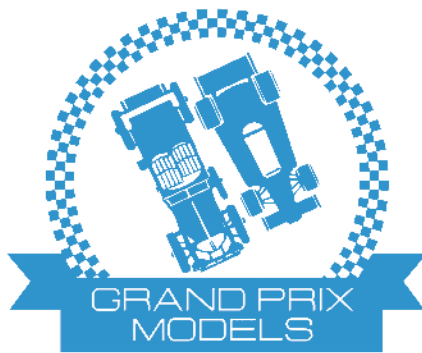


- * 2017 Indy Winner
- * Bruce McLaren
- * Lancia D20
- * Hillclimb Auto Union
- * Aston Martin DB11



SMALL WHEELS

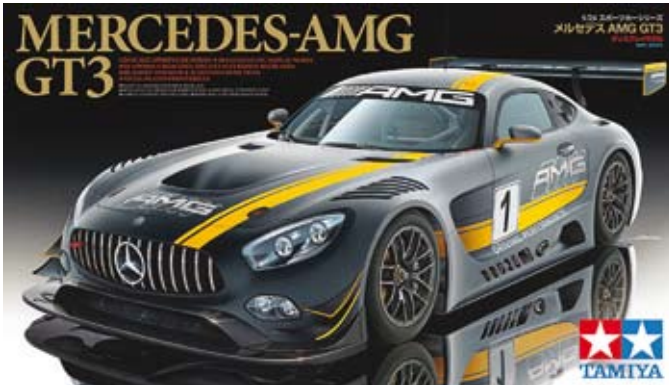
£4.95

07-2017



1:24 AMG GT3

With Revell having released the Mercedes AMG Coupe road car as a 1:24 kit ([REV07028](#)) some time ago we'd been hoping for a GT3 transkit for a while. Tamiya have recently announced even better, a full kit ([TAM24345](#)) of this striking machine which has enjoyed many successes in numerous GT series over the past couple of years. We can no doubt look forward to a plethora of alternative liveries and detailing parts over the coming months too.



STOP PRESS

Many kit builders will be familiar with high quality resin castings produced by CMA Mouldform, as they have been supplying **Marsh Models**, **Formula Models**, **RPM**, **Touchwood** and others for many years. Recently there has been a disruption to service while they were moving premises but we are informed that things are now back on track and so there should be plenty of new kits coming through. Among these will be the McLaren M12 ([MM285](#)) and Ken Miles 427 Cobra ([MM286](#)) from **Marsh** and Gerry Marshall's "Big Bertha" Vauxhall Ventora ([RPM1407](#)) by **RPM**. Following on from their 250 GTO, 512M & 512S series of hand built models, **MG Model** have announced a new series dedicated to the Ferrari 250 SWB. Good news for collectors of Le Mans winners, **Ixo** are reissuing several subjects later this year including a number of the pre-war winners and winning Ferraris from the late Fifties and early Sixties. Following the 1:20 Honda Indycars released as kits by Hiro (see opposite page) there are also 1:43 kits due imminently of the cars driven by Sato ([BRI43001](#)) and Alonso ([BRI43002](#)), produced in Japan under the **Brickyard Models** banner.



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Royal Carriages

In the 1920s and 1930s Royalty around the World, particularly many of India's Maharajahs, commissioned some very striking, unique vehicles. We have seen many of these modelled over the past few years by Matrix, Carbone and TrueScale among others and there are more to come.

Perhaps the most distinctive to date is this Hispano Suiza H6, coming soon from GLM Models ([GLM43215001](#)) ordered by King Constantine of Greece but not completed until after his abdication and exile.



Stocktaking

September marks the end of our financial year, so it is rapidly approaching time to count the stock.

Therefore we will be closed from Wednesday 27th - Friday 29th September. During this time you can still place orders via the website but we must warn that they will not be dispatched until the following week.

Watch the website for pre-stocktake sale offers and keep an eye on our rarities and bargains areas anyway, as we often have 'Flash Sales'.

CMC 1:12 Alfa Romeo



Premium diecast specialists CMC produced the magnificent "Devil's Breath" Alfa Romeo some time ago in their regular 1:18 range ([CMCM107](#) Museum/ [CMCM111](#) Le Mans) and are following those with a fantastic looking model of the same car in 1:12 ([CMCC009](#)).

While their 1:18 offerings are at the forefront of quality and detail in the scale, the 1:12 models are in another league again. The panels are hand beaten in copper and on the Alfa will be fitted over a 'Superlegerra' frame. Beneath the skin there will of course be a huge amount of engine and chassis detail.



In the regular 1:18 range there are two projects well underway which we know of you have been eagerly awaiting. Next releases will be the glorious Talbot Lago T150 Figoni & Falaschi teardrop coupes with a new colour option of Aubergine ([CMCM179](#)) added to the already announced Blue ([CMCM145](#)), Red & Silver ([CMCM165](#)), Black ([CMCM166](#)) and Le Mans ([CMCM167](#)) versions.

From our front cover you will also see that we have first photos of the Lancia D50 ([CMCM175](#)) a subject perfectly suited to this style of high detail modelling.

COVER GALLERY

We head for Bonneville first with our cover images and the 1964 Bob Herda Special, available as kit ([DWI43007](#)) and hand built (DWI43007M) by Dwindle. The unusual French blue GTO alongside was the car of Sylvain Garant, modelled as raced at Albi in 1964 as a hand built by MG Model ([MGMGT0069M](#)).

Two 1:18 offerings next. To the left is Norev's superb value diecast of Stuck's 1986 Nurburgring Supersprint-winning Porsche 962C ([NOR187411](#)) and on the right a preview of CMC's forthcoming Lancia D50 ([CMCM175](#)).

The Ford GT is becoming a rather familiar sight now and next up is the 1:18 resincast of one of the 2016 Le Mans entries released in TrueScale's Top Speed series ([TSMTS0066](#)). All new on the right is Midlantic's King Cobra depicting Dave McDonald's accident damaged machine from Laguna Seca 1963, available as a kit ([MID43091](#)) or hand built ([MID43091M](#)).

Marsh Models are up next with one of their very pretty privateer McLaren M1Cs. The kit ([MM284](#)) offers six options, this one being the factory hand built ([MM284M8](#)) of Courtney's car from Mont Tremblant in 1968. Finally we are bang up to date with the 2017 Nurburgring 24 Hours winning Audi R8 LMS coming soon as a resincast model from Spark ([SPKSG297](#)).



EDITOR'S CHOICES

Our favourites from this issue's new releases



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

- [JFB43050](#) Maserati 250F Monaco 1957 #32 Fangio £253.35
 - [JFB43053](#) Maserati 250F Argentina 1960 #44 Chimeri £253.35
 - [JFB43055](#) Maserati 250F Germany 1958 #16 Bonnier £253.35
 - [JFB43056](#) Maserati 250F Meadowdale 1959 Arkus-Duntov £253.35
- Alternative versions [JFB43051](#) Behra UK, [JFB43052](#) Godia-Sales Belgium & [JFB43054](#) Scarlattì Syracuse



These models are all based on two of the three lightweight cars built by Maserati for the 1957 season. Fangio usually drove #2529 but for the Monaco GP preferred the balance of the absent Behra's #2528 and scored a convincing victory. This car was used by the factory as late as 1959 in South American races and was driven by Venezuelan Ettore Chimeri in the following year's Argentine GP. He was to have contested more races that season but was killed in a sports car race a couple of weeks later. Fangio's regular mount was sold to Joachim Bonnier at the end of the 1957 season and once he had had a year's racing with it, it passed to America and the stable of Camoradi. The Monaco car is the one that we have the most photographs of and the model matches these very well, right down to the rather slap-dash angle of the numbers. We've been unable to find any photos of Chimeri's car but this is also in red and differs from the Fangio version in numbering and a couple of small details such as mirror positions. Bonnier had his car painted in various colours during his ownership and at the Nurburgring it was in the very attractive two-tone yellow and blue of Sweden. Finally, in Camoradi hands the car was in American white and blue. It had also been fitted with a roll-bar and seat belts by this point. The belts fitted to the model are rather basic and lack buckle detail (although they do have etched mountings), which is disappointing on models of this quality and price. The remaining detail, be it of exhausts, suspension etc., is very good on all of them. The masking on the Bonnier car is a little uneven, but then so was the paintwork on the real thing!



CMC - New 1:18 premium diecast model

- [CMCM162](#) Auto Union C Type Hillclimb 1937 #111 Stuck £367.95



Hillclimb racing was hugely important in the 1930s and events such as the Freiburg Schauinsland event in southern Germany attracted crowds of tens of thousands to see the best drivers of the day in the top cars. In 1937 that meant Auto Union vs Mercedes and Hans Stuck won the day, just, from team-mate Rosemeyer. As was typical for the time, the car was fitted with twin rear wheels to aid traction and should you so wish, these can be removed on the model using the spanner provided. Fine tweezers help with unhooking the catches holding the engine cover and front bodywork in place and with these out of the way we can see a fine supercharged V16 engine in the rear and plenty of radiator and plumbing detail at the front. The cockpit area is also well appointed and we have fuel lines and wiring looms passing to-and-fro through the car where appropriate, all adding up to make a fine display piece.



Hiro - New 1:20 resin & metal kits

- [HIR20001](#) McLaren-Andretti Indy 2017 Alonso £182.10
- [HIR20002](#) Andretti Autosport 1st Indy 2017 Sato £182.10



The 2017 running of the Indy 500 saw an increase in interest in the event outside the US, largely thanks to the appearance of Fernando Alonso. An exciting race saw him lead for a while before engine failure on his debut and the win went to his teammate the very popular Takuma Sato. With the cars being so tightly regulated, the main difference on these kits is in the clearly printed decals although there are slightly different steering wheels showing that attention has been paid to the smallest details. The main body parts are in resin with white metal for the suspension, wheels and other small parts. The tyres are pre-printed with sidewall markings and these include marks to denote left or right side. A two-tone paint finish is needed on the Sato car and a template is included on the instructions for this. Overall the kit parts look like a relatively simple build and should make for impressive models.



New DVD - Region 2 PAL

- [VID5053083106072](#) McLaren: Pioneer, Leader, Father, Champion £19.95
89 Minutes

Biographies and documentaries about individuals can be hit and miss affairs. This most definitely is in the former category. The production is excellent and blends a mix of period film with very skilful re-enactments and numerous interviews with contemporaries, colleagues and family members to tell the story of Bruce McLaren and the birth of his eponymous racing car manufacturing company alongside his successful career as a driver. Much of the early footage is in colour and the newly made action scenes are filmed in such a way as to create a seamless blend with the original, such as a sequence of young Bruce in his Austin 7 special on a dirt road which could be colour cine film, or could have been shot last year. Bruce was a prolific letter writer, also recording taped messages for family back home in New Zealand and many of these are played as part of the narrative. A totally absorbing hour and a half.



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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.

evrat
Miniatures

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

EVR201 Bugatti T57SC Vanden Plas Roadster 1937 £236.50

Also available **EVR202** 'Original'

Originally finished in grey with red accents, this unique Vanden Plas-bodied Bugatti was delivered new, via London, to a customer in New York. It soon returned to the UK and has a well-documented continuous history including many well-known names in Bugatti circles. The bright metallic blue seen here was applied in the 1980s and is how the car remains today. The model is very similar in style and presentation to the offerings in the Carbone range and so we see crisp panel lines, excellent paint and plenty of very fine details. The folded windscreen is particularly well done, as is the interior which has very realistic finishes. We're not quite sure about the bright red leather base of the display case (perhaps blue would have been better here?) but it certainly stands out!



