Parade of Progress' touring events in the mid-1950s and those displays also changed over the three-year tour. The driver's cab was on the upper level, accessed via doors in the front and a staircase and the sides of the trucks opened up to feature interactive displays. The model can be displayed either open or closed showing in this case when the side is open a demonstration of soundproofing from the 1953 tour. The centre section of the roof was on a pantograph and again this can be displayed either up or down; if opting for the letter, you made need to stabilise with a little Blutac or similar. TSM's list of these machines is now up to six versions planned so far, so the full set of twelve is getting closer!



**TSMCE154303 Cadillac Series 90 V16 Presidential "Queen Mary" £89.95**

This huge presidential limousine was one of a pair of cars commissioned by the US government in 1938 for use by Franklin D Roosevelt for state occasions. The already large V16 Cadillac 90 chassis was extended by a further 11" and the significant bulk of these armour-plated machines earned them the nicknames 'Queen Mary' and 'Queen Elizabeth' after the ocean liners of the time. The QM was originally finished in presidential midnight blue but a later restoration saw this changed to black and the interior to tan, which is how the car is modelled. It sold at auction in 2012 and comparing the model with images from Sotheby's the restored car is very well replicated.



**TSMCE154304 Cadillac Series 90 V16 Vatican Town Car £89.95**

We've already seen the basic model of this rare Cadillac V16 Town Car from TSM in plain black (TSM154302) but here we see it in the original very dark blue. The car was delivered new in Paris to Countess Rosaria de Larechea de Schiffner and then gifted to Cardinal Spellman after the war, finding its way into the Vatican fleet of Pope Pius XII. The overall shape certainly looks good when compared with images of this car and it is proudly flying the Vatican's pennants on the front wings, but a little artistic license has been used adding chrome to some of the trim details and picking the bonnet mascot out in gold.



**TSMCE164309 Cadillac V16 Aerodynamic Coupe 1936 Blue £94.95**

Several 'standard' body styles were offered on Cadillac V16 chassis, all built by Fleetwood, and the aerodynamic coupe is the rarest with just eight examples sold from 1934 to 1937. The car modelled is one of four built in 1936 and which survives in the Gilmore Museum in Michigan. It's a very stylish machine and the lines are well captured, the deep blue paintwork is excellent and all small trim on our sample is neatly fitted.



**TSMCE164302 Alfa Romeo 8C 2900B 1947 Grey £94.95**

One of the most famous of the "Legendary 2.9s", chassis 412036 won the Mille Miglia in 1947 and is now a regular on the concours lawns, being part of the Collier Collection. The car is usually seen with disc wheel covers fitted but is modelled here with very fine wire wheels exposed and those wheels have a dull silver finish rather than gaudy stainless steel. The main paint finish has a slight blue tint to it and is evenly applied with the crisp panel engraving showing through. The smaller details are all carefully fitted and with a leatherette base in the display case it makes for an attractive piece.



**TSMCE164313 Buick Roadmaster Rivera 1949 Blue £94.95**

Alternative version **TSMCE154305** *Ivory* & **TSMCE154306** *Maroon*

In convertible form the fifth generation Roadmasters are among the most desirable of all Buicks on the collector's market. The mid blue colour chosen here suits the car superbly and the deep burgundy interior adds contrast, as do the whitewall tyres and red trim rings on the wheels. The small details are all neatly fitted and overall this is a very attractive subject and model.





Spark - New 1:43 resincast & diecast models

**SPK5022 McLaren MP4-31 Halo Test 2016 Button £53.95**

Additional decal available [MUSDC43843](#)

Various suggestions have been made to improve driver safety from head injuries in F1 and the 'Halo' as seen here is one which provides forward roll over protection as well as deflecting larger debris such as errant wheels and, despite appearances to the contrary, the drivers who have tested it said it did not hamper visibility. The addition to Button's Italian GP practice car is neatly modelled and finished with a carbon texture. Unusually the car ran with no tyre sidewall colouring and this is accurately replicated, although as with all 2015 and 2016 McLaren models, you will need to add aftermarket decals to complete the sponsorship.



**SPK5105 Audi R18 3rd Le Mans 2016 #8 £51.95**

Alternative version [SPK5104 #7](#)

The #8 Audi had the less troubled race of the pair of works entered machines and spent most of the race in fourth position, inheriting the final step on the podium when the leading Toyota failed on the last lap. A pretty car the 2016 Audi was not, but it has been well replicated here though with a fine aerofoil section linking the bluff front wings and nose. The decoration is all carefully applied and we see very fine details around the rear wing and dorsal fin and in keeping with Spark's other 2016 Le Mans prototypes, it rolls on wet tyres.



