

- * 1:24 BMW M6 GT3
- * CMC Lancia D50
- * LM Class Winners
- * Ferrari Portofino
- * 6-wheeled Hispano



01-2018

£4.95

SMALL WHEELS



Terzo Millenio

Good news for concept car fans, Lamborghini's outrageous Terzo Millenio electric supercar design study is to be modelled in both 1:43 and 1:18. The smaller model will be in the Looksmart range ([MRCLS487A](#)) while the larger one will appear under the sister MR Collection range ([MRCLAMBO033A](#)).



Knucklehead

No, we're not being rude! This was the nickname given to the engine style used by Harley Davidson from 1936 through to 1947 and two examples of these fabulous machines are being released as 1:9 high detail kits by Hiro. The image below shows the 1940 version ([HIR09637](#)) and with a few subtle changes there is also a 1947 edition ([HIR09638](#)).



Formula E

Just as we were mailing the last edition of Four Small Wheels we received exciting news from Spark that they are to make a significant number of Formula E racers. Most are from the 3rd season (2016/17) but there are also cars from the previous campaign. There are no fewer than twenty-four subjects announced so far in 1:43 and the two season champions will also be made in 1:18. First deliveries are scheduled for February with more following over several months.



Spark resincast [SPK5904](#) - Venturi Formula E Hong Kong 2016 Sarrazin

New Aston Martin Vantage

Aston Martin unveiled their dramatic new Aston Martin Vantage in late November and TrueScale have already said that they will be making the road car, although there are no confirmed colour options or references yet.

The GTE version will also make its race debut during 2018 and we should be seeing Le Mans versions modelled at least when the time comes. Watch this space!



is published by

GRAND PRIX MODELS,
4 Thorpe Close, Thorpe Way,
Banbury, Oxon, OX16 4SW, England.
Telephone 01 295 278 070
Fax 01 295 278 072
E-Mail - mail@grandprixmodels.com

Managing Editor - André Marot
Editor - Mark Chitty
Model reviews - Mark Chitty
Consultant - Brian Harvey

This magazine is published ten times
a year - subscription rates - UK £42;
Europe inc Eire £46;
Rest of the World £50

All the books and models described in this
magazine are supplied by Grand Prix Mod-
els from whom they are available by mail
order. GPM's showroom is open to visitors
on one Saturday per month from
12 noon to 5 pm.
Other times by appointment depending on
workload in the mail order department.

The titles *Four Small Wheels* and
What's New are the protected copyright of
Grand Prix Models 2018. All material ap-
pearing in the magazine is the copyright of
the publishers and contributors. Reproduc-
tion is permitted **only** if written permission is
sought & obtained.

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

Rachael Harvey

It is with great sadness that we
start the year with the news that
Rachael Harvey, one of the found-
ers of GPM, passed away over the
Christmas holidays following a five
year battle with cancer.



Rachael is survived by husband
Brian, daughter Justina and son
Daniel. Brian and Rachael founded
GPM in 1972 and ran things for
over thirty years before taking a well
earned retirement in West Wales
in 2003, handing over the reins to
Justina and son-in-law Andre.

Those who remember Rachael
from Radlett or St Albans will not be
surprised to hear that she remained
pragmatic to the end, telling a Doctor
in her final days "I am no longer sup-
posed to be here and find this whole
thing to be a totally unacceptable
situation!"

COVER GALLERY

We top our cover this issue with
two modern GT3 machines raced in
the USA. To the left is the first of many
BMW M6s from Minichamps, the GTD
class-winning machine of Turner Mo-
torsport from the 2016 Circuit of the
Americas IMSA race, released as a
1:43 diecast ([MIN437162696](#)). To the
right is a 1:18 resincast by Top Speed
([TSMTS0163](#)) of the Acura NSX GT3
from the 2017 Pirelli World Challenge.

On row two, we see one of the
most unusual cars ever to be used by
a school to teach motor mechanics,
the Ferrari 250 GTO owned by Victo-
ria High and modelled as a hand built
by MG Model ([MGMGTO076M](#)). Yes
that is a Formula E car on the right,
Spark's resincast of di Grassi's Sea-
son 3 championship-winning Abt ma-
chine ([SPKFE03](#)).