BBR
Models

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

BBR1820 Ferrari 250 TDF 1958 1:18 £351.65

There were various changes to the body of the 250 Tour de France during its production run and here we see the original long nose design with fared-in lights and three large vents in the rear pillar. The elegant lines of the car are very well modelled and the standard of exterior finish is everything we expect from BBR with flawless paint and neatly fitted brightwork. It is inside that we are most impressed though, the seats and door panels looking very realistic and the 'leather' gaiter around the gearshift being particularly convincing.



Marsh Models
Model Cars of Distinction

Marsh Models - New 1:43 resin & metal hand built models

MMLE037 Elva-BMW MK8 Guards Trophy 1965 Amon £197.95

McLaren and Elva were effectively in partnership in 1965, the latter building customer versions of the former's M1A. In addition to running his own cars, Bruce McLaren also entered a BMW-powered Elva at a number of races for fellow Kiwi Chris Amon and he used to it to good effect. Unfortunately, we cannot find full results from the Guards Trophy race at Brands Hatch, but Amon does get a mention in the reports as one of the faster drivers in the smaller engined machines. We do have photos though and the shape and decoration of the model look very good. The finish is, as usual from Marsh, top drawer and this hand built only release is limited to just ten examples, so be quick.



MM284M8 McLaren M1C Tremblant 1968 #8 Courtney £188.95

MM284M39 McLaren M1C R. America 1967 #39 Heimrath £188.95

MM284M42 McLaren M1C Bridgehampton 1968#42 DaMota £188.95

Alternative versions **MM284M47** Hansen Mid-Ohio, **MM284M77** Janke Bridgehampton, **MM284M84** Wonder Mospport & **MM284** kit

Marsh Models worked through the works McLaren Can-Am machines some time ago but there is still plenty of subject matter among the private entries to enjoy and these bring plenty of welcome colour too. The three hand built kits that we have here all represent cars which didn't score brilliant results, but certainly stood out. Although all are based on the same castings, the ancillary parts add plenty of physical changes with different front spoilers and mirror positions and on the Heimrath car a raised rear wing and small brace on the roll over bar. These small parts are all neatly fitted and the overall level of finish on the models is to Marsh's usual very high standard.



MG model S.A.S.

MG Model - New 1:43 & 1:18 resin & metal kits & hand built models

MGMGTO031 Ferrari 250 GTO TDF 1962 #153 - kit £68.55

Hand built available **MGMGTO031M**

David Piper was joined by Dan Margulies for the Tour de France and the pairing finished fourth overall. The finish of the car is applied in Piper's traditional 'BP Green' and the well-proportioned and cleanly cast body will require very little clean-up. When we saw this subject as a hand built our sample had some slightly mis-placed decals but the model images included with the kit look to be spot on and there are plenty of photos available online of the car in action if you're in any doubt.



MGMGTO033 Ferrari 250 GTO Paris 1000km 1964 #1 - kit £68.55

Hand built available **MGMGTO033M**

The second of the 1964-style GTOs built, chassis 5573GT started life as a works racer and soon passed to Luigi Chinetti and NART. It was under the latter's banner that Pedro Rodriguez and Jo Schlesser finished second overall in the Paris 1000kms and won the GT class. The kit is as we expect in this series with an excellent resin body, fine wire wheels and just a few other small detail parts to be fitted. The body will require minimal paint preparation, there are clear images for decal placement and with care to the fit of the vacuum-formed windows, this will make a fine miniature.



MGMGTO059M Ferrari 250GTO Spa 1963 #43 - built £162.45

Piper's GTO was a well-travelled machine racing on three continents in its first year. Spa was the first major European race for the car in its second season and for this race the car appeared with the nose painted bright yellow and the edges of the roundels picked out to match. The decoration is very well replicated here and the general finish on the model is excellent. As we've seen a number of times with these GTOs, the rear vacform sits slightly low but the front fits nicely on our sample and the side windows are made of two overlapping pieces of acetate. These along with painted wire wheels really add to the realism.



MGMBER143021 Ferrari 250MM Mille Miglia 1954 #534 - built £162.45

This 250MM Pininfarina coupe was originally supplied to the Marzottos in 1953 and had to be rebodied after that year's Mille Miglia having been gutted by fire. The following year it did rather better in the hands of new owner Conte Innocente Baggio who finished nineteenth overall and fourth in class.

From the images we've found, the shape of the model looks very good and the bulk of the small detailing on our sample is very precisely fitted. The rear wheels are toeing out a little, but the window fit is excellent. The bug deflector on the bonnet has been carefully trimmed and placed and the decals are all in the correct positions.



MGMRR118015 Ferrari 512M 3rd Daytona 1971 Crashed! 1:18 £576.95

Alternative version **MGMRR11809** Le Mans & **MGMRR118016** Watkins Glen

Weathered and damaged machinery is always tricky to model but on this limited edition of just ten examples, MG Model has made a fine effort. It's not perfect (there should be slightly more damage to the left front corner than there is and the gravel rash on the front should be revealing red paint rather than grey primer) but there are dozens of tiny individual strips of tape all over the car, apparently holding panels in place, covering cracks on the windscreen etc. and it is all dirtied down to show the grime collected over the course of the last 14 hours of the race. The presentation is smart too, the model mounted in a BBR display case with leatherette base.





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

- FAE279A** Ferrari 246S Daytona 1962 #9 NART £172.25
FAE279B Ferrari 246S Virginia 1962 #26 NART £172.25
FAE289 Ferrari 246S Sebring 1962 #35 NART £172.25

John Fulp and Skip Hudson drove at Daytona, with Fulp again behind the wheel in the Virginia SCCA event, while at Sebring it was Bob Grossman, Alan Cornell and Pedro Rodriguez who shared the driving. The basic shape of the model looks pretty good, although the vents behind the front wheels are a little exaggerated.

On our Daytona sample, one of the wheels is at a slightly jaunty angle but otherwise the finish of the models is good with decent paint finishes, carefully placed decals and on the Sebring car, additional spot-lamps on top of the nose.



- FAE280** Ferrari 750 M Mercedes Venezuela 1957 #32 £188.95

Chassis 0562M started life as a works race car and is the machine in which Ascari was unfortunately killed testing at Monza. The car spent a year racing in Europe in the hands of Venezuelan Joao Rezende Dos Santos before he took it home and sold it to another Venezuelan, Jacques Oliver. For the 1957 season the car was rebuilt and fitted with a Mercedes 300SL engine and renamed the 'Trans-Oliver Special', the car we see here. Bodily it looks much as it had when built, but there are a few vents cut in and an unusual side exit exhaust which goes through the sill just ahead of the passenger door. The livery of white with a central stripe of yellow, blue and red for the national flag is very neatly applied and overall it is a pretty subject well modelled.



- FAE294A** Ferrari 250 Monza Chevy Oklahoma 1959 #87 £188.95
 Alternative version **FAE294B** Longview 1960

When we saw the driver listed as Hill P for this 'Chev-arrri' as it was entered, we naturally thought Phil but it was in fact Capt. Paul Hill who finished third overall and took the C Modified class win in the Oklahoma Petit Prix. The maker lists the car as a 250 Monza, but the histories of those very rare machines put them elsewhere in 1959 and the body styles were different. It could have been a modified TR, though again we can't pinpoint a chassis, but the important thing is that the model matches with the one image that we have found!



- FAE295** Osca Special Palazzi Calabria 1955 #26 £172.25

We were struggling rather with this unique OSCA, as Faenza describes it as an OSCA A6 GCS. The style of the body is similar to Maserati's sports car, perhaps that's where the name came from. Adding to our initial confusion the car is in what appears to be American colours but that ultimately helped our research. A period article showing the car before its racing career started says it was built on a Colombo chassis, with an OSCA 1100cc engine and a body by Palazzi of Milan. The car was built for Texan Bo Crim to race in Europe, hence the colours. We don't have any race photos for the event stated, but the basic shape of the model looks close to that original image and the decals are all neatly placed over a smooth white paint finish. There's a decent amount of cockpit detail and the side exhaust is tucked neatly behind a fine heat-shield.



- FAE296A** Maserati A6GCS Scaglietti Targa Florio 1955 #70 £172.25
 Alternative version **FAE296B** Aspern 1958

At first glance this could easily be mistaken for a Ferrari 750 Monza, the Scaglietti body style being very similar. A quick look at the large trident emblem on the grille soon puts that doubt to rest though! The subtle silver finish on the model usually would suggest a bare aluminium finish on the real car but period photos (of which there are many) suggest it was properly painted. The shape of the model looks pretty good and the placement of the decals is spot on. A unique piece of Maserati history.



- FAE286** Ferrari 246S 2nd Targa Florio 1960 #194 £172.25

We nearly got caught out on this Targa Florio entry for Wolfgang von Trips and Phil Hill as photos from practice show the car with much smaller numbers applied, these obviously repainted for the race to the proportions seen here. The car also sustained damage early on but the model is pristine as it would have been at the start. Overall the shape looks pretty good, although the small etched vents neatly fitted on the rear quarters are slightly misplaced.



SilverLine SilverLine - new 1:43 metal kits

- TMS106** Arrows FA1 Sweden 1978 £76.70

The Arrows FA1 is perhaps best known for its banning following a legal challenge from Shadow that it was a copy of their DN9, both having been designed by Tony Southgate and both looking extremely similar! It is slightly ironic that the Arrows version raced first and with marginally more success, the high point being Patrese's second place in Sweden. The building instructions show to start with the rear of the car and the engine and suspension assembly. The lower body/chassis casting must have etched ground effect skirts fitted prior to painting and then the rear subframe, cockpit detail and front suspension assembly all goes in, the latter being a mix of etch and very fine castings. The engine will eventually be covered by a thick cast cowling but with care and a little extra detailing beneath this could be left loose if you wished.



- TMS107** March 701 Spain 1970 Andretti £76.35
 Alternative version **TMS100** Stewart Spain & **TMS102** Peterson Monaco

Although he already had a few F1 starts under his belt prior to the 1970 F1 season, Mario Andretti arrived in Spain having never finished a Grand Prix. He fixed that in some style with a third place, Jackie Stewart winning the race in a similar machine run by Tyrrell. The kit parts are much the same as those found in the Stewart version of the car, with a folded etch subframe to take the finely detailed suspension and an exposed DVF in the rear. There's plenty to enjoy straight from the box and scope for a little personalisation with additional plumbing and wiring on the engine.



Motorsport Model Kit - New 1:43 & 1:12 etched transkit & accessories

- MMKTK009** Alfa Romeo 179B F1 1981 Transkit £19.60

Made to fit SilverLine kit **TMS098**
 The decals and etched parts in this clever transkit offer two options, either the Monaco or British GP. Whichever you choose, some modification will be needed to the base kit's body and this is indicated on the instruction drawing. The decals are clearly printed and have all the correct sponsorship for Monaco or Silverstone practice (for the race you'll need to raid the spares box for some barcodes) but a two-tone paint finish will be needed and an adhesive mask is included for a couple of the more fiddly bits. The etched parts consist of new front and rear wing elements, a fold-up mount for the front wing and rear endplates for the Monaco version. There were slight changes to tyre sidewall depth between 1980 (i.e. the base kit) and 1981 so for absolute authenticity you may wish to use tyres from a 1981 Tameo subject.



- MMKPE005** Tyre Sidewall Stencil 1:43 £9.95
MMKPE006 Tyre Sidewall Stencil 1:12 £13.55

Each of these etched frets contains four styles of lettering for tyre sidewalls with Firestone and Goodyear for the 1970s and Pirelli and Goodyear for the 1980s and early 90s. As etched stencils they will of course be re-usable time and again, so very useful for the keen F1 modeller.