**SPK5130 Ligier JS P2 Honda 14th Le Mans 2016 #49 £51.95**

There were a couple of really spectacular liveries at Le Mans in 2016, the Clearwater Ferrari (MRCLSLM037) being one but this LMP2 Ligier of the American Michael Shank Racing team tops the list for us. From trackside photos, we were impressed by the gold foil finish and the US flag fluttering on the rear fin but didn't realise until later that the inner horizontal surfaces of the body were chrome. The various colour finishes and decals are all very neatly applied with no ripples or bubbles on our sample. One of those subjects that needs to be in the collection not for results, but because it looks spectacular!



**SPKSB124 Bentley Continental GT3 4th Spa 2016 #8 £53.95**

**SPKSB131 Bentley Continental GT3 18th Spa 2016 #7 £53.95**

Apart from race numbers and driver names, these two sister cars only differ visually by the colour of the door mirrors and the sponsor on the rear wing. Both are as well finished as we would expect, with clean white paintwork, chrome foil on the roof and clearly printed decals. There's plenty of carbon decal on the wing, splitter, diffusers and bonnet vents externally with more visible on the dash-top in a detailed cabin.



**SPKSF110 Porsche 991 GT3R 1st Paul Ricard 2016 #911 £53.95**

Not the most striking livery on this Porsche run by the Herberth Motorsport team, but the lack of decoration didn't slow them down and they were victorious in all three rounds of the 24-Hour Series they entered in 2016. The simple decoration is neatly applied and the rear wing and splitters are fine etched parts which are precisely mounted. Simple but effective.



**SPKSF111 Mercedes AMG GT3 2nd Paul Ricard 2016 #30 £53.95**

We know there are plenty of Gulf-themed collections out there and here's a new shape to go with them. Roald Goethe's collection of historic Gulf-sponsored cars was added to in 2011 when he re-launched the Gulf racing team, competing in a variety of GT machinery in endurance events. For the 24H Series in 2016, that meant a Mercedes AMG and the car finished second overall. The classic livery looks a little different this time as the rear windscreen was also covered in blue and orange anti-glare film and this makes for an interesting change in the overall appearance of the car.



**SPKSF112 Porsche 997 Cup Paul Ricard 2016 #94 Spark £53.95**

We've seen the grey and orange colours of Spark on a few race cars now, usually sponsoring Romain Dumas in a variety of disciplines. Spark owner Hugues Ripert also likes to play himself when he can and so took to the wheel at Paul Ricard. The model packaging mentions Dumas as one of the drivers but we can't see him on the entry list, Hugues showing as partnered with Stephane Ortelli, Jules Gounon and Francois Denis. They did well, winning their class. We'd hope that the model is accurate seeing as access to the real car is not an issue and race photos show this to be the case!



**SPKSG280 Mercedes AMG C63 DTM 2016 di Resta - diecast £53.95**

**SPKSG281 Mercedes AMG C63 DTM 2016 Wickens - diecast £53.95**

**SPKSG282 Mercedes AMG C63 DTM 2016 Paffett - diecast £53.95**

The first of Spark's DTM releases from the 2016 season, these are diecast rather than the regular resincast models, not that this is obvious without handling the models. The many small aerodynamic appendages are all finely moulded and neatly fitted and the panel engraving is nice and sharp. All the cars have satin finishes and the clearly printed decals are precisely placed, although the decals do obscure the panel lines a little in places. Both di Resta and Wickens were race winners, while Paffett managed a couple of podium finishes during the year.



**SPK4959 Mercedes 300 SL 1956 Red £49.50**

We usually think of silver paintwork on a Mercedes 300SL but there were a few built in other colours including a handful in bright red. John Surtees' personal car wore similar colours to the car modelled (although the wheels on his were all red) and the light tan interior makes a pleasing contrast with the bright paintwork. The overall shape of the car looks pretty accurate and the side vent detail is particularly well done.



**SPK3382 Eiffel-March 721 RSA 1972 Stommelen £51.95**

Alternative version [SPK3383 Germany](#) & [SPK3384 Spain](#)

The team, backed by Eiffel-March caravans, called their Luigi Collani-restyled F1 entry the E21 but beneath the very distinctive and not terribly aerodynamic bodywork lay a March 721. This was most evident on the car's debut in South Africa, the cumbersome nose having been abandoned as it created lift and the standard March parts used in the race. Collani's curving cockpit surround and engine cover, complete with centrally mounted periscope mirror were used though and Stommelen battled on to finish thirteenth. The model matches race photos very well and the overall finish is up to the usual standards. With two more body variations to come, these will make a fun sub-collection.



**SPK4246 Brawner-Hawk Dean Van Lines Indy 1966 £51.95**

Mario Andretti started the Indy 500 from pole position having set a new qualifying lap record of over 165 mph. His race was to be short as his engine started smoking after seventeen laps and was black flagged ten tours later becoming the sixteenth retirement in a race that saw only seven cars take the flag. The car is visually very interesting with a smart livery which extends to exhaust pipes which were colour matched (at the start of the race at least!) to the metallic blue striping and these details and the rest of the decoration are all very neatly observed.