Another winner next, the 2017 Le Mans Porsche 919 ([SPKLM017](#)), re-
leased by Spark just as we were closing for press. Back to 1:18 and a hand built
from BBR ([BBRC18012](#)) of the beautiful Alfa Romeo Freccia D'Oro of 1949,
modelled here with the roof open.

The two streamliners at bottom left are variations on the Kenz & Leslie
Bonneville racer offered in Dwindle's kit ([DWI43008](#)) with the 1950 version
([DWI43008M50](#)) to the front and the 1951 car ([DWI43008M51](#)) behind. Finally,
a preview of Ebbro's soon to be released Lotus 49B kit ([EBB20005](#)) which we
know that many of you have been patiently waiting for for some time.



EDITOR'S CHOICES

Our favourites from this issue's new releases



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

BBRC186E Ferrari FXX-K 2016 #81 Blue £148.50
BBRC186H Ferrari FXX-K 2016 #38 White £148.50
 Alternative versions **BBRC186A** #55 White, **BBRC186B** #17 Blue, **BBRC186C** #5 Black, **BBRC186D** #98 Matt Black, **BBRC186F** #68 White, **BBRC186G** #66 Matt Black & **BBRC186L** #8 Matt Blue



BBRC186E

Ferrari's FXX-K track-day project entered its second year in 2016 and here we see two of the more colourful examples of the cars used. The base model is very well detailed, particularly when we look in to the cockpit and through the rear screen to the engine compartment, with plenty of neat carbon decal visible on numerous small components. On our sample of the #38 car, there is slight bleed in a couple of places where the two-tone white and red paintwork has been applied, but no such issues on the blue and yellow #81 machine. This livery is a stunner and has been very well replicated. Our only query is that on the rear deck there is a decal saying 'K West' but it would appear that this car is owned by accomplished gentleman racer Alexander West.



Almost Real - New 1:43 diecast model

ALR430403 Bentley Continental GT3-R 2015 Blue £79.95
 Also available **ALR430401** White, **ALR430402** Red, **ALR430404** Yellow & **ALR430405** Green



Almost Real is a new range to us and their catalogue is packed with models of Bentleys in various forms along with a few other prestige European marques. First impressions are very good, this traditional diecast model being very crisply cast with nice sharp panel engraving and distinct swage lines beneath an excellent metallic blue paint finish on our sample. The windows have subtle raised framing printed on and fit is near perfectly on our sample, the rear spoiler, wheels and wipers are all very delicately made and overall this will sit very well with any of the better resincast model and not give away its more traditional construction until you feel the weight.

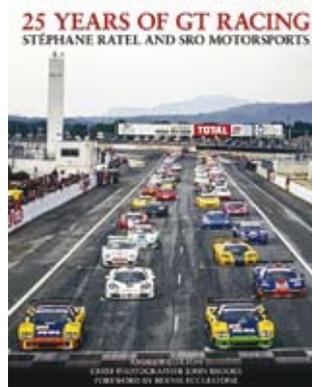


New book

ISBN9781910505267 25 Years Of GT Racing

SOLD OUT

Weight 3.7kg by Andrew Cotton
 Many forms of motorsport have gone through peaks and troughs in interest and in the early 1990s, sportscar racing was at a low, Le Mans seeing its lowest entry in 1992 since the depression hit early 1930s. Stephane Ratel was a young entrepreneur who had already made a fortune, and plenty of contacts, dealing in high end road cars and in his position as marketing manager at Venturi, helped save the company by creating a one-make series for their products and selling 70 cars to wealthy clients as a result. These gentlemen drivers were bitten by the racing bug and Ratel's organisation, SRO, moved on to more one make racing with Lamborghini and then to the BPR series, FIA GT Championship and today is heavily involved in the Blancpain Series amongst many others. Ratel has been a pivotal figure in the now huge sports-racing scene globally and here in this huge volume we follow how the sport has evolved over the past 25 years. This isn't about statistics and results, but as with all great coffee table books it is about the photographs, over 550 of them! The images selected are excellent and show us not just the different machines and the circuits that they have raced upon, but also many of the people who have been responsible for driving or preparing them, with plenty of them also adding their opinions and insights.