Tameo

Tameo - New 1:43 metal hand built models

- TMKTMB045** Ferrari 126CK USA West 1981 Villeneuve £178.55
TMKTMB046 Ferrari 126CK USA West 1981 Pironi £178.55

Having tried a variety of forced induction systems during practice for the Long Beach GP, Ferrari settled on turbos for the race. Villeneuve made a great start, out-braked himself on the opening lap but remained among the lead pack for the first few laps until his driveshaft failed, while Pironi was running a little further down and eventually retired with engine problems. Tameo's models are, as we would expect, very well finished with excellent paint, neatly applied decals and plenty of fine detailing. The engines are almost entirely hidden beneath the bodywork, although there is a hint of engine detail in there if we look closely. Both are numbered editions, with the Villeneuve car being from an issue of 200 and Pironi's, just 81.



TMKTMB045



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

- JAD4375** Gordini T11 Monthéry/Press 1947 #39 - kit £67.95
Hand built available [JAD4375M39](#) Monthéry & [JAD4375M](#) Press

We've been unable to find results or a specific race for this pretty little Gordini, but the images in the instructions include photos of the car both at Monthéry with "Prince Igor" (Igor Troubetzkoy) at the wheel and in the grounds of a grand house where the car is fitted with a most unusual clear plexiglass head-faring. Both are offered as options in the kit, that faring included as a vacform. The kit parts are in Jade's traditional, simple style with clean resin castings for the body and chassis, fold up front suspension among the fine etched parts and excellent wire wheels.



- JAD4399** Aston Martin DBR1-3 LM/SR 60/61 Reivers - kit £67.95
JAD4399MA Aston Martin DBR1-3 'Ring 1960 #8 - built £173.25
JAD4399MC Aston Martin DBR1-3 Goodwood 1960 #76 - built £173.25
JAD4399MD Aston Martin DBR1-3 Silverstone 1960 #11 - built £173.25
Alternative version [JAD4399MB](#) LM 60, [JAD4399ME](#) Charterhall & [JAD4399MF](#) LM 1961

At the end of the 1959 season Aston Martin sold off most of their sports prototypes with the cars going to a number of established teams. One such was the Border Reivers equipe who obtained DBR1/3 for use by Jim Clark. The car was modified with a higher tail and taller full width wind-screen to comply with the new 'Appendix C' regulations. The kit offers no fewer than six race options, four from 1960 and two from 1961 when Clark was generally otherwise occupied at Lotus. Our hand built samples are all well finished and match the period photos that are included with the kit instructions. The red rings on the roundels for the Nurburgring and Silverstone versions add to the visual appeal of already attractive models.



JAD4399MA

- JADAML43003** Aston Martin DBR4-300 Tasman 61/62/63 £67.95
Hand built available [JADAML43003MA](#) Davison Empire Trophy, [JADAML43003MB](#) Guards Trophy, [JADAML43003MC](#) Stillwell Tasman, [JADAML43003MD](#) Davison Tasman, [JADAML43003ME](#) Hawthorn Tasman & [JADAML43003MF](#) Bulcraig Tasman

Three of the four DBR4 chassis found their way 'down under' after the works had finished with them. The most campaigned was chassis DBR4/4 which Lex Davison brought back to the UK in 1961 to contest various non-championship races - the car by this stage fitted with a DBR1/300 engine - before taking it back to Australia again. The only photos we have are supplied with the kit and most are black and white but show the shape of the main resin casting is very good. The suspension is Jade's typical folded etch and there are fine wire wheels. Four of the options in the kit are Davison's car (later run by Pat Hawthorn) while the other two are DBR4/3 initially in the hands of Bib Stillwell who painted it red and then driven by Lionel Bulcraig who added a white stripe. Colour images of all options in model form are included for decoration and there are plenty of interesting options.



- JAD43169-2** Talbot Lago T26C Express/Monaco/ACF 50/51 - kit £76.95
Hand built available [JAD43169MB](#) Etancelin Monaco, [JAD43169ME](#) Levegh Daily Express & [JAD43169MG](#) Chiron ACF

We were slightly confused initially (a fairly common occurrence!) as the label on this kit says '7 versions'. These are actually split across two kits (also JAD43169) and this set of parts and decals offers three of them. Whichever you choose here the cleanly cast resin body will need a traditional French blue paint finish before fitting the smaller details. A seated driver figure is included should you wish to place him in the cockpit and there is the usual etch for suspension and fine wire wheels. The instructions include race photos of all options from both kits for reference and painted decal bodies for the options offered this time.



- JADC4308M** Ford Surtees Transporter 1976 - built £416.20
Kit also available [JADC4308](#)

When looking at this Team Surtees truck in kit form we commented on the tricky masking job that would be required as only the gold stripes were included on the decals. It's certainly been well-executed on this hand built and the combination of a rich purple for the main colour and those gold stripes outlining the white arrow motifs certainly makes for a very smart looking machine. Surtees used this vehicle for many years with numerous repaints and the only images we have of it in this livery are black and white. They were taken by Jean Damon of Jade himself back in the 70s and when we queried the colours, expecting maybe a dark blue as a base like many of the race cars, he assures us they are correct.



- JADR4313** Stanguellini 1958 4th Monaco 2016 Roach £67.95
Hand built available [JADR4313M](#)

We've seen a couple of subjects from Jade with models based on a restored car and then a period option included but this time it is just the car as seen at the 2016 Monaco Historic Festival and driven by classic race car restoration specialist Stuart Roach. Based on the few images we've found from Monaco, the test build shown in the instructions looks to be pretty accurate. With period photos to hand it would also be easy enough to modify, leaving off the modern roll-over bar and finding some numbers in your spares box. Either way, a simple and fun project.



Bee Bop

Bee Bop - New 1:43 resin & metal hand built model

- BEE151G** Ferrari 365P 1966 Agnelli £169.30
Alternative version [BEE151R](#) Red & [TRO319PB](#) kit

Gianni Agnelli's personal car was the second of the three-seat supercars built by Ferrari on 365P2 endurance racer chassis, the first having been for Luigi Chinetti (BEE151B). The car is modelled here in its original silver (it has since been restored in red) and the paintwork on the model is evenly applied. The large rear spoiler is a plated metal part, as are the bumpers, fuel fillers and engine air intake and these are neatly fitted. The windows have very fine printed frames on them but the fit here is a little uneven on our sample.



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

- GCAM43089M** Spice SE88C Le Mans 1989 #103 Rexona £136.95
Kit available [GCAM43089](#)

In kit form we felt that this subject marked a step forward for GCAM in terms of casting crispness when compared with their many earlier Spice C2 cars and this has continued with the hand built version. The tyres are still a bit chunky, but the two-tone paint finish looks very good with the panel lines showing through cleanly, the etched rear wing support is carefully folded up and the decal placement is generally good.





Spark resincast [SPK4410](#) - Mercedes 300SL Le Mans 1956



Ebbro diecast [EBB45412](#) - Toyota Prius Super GT300 2016 Tokyo Launch



Marsh Models [MM284](#) (kit) [MM284M77](#) (built) - McLaren M1C Bridgehampton 1968 Janke



Top Speed 1:18 resincast [TSMTS0098](#) - Pagani Zonda



Oxford diecast [OXFAMZ002](#) - Aston Martin DB4 GT Zagato Le Mans 1960



Autocult resincast [ATC04012](#) - Kamm K3 1939



Faenza 43 hand built [FAE279B](#) - Ferrari 246S Virginia 1962 Fulp



MG Model hand built [MGMSWB43001M](#) - Ferrari 250 SWB Tour de France 1962 - De Lageneste, Burglin



Premium X diecast [PRX0514](#) - Saab 9-5 Sport Station Wagon Aero 2002



Spark resincast [SPK2264](#) - Venturi 600LM Le Mans 1995



RPM - New 1:43 resin & metal kit & hand built model

RPM1504 Vauxhall Firenza Droopsnoot 1973 - kit £58.55
RPM1504M Vauxhall Firenza Droopsnoot 1973 - built £179.95

Officially called the High Performance Firenza, Vauxhall's fastest road going coupe of the time soon became known as the Droopsnoot, thanks to its wedge-shaped nose extension, which not only made it stand out but also helped aerodynamics. The car was launched in 1973 which unfortunately coincided with the oil crisis and only a couple of hundred were sold, all finished in silver. The kit parts consist of a very clean resin body and similarly good white metal chassis unit. There are smaller metal castings which will need some feed tags removing and a thoughtful touch has been to cast the seat base and cushions as separate pieces to ease detail painting. The hand built model is smartly finished with all the parts fitting neatly but does highlight that for some reason no exterior mirrors have been included. Many owners of the real cars chose to fit aftermarket pieces and there are options to do likewise in 1:43 from Tron and Renaissance.



JPS - New 1:43 painted resin kits

JPS407 Matra 630 1st Magny Cours/5th Charade 1967 £60.15

Matra's second sports-prototype, the BRM-powered M630 made an inauspicious debut at Le Mans with both cars retiring, but a week later at the Charade circuit near Clermont Ferrand Jean-Pierre Beltoise took fifth overall and a class win in the Trophee Auvergne and a few weeks after that Henri Pescarolo won at Magny Cours. The car featured very angular and aggressive lines and these are neatly modelled. The crisp resin body has an excellent blue paint finish and a fair amount of careful detail painting will be needed before applying the clearly printed decals. The instructions show both decal options and there is a painting guide in French.



JPS409 Porsche 911RS Le Mans 1975 #84 £60.15

JPS Porsche kits are generally very well-proportioned and this tenth-placed Carrera RS from 1975 is no exception. The body has a clean white paint finish which will need some detail painting added to. This includes the rubber edge of the rear spoiler and this is very thinly cast so be careful (our sample arrived broken here). Most of the interior is moulded in one piece, so again the fine paint brushes will be needed here. The decals are clearly printed and the decoration relatively simple, all adding up to make for a quick build.



Tron - New 1:43 resin & metal kit

TRO327P Oldsmobile 88 CPA 1952 #157 Taruffi £59.95
Hand built available BEE152

Having won the 1951 Carrera Panamericana outright in a Ferrari, Piero Taruffi returned in 1952 in a rather less exotic 'stock' Oldsmobile, entered by the local importer who presumably paid handsomely to have such a star behind the wheel. Unfortunately, in 1952 a Lincoln was the car to have and Taruffi was tenth equal in class. The kit is in Tron's familiar style with a well-proportioned resin body which has excellent panel engraving but will need some feed tags and light flash removed. On the flanks, there are deep recesses to take the plated side trims and more plated parts are included for the bumpers and grille. A photo-etched fret includes a few more small body trim pieces and the quarter windows and clearly printed decals have all the sponsorship.



Hiro - New 1:43 & 1:12 resin & metal superkits

HIR43602 Porsche 917K Le Mans 1970 Gulf £147.15
HIR43603 Porsche 917K 1st LM/Glen 1970 Salzburg £147.15
HIR43604 Porsche 917K Glen/Interserie 1970 Martini £147.15
Alternative versions HIR43601 Daytona Gulf, HIR43605 Paris/Kyalami Martini & HIR43606 Daytona Salzburg

When Hiro first began offering 1:43 kits the long tail 917s were among the early subjects. Now, after a few years and many subjects in between, it's 1970 short tails which take centre stage. As with the 917LHs, the chassis frame is incredibly fine having been 3D printed in resin. With this carefully cut away from its sprues there are numerous resin and metal parts to create all of the suspension and engine detailing.

The body panels are very finely cast in metal and looking through the instructions, great care will be needed to ensure that you use the correct details. For example, the main tub is cast with the roof light used at Daytona, so for many variants there is an infill piece to be fitted here and smoothed in before painting and applying the crisply printed decals.