**SPK4354 Lola T370 Italy 1974 Stommelen £51.95**

Alternative version [SPK4353 Edwards Argentina](#) & [SPK4355 Gethin UK](#)

Rolf Stommelen was the third driver to occupy the second seat alongside team-owner Graham Hill during the 1974 season, stepping up for the final four races. The car wasn't the best and in Italy, as in Austria a couple of weeks before, he retired. The overall shape of the model looks pretty good and the race specific details, such as minor sponsorship and the colour of wheels looks to be correct. Some easily found decals will need to be applied to complete the title sponsorship, but the placement of these is obvious.



**SPK4774 Benetton B193A 1st Portugal 1993 Schumacher £51.95**

Alternative version [SPK4773 Patrese Monaco](#)

Michael Schumacher threatened to win several times during the 1993 season, usually pipped by Prost or Senna but in Portugal he was brave with tyre choice and helped the Frenchman off to take his second career victory. We've got so used to the modern F1 machines that these older cars look a little dumpy but the model checks out well with race photos and is finished to a good standard. There are some easily found decals to be fitted and for these there are good visual guides on the model for most of these, so it should be a simple enough job. The rest of the decoration is well placed and the finished model will be pretty accurate.



**SPK4822 Lotus 24 France 1962 Phil Hill £51.95**

Alternative version [SPK4271 Siffert UK](#), [SPK4824 Schroeder USA](#) & [SPK4825 Sharp Mexico](#)

Phil Hill spent most of the 1963 season driving the uncompetitive ATS but as that team had chosen to miss the French Grand Prix, he took to the grid instead in Scuderia Filipinetti's new Lotus-BRM. This too was to be a disappointing race as the fuel pump failed. The 24 was a pretty car and looks especially smart in the red and white of the Swiss team. The simple decoration is neatly applied and this will make another interesting addition to many collections.



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

**NEO46475 Norman Timbs Special 1948 Red £87.95**

In the 1940s Norman Timbs was involved in several high profile projects as an engineer including the Indy 500 winning Blue Crown Specials and the ill-fated Tucker Torpedo. He also found time to build his own one-off machine, a huge two-seat roadster with a mid-mounted straight-eight Buick engine beneath its spectacular flowing bodywork. The car was discovered in a sorry state in the Californian desert and has been faithfully restored in recent years. Those sweeping lines are beautifully replicated here and finished in a deep red with an extremely subtle metallic effect.



**NEO47005 AC 378 GT Zagato 2012 Red £66.95**

If this subject looks slightly familiar, it is because three years prior to the launch of the AC 378 at the 2012 Geneva show the design had been on display as the Perana Z-One. Beneath the Zagato-styled bodywork is most of a C6 Corvette, providing performance to match the looks and the cars are built in South Africa. Neo's model is well proportioned and the very bright red paint finish is excellent. On our sample there is a slight lift at one corner of the windscreen but the detailing is otherwise all neatly applied.



**JPS - New 1:43 painted resin kits**

**JPS405 Duckhams Ford 12th Le Mans 1972 #68 £56.95**

The first of Alain de Cadenet's many forays at Le Mans came in 1972 on board a car he commissioned and which bore the name of his main sponsor, the Duckhams oil company. The car was designed by Gordon Murray and at its heart was an ex-F1 Brabham chassis with DFV engine. De Cadenet and teammate Chris Craft went well and were fifth overall at midday on Sunday before an accident dropped them down the order. The kit is very crisply cast and the lines of the car look good from the images we have. The main body is painted in yellow, with the blue stripes supplied as decals and the airbox pre-painted to match. The lower body sides will need either painting aluminium or wrapping with Baremetal Foil (BMFA) and the rear wing will need a matching treatment.



**JPS408 Duckhams LM Le Mans 1973 #5 £56.95**

De Cadenet and Craft returned for a second attempt at Le Mans in 1973 using the same car but it had been substantially modified in terms of bodywork, with longer nose and tail sections fitted. These changes are neatly modelled in the crisply moulded body and like the 1972 version the main body is a bright yellow with the lower panels and rear wing requiring an aluminium paint or foil (BMFA) finish. The second outing for the car wasn't as successful as the first, with retirement in the thirteenth hour due to clutch and suspension issues.



**JPS406 Porsche 930 13th Le Mans 1983 #92 £56.95**

We've seen many Porsches from JPS over the years and the bodysell in this one is typically well moulded with crisp panel engraving and accurate looking lines. There is a lot of moulded-in detail for race number lights, door handles etc, so some careful detail painting will be needed to pick these out against the smooth white pre-painted finish. With that fine work carefully done and the interior assembled and painted this will make a pretty accurate model and should be a simple build. The car was one of many similar 930s entered in the Group B category and finished second in class.