Platz/NuNu - New 1:24 plastic kit & accessory

PLZPN24001 BMW M6GT3 1st Spa 2016 £43.20
NUN24001 BMW M6GT3 2016 Detailing Set £30.35
 Also available **STUCD24028** templated carbon



Platz is a new name to us, although some aircraft and armour modellers may recognise it, and this first 1:24 car release has been created together with Beemax. The kit design is for a kerbside model but there is still plenty of detail included for the cockpit and a fair amount for the suspension and chassis, although the latter will be fairly well hidden when completed. Each window section is a separate piece, which will simplify the application of the decals which are included for the frames and the position marker light to go in the front screen. A few plated parts are provided for the light backings but do not included the grille insert, the outer edge of which will need a chrome finish of some sort. The decals are clearly printed and offer either the winning #99 machine of Eng, Sims and Martin or the sister #98 machine which finished well down the running, with clearly printed and correct sponsorship and the various grey and yellow stripes. The decals also have the seat belts on, although you may wish to upgrade these and a few other small parts with the additional detailing set which is, for some reason, marketed under the NuNu brand. This has etch for the seat belt buckles, the driver protection netting, various fasteners inside and out, grilles, wipers, brake facings, replacement supports and end-plates for the rear wing. Along with the etched parts, there a few small machined pieces and three sheets of templated carbon decal too.

INDEX OF REVIEWS IN THIS ISSUE

A&G Model	6	Le Mans Miniatures	20
Almost Real	3 & 23	Looksmart	4, 11 & 23
AMC	4	Marsh Models	6
Autocult	20	Matrix	15
Avenue 43	15	MG Model	5
BBR	3, 6 & 11	Minichamps	22
Books	3, 14 & 15	Mysterious	5
Carbone	4	Neo	20
CCC	6	NuNu	3
Clay Models	10	Platz	3
CMC	11	Profil 24	7
Cult	11	Renaissance	8
Dwindle	6	Revell	8
Evrat	4	RGM Design	4
fahr(T)raum	15	Schuco	10
GCAM	7	SilverLine	7
GLM	20	Spark	17, 18 & 19
Haseagawa	8	Studio 27	7 & 10
Hiro	7	Tameo	7
Ixo	22	Top Studio	10
KB Model	19		

Every item mentioned on this page is available from Grand Prix Models

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

Carbone

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

CAR43109 Bugatti T57C Aravis Cabrio Gangloff 1938 £299.95

Also available **CAR43108** restored version

Carbone describe this as being the original version of the very rare Gangloff-built Aravis design but there are subtle changes from the original, most notable being the extension of the dorsal fin, which originally was a few inches shorter to allow a French number plate to be mounted beneath it. The details are correct for the car as it appeared for sale in 2006, the bodywork having been given a fresh coat of the original metallic blue some years earlier. The paint on the model is stunning, the colour really popping under the lights. The small detail trim is neatly fitted and the pale blue interior and grey hood cover have subtle and realistic finishes.



CAR43112 Mercedes 680S Rennsport Sindelfingen 1927 £299.95

We've not been able to find out much about this high-performance Mercedes other than that the lightweight bodywork depicted is original and the car was delivered new to New York. The model is based on the car as it has appeared in recent years and the bright red bodywork contrasts well with the black interior, wheels and the underside of the chassis. The real car images show rubberised treads on the running boards rather than the ribbed etch on the model, but otherwise the detailing is very good. The wire wheels are very fine with the brass coloured brake drums showing through and the overall appearance is very attractive.



evrat Miniatures

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

EVR205 Bugatti T55 Cabriolet Billeter & Cartier '32 Black £227.50
EVR206 Bugatti T55 Cabriolet Billeter & Cartier 1932 Blue £227.50

The maker describes these two variants of this unusual drophead coupe as being restored (black) and pre-restoration (blue). Looking back through our print references, the black and green colour scheme was on the car in the 1970s and 80s too, so the blue seems to be an interim variation and the black may well be the original colour. Both models are beautifully finished and in terms of quality and presentation they are extremely similar to the fine offerings of Carbone. The blue version is modelled with the roof up, while with the top down the black model gives us a clear view of the well detailed interior. Both are made in very limited quantities, numbered from 60 and 90 pieces respectively.