HIR12600 Tyrrell P34-2 US/Canada Practice 1977 1:12 £671.95

Alternative version HIR12599 Austria/Holland/Italy/Japan

The majority of the parts in this kit are white metal with resin restricted to a few outer body panels and the engine block. The chassis is made up of multiple castings and there is, as we would expect, a huge amount of suspension detailing. There's plenty of etch with pieces ranging in size from wing endplates down to cable-ties and numerous machined parts and pieces of wiring and plumbing add the finishing touches. The two options in this kit are for the US GP or practice in Canada, both of which were wet sessions and so there are realistic looking rain tyres.



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

STUTAB20149 McLaren MP4-31 Late 2016 Additional Decal 1:20 £9.95

Made to fit Ebbro kit EBB20020

Although Ebbro's late season kit of the McLaren is nominally the Japanese version, these clearly printed decals include small options for Malaysia onwards, each element individually marked for race relevance. There are a few logos needed for all variants, also alternative tyre sidewall markings and a few other additional sponsors.



STUTAB24080 Lancia 037 Sanremo 1983 Additional Decal 1:24 £6.90

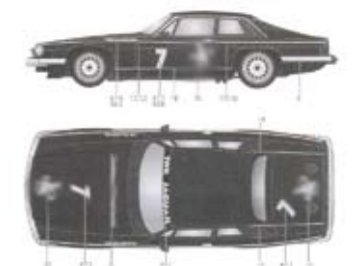
Made to fit Hasegawa kit HAS20299

This simple sheet includes the centres to the main sponsor logos on Hasegawa's recently released kit and will save a lot of messing about with scalpels!

STUTAB24081 Jaguar XJS Macau 1984 #7/8 Decal 1:24 £11.55

Made to fit Hasegawa kit HAS20305

This sheet offers the option of building Hasegawa's TWR XJS racer as one of the striking black and gold (or rather oatmeal) machines which scored a 1-2 finish in the Macau Guia touring car race. The decoration looks complete but there is a small error on the placement drawings; the race numbers should be further forward on the doors.



STUTAB24082 Subaru Impreza WRX 1993 Additional Decal 1:24 £11.55

Made to fit Hasegawa kit HAS20297

Hasegawa's Impreza kit offers the RAC Rally to avoid problems with incomplete sponsorship, but if you would prefer your model with the logos seen on most other events, this will fill the gaps. You will need to find some other rally plates though.



Studio 27 - New 1:12, 1:20 & 1:24 transkit, decals & accessories

STUTK2069 Tyrrell P34 International Trophy '76 Transkit 1:20 £174.50
 Made to fit Tamiya kit [TAM20058](#). Alternative versions [STUTK2070](#) test & [STUTK2071](#) Holland

Tyrrell's six-wheeled P34 made its race debut during the Spanish GP in May 1976, but race fans got their first glimpse of it at Silverstone for the International Trophy a month earlier. The car didn't compete during this event but did put in a few practice laps. It was quite different to the final race version and the transkit parts include resin for a different nose, airbox and seat unit along with metal detailing parts for the engine and suspension, etch and of course decals. Some modification of original kit parts is needed to incorporate the nose and brake detailing and this is clearly marked on the instructions.



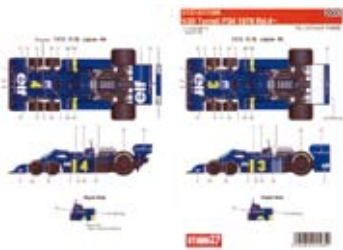
STUDC630 Brabham BT50 F1 1982 Decal 1:20 £14.60
 Made to fit Tamiya kits

Tamiya's kit release of the BT50 goes back to when the car was current and so this decal will be helpful to modelers either with an old kit in stock or restoring one. All of the dark blue panels are included along with all sponsors and numbers for either driver. The instructions show South Africa and Canada as options, these being the most significant races, but also state which parts to use for the other appearances.



STUDC1200 Tyrrell P34 Japan 1976 Decals 1:20 £16.15
 Made to fit Tamiya kit [TAM20058](#)

Although this sheet has details for all appearances of the P34 in its maiden season, the instructions concentrate on Japan and show the differences between the cars of the two drivers for this race. For this version, you will also need to use wet-weather tyres ([STUFP20154](#)). The print of the decal is excellent as always but the yellow numbers and stripes look rather too vivid.



STUFP20154 Tyrrell P34 Rain Tyres 76/77 1:20 £40.60
 Made to fit Tamiya kit [TAM20058](#)

The most obvious version of the Tyrrell P34 to build using these tyres is from the Japanese GP (decals [STUDC1200](#)) but there were other wet races during the 1976 season too. The set consists of six neatly moulded tyres and these have the Goodyear wording embossed on the sides. To simplify painting a photo-etched stencil is also included.



STUFP1221 Tyre Sidewall Stencil 1970s 1:12 £8.45
STUFP20153 Tyre Sidewall Stencil 1970s 1:20 £6.90

These stencils will be very useful to anyone modelling 1970s F1 cars in 1:20 or 1:12. There are three sizes on each, with the standard rears and normal front tyres and a smaller variant for the Tyrrell P34.



Oxford - New 1:43 diecast model

OXFAMVT001 Aston Martin V12 Vantage S Red £24.95
 Also available [OXFAMVT002](#) Silver

There was disappointment when Aston Martin announced the end of production of the V12 Vantage in 2013, but it was short lived when the lighter, more powerful Vantage S was announced as a replacement. The styling changes are relatively subtle with adjustments to splitters, spoilers and most obvious, new wheels. The shape of the model is very good and the small details look to be correct. The Volcano Red paint is evenly applied and has a nice fine grain, but is very thin with the panel lines showing through with white edges.



Scale Motorsport - New 1:25 decal & accessory

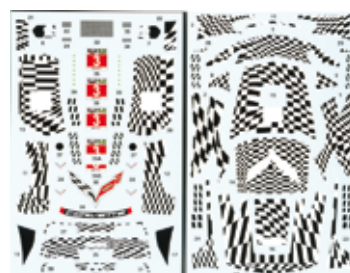
SKU2050 Chevrolet Corvette C7R Detail Set £136.75
 Made to fit Revell kit [REV07036](#)

There are parts for inside and outside of Revell's 1:25 Corvette kit included in this comprehensive set. Most obvious when looking at the packaging is the sheet of photo-etch and the set of beautiful machined wheels. There are mounting pins for those wheels and to go behind them, multi-piece brake discs and resin callipers. There are also under bonnet details for the cooling system and some cockpit parts too. A full decal sheet offers the livery options for the 2015 Le Mans and Daytona races should you fancy a change for the kit's 2016 Daytona livery.



SKU7051 Chevrolet Corvette C7R 2014 #3 Test Decal £26.20
 Made to fit Revell kit [REV07036](#)

When Pratt & Miller (aka Corvette Racing) first tested the C7R at Sebring the cars appeared wearing a novel camouflage livery created using a swirling chequered flag design. It is fitting for the subject and the cars looked fantastic. The decals are numbered and the instructions tell us that they must be applied in sequence. No base colour is suggested but this is a full body wrap and we can see from photos taken at the test that the cars were yellow beneath (in door shuts etc.) so the choice is yours there. Some decals from the base kit will be needed such as those for the rear wing and the race numbers if you would prefer the #4 car to the #3 which is included. Both cars had red mirrors and there are plenty of photos online for inspiration.



Norev - New 1:18 diecast models

NOR187410 Porsche 962 3rd Le Mans 1988 #8 £69.95
NOR187411 Porsche 962 1st Nurburgring 1986 #1 £69.95

These simple 1:18 diecasts from Norev offer superb value. There are no opening parts but the shapes of the cars and the decoration look very good indeed. The Le Mans car is in long-tail, low-drag form and has an excellent white paint finish with the pale blue stripes and all the sponsorship neatly applied as decal. Stuck's race winning Supercup machine is from the opening round of the season and the race specific decals are all correct. This time the paint finish is a satin black and the bodywork has the shorter high downforce tail. The panel engraving on both models is very fine and precise and neither will look out of place in any 1:18 Porsche collection.



Truescale Miniatures - New 1:43 resincast model Top Speed - New 1:18 resincast model

TSM430100 Aston Martin DB11 2017 Cinnabar Orange 1:43 £89.95
 Alternative versions [TSM430101](#) Magnetic Silver & [TSM430102](#) Frosted Blue
TSMTS0021 Aston Martin DB11 2017 Cinnabar Orange 1:18 £119.95
 Alternative versions [TSMTS0020](#) Magnetic Silver & [TSMTS0022](#) Frosted Blue

The DB11 is the first all new car produced by Aston Martin for some years, the previous DB9, Vanquish, Vantage and even Rapide models all sharing the same basic chassis design. This is the first car of what Aston refer to as their 'second century architecture' and along with the fresh aluminium chassis comes a mighty twin-turbo V12 engine. Externally things are a little more traditional but the styling is still chiselled and fresh. TrueScale's models, both in 1:43 and their 1:18 Top Speed series are very well proportioned and smartly finished in the fine metallic orange seen on the first right hand drive press car. The subtle V12 badge on the flank of the car is slightly oversized on the larger model, but that is a tiny detail on what is otherwise a very well finished miniature, whichever scale you prefer.





Marsh Models [MM284](#) (kit) [MM284M47](#) (built) - McLaren M1C
2nd Mid-Ohio 1967 - Hansen



Spark resincast [SPK5112](#) - BR 01 Nissan 11th Le Mans 2016



Autocult resincast [ATC01004](#) - Panhard & Levassor Type Q Double Phaeton
1905



Oxford diecast [OXFJAGXK150007](#) - Jaguar XK150



CMC 1:18 premium diecast [CMCM161](#) - Auto Union Type C
1st Eifelrennen 1936 Rosemeyer



Faenza 43 hand built [FAE279A](#) - Ferrari 246S Daytona 3 Hours 1962



Neo resincast [NEO47045](#) - Ford Thunderbird 1970



MEA Kit43 hand built [MEASPL023](#) - Lotus 8 1954



Spark resincast [SPK5390](#) - McLaren M19A France 1971 Gethin



Premium X diecast [PRX0451](#) - Saab 95 Kombi 1961



BBR 1:18 hand built [BBP18148A](#) - Pagani Huayra Roadster Geneva 2017



Ebbro 1:20 plastic kit [EBB20006](#) - Lotus 49C 1971 Rindt



Spark resincast [SPKSG309](#) - Bentley Continental GT3 Nurburgring 24 2017



Matrix resincast [MTX50206-061](#) - Buick Series 40 Lancefield DHC 1938



Jade Miniatures [JAD4399](#) (kit) [JAD4399MC](#) (built) - Aston Martin DBR1/300 Goodwood 1960 Clark



Top Speed 1:18 resincast [TSMTS0140](#) - McLaren 720S 2017



MG Model hand built [MGMGT067M](#) - Ferrari 250 GTO Targa Florio 1963



Marsh Models [MM284](#) (kit) [MM284M84](#) (built) - McLaren M1C McLaren M1C Mosport 1970 Wonder



Motorsport Model Kits transkit [MMKTK009](#) - Alfa Romeo 179B Monaco 1981 (SilverLine TMS098 base)



Spark resincast [SPK5253](#) - Brabham BT11 Monaco 1965 Gardner



Spark - New 1:43 resin cast models

SPK2263 Venturi 600 SLM Le Mans 1995 #44, Igol £51.95

Alternative version [SPK2262](#) #43 & [SPK2264](#) #45

The plan with this works Venturi had been to stay ahead of the McLarens, something Jean-Marc Gounon was able to do for the most part early on until a gear-linkage problem led to an over-revved engine and a three-hour pit stop! The decoration on the car is relatively simple with mostly suppliers' logos over a simple silver paint finish. The paintwork is, as we expect these days, very good, the shape of the model matches race photos well and there are a few nice detailing touches.