**Ixo - New 1:43 resin cast model**

**IXOSPL001 Dallara IR5 Indy 500 2010 #5 Sato £119.95**

Produced as official merchandise for Takuma Sato, this resin model depicts the popular Japanese driver's first Indy-car mount. The detailing is variable in its finesse, with the suspension being nicely done but the wheels looking a little shiny and the rear wing slightly chunky. The main body is very crisp though and the paintwork and decalling is excellent.



**Minichamps - New 1:43 diecast models**

**MIN410152491 BMW M4 DTM 2015 #1 Wittmann £69.95**

**MIN410152416 BMW M4 DTM 2015 #16 Glock £69.95**

The regulations in the DTM are designed to make for cost effective racing and so we see no significant physical change here from Marco Wittmann's championship winning car of the previous season. The livery is similar too, with the main sponsor unchanged although the secondary sponsorship on the sides of the car is different. The decoration is all neatly applied as we would hope and while Wittmann didn't repeat his title season, he was a race winner. Timo Glock also managed one race win in his vivid yellow Deutsche Post-sponsored BMW in an otherwise lack-lustre season. Again the decoration is neatly applied.



**MIN412081415 Hamilton World Championship 3 Car Set £189.95**

This very smart set provides us with all three of Lewis Hamilton's World Championship winning cars as well finished diecasts in one box. The cars are modelled as they appeared in the title deciding rounds, so we see the 2008 McLaren from Brazil on wet tyres, with slick-shod Mercedes from the Abu Dhabi and US races. Behind each car is a summary of the season's results with wins, podiums, points scored, pole positions and fastest laps. A fine gift set for any Hamilton fan.



## autocult Autocult - New 1:43 resincast models

### ATC01003 Ford Model T "The Golden Ford" 1911 £86.95

This unique single-seat race car was built in Newcastle by AE George, who was a cycle manufacturer, car dealer and accomplished racer both on cycles and in cars. The car got its name from the polished brass bodywork and was a regular competitor at Brooklands, winning the all-Ford race in 1912. The car has been restored in recent years and comparing the shape of the model with the real car it looks very good. The bodywork is painted in a conventional gold, rather than given a foil or plated finish which is a shame. It's a simple machine but there are a few nice fine details, the 'blued' exhaust in particular standing out.



### ATC02003 SIOP Marathon Corsaire 1953 Blue £86.95

Like many low-volume French sports cars of the early 1950s, the Marathon used a Panhard flat-twin engine but it was rear rather than front mounted. The (very limited) production saw the use of fibreglass for the bodywork, the original advertising proclaiming the lively, lightweight machine as "The most modern car in the world". The bright blue of the model matches the car in the original publicity and the overall finish is, as usual, excellent.



### ATC03009 Reyonnah 1951 £81.95

The Reyonnah was a microcar designed and built by Robert Hannoyer of Paris and in many ways was fairly conventional, with tandem seating a 175cc engine mounted in the rear. The car did have a party trick though, as the front suspension could be pulled inboard to make the vehicle very narrow and park in a motorcycle space, although as soon as there was any forward motion it would drop back into the more conventional layout seen here, which made it rather pointless! The neatly finished model appears to be based on one of the four surviving examples that lived in the Bruce Werner museum and matches the real car very well.



### ATC03010 Mercedes 130 Cabriolet Limousine 1935 £86.95

Mercedes' rear-engined 130 project started in 1931 and went in to production in 1934 with a choice of three body styles, the Cabriolet Limousine having fixed side window frames and a roll back fabric roof panel. It was generally regarded as an evil-handling machine with a distinct rear weight bias and production was short lived. The shape of the model looks very good and the two-tone grey paint is neatly applied and suits perfectly. The folded roof has plenty of character and reveals a neatly detailed interior.



### ATC07006 NSU Kompressor LSR 1951 £86.95

Although it has NSU emblazoned across the front, the factory had little to do with this record car other than supplying the engine. Initially it was a supercharged 500cc unit with which its builders Georg von Opel and Ferdi Leder set new class records for standing Kilometre and Mile in April 1951 and returned later in the year with a 350cc motor in the back to try more categories. The car survives in restored form painted white but is correctly modelled in silver with black decoration for the record attempts.



### ATC11007 Jensen Freighter 1955 Walsh Bros £124.95

The Jensen Freighter design was a versatile one and this was one of the more unusual variants, built in 1955 for a North London microcar dealer who required a long-bed truck to deliver vehicles. Jensen's solution was to move the cab far forward of a 25'6" (7.77m) flat-bed. The design proved popular with other firms such as steel tube manufacturers and a few similar examples were made over the following years. The vehicle modelled is the original prototype but as it has been comprehensively restored by Walsh Brothers of Manchester and bears their livery of cream and burgundy. When compared with images of the real vehicle the shape looks very good and the overall finish is to a high standard.