RGM Design

RGM Design - New 1:43 resin & metal hand built model (by BBR)

RGMCAR038A Ferrari 250GT Lusso Proto 1962 Restored £224.90
Alternative version **RGMCAR039A** Yellow

The prototype for Ferrari's 250 GT Lusso first appeared in 1962 and period images show that it was originally finished in pale yellow. The car has been repainted a number of times (the first very early on) and the model is based upon its appearance at the 1998 Nurburgring Old-timer Meeting, at which time it was silver. There are subtle changes from the final production cars, most noticeable the lack of fog lamps either side of the grille giving a much cleaner look to the front end. The model is cleanly built and well proportioned, but the grain on the silver paint is a little heavy in places beneath the super-smooth clear lacquer.



lookSmart

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

MRCLS480A Ferrari Portofino 2017 Red £131.95

Alternative version **MRCLS480B** Aluminium, **MRCLS480C** Yellow, **MRCLS480D** Silver, **MRCLS480E** Rosso Corsa, **MRCLS480F** White/Black & **MRCLS480G** Red/Black

Unveiled at the 2017 Frankfurt show, the Portofino is Ferrari's new entry level GT and replaces the California T. Like its predecessor, the design is a 2+2 with a retractable hard-top and the first model released is of the car with the roof closed, making for a very balanced-looking coupe. The spirit of the design is very well captured and the overall shape looks pretty good, but unusually for Looksmart the more angular design cues are a little soft. The finish is superb though, the main body colour being a special shade of metallic red, new for the car, and all of the smaller parts carefully fitted.



MRCLS482A Lamborghini Aventador S Roadster 2017 Blue £131.95

Alternative version **MRCLS482B** White, **MRCLS482C** Red, **MRCLS482D** Green, **MRCLS482E** Yellow & **MRCLS482F** Orange

The 2017 Frankfurt show saw several new supercars unveiled and among them was this rather striking open version of the Lamborghini Aventador. The model is based on the show car, finished in an attractive light metallic blue with pale biscuit interior. The angular lines of the car are very crisply moulded, with nice sharp edges to the various intakes on the front, sides and rear deck. The wheels are delicately made too and the standard of finish throughout is excellent.



ABC

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

ABC341 Talbot Lago T26 GS Figoni & Falaschi 1949 - built £252.95
Kit available **BRK43341**

We were impressed enough with the kit parts for this model to make it one of our "Editor's Choices" in FSW 10/2017, despite a couple of small detail errors. One of these was the size of the etched side window frames which looked as if they would appear odd on the model, but on the hand built we see that they have been finished in body colour and instead give a very pleasing depth to the door that the window might drop into. The chrome trim along the sills is slightly wrong at the front, where it should sweep up slightly, but otherwise the model looks very good. The foil for this trim and that on the boot lid is very neatly fitted, as are the various etched and plated trim parts and these all stand out well against a glossy midnight blue paint finish. Overall it makes for an attractive model of what is believed to be Figoni & Falaschi's only post-war body on a Talbot Lago Grand Sport.



BRK43340 Duesenberg Model J Landaulet Rollston 1936 - kit £98.85
Hand built available **ABC340**

Rollston was one of the less prolific coachbuilders of the 1930s, their production being limited to a few dozen bodies a year, but many of these were fitted to Duesenberg chassis. This appears to be the only Landaulet design and the car is modelled with the folding rear section open. The car had occasional seats which folded down from the bulkhead, but these are not included, a solid panel going in their place. The main resin castings are cleanly moulded with minimal flash and very crisp panel engraving and there are numerous precise holes for the various door handles, lights and other pieces of exterior trim. The photos of the real car in the instructions show that there was a fair amount of polished wood in the interior and this will need careful painting as the decals are limited to the very fine pinstripes on the exterior, but there is an excellent dash panel among the nice etched parts.



MG model s.r.l.