SPK2979 Leyton House CG901 France 1990 #16, Capelli £51.95

Alternative version [SPK2980](#) Gugelmin

The French Grand Prix of 1990 marked the high point in the short and turbulent career of Leyton House Racing in F1, Ivan Capelli leading for much of the race but finally finishing second due to a fuel pickup problem which struck just three laps from the end! That car is smartly modelled here and the overall body shape, paint finish and decal placement on the bodywork all looks very good (there are a couple of small sponsor logos to add to the driver figure). The suspension parts are particularly fine and the end result is a very attractive miniature.



SPK3383 Eifelland-March 721 Germany 1972 #22 Stommelen £51.95

Alternative version [SPK3382](#) South Africa & [SPK3384](#) Spain

The Eifelland March changed a fair amount during the early stages of the season both physically and in livery, but by mid-term things had stabilised. The German GP saw one of Stommelen's best performances and he was running a solid sixth until electrical failure stopped play. A change of ownership at Eifelland meant that this would be the last race under the company's banner. The unusual bodywork, with its Colani-designed cockpit surround and central rear view mirror is all well modelled and the main blue and white of the bodywork is brightened further by a yellow rear wing. There's a fair level of engine and suspension on show and overall this is a striking miniature.



SPK3609 Dodge Challenger Trans-Am 1970 #77, Posey £53.95

Sam Posey's Challenger was among the most attractive of the 1970 Trans-Am machines but sadly the Mopar effort was significantly outclassed by Ford, Chevrolet and AMC on track, Posey's best results being a couple of third places. The 'sub-lime' green paint on the model looks excellent and contrasts well with the textured black vinyl effect roof covering and the various stripes and numbers and the aggressive hood scoop is also neatly modelled.



SPK4372 Alpine Renault A210 Le Mans 1968 #57 £51.95

Alternative version [SPK4373](#) #52, [SPK4374](#) #53 & [SPK4375](#) #55

Alpine A210s appeared with three different engine sizes at Le Mans in 1968 and between them scooped two classes, the Index of Performance and the Index of Energy. This was the largest of the group and took the 1600c.c. category with ninth place overall. The main visual difference between this and the smaller machines is the style of wheel and these very distinctive pieces are crisply modelled. The main body shape looks very good, the metallic blue paint has a nice fine grain while the decals look to be accurately placed.



SPK4760 Porsche 996 GT3 RS Le Mans 2001 #77 £51.95

But for a few visits to the gravel traps (along with many other cars in a wet race) the Freisinger Motorsport Porsche had a trouble-free run at Le Mans in 2001 and was always in contention for the GT class win. Eventually the experienced Kevin Jannette and Philippe Haezebrouck, along with Le Mans



debutant Romain Dumas, had to settle for second in class and a very respectable seventh overall. The finish and decoration on the model all looks very good with clearly printed and well-placed decals against simple white paint.

SPK4357 Matra MS11 Holland 1968 #17 Beltoise £51.95

Alternative version [SPK4358](#) Pescarolo & [SPK5383](#) Beltoise

Matra launched a two-pronged attack on the 1968 F1 championship, using the MS10 with Ford DFV power and the MS11 with their own V12. Beltoise was usually entrusted with the latter and scored the car's best result with second (behind Stewart in the MS10) at Zandvoort. That V12 engine is exposed in the rear of the car and has been fairly well detailed although, as is so often the case from many model makers, there is no plug wiring. There is plenty of plumbing though with delicate pipe-work running along either side of the car from the nose to the engine. The main bodywork is well proportioned and has plenty of fine rivet detailing beneath a smooth paint finish and neatly fitted decals.



SPK4784 Brabham BT42/3 Belgium 1974 #34, Pilette £51.95

Alternative version [SPK4785](#) Watson & [SPK5257](#) Wietzes

Brabham had no fewer than seven cars on the grid of the Belgian GP, most of them wearing sponsorship from Hitachi in a one-off deal for the race. One of the older BT42s was for local driver Teddy Pilette who was making his debut and managed to get the car to the finish despite major tyre problems. Some of the suspension detailing is a little heavier than we are used to seeing on Spark's F1s but the rest of the model looks very good with correct bodywork configuration and accurately placed decals. Many photos of the car are from practice but the race correct additional Gurney flap on the front is present.



SPK4815 Ensign N177 Germany 1978 #22, Piquet £51.95

Alternative version [SPK4814](#) Ertl

With uncertainty over his chosen driver Derek Daly's future, Mo Nunn opted to offer young F3 star Nelson Piquet a race seat for the German GP and he duly qualified for the race and ran well until engine failure intervened. Overall the shape of the car is well modelled and the simple midnight blue paint finish and minimal decaling is all neatly applied. The exposed engine is lacking wiring, as usual, but otherwise very good.



SPK5101 CLM P1/01 AER Le Mans 2016 #4 £51.95

Bykolles Racing were one of two privateer teams in LMP1 but unlike Rebellion they were plagued with problems from the very start and didn't see the finish. It was a distinctive looking machine though and the crisp lines are well painted here in a fine metallic grey. The small detailing is all neatly fitted and the tennis-ball yellow striping is particularly vivid. Unusually, Spark has put this subject on slicks rather than the wets that they have used for most of the other LMP cars modelled from the 2016 race.



SPK5112 BR 01 Nissan Le Mans 2016 #27, SMP Racing £51.95

SPK5120 BR 01 Nissan Le Mans 2016 #37, SMP Racing £51.95

The arrival of the SMP Racing LMP2 machines completes the 2016 Le Mans subjects being modelled by Spark. The two cars are near identical with just race numbers, driver names and mirror casing colours to differentiate between the two. The decoration is all neatly applied and there is some delicate fine detailing, the wheels being particularly crisp. Spark had started with their 2016 Le Mans models including wet-weather tyres as seen at the start of the race but here we see slicks as worn for the other twenty-three or so hours.



SPK5133 Porsche 911 RSR Le Mans 2016 #77 £51.95

Physically the Dempsey-Proton GTE Pro Porsche was identical to the pair of factory cars, with visible revisions including a taller rear wing, revised front splitter, extended floor and rear diffuser. These details are all carefully modelled, although much is masked by the complex livery. This too is well done with most of the car wrapped in decal over a black paint finish.



SPK5142 Porsche 911 RSR Le Mans 2016 #88 £51.95

Proton Racing ran several cars in the GTE Am class at Le Mans in 2016, although this was the only one in their own colours. It was also the best placed private Am class Porsche, coming third in the category behind two Ferraris. The layout of the livery is very similar to that on the Pro class car but the colour palette is, with the exception of race numbers, class markers and a small Abu Dhabi flag, monochrome. It's all carefully placed on the black painted body and the small aero parts are neatly fitted.



SPK5193 Peugeot 208 WRX Latvia 2016 #9, Loeb £51.95
SPK5194 Peugeot 208 WRX Canada 2016 #21, Hansen £51.95

Peugeots took two race wins during the 2016 World Rally Cross campaign, son of team boss Timmy Hansen taking the first in Canada and WRC refugee Sebastien Loeb doing the business in Latvia. Come the end of the season, greater consistency from the Frenchman saw him finish a place ahead of the Swede in the final standings. A WRC-style rear wing dominates the styling of the car but there are also more subtle flared wheel arches and intakes for rear mounted radiators. That wing is carbon wrapped, the rest of the car smartly painted in dark blue with the red rear quarters and all sponsorship neatly applied as decal.



SPK5664 KTM X-Bow GT4 European Series 2016 #14 £51.95

Most manufacturers spend a great deal of time and effort to remove weight from a road car to create a racer, but for KTM they had to add significant amounts of bodywork to comply with GT4 regulations. It's an outrageous looking thing which looks as if it was created using folded panels. The exterior surfaces on the model are a mix of deep gloss black, raw carbon and extremely vivid orange which our photos cannot quite convey.



SPKSG242 Glickenhaus SCG003 Nurburgring 24hrs 2016 #702 £53.95
SPKSG252 Glickenhaus SCG003 Nurburgring 24hrs 2016 #701 £53.95

Cameron Glickenhaus's dramatic prototypes have become a familiar sight in the Nurburgring 24 Hours and for 2016 there were two SCG003Rs in the SP-Ex category. Both were physically near identical but the liveries are very different, the older #701 machine (complete with road registration!) wearing raw carbon and the #702, which finished second in class, a bright yellow. The finishes on both models are neatly applied with no obvious bubbles in the all-over carbon wrap of #701. The body parts are crisply moulded and we see very fine pieces used for the rear wing structures.



SPKSJ048 Porsche 919 Hybrid 3rd Fuji 6hrs 2016 #1 £53.95
Alternative version [SPKLM016](#) Le Mans #2 & [SPK5100](#) Le Mans #1

While the front-end designs of the Audi and Toyota were wildly different in low drag Le Mans trim versus the high downforce set-up used at Fuji, on the Porsche things were far subtler. The side pod changes are a little more obvious and all the small details have been very neatly modelled here. The paint and decal placement is very good and the car modelled is the best placed from the race, rather than the championship.



SPK43MC16 Audi R8 LMS Macau World Cup 2016 #8 Vanthoor £53.95

The 2016 Macau GT World Cup race ended in rather strange circumstances. A red flag on lap one caused a significant delay and restart and that too was red flagged after a couple of laps when Lorenz Vanthoor ended up on his roof causing the race to be abandoned. As he had led the previous lap, Vanthoor was declared the winner, although to be fair he had won the qualifying race too. His works Audi was finished in what at first glance appears to be a very simple red and black livery but closer inspection reveals multiple textures which are superbly replicated with decal



and paint on the model. An unusual addition for GT collectors and providing the event continues, the packaging suggests this is to be the first of a dedicated series although we have previously seen other historic and contemporary winners in the national Asia series from Spark.

SPKM43017 Ducati MotoGP Holland 2016 #45 Redding £27.95
Alternative version [SPKM43018](#) Petrucci

A very wet Dutch TT at Assen saw Australian Jack Miller win on a satellite Honda and not far behind was Scott Redding on his non-works Ducati, scoring what has so far been his best result in the top category with third. The decoration of the Octo-Pramac machine is well replicated and there is plenty of carbon decal applied to the tiny swing arm and mudguard parts. The front brake is perhaps a little large, but the chain is extremely fine, as are the handle bars and other controls.



SPKM43029 Honda RC213 V Malaysia 2016 #35 Crutchlow £27.95
Alternative versions [SPKM43019](#) Czech & [SPKM43026](#) UK

Cal Crutchlow's LCR Honda wore several different liveries during the course of the 2016 season and here we see it in classic Castrol colours. This wasn't the only race for him in these colours, nor was it the most successful but we're guessing that Spark have chosen it as it was a wet race and they have excellent rain tyres for their 1:43 bikes. As we've commented on some of the other 1:43 MotoGP releases, the front brake is perhaps a little over scale but the rest of the detailing looks very good and the decoration on this tiny miniature is excellent.



Looksmart - New 1:43 resincast models

MRCLSLM041 Ferrari 275LM Le Mans 1968 #14 NART £95.95

This NART entry for Masten Gregory and Charlie Kolb at Le Mans in 1968 was the same car with which Gregory and Rindt had won the race in 1965. Various modifications had occurred in the interim including a larger engine and brake and wheel upgrades, but it was still too old and outclassed in the race. Clutch problems didn't help and eventually Kolb parked it permanently in the scenery. The model is in rather better condition than photos suggest the car was at the start of the race but the decals are all correctly placed, including having a double layered roundel and number on the right-hand door.