### ATC04007 McQuay-Norris Streamliner 1934 £92.95

Most advanced streamlined vehicle designs of the 1930s featured rear engines and innovative chassis, but the cars built for the McQuay-Norris Company were very conventional underneath. The chassis was from a stock 1934 Ford and the six cars were used by company sales reps for several years all over the USA. Although only six were built, they were individually numbered on the outside with the highest having a fleet number of fifteen, as seen here. The shape of the model is excellent and inside we see the slightly odd-looking layout with a large platform covering the engine and the driving position being right in the centre of the car, which would be perfectly normal on a standard car for the time. Another fascinating subject from Autocult.



## Matrix - New 1:43 resincast models

### MTX40102-081 Alfa Romeo 1900 Super Boano Primavera 1955 £102.95

Production figures show that three hundred examples of the Super Primavera coupe were built by Boano between 1955 and 1957. Distinctive features on this luxurious model were pillar-less side windows and a striking two-tone paint design. Both are neatly replicated here, very fine etched trim separating the solid blue main body colour from the fine metallic gold roof. The red parts of the interior clash rather with the external shades, but this is authentic and has all been neatly applied.



### MTX40205-041 Bugatti T51 Dubos Coupe 1937 Maroon £102.95

The Bugatti T51 was originally conceived as a race car and the chassis beneath this unique coupe started life as a works machine driven by Louis Chiron in 1931. The first private owner of the car, André Bith, used it on the road and track and having initially run with the original body with added cycle fenders, in 1937 commissioned Paris coachbuilder Louis Dubos to re-clothe it. The result was a very compact design, showing some influence from the Atlantic series of cars and a pronounced rear fin. The car is modelled as it is today, finished in a deep lustrous maroon colour with a light tan interior. The paintwork is excellent on our sample and the small details carefully fitted.



### MTX40408-011 Delahaye 135M Antem Convertible 1949 £109.95

Antem was responsible for a number of body designs on Delahaye chassis and this very elegant open four-seater is one of the most attractive. Surprisingly only three examples were built and the model is based on one of the cars as it survives today, having been restored thirty or so years ago. The paintwork is a very deep blue which appears black in most lights and shows off the sweeping wing lines beautifully. The tan interior has a slightly weathered look, with the hood bag being particularly realistic. The wood-grain decal on the dash is slightly less successful, but this is a small piece and overall it's an attractive model.



### MTX40205-061 Bugatti T57 Guilloire 1937 Black £109.95

This unique coupe (Ch. 57651) was ordered from Guilloire by German Bugatti agent Alfred Noll of Dusseldorf. Older photos of the car show it wearing a red and black paint scheme but it has subsequently been restored in all black, which is how we see it here. On our sample the framing of the clear sunroof panel isn't very neat but the rest of the build is generally good with excellent paint and subtly fitted brightwork.



### MTX41001-972 Jaguar XJ S3 Estate Ladbroke-Avon 1980 £102.95

Unveiled at the 1980 Birmingham Motor Show, Ladbroke-Avon of Warwick originally planned 250 examples of their coach-built Jaguar XJ (either 6 or 12) estates, but only about 20 were ever completed. It's not the most seamless of conversions and the ungainly rear quarter proportions give a good indication as to why so few were built. A handful survive and of those at least three are a similar pale metallic blue to the model. The paint finish is, as usual, very good but some of the fine trim on our sample is a little uneven.





Looksmart resincast [MRCLSLM032](#) - Ferrari 488 GTE Le Mans 2016



BBR 1:18 diecast [BBR181617](#) - Ferrari SF16H China 2016 Raikkonen



Grand Prix Models hand built [GPS037](#) - Porsche 911S Le Mans 1970



Autocult resincast [ATC07007](#) - Porsche 550 Durlite Spyder 1959



Spark resincast [SPKM43051](#) - Ducati GP16 Qatar test 2017 Redding



Matrix resincast [MTX51705-071](#) - Rolls Royce 20HP Open Drive Brougham Brewster 1927



Oxford diecast [OXFVF002](#) - Vauxhall Firenza SL 1973



MG Model hand built [MGMGT0062M](#) - Ferrari 250GTO Le Mans 1962 NART



Tron/BeeBop [TRO327P](#) (kit) [BEE152](#) (built) - Oldsmobile 88 CPA 1952 Taruffi



Revell 1:24 plastic kit [REV07032](#) - Porsche 934 DRM 1976 Wollek

## KESS

**Kess - New 1:43 resincast models**

**KES43044001 Zagato Mostro Stradale 2015 Red £79.95**

Also available **KES43044000** 'Racing' black

Unveiled at the 2015 Villa d'Este Concours d'Elegance, the Mostro is a homage to the magnificent Maserati 450S Zagato Coupe built for Le Mans in 1957. Like its predecessor, power comes from a Maserati V8 but this time five examples of the real thing have been built rather than just the one. The styling is very obviously influenced by the earlier car, with slight peaks on the wings beneath the headlights and a very rounded tail. The 'Racing' version has a large rear wing which really doesn't suit the style of the car, but in 'Stradale' trim we see the purity of form very neatly modelled, our sample smartly finished in a deep solid red.