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

MGM512M051 Ferrari 512M Brands Hatch 1971 #3 £157.95

Brands Hatch was the first appearance for Juncadella's Ferrari 512 in M form, it having raced as an S for the previous season. The car initially appeared resplendent in yellow, but it was crashed in practice and after much work overnight started the race with borrowed red bodywork fitted front and rear. It certainly makes for a colourful subject in this form, the green rear wings adding even more colour. The paint colours on the model are evenly applied with a decent gloss and the various sponsor decals are clearly printed and carefully placed. There is tape decal applied over the lights and on the panel joins, all adding extra texture and visual interest. The basic shape of the car looks good and those small rear wings are folded etched parts, making them nice and fine.



MGM512M060 Ferrari 512M Mid-Ohio 1971 Muller £157.95

Having shipped his 512M across the Atlantic for the Watkins Glen 6 Hours, Herbert Muller remained in America for a couple of months contesting several Can-Am rounds, the best result coming in the first of these at Mid-Ohio. The car is finished in his traditional Swiss red and white and the main red finish on the model is excellent. The chassis sides are neatly masked and painted in a satin aluminium colour and at the rear we see folded etched winglets. The fins on the front wings are neatly painted but are moulded into the body, as is the Gurney flap on the tail, these belying the fact that the basic pattern is one from some years ago.



MGMGT065M Ferrari 250GTO 3rd Angola 1962 Piper £157.95
MGMGT068M Ferrari 250GTO Goodwood 1962 Piper £157.95

David Piper's GTO was one of the most travelled of these famous sports racers, starting its racing career in domestic events and within a few months touring southern Africa. The two models offered here are subtly different, the nose having been painted yellow for the overseas adventures. The overall shape of MG's GTO is pretty good and the specific body details, in terms of side vents, light positions and bonnet louvres are all correct for the Piper car. There are one or two small compromises, such as decals for the fuel filler and bonnet straps, but the windows on our samples fit well, there are fine wire wheels and machined exhaust tips.



MGMGT072M Ferrari 250GTO Laguna Seca 1964 #9 £157.95

The competition career of chassis 4219GT was very brief with just a handful of races in 1963. These included a win at Daytona for Rodriguez but it is in the attractive colours of its second owner, Frank Crane, that we see it here. The model has the correct two side vents and light positioning and the car raced at Laguna Seca with the small nose intakes closed. These are decals rather than engraved on the model and we also see a decal filler on the right rear sail panel. The livery of blue stripes and red numbers is neatly placed over an excellent white paint finish and overall it is a pretty model.



MGMGT075M Ferrari 250GTO Sebring 1963 #25 £157.95
MGMGT076M Ferrari 250GTO Victoria High School £157.95

After a season racing in Europe with Equipe Endeavour, chassis 3589GT found its way to America, via Nassau, for the 1963 season. It ran under the Ecurie Rosebud banner at Daytona and Sebring before being donated to Victoria High School in Texas for the motor mechanics class (we only got to work on a Hillman Avenger...!) When it arrived with Rosebud, tall D-shaped intakes were fitted on the front wings and these are a little flat on the model. The other details, with the small radiator opening, light positions etc are good though and the light metallic paint finishes on both models are excellent. We see the usual decal filler on the sail panel, fine wire wheels and hollow exhausts.



MGMGT0078M Ferrari 250GTO Paris 1964 #19 £157.95

This is the odd one out in the latest releases in MG's GTO collection as it is in the 1964 body style with the longer roof option, the car having been re-bodied following a crash on the 1963 Tour de France. The shape of this body doesn't look quite right to us in profile, with a bit too much drop off towards the rear and this isn't helped by the side windows being fitted very deep in their openings. The finish on the model is otherwise very good, with excellent paint, neatly applied decals and painted wire wheels.



MGMGT0080M Ferrari 250GTO Paris 1962 #12 £157.95
MGMGT0082M Ferrari 250GTO Nurburgring 1963 #48 £157.95

Again, we have a pair of models depicting the same car from different races. Von Csazy's car was modified a few times during its early life as it was repaired repeatedly and the front light and radiator intakes look correct for both of the races offered. However, at the Nurburgring the car appeared with the right-hand side carrying significant damage after the Targa Florio, and not pristine as the model here depicts. The Monthery version is more authentic and both models have a similar high standard of finish that we have seen on all this batch of GTO releases, with deep glossy paint, carefully placed decals and painted wire wheels.