MRCLSRC07 Ferrari 488 GT3 2016 Red £95.95

MRCLSRC18 Ferrari 488 GT3 2016 Carbon £95.95

MRCLSRC19 Ferrari 488 GT3 2015 Camouflage £95.95

The core model beneath these various liveries is the same and in chronological order of testing spy photos they go from the white and black dazzle camouflage first seen at Vallelunga in August 2015, to the raw carbon from the same circuit early in 2016 and the red spotted at Monza just before the European season started. The castings for all three models are the same and the detailing can be best seen on the red version, which has an excellent paint finish. The camouflage does exactly as it is supposed to and obscures some of the vents unless you are looking very closely and both this and the all-over carbon wrap are neatly applied decals. The wing and splitter parts are all extremely fine whilst what we can see of the mostly black interiors looks good and there is plenty of engine detail visible at the rear.



MRCLSRC20 Ferrari 488 GT3 Spa 2016 #50 NaRaya £95.95

This very colourful Ferrari started the Spa 24 Hours from fourth on the grid. Although it had dropped down to sixteenth overall by the same time the following day, it was the best placed finisher for the marquee in a tough race. There are plenty of photos on the race's official website and from these we can see that the decoration is well replicated. Where necessary the decals snuggle down nicely into vent and panel lines, the base paint finish is excellent and there is plenty of very fine detailing.





NEW & SOON



MEA Kit43 hand built [MEASPL022](#) - Lotus 6 Aero 1955



Ebbro diecast [EBB45096](#) - Honda CR-Z Super GT GT300 2014



MG Model hand built [MGMSWB43003M](#) - Ferrari 250SWB
Tour de France 1960 - Frescobaldi, Houel



Autocult resincast [ATC02008](#) - Tempo E400 Kombiwagen 1936



Minichamps 1:18 diecast [MIN155361018](#) - Auto Union Type C
1st Eifelrennen 1936 - Rosemeyer



Spark resincast [SPKSG330](#) - Porsche Cayman GT4 Nurburgring 24 Hrs 2017



Corgi 1:100 diecast [CORTY81002TY](#) - Bloodhound SSC Press 2017



Top Speed 1:18 resincast [TSMTS0078](#) - Fiat 124 Abarth 2017



Marsh Models [MM284](#) (kit) [MM284M42](#) (built) - McLaren M1C
Bridgehampton 1968 - da Mota



Matrix resincast [MTX51705-111](#) - Rolls Royce Phantom II Continental
Figoni & Falaschi 1932

REPLICARZ

The Scale Models for the Auto Enthusiast

Replicarz - New 1:43 resincast models

[RPZ43010](#) **Colt Samsonite Special Indy 1971 Leonard** £92.50

Although the same basic chassis and engine package as the winning Johnny Lightning Special, Joe Leonard's Samsonite sponsored machine were very different bodywork with a large aerofoil section engine cover incorporating cold air intakes. He didn't finish the Indy 500 but did win the USAC series with the car. The basic shape of the model looks very good and the yellow paintwork has just the right level of gloss. One or two of the smaller decals aren't quite straight on our sample but they are all in the correct positions. The exposed turbo looks fairly realistic and the etched suspension parts are very fine indeed.



[RPZ43021](#) **Eagle 1st Indy 500 1973 Johncock** £115.75

An Indy 500 win should be a cause for celebration but Gordon Johncock's 1973 victory was a hollow affair. Rain had delayed the race for several days, cutting it short when it did happen and contributed to several serious accidents including ones which claimed the lives of team-mate Swede Savage and a crew member who was hit by the fire truck attending Savage. Those team cars were sponsored by STP and we see a vivid orange paint finish on the well-proportioned model. The decals are clearly printed and well placed, with the numerous tiny suppliers' logos complete as far as we can see. Some of the plating on the engine is a little excessive but there is plenty of detail visible and the suspension and wing parts are all delicately made.



[RPZ43022](#) **Eagle Jorgensen 1st Indy 1975 Unser** £115.75

The arrival of this and the 1973 Indy winner together shows us just how much the Eagle-Offys changed over the years. The core tub design, suspension and engine are all extremely similar but the wing configuration is much altered and numerous small vents and ducts have found their way in to the design. Everything looks straight and square on our model with plenty of fine etch used for the suspension and wing parts. Again, the plating on the engine is a bit bright, but the paintwork is excellent, decals well placed and overall it makes for an attractive model.



Porsche Museum - New 1:43 resincast & diecast models (by Spark)

[CTMMAP02020317](#) **Porsche 911 Turbo S Sebring 1993 Brumos** £64.15

[CTMMAP02020417](#) **Porsche 911 Turbo S Le Mans 1993 #46** £64.15

Walter Rohrl is best known for his two World Rally Championships but he was also a very useful circuit racer in his prime. 2017 marks the seventieth birthday of one of the greats and these two models are part of a series to celebrate this. They both depict the same car, the first Turbo S with which Rohrl scored a class win at Sebring alongside Stuck and Haywood. The same all-star cast appeared at Le Mans but this time didn't finish. The shape of the car looks very good and the bulk of the small detailing is very well done. These models are made for Porsche by Spark and as is often the case with their subjects of this era, the plating on the wheel rims is a little over-done for our taste but the centres of the wheels and brakes behind are excellent. The classic Brumos livery on the Sebring car is smartly replicated and the more subtle decoration on the Le Mans version is equally well done.



[CTMMAP02030314](#) **Porsche 911 GT3RS 1st Daytona 2003** £64.15

The Racers Group arrived at Daytona in 2003 having won the GT class there the year before (as well as at Le Mans in a successful season) and though it was suggested that a GT car might be in contention for the outright win, the margin of final victory was impressive, nine laps ahead of the second placed Ferrari and sixteen from the fastest prototype in fourth. Our eye is immediately drawn to the wheels and the very (overly) shiny rims surrounding finely moulded centres. The rest of the detailing is subtler with machined exhaust tips, delicate wing parts, wiper and aerials. The paintwork is excellent and the clearly printed decals are all carefully positioned.



[CTMMAP02020513](#) **Porsche 935J 1st Silverstone 1981 #22** £55.35

For its second season of racing the Joest built 935 was campaigned primarily by Dieter Schornstein, who was joined by Harald Grohs and Walter Rohrl for the Silverstone 6 Hours, taking overall victory. The model is made for Porsche by Spark and the finish is as we would expect, the well-proportioned bodywork having a smooth white paint finish and well-placed decals. The line of the upper rear wings is particularly crisp and the tail of the car is capped with subtle etched parts.



[CTMMAP02020515](#) **Porsche 550 Prototype 1953** £60.85

Porsche's original 550 race car was completed early in 1953 and was in open form, but for Le Mans this and an identical sister car were prepared with a streamlined hardtop for increased top speed. It worked too, Frere and Frankenberg taking a class win in 550-02. The packaging shows 550-01 in race trim but the model is as completed with no race numbering so that we can enjoy the purity of line. The silver paintwork has a soft satin sheen and to the rear of the model we see several very delicate etched grilles neatly let in.



[CTMMAP02020916](#) **Porsche 928S4 Bonneville 1986 Holbert** £60.85

In August 1986 Al Holbert and a team of Porsche mechanics took a pre-production 928S4 to set a new American record for a normally aspirated production car at a shade over 171 mph. The period film of the run shows the car in full street trim for the close-ups but on the record run it's sitting slightly lower than normal, with the door mirrors and side marker lights removed to smooth airflow and this is how it is modelled. The model is made by Spark for Porsche and as we would hope for an official release it is well proportioned and the finish is to Spark's usual high standards. Something a little unusual whether your normal theme is Porsche or speed records.



[CTMMAP02084116](#) **Porsche 928S Nurburgring 1983 #1** £66.35

In early 1983 Porsche employees Hans Clausecker and Günther Steckkönig managed to persuade the management to allow them to convert a 928 which had been used as a test bed into a race car and entered it for several VLN races at the Nurburgring. It was a success and scored three outright wins. The car has recently been subject to a restoration to almost original specification, although the front wheels have changed a little. The model is true to original images however and matches race photos very well indeed. There is even some very subtle weathering applied to the lower flanks of the car offering some race dirt.



[CTMMAP02099416](#) **Porsche GT3 Cup Shanghai 2015 Ripert** £66.35

We know Spark best for their resin models so it is slightly ironic that this subject, bearing their sponsorship and driven by company owner Hugues Ripert, is a die-cast. To engage with younger fans, Spark launched a children's colouring competition, in association with Porsche and Chupa Chups sweets to design liveries for Hugue's Carrera Cup Asia car. This is the launch car and as we would expect with it being a Spark production for the Porsche Museum, it looks pretty much spot on. The body may be die-cast but there are still fine etched wing supports and other delicate details. The metallic blue paint is excellent and the decals and wheels inject plenty of vivid colour.



Ixo - New 1:43 diecast model

[IXORAM627](#) **Citroen DS3 WRC Monte 2016 Meeke** £37.95

Citroen team leader Chris Meeke started the 2016 season strongly and was trading stage times and the overall lead with the Polo of Ogier until transmission damage forced retirement. The DS3 wasn't an official works car but run by PH Sport under the banner of Abu Dhabi Total World Rally Team. The livery of the car is well observed including the slight mismatch of red on the lower panels seen on this event, but some of the detailing is a little clunky and it would have been nice to see some carbon decal on the complex rear wing.



Neo - New 1:43 resin cast models

NEO44605 Abarth 1000GT Monomille 1963 Red £69.95

The Monomille was a pushrod-engined variant of Abarth's lightweight Fiat-based coupe, the engine being better suited to road use than the more highly strung twin-cam versions. Some were used in competition but the car modelled here is in full road trim with bumpers front and rear and a relatively comfortable looking interior. The lines of the car look good on the model and the overall fit and finish of our sample is to a high standard.



NEO43802 MG TD 1950 White £60.95

With exports being all important after World War II many manufacturers pressed back into production some slightly warmed over pre-war models. The MG TD was one such car, very similar to the 1930s TC and here we see it in Mk2 form which had some of the improvements to be seen on the later TF but with the earlier styling. The model is well proportioned and there is plenty of fine photo-etched detailing with the windscreen frame, various tiny handles, number plates and even the steering wheel rim reproduced with great delicacy.



NEO43926 MG TF1500 1955 Black £67.95

MG's TF was hastily prepared to extend the life of the T-series platform after internal politics at the newly formed BMC delayed what would become the MG A for several years. The specific details of the car are well modelled, with the bonnet rising very slightly from a laid back radiator shell and meeting a fine etched windscreen. The interior looks realistic and the texture of the seats and roof bag are very good. The wire wheels aren't the best but otherwise it all looks excellent.



NEO46785 Ferrari 375 MM Scaglietti Coupe 1954 Silver £74.95

Roberto Rosellini's Ferrari 375MM was supplied new as a Pininfarina spider but gained this magnificent Scaglietti coupe body after an accident left it needing a rebuild. In recent years, the car has been a regular attendee of concours events and so we have plenty of photos to compare the model with. The nose is perhaps a few millimetres too long but otherwise the model is very well proportioned. The panel engraving is pin-sharp and the silver paintwork has an extremely fine grain and subtle sheen. A pretty car, well modelled.



NEO47165 Tatra 87 1940 Black £67.95

With its air-cooled V8 engine and streamlined styling, the Tatra T87 was a very advanced machine when launched in 1936 and was still ahead of the competition when production stopped in 1950 after some 3000 examples had been built. The flowing lines of the car are very well replicated by Neo and the deep gloss black paint helps to accentuate the sweep of the rear. The window pillars are all nice and fine and flat glazing fits flush on our sample.



NEO47055 VW Stoll Coupe 1952 Beige £67.95

Stoll was a small coachbuilder based to the north of Frankfurt and was apparently commissioned to build this one-off 2+2 coupe for a local lawyer. The adjustment of the roof line has seen the rear seat moved forward all but eliminating legroom. It's the external style that matters and the shape of the car is very well captured. The two-tone beige paintwork is neatly applied and these colours are as the car is now in VW's museum, the company having acquired the car from the British enthusiast who restored it in the 1980s. An attractive miniature of a unique machine.