**KES43034000 Dodge Challenger by Frua 1970 Black £85.95**

This unique four seat GT was created by Frua on the floor pan of a Dodge Challenger 383 R/T for a Swiss banker who clearly wanted a stylish coupe without highly strung mechanical parts. As is unfortunately the case with a few subjects in this range, the wire wheels could be better but otherwise the model looks to be pretty well proportioned, has an excellent black paint finish and neatly fitted fine trim.



**KES43037000 Mercedes 320 Wendler Cabrio 1940 Silver £79.95**

Also available **KES43037001** roof closed

If the Mercedes badges were removed from this subject it could easily be mistaken for an Alfa Romeo of the same period with the narrow teardrop grille and it seems that a number of bodies from the Wendler coachworks were built on a Sindelfingen chassis without a recognisable Mercedes radiator. Behind the front wheels are compartments for spare wheels and rather unusually there is a rear-view mirror mounted on the back of the front seat to the right-hand side. Presumably this was a vanity mirror and is correct, as it would appear are the other subtle small details. An unusual Mercedes subject.



**KES43000214 Alfa Romeo 1900 CSS Coupe Lugano Ghia Aigle £82.95**

Also available **KES43000213** Silver/Black

It is unclear exactly how many of these distinctive coupes were built by Ghia's Swiss subsidiary; there are four well documented examples (one completed in 1956 and the others early in 1957) and possibly three others. The only red example appears to have sadly ended its days in a Swiss scrap yard in the late 1960s having been very badly damaged in the rear. The nose on the model looks slightly too long to us but otherwise it is well proportioned and the various pieces of trim are neatly fitted.



**NOREV** **Norev - New 1:43 diecast models**

**NOR513077 Renault Dauphine 1961 Red £39.95**

The Dauphine was the mainstay of Renault production for a decade from its launch in 1956 and over two million examples of the rear-engined family saloon were sold. Usually the shape on Norev's models is very good but this time it isn't quite there, the side windows being far too shallow and the framing around them very heavy. The finish is up to the normal standards though with an even paint finish and well-fitted trim.



**NOR870060 Volvo S90 2016 Grey £39.95**

The new S90 is a significant model for Volvo as it is the first all new design since their takeover by Geely and replaces the rather long in the tooth S60 as the largest saloon in the firm's range. The styling is very crisp and is precisely modelled here, the waist line being particularly sharp. The finish on our sample is an excellent fine dark metallic grey and the small trim details are all carefully placed.



**GLM - New 1:43 resincast models**

**GLM141101 Packard 734 Boattail Speedster 1930 £118.95**

Total production for Packard's light-weight 734 sports model was only 113 units across five body styles and even as early as the 1940s the collectability of the Boattail Speedster variant was recognised. The car modelled appears to be a non-original example but the lines are authentic to the genuine article including an unusual offset seating position with the driver sitting slightly ahead of the passenger. The bodywork is well sculpted and Packard's typical arrow side strip motif is neatly picked out in sky blue against a deep blue main finish. Very attractive.



**GLM151001 Duesenberg J SWB Convertible Murphy 1929 £126.95**

Murphy of Pasadena clothed a fair number of Duesenberg chassis and this short-wheelbase convertible coupe was a popular design. The car modelled started life as a more discrete sedan but was fitted with an original Murphy body in the late 1950s. The photos that we have of the car now include chrome trim rings on the twin side-mount spare wheels which are omitted on the model, but otherwise it all checks out pretty well. The cream paint with black interior suits the design superbly, the tan hood bag is suitably ruffled and the etched windscreen frame is very fine.



**GLM161001 Auburn Cabin Speedster 1929 £129.95**

There have been a few models made of this subject over the years and it is one that always looks a little odd to your reviewer, almost a pastiche of what a 1920s streamlined coupe would be. It was designed to stand out and was completed in December 1928, in time for the following year's show season. By March the car was no more when fire swept through the marquees housing the LA Motor Show, destroying all 300 exhibits while the band allegedly played on! A recreation was made in the 1980s and this model appears to be based on that, a couple of small details giving it away. The overall shape looks pretty good and the two-tone paint finish is very neatly applied. Photos that we have of the replica see the side window frames picked out in the green rather than the white of the original as seen on the model.