MGM5WB43002M Ferrari 250GT SWB TdF 1961 #142 £157.95
MGM5WB43005M Ferrari 250GT SWB TdF 1963 #163 £157.95

These two SWBs both share the same basic styling of the later version of the car, with a small vent neatly moulded into the trailing edge of the roof and side windows with etched frames for the quarter light and drop-glass. We have clear images of both in action and the decal placement on each model looks to be accurate over very good paint finishes. Unlike MG's GTOs, the wheels are not painted and the very fine spokes are lost against the machined backings as a result. First impression of the shape (a difficult one to replicate) is good, but we have a near perfect profile image of the 1963 car and from this the models look slightly too long in the door and short in the tail. They are still very much instantly recognisable though.



MGM5WB43006M Ferrari 250 SWB Trento Bondone 1960 #302 £157.95

This model is based on a different casting to the pair above, the subject being an earlier example of the SWB with a slightly more curved profile to the door top, sliding side windows and no roof vent. The glazing is applied as two flat panels overlapped slightly to replicate the sliding windows and these and the other small details are neatly fitted. The wheel spokes again look a little lost, but the overall finish is very good.



???

Mysterious - New 1:43 resin & metal kit

MYS43096 Ferrari 512S Argentina 1971 #20 Montjuich £66.65
Hand built available MYS43096M

For 1971 Ferrari was represented by private teams only and in the Buenos Aires 1000kms, it was Juncadella's Escuderia Montjuich that scored the best result with its yellow and green 512S Spider. This is a relatively simple kit with cleanly cast resin parts for the body, chassis plate, seat, dash and a basic engine/transaxle unit. The wheel centres are also resin, with machined rims and there are etched parts for canard fins and various other small details, some of which don't appear to be needed for this version. The decals are clearly printed and include all the green striping, leaving a simple yellow main finish and a little detail painting to do.





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

BBR056A BBR 250GTO 1962 Red £203.95

Although a reissue and using a stock number BBR first applied back in the 1990s, this model has been remastered. The GTO is a difficult shape but BBR has done a good job of capturing it. No specific chassis is claimed but the small details are good for what became the standard body format, with a blended in rear spoiler, rear lights mounted flat on the back panel, two side vents and exposed indicators. The rear lights are a little flat, but the other details are very good. The etched window frames all fit neatly, the side windows applied as two pieces with the front section set slightly back to give an opening and the wheels and hollow exhaust snaps are as we'd expect.



BBRC198A Ferrari 812 Superfast Geneva 2017 LAST STOCK £150.95

The 812 was one of several new Italian supercars launched at the Geneva show and the F12 replacement resurrects the Superfast name which they applied to their flagship models in the early 1960s. The complex shape of the car, with its numerous vents, is well captured and the model looks set to pounce into action. The show car was finished in a new deep red to celebrate Ferrari's 70th Anniversary and this colour is well matched and the finish is, as always from BBR, a deep gloss. The windows are crystal clear and fit neatly, showing a well detailed interior and on the external details the wheels are particularly good, with tiny valves fitted and carbon brakes hiding behind.



CCC - New 1:43 resin & metal kit

CCC212 Bugatti T19 'Baby' 1911 £69.95

Hand built available **CCC212M**
Nicknamed 'bebe' because of its diminutive size, this Bugatti prototype was actually designed for Peugeot and with minor revisions they sold over 3000 of them. The car modelled is the original as it sits in the Schlumpf Collection and features a traditional oval Bugatti radiator rather than the more angular production version. Fine resin is provided for the body and seat units and the inside of the body will need some quite fiddly flash removal. The majority of the other components are cast in white metal, with the plated radiator and door handles having a brass finish. Some very fine etch includes the windscreen frame, rear brake cables and the spokes for the kit form wire wheels. It's all nicely thought out so should be a fun build, although maybe one for the more experienced modeller.