Matrix - New 1:43 resin cast models

MTX41001-012 Jaguar XK140 Ghia Coupe 1955 Red £102.95

Precise numbers are difficult to find regarding how many XK140s were clothed by Ghia (and whether it was in Turin or by Ghia-Aigle in Switzerland) but it wasn't many. This is the most seen of them and believed to be the third car completed. The wire wheels, as is so often the case with this range, could be a little better and on our sample one of the very delicate side trims has lifted slightly in the middle, again something we've seen before. A shame as otherwise the shape looks good, the paintwork is excellent and the remaining small detail parts are well fitted.



MTX50102-091 Alfa Romeo Giulietta Spider Bertone 1955 £102.95

Bertone came up with four designs for a proposed Giulietta Spider, but only the second and last (this one) apparently made it off the drawing board. Both of the built cars were very similar, this one having slightly more practical lighting. The car has survived in original condition and the model matches very well with photo of the car as it is today, with a very fine grain to the main bronze body colour and a little patina on the seats.



MTXLM02-1904 Talbot Lago T26 Gran Sport Coupe Saoutchik £119.95

Only twenty-six examples of the Talbot Lago T26 Grand Sport were made, wearing a variety of special coachwork bodies. Two extremely similar two-tone blue coupes exist, one (originally green) in the Mullin Collection and this one in the Louwman Museum in Holland. The specific small details of the car are carefully reproduced with correct lighting and bumper configurations and plenty of delicate chrome trims. The two-tone blue paintwork is precisely masked and the completed model is displayed on a blue baize base.



MTX40603-041 Ford Thunderbird Wagon 1962 £107.95

This elegantly proportioned one-off station wagon has the look of a factory prototype but was actually created by an Idaho body shop owner in the early 1990s. A damaged '62 T-Bird bought at a Police auction was the basis, the roof came from a scrap '65 Oldsmobile Vista Cruiser and the two halves were apparently almost a perfect fit. The model matches photos of the car very well, the two-tone metallic green paint finish being very neatly done. The corners of the roof windows don't quite fit perfectly on our sample model but the rest of the trim is very precise and overall it is an unusual and attractive model.



MTX50407-021 Delage D8-120 Letourneur Coupe 1937 Grey £109.95

There were two styles of Letourneur et Marchand's Delage coupe, the Aero-sport fastback design which is quite well known and this far rarer 'notch-back' variant. Only one example is known to survive of this format (body design 5677, chassis #50789) and obviously it is on that car that Matrix have based their miniature. At first glance the model appears to be black but it is in fact a very dark grey. In some images of the car from recent years the side spear is a slightly lighter shade but in others it is all one colour and the latter is the finish which has been chosen. The shape of the car is well captured and the small details are well applied including two-piece pillar-less side glazing and very fine grilles in the bonnet sides.



MTX51705-121 Rolls Royce Phantom II Continental Hooper £123.95

This elegant open four-seat tourer was originally built for eccentric oil tycoon Nubar Gulbenkian and by the standards of his later machines was very discrete and tasteful, so much so that it was apparently loaned for Royal use in the late 30s. The original colour was apparently a dark blue but the car was restored some years ago in a light metallic shade which suits very well. The unique details of the car including the speedometer and clock for the rear seat passengers remain and have been well observed on the model. The paintwork on our sample is excellent and it all matches very well with photographs from the auction catalogue when the car was offered for sale recently.



MINICHAMPS®

**Minichamps - New 1:43
resin cast & diecast models**

MIN417160444 Mercedes W07 Halo test 2016 Hamilton - resin £89.95

Alternative version [MIN417160244 China](#), [MIN417160344 Monaco](#), [MIN417160644 Brazil](#) & [MIN417160744 Abu Dhabi](#)

In Friday practice for the Singapore Grand Prix it was Hamilton's turn to test the 'Halo' head protection device. As with Minichamps many other variants of the W07, the race specific sponsorship all looks to be correct and the car is wearing the right purple marked ultra-soft tyres. As with previous versions of the car, the rear wing endplates are rather thick but the suspension and other details are nice and fine and that includes the halo.



MIN530764332 McLaren M23 RSA 1976 Mass £69.95

Alternative version [MIN530764331 Hunt](#)

Despite problems in practice with the handling balance of his car, Jochen Mass qualified fourth and went on to finish the South African Grand Prix in third place, giving McLaren a double podium. As with Minichamps other M23s, the upper cowl and airbox are separate plastic mouldings which clip into place. The engine beneath the airbox is pretty convincing, the driver figure less so. Additional decals will be needed to complete the sponsorship, but the basic shape and colour scheme looks good.



MIN400704600 Opel Commodore Spa 1970 Steinmetz £59.95

Alternative version [MIN400704608 #8](#) & [MIN400704609 #9](#)

Steinmetz ran four near identical Commodores for Opel in the Spa 24 Hours and this was the fastest in practice starting from third on the grid. The early pace was good but an accident and subsequent illness for driver Dieter Fröhlich saw the car disqualified as Willi Kauhsen would have exceeded his driving time. Some of the detailing on the model is quite old fashioned with chunky wipers and simple decals on the side window for the vent panel, but the overall shape is excellent, as is the paint finish and the decoration is all well placed.



MIN410162407 BMW M4 DTM 2016 #7 Spengler £69.95

Rules stability in the DTM means that the base model of this first 2016 BMW release is basically the same as the 2015 cars. So we have a good overall shape and crisp panel engraving as seen before but some of the smaller details, such as the rear wing support, are a little thick. The livery of Bruno Spengler's car is also little changed with a matt black main finish and title sponsorship from BMW Bank. There are a few changes to the minor decals and all is very neatly applied and clearly printed.



MIN410160706 Mercedes W07 Champ 2016 Rosberg £68.95

Unlike previous versions of Rosberg's championship-winning W07, this is a traditional diecast rather than having a resin body. The panel lines aren't quite as sharp as they are on the resin versions, although they are still pretty good and the rest of the fine detailing is as we would expect with delicate suspension parts which are carbon textured and plenty more carbon on the floor and some of the smaller aero parts. The model is based on the Abu Dhabi season clincher and the sponsorship on the well finished body is correct for the race.



SPKRS1503

Porsche 962 Norisring 1986 Memorex

£77.35

Brun Motorsport ran this short tail 962 under the Memorex Racing banner for Frank Jelinski in InterSerie races and the same chassis wore Fortuna sponsorship (and presumably a second set of bodywork) on WSC events. Here we see it as Jelinski finished fourth at the Norisring which was one of his better results for the year and one which was well documented. The car is covered with fine red striping and this is neatly applied as large decal panels over an excellent white paint finish. There's a fair level of cockpit detail visible and at the rear the diffuser is picked out in red.



Premium ClassiXXs®

**Premium ClassiXXs - New 1:43
diecast model**

PRE12511

Mercedes LP608 Max Moritz 1978

£68.95

The Max Moritz Racing team's Porsches were a regular sight in German and continental races during the 1970s, their bright orange Jagremeister sponsorship helping them stand out and the results also often being very good. It is appropriate that they used the Mercedes L series as a support truck, this machine being ubiquitous in Germany during the period. We've seen the basic truck model in various liveries from Premium ClassiXXs before and the shape is, as usual, very good. The paint finish is excellent and the signwriting on the sides showing the drivers as Schurti, Kelleners and Doren in 935s and an RSR mark it as being from 1977/78.



TSM MODEL™ SCALE MINIATURES

**Truescale Miniatures - New 1:43
resin cast models**

TSM164357

Porsche 910 Bergspyder Hills 1967 #1

£89.95

Inaccuracy of description strikes again with TrueScale. The display describes this as being the winner of the Ollon-Villars event and World Champion. Gerhard Mitter did not win this event in 1967 but he did win the European Championship, he also didn't run race #1 on the event. He did use #1 on a couple of other races he did win though, but in all the photos we can find the nose number was on straight. These niggling details are a shame as the overall shape of the model looks very good and the finish is excellent. Particularly impressive is the very fine rollover hoop and there's a decent level of detailing in the cockpit and under the rear.



TSM430106

Ford GT Le Mans 2016 #66

£89.95

TSM430109

Ford GT Le Mans 2016 #69

£89.95

Alternative versions [TSM430107 #67](#) & [TSM430108 #68](#)

Ford's main focus for the 2016 racing season was Le Mans and four cars were entered, two each as Chip Ganassi Racing UK and USA. Here we see one of each, the #66 UK team car finishing fourth in class and the #69 USA machine in third. The dramatic lines of the cars are very well modelled and the three colour-livery is smartly reproduced with the red and blue painted and the white applied as decal. The other smaller decals are equally well applied and overall these are fine looking miniatures. The release of these two also now completes the 2016 Le Mans grid.



RACELAND

Raceland - New 1:43 resin cast models (by Spark)

SPKRS1106

Lola T222 InterSerie #4 Bonnier

£71.20

The first two races of the 1971 InterSerie were the most successful for Jo Bonnier's Lola, Elford finishing third at Hockenheim and the boss replicating that result a week later at the Norisring. It is the latter which is modelled here and the overall shape and decoration of the car match race photos very well indeed. The paint finish is excellent, decals neatly placed and there is plenty of fine detailing on the cockpit and on the semi-exposed engine.



TSMCE164310

Cadillac V16 Convertible Sedan 1936

£109.95

Alternative version [TSMCE164311 Blue](#) & [TSMCE430006 Yellow](#)

Cadillac's in-house coachbuilder Fleetwood offered a wide selection of designs for the V16 chassis but only a handful of these were actually built. One of the rarer examples is the convertible sedan and 1936 was the biggest year for sales of this style with a whopping six examples produced, all with the retractable rear windscreen fitted. The car is modelled with that screen raised but the roof down and the small details are very delicately reproduced. The deep red interior makes a pleasing contrast with the deep black paintwork and whitewall tyres suit perfectly. A very attractive miniature.





Autocult - New 1:43 resin cast models

ATC03012 Rapid Kleinwagen 1946

£96.95

Hungarian-born engineer Josef Ganz had started work on a light car prototype in the 1930s and took his designs with him to Switzerland during the war. He was not permitted to manufacture directly due to local laws but was introduced to lawnmower makers Rapid who adopted the project and production started in 1946. Of the thirty-six cars built, only one is known to survive in the Swiss national motor museum and the model matches this very well. Period photos show several of the cars lined up and here they appear to have matt paint finishes rather than the gloss on the restored car. The convertible top is made as a separate piece and we think it looks better without, but the choice is yours.



ATC04010 DKW Stromlinie Versuchswagen 1930

£96.95

Very little is known about this fascinating streamlined prototype which appeared at auction a few years ago, even the seller couldn't provide information. The chassis apparently dated from 1929/30, but when the body was built is a mystery and is probably from the 1950s, unless the VW headlights are a later addition. Autocult has used a little artistic license modelling the car in pristine condition rather than the sorry state in which it was sold, but the shape is good and the pale metallic green is a decent match.



ATC05015 VW Country Buggy 1967

£96.95

The Country Buggy was a machine developed by VW Australia to provide a rugged, versatile and inexpensive machine for use in the outback. It used off the shelf VW components and the body pressings were extremely simple. There are only two seats, with the space behind given over to a load platform and a very basic roof keeps the sun and rain off. The roof structure, seats and steering wheel are particularly delicately made and the overall look of the model is excellent. When researching this subject we were particularly taken with the period advertising; "If you think the Beetle is ugly, take a look at this one. The uglier Volkswagen built for rugged dirty work".