**Schuco - New 1:18 & 1:43 diecast models**

**SHU00092 Jaguar E-Type Hearse 1:18 £202.95**

This rather eccentric conversion was created for the cult 1971 movie "Harold & Maud". In the film the death obsessed young Harold is given a new S2 E Type for his birthday and sets about converting it, the actual hearse being based on a hotchpotch of S1 parts. As with Schuco's 1:43 version of the car, there's a mirror missing from the passenger side of the bonnet on the model but otherwise the shape is very well replicated. The paintwork is excellent and the vinyl effect roof fits neatly. The wire wheels have very fine spokes but the chrome dish backing on the rims is not to good. Still an attractive and unusual model.



**SHU03698 VW T1 Garage Francorchamps £41.95**

The period photograph showing this VW van parked outside the Brussels garage of Ecurie Francorchamps has a 750 Monza and 250 Europa visible in the background, which reading the team's history dates it as around 1956 when they had both cars. The shape of the model is excellent and the placement of the company's logos is all very precise. A white decal stripe is used to separate the two body colours and this doesn't quite match the white paint, but from shelf distance it all looks fine.



## The best days of the Jupiter

by David Blumlein

Jowett - a half forgotten old-established manufacturer who was remembered for most of their cars having a water-cooled flat-twin cylinder engine of small capacity. They hailed from Bradford in Yorkshire, a tough region not normally associated with the production of cars. And the cars were tough, building up a reputation for doing well in the Twenties in long distance trials such as the Scottish and Land's End. In fact, in 1928 a Jowett captured the Class G 12-hour record from Amilcar at Brooklands.

As production progressed into the Thirties, Jowett still concentrated on light cars and vans and they were less inclined towards sporting activities and the nearest we find at this stage to a sports car was the Weasel in 1935 which had twin carburettors. Their image was set to change when in 1939 Charles Calcott-Reilly became Managing Director. Although war work was naturally undertaken, this visionary leader had his eye on the market when hostilities would finally cease, and recruited Gerald Palmer from MG to devise a 5/6 seater saloon in 1942 for post-war production.

This turned out to be the eventual Javelin saloon, an advanced sports saloon, Britain's first all post-war car. It used a 1½-litre flat-four o.h.v. engine mounted up front with the water radiator behind, à la Fiat 500. A large box section chassis was built with torsion bar springing all round, independent at the front and a live rear axle located by trailing arms and a Panhard rod. A streamlined body with 'fast back' was designed, and the whole formed an impressive breakthrough in contrast to the normal pre-war British production.

It was not just the exciting looks of the new Javelin that caught people's attention, but its sporting possibilities were to be quickly realised. Although production was slow to get under way, enthusiastic hands sensed its potential and Tommy Wise put one into the 1949 Monte Carlo rally and, with designer Gerald Palmer as the third crew member, it won its class - another came third. Perhaps more impressive was the Javelin entered in the Spa 24-Hour race where Hume and Wisdom won the 2-litre touring class.

With the MG TC selling so well in America at this time, the idea occurred to the Jowett hierarchy that a sports car version of the Javelin mechanicals could also do well - hence the Jupiter. This was not to be the first time this name was used on a Jowett: at the 1935 London Motor Show a Jupiter saloon was shown, using a new flat-four engine and clothed in a rather streamlined derivative of the standard Jowett body, the radiator being sharply raked as was the tail treatment. It did not go down well with the public and was replaced in just four months by the Plover, a more conventional design but still with the flat-four.

The new post-war Jupiter was of course to use Palmer's new flat-four and Jowett commissioned Leslie Johnson's ERA company to produce five prototype chassis. This was designed by Prof Eberan von Eberhorst, late of Auto Union racing, who had come to work in England and who would soon go on to design the DB3 sports-racer for Aston Martin. The new chassis was shown at the Earl's Court show in October 1949 and a fixed-head coupe 'ERA-Javelin' appeared at Jowett's Albermarle Street showroom, completed only the day before. The Jowett directors, hesitant to tie the cash-strapped company to cash-strapped ERA, were not so approving and set their body-designer Reg Korner to design an open sports car on the ERA chassis, which was a tubular set-up. By March 1950, two complete Jupiters were on the road, one going on a 3,000 mile test across Britain and France.