Dwindle - New 1:43 resin & metal kit & hand built models

DWI43008 Kenz & Leslie 1950/51 #777 - kit £73.95
DWI43008M50 Kenz & Leslie 1950 #777 - built £179.95
DWI43008M51 Kenz & Leslie 1951 #777 - built £179.95

Having run at 140mph at Bonneville with a twin-engined Model A pickup 'Odd-rod' in 1949, Bill Kenz and business partner Roy Leslie rebuilt the twin-flathead V8s into a purpose-built streamliner for 1950. This car became the first Hot Rod on the salt to exceed 200mph with Willie Young at the wheel in 1950 and a year later the speed was up to 230mph. The kit parts are cleanly cast as we have quickly become used to in this range and very well thought out to make for a simple build. The main external difference between the two versions is with the intakes, which were exposed in 1950 and faired over the following year. These parts are supplied as inserts to be fitted from beneath once painted. There's an uncluttered cockpit to be built before final assembly too and the decals are all clearly printed. The hand built models are both immaculate and check out well with period images, of which there are a surprising number available online.



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

MM284M47 McLaren M1C 2nd Mid-Ohio 1967 Hansen - built £188.95
MM284M77 McLaren M1C 4th Bridgehampton 68 Janke - built £188.95
MM284M84 McLaren M1C Mosport 1970 #84 Wonder - built £188.95

Kit available **MM284**

As we might expect, the earliest of these privately-run McLarens was the most successful, the type gradually losing competitiveness as the years went by. This is the simplest in terms of decoration too, the model finished in a bright white and with the rear spoiler set at quite a steep angle. Of this trio, the Janke car is the most colourful, the bright orange broken up with decal stripes which are lacquered-in in Marsh's typical high gloss finish and Bill Wonder's (great name for a racing driver!) machine features a deep front spoiler. Apart from the obvious colour and wing changes, there are other subtle detail differences between the models with locations and mounting style of mirrors etc all carefully observed.



MM286 AC Cobra 427 Oz/Riverside 1965 Miles - kit £71.95
MM286M4 AC Cobra 427 Australian TT 1965 #4 Miles - built £188.95
MM286M98 AC Cobra 427 Riverside 1965 #98 Miles - built £188.95

Most factory racing Cobras were powered by small-block V8s but this was one of the few exceptions, a machine campaigned, on only a handful of occasions, by Ken Miles. The differences between the two race versions offered here (neither of which finished) are in the numbering and placement of the smaller decals, and these are clearly shown on the instructions. The kit parts are as we're used to from Marsh with a very clean resin body, resin tyres, white metal for most of the smaller parts and a small amount of etch. On both hand built models we see an excellent paint finish in Guardsman Blue (a paint chip is included in the kit), with the decals carefully placed and cut into the panel openings before the clear coat was applied. The single wrap around windscreen is neatly cut and fitted and there is an oil tank filler on the right hand front wing as well as the more normal fuel filler on the rear corner.



MM288 McLaren M1B 3rd Las Vegas 1967 Spence - kit £71.95
MM288M McLaren M1B 3rd Las Vegas 1967 Spence - built £188.95

The ex-works McLaren of Ecurie Stoucy was usually driven by Ross de St Croix but at Las Vegas it was Englishman Mike Spence's turn and he continued the car's success with a podium finish. It's a very distinctive looking machine and the livery of white with red and black stripes has been neatly reproduced, the decals all carefully placed before being lacquered in. An air intake sticks out on the passenger side and the shape of this is not quite correct, standing a little too far off and the mirrors should be set on small brackets rather than straight onto the body. Frustrating as the hand built model is very well finished and still looks extremely attractive. Kit builders could quite easily adjust these details by trimming a little off the side of the intake, which is a small resin piece, and folding up some etch for the wing mounts. The kit parts are otherwise as we expect from Marsh with clean resin and metal castings, a fair amount of etch for the smaller details including the front and rear spoilers, and clearly printed decals.