ATC06019 Manta Ray 1953

£96.95

Concept or custom? You decide. The Manta Ray wasn't built by a car manufacturer but was the work of two aerospace engineers, working in their spare time to create the fibreglass body on a Studebaker chassis, the work taking 4000 man hours over a period of a year. It's a spectacular looking machine which looks like it's driven out of a 1950's sci-fi comic and those golden curves are crisply modelled with neatly fitted trim.

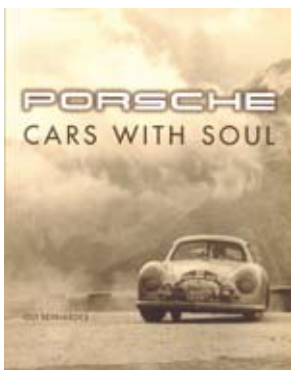


New books

ISB9781785003202 Porsche, Cars With Soul

£25.00

Weight 1.1kg by Gui Bernardes
There have been a huge number of publications about Porsche over the years but it has been a while since we last saw a general history. The author here is a Portuguese enthusiast for the marque and he takes us from Dr Porsche's early career at the start of the twentieth century and then on to his eponymous company from their first offerings until the present day. With only a couple of hundred relatively small format pages it isn't a large book and with so much to cover is fairly brief, but it is informative and is packed with images from the Porsche archives, particularly covering competition. If you're a marque devotee, you probably won't learn much but for those without a Porsche history, an interesting read.



ISB9781907085208 Jaguar Lightweight E Type, Autobiography

£60.00

Weight 2.5kg by Philip Porter & James Page

The Autobiography series of very specific car histories began with a lightweight E-Type, 4 WPD, and we revisit the marque with the eighth volume, this time concentrating on one of the best known of these limited production sports-racers, 49 FXN. The car started life in 1963 as a standard lightweight E-Type and after a season's racing in the hands of Peter Lumsden and Peter Sargent it was significantly reworked into a low drag machine. In this form the two Peters campaigned it extensively and its career continued for many years after in the hands of numerous owners. During this time the bodywork suffered numerous dings and was restored and repainted in a variety of colours according to the taste of its custodian at the time. In recent years it has been fully restored and is once again a familiar sight on the circuits. This rich history is all told and lavishly illustrated, with reference to and memories from many of those who drove it, to create a thoroughly absorbing volume.

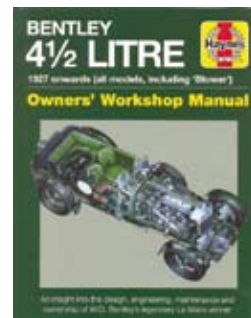


ISB9781785210709 Bentley 4.5 Litre, Owner's Workshop Manual

£22.95

Weight 1kg by Andy Brown & Ian Wagstaff

Nearly seven hundred examples of the Bentley 4.5 litre were built, most of them comfortable saloons, but a handful found their way onto the race track and these made a huge contribution to the Bentley legend. Here the authors look through the technical details of these magnificent machines with plenty of photographs showing cars and engines undergoing restoration and maintenance along with reproductions of original blue print drawings. Owners of some of the more famous cars today give their views and anecdotes and there are a huge number of period photographs showing the cars in action but also again plenty of close-up detail. Fascinating.

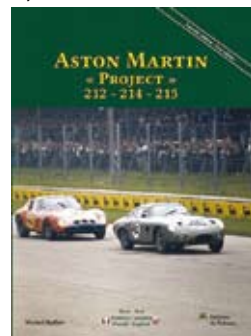


ISB9782360591053 Aston Martin Project 212, 214, 215

£45.00

Weight 1.4kg by Michel Bollée

The Aston Martin 'Project Cars' were conceived in 1962 with the sole purpose of winning the World Championship for Makes GT Class and while this wasn't achieved, there were some successes including beating Ferrari at Monza the following year. Michel Bollée tells the racing story of the cars and also sets the scene showing Aston Martin's activities at Le Mans and in other major events in preceding years. The text is in both French and English and as usual with Bollée's books, there is a huge quantity of period photographic material included, much of it in colour and covering not just the cars in question, but also much of the competition.



ISB9783927458970 Alan Mann Racing F3L/P68

£74.95

Weight 2.5kg by Ed Heuvink

Although the main focus of this lavishly illustrated, slip-cased volume is the beautiful F3L prototype, it is also a fairly good general history of Alan Mann Racing, showing the company's exploits in a variety of disciplines with Ford machinery. The F3L was designed for a 3-litre prototype regulation and from the outset was based around the new Ford Cosworth DFV engine, the first sports car to be so powered. Archive documents and images show the design and development and there are plenty of fascinating images of the car under construction. The short race history is covered, including Chris Irwin's Nurburgring accident, and the story is completed with the rediscovery of one of the chassis in a very sorry state in the Donington Collection's storage and its subsequent rebuild and new career on the historic scene.



AUTO2017 Automodelisme Le Mans 2017

£6.95

Weight 500g

The Automodelisme Le Mans special has become a must have for enthusiasts of the 24 Hours and is now in its twentieth year of publication. The format is little changed and nor does it need to be. Each of the sixty race starters has a dedicated page with several views of the car, the name of the team and entrant, the driver line-up and how it did in the race. These are sorted first by class and then by race number, the page headers having the class identification colours to make for a quick look up.



The Lancia D20

by David Blumlein

For the most part Lancia made innovative, technically interesting and well engineered cars. Notable landmarks include the legendary Lambda with its monocoque frame, narrow V4 engine and sliding pillar independent front suspension, the aerodynamic Aprilia with four wheel independent suspension and the post-war Aurelia with a V6 engine (not the first, however, which was the 1912 Delage) and transaxle transmission.

The company's creator, Vincenzo Lancia, had been for some ten years in the pioneering days a successful racing driver with Fiat but when his company got well under way he steadfastly pursued a policy of avoiding competitions, preferring to focus on advanced designs and good quality. He yielded somewhat with the coming of the Mille Miglia in 1927, seeing it as a good test of a car's reliability, and Lancia built a number of special Lambdas to take part. They did well and as the model sold, privateers entered with their cars. The little Augusta, a favourite of Tazio Nuvolari, did likewise, taking for example the top three places in the 1936 Targa Florio. That was the year which saw the launch of Vincenzo's last masterpiece, the Aprilia, but he never lived to see it in production, dying in February 1937. It was a natural class winner in the 1500c.c. category and was still winning its class in the 1951 and 1952 Mille Miglia!

Vincenzo's son Gianni took over in 1948 and he had ambitions to see Lancia among the international winners. The first post-war product was the Jano-inspired Aurelia which was shown at the Turin Show in 1950. More significant was the appearance of the Aurelia B20 G.T. a year later, now with a 2,500c.c. engine. It soon

stamped its superiority on the class and Bracco came second overall to Villorosi's Ferrari in the 1951 Mille Miglia, winning the 6-Hours at Pescara and taking an important class win at Le Mans. Successes multiplied in 1952, Bonetto winning the Targa Florio outright and the trend continued into the 1954 with Louis Chiron's win in the Monte Carlo rally.

If the Aurelia G.T. notched up a huge list of successes in races, rallies etc., it was still only a Gran Turismo and with the world's manufacturers creating full-blooded sports-racers, Gianni Lancia was keen to join them. Therefore for the 1953 season, the Lancia engineers designed a coupé sports racing car, the D20. Given the company's successful experience of V6 engines and transaxles, it is not surprising that this, the first of the proper racing cars, should follow similar design trends to the Aurelia. But there the comparison ends. The D20 was an entirely new design. A triangulated tubular space-frame housed a 2.9-litre V6 with twin overhead camshafts on each bank and with triple Weber carburettors. This was mated to a rear-mounted clutch, gearbox and differential unit.

The suspension at the front moved away from Lancia's traditional sliding pillar arrangement and used a trailing arm and transverse leaf spring; at the rear the wheels were carried on angled, trailing wishbones coupled again to a transverse leaf spring. Inboard brakes were used at the front and rear and cooling these was really the car's one weakness.

Pinin Farina designed an attractive aluminium coupé body, the car weighing a mere 800kg and with 217b.h.p. it had considerable poten-



Profil 24 1:24 kit PFL24104 - Lancia D20 Le Mans 1953

tial, the drivers expressing pleasure with the handling and performance during testing. Had Lancia chosen to make a street Berlinetta version, it would have sold very well.

Five D20s appeared for the 20th Mille Miglia at Brescia on 27 April 1953. One of them, numbered 554, was not strictly a proper D20, this car for the Roman Borniglia having an experimental 2,489c.c. B110 engine with four overhead camshafts but the others had the 2.9-litre unit, car no.606 for Bonetto, 616 for Biondetti, 619 for Maglioli and 635 for Taruffi. The latter set off at a cracking pace but soon went off the road while leading. Borniglia had to retire and Maglioli had to withdraw when an oil pump broke on the Futa Pass. Bonetto came in third behind with Biondetti eighth, led home by Anselmi in a faithful Aurelia B20!

The first win came when Maglioli used his Mille Miglia car to take first place on 10 May at the Palermo - Monte Pellegrino 8.75km hillclimb and the reliable Italian then tackled the Targa Florio with the same car. There was heavy rain at the start and the Lancia coupés soon misted up their screens and rear windows. Poor visibility coupled with the shattering noise inside the body which leaked through the poor door seals made life difficult for the drivers, Bracco retired but Taruffi came through to lead, set a new lap record and then went off the road, just 50km from home, letting Maglioli into the lead which he held for a win. Bonetto's car never started having been involved in a collision with another competitor's car before practice had even begun.

Next came Le Mans which was a complete disaster for Lancia. Four D20s were entered for Bonetto/Valenzano (no.32), Taruffi/Maglioli (no. 30), Manzoni/Chiron (no.31) and Gonzales/Biondetti (no.63). The cars were all fitted with 2.6-litre supercharged engines which turned out to be a disappointment. The Roots-type blower was mounted on the V and fed by twin side-draught Webers. The cars were not competitive and after six hours the Bonetto/Valenzano car with green-painted bonnet air scoop pulled out with a dropped valve. In the small hours of the morning, the white-nosed Taruffi/Maglioli car refused to start after a pit-stop. By mid-morning the red-nosed Gonzales/Biondetti car blew its engine on the Mulsanne straight and finally the yellow-nosed Chiron/Manzon car ran its bearings.

Because of the cockpit heat, Lancia commissioned from Pinin Farina an open-bodied version, called the D23. In the meantime, Taruffi, Bonetto and Manzoni all retired their D20s at Oporto and only Manzon drove a D20 at Monza for the Gran Premio dell'Autodromo; he finished thirteenth in the first heat and retired in the second. Bonetto came second in the final appearance of a D20 at the 12.5km Coppa Della Consuma on 5 July.

Thus ended the short career of the promising D20 coupé, an attractive car which came to rely on its open-bodied D23/D24 derivatives to achieve some more fame for Lancia. Then came the exciting D50 and soon after that, the money ran out!

REVIEWS

AUTOPROG2017 Le Mans 2017 Official Program

£6.00

Weight 800g

Whether you attended the race and your programme became tatty or you missed out and would like to catch up, we have a small number of the official programme packs available. The main programme is in French and English and includes historical information, driver interviews, team profiles plus a copy of the official race poster. There is an additional double sided Porsche poster and a Porsche sponsored WEC booklet, this time in English. Two smaller bilingual pocket guides include the official entry list with driver and car details and a practical guide to the race with maps, transport information and a guide to the spectator facilities.



KOMUDG008 Sauber Mercedes C9 Ultra Detail Guide

£19.25

Weight 400g

We come up just short of 100 pages for the latest in Komakai's excellent photo resources for modellers. The 1989 specification C9 is the subject and from the front brake ducts to the cooling system catch tank right at the rear, there is a huge amount of close-up detail. Each A5 landscape page is a separate image and they cover body, chassis and interior. Superb once again.



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