A third car was built on an ERA frame and this was entered for the 1950 Le Mans race, complete with steering column gear change (!), for Tommy Wisdom and Tommy Wise. The car ran almost faultlessly to win the 1500c.c. class at 75.8 mph which, considering its newness was an astonishing feat, and something new to the whole history of Jowett. Registered GWK 111 and rebuilt to resemble a production car, it was entered in the 1-hour Production Car Race for cars up to 2-litres at Silverstone in August, driven by chief experimental engineer Horace Grimley and after a lurid spin at Becketts, he finished fifth in class behind the winning HRG and three



GCAM [GCAM43087](#) (kit) [GCAM43087M45](#) (built) - Jowett Jupiter R1  
Le Mans 1952 - Becquart/Wilkins class-winner

MG TDs.

1951 turned out to be the golden year for the Jupiter. In the Monte Carlo Rally three works cars and four privateers took part. The three factory cars were for Wise/Grimley, Gordon Wilkins and Raymond Baxter, and R.F. Ellison/W.H. Robinson, both Lancashire Jowett agents who had had rally experience with their Javelins previously. Only the Wilkins/Baxter and Ellison/Robinson cars eventually qualified for the 'round the houses' six laps test on the Monaco Grand Prix circuit. The Jowetts were up against a fleet of French Simca Grand Sports which were expected to dominate the class. Bill Robinson, who had no previous racing experience, drove an inspired race in the red Jupiter to finish the test fourth overall behind Chiron's Delahaye, Gautriche's Citroen (2.8-litre) and Pierre Levegh's 4½-litre Talbot! This gave him sixth overall and he won the 1½-litre class with Wilkins tenth overall and second in class. The Simca team could not believe their defeat, especially as they knew of Robinson's lack of race experience. They protested officially but when the Jowett's engine was checked it was found to be absolutely standard; it was a triumph for the Idle, Bradford factory.

Jowett went back to Le Mans with two standard Jupiters and a new lightweight sports-racer, the Jupiter R1, entrusted to Wisdom and Wise. This unfortunately blew a gasket and Becquart and Wilkins finished the 24-Hours as the only 1½-litre survivors, Jowett winning its class for the second time! The Hadley/Goodacre Jupiter retired early with a broken valve collar.

Next for Jowett was the Tourist Trophy at Dundrod where Bert Hadley, Tommy Wisdom and Tommy Wise had works Jupiters. The Wisdom car had to make a succession of pit stops but Hadley and Wise brought their cars home first and second in class with a Cooper-MG third and four standard MGs following.

In 1952 Jowett went back

again to Le Mans, this time with three R1s (two new cars built), the cars this year having all enveloping frontal treatment to comply with the new regulations. Last minute withdrawals meant that the Nijevelt/Gatsonides R1 was called up, this car being painted in orange, while the Hadley/Wise car was green and the Becquart/Wilkins car blue. Jowetts had solved their head-gasket problems but still did not understand their crankshaft failures with the result that the set speed for the R1s was lowered compared with the opposition from OSCA and Gordini.

In the race the orange R1 and Hadley's green R1 both broke their crankshafts and the blue Becquart/Wilkins car was once again the only survivor in the class. Thus Jowett achieved the remarkable record of entering Le Mans only three times and winning its class each time! The successful car was put on show in the Albermarle Street showroom, complete with its race grime, for two weeks and then driven very carefully back to the factory where the crankshaft was found to be about to fail!

The problems Jowett was having naturally affected sales of both the Javelins and the Jupiters and the drop was seriously exacerbated when the decision was taken to produce the gearboxes in-house, terminating the long-term agreement with Henry Meadows whose gearboxes had been used right through without a problem. The Jowett-built gearboxes gave endless trouble and the warranty claims built up, seriously damaging Jowett's reputation for reliability. This in turn meant a stockpiling of Javelin bodies at Briggs of Doncaster, their body suppliers until Briggs refused to take any more orders. When Ford finally bought Briggs, it was the end for Jowett, and the Jupiter, although they experimented with a fibreglass R4 development but this did not go into serious production.

A sad end for a fine marque.



TrueScale Miniatures resincast [TSM164358](#) - Porsche Carrera RSR Turbo Le Mans 1974



J-F B Model hand built [JFB43049](#) - Maserati 250F Goodwood 1959 Kavanagh



GLM resincast [GLM43205001](#) - Rolls Royce 20HP Ice Cream Van 1923



Autocult resincast [ATC02011](#) - Austin Healey Sebring Sprite 1960



MG Model 1:18 hand built [MGMF4018007](#) - Ferrari F40 Mosport 1990



BBR 1:18 hand built [BBRC18010B](#) - Alfa Romeo Freccia d'Oro CPA 1950



Spark resincast [SPKSG280](#) - Mercedes AMG C63 DTM 2016 di Resta



Matrix resincast [MTX51705-121](#) - Rolls Royce Phantom II Continental Hooper Tourer 1934



Looksmart resincast [MRCLSLM033](#) - Ferrari 488 GTE Le Mans 2016



MG Model hand built [MGMGTO064M](#) - Ferrari 250 GTO Montjuich 1966 Delgado