A & G Model - New 1:43 resin & metal hand built models

AGM43001M OM Superba 3rd Mille Miglia 1927 #12 £114.95
AGM43002M OM Superba 2nd Mille Miglia 1927 #13 £114.95

Alternative version **AGM43003M #14 1st**

We've already seen this basic model released as the 1927 Mille Miglia winner and here we see the two sister team cars which helped the young Officine Meccaniche company complete a clean sweep of the podium. The models are in a similar style to FB model, which is to say that the castings are rather crude but there are some fine detail parts for wheels and windscreen frames and the paint finishes are well applied. Not the most sophisticated miniatures, but they have a certain charm and are important subjects.



SilverLine

SilverLine - New 1:43 metal kit

TMS109 Alfa Romeo 182T Italy Test 1982 De Cesaris £74.85

The early 80s was a period of big change in F1 as the teams shifted to turbo power to remain competitive. Alfa Romeo's first turbo-charged machine was based on the normally aspirated car used during the remainder of the season and only made one public appearance, in practice at Monza. The main external difference to be seen is the shape of the rear deck and this, along with the other body details, is typically well modelled in the crisp metal castings which will require minimal clean-up. Overall the kit is relatively simple, with most of the parts cast, although there are a few extremely fine etched parts for the smallest details. A two-tone paint finish will be needed on the main body and there are very faint 'cheat lines' cast in to the metal body so making the masking of this as simple as possible. Well thought out as usual and an unusual subject.



Tameo

Tameo - New 1:43 metal hand built models

TMKTMB047 Arrows A2 Germany 1979 Mass £176.95 TMKTMB048 Arrows A2 Germany 1979 Patrese £176.95

The Arrows A2 was one of the more extreme interpretations of the rule book in the ground effect era and raced for the latter part of the 1979 season. A kit was released in Tameo's SilverLine series (TMS072) but this was of its first appearance at the French GP. A couple of races later in Germany we see a higher tail and rear wing adding even more to the aggressive look of the cars. The large endplates which also make up the rear bodywork are very thin etch on the model and blend seamlessly into the main castings beneath the fine metallic paintwork. At the rear the engine is exposed and we are very pleased to see neat clusters of plug wiring and very precisely formed mesh filters over the intakes. Numbers are very limited with just 95 examples of the Patrese car and 67 of Mass's 6th placed machine.



GCAM

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

GCAM43093M6 Talbot 105 3rd Le Mans 1932 #6 £134.95 Kit available GCAM43093C

Tim Rose-Richards finished third at Le Mans for the second year in succession at the wheel of a Talbot, this time sharing the driving with Brian Lewis. Those who have opted for this model in kit form are faced with a few fiddly details such as the need to paint the darker green sections free hand and the folding up of very delicate etched wing supports. The paintwork on our sample is excellent, with both shades of green having a deep gloss and the striping all well one. The wings and wheels are painted to match and those supports look to be vulnerable, so handle with care when removing them from the rather rough and ready packaging. The radiator was a resin cast part in the kit and this has a simple satin silver paint finish, as does the fuel filler on the tail, these two details letting down an otherwise well-built miniature.



GCAM43092M Talbot Lago T150SS Le Mans 1938 #6 £134.95 Kit available GCAM43092

This was one of two Figoni & Falaschi-bodied Talbots to take the start at Le Mans in 1938, this example being quite unusual for the coachbuilder in that it had a very conventional radiator. When we looked at the kit parts for this car we commented that there was quite a lot of cleaning up and adjustment of parts to do, as well as a two-tone finish to be applied, and for the most part this is well done. The louvre detail in the bonnet is rather heavy, as is some of the etched brightwork, but the paint finish is, like the other models in this delivery, very good and the shape looks pretty accurate. As with many makers, the fine stainless-steel wire wheels have been left unpainted and would perhaps have been better toned down.



GCAM43091M52 Monopole Sport Le Mans 1955 #52 £134.95 GCAM43091M53 Monopole Sport Le Mans 1955 #53 £134.95

Kit available GCAM43091

GCAM's hand built kits can be a little variable on quality but there's no faulting the finish on this brace of Panhard-powered streamliners. When we looked at the kit parts, the castings didn't look quite square but there is no obvious warping on the finished articles. They are relatively simple models and the few small details such as the windscreen and lights are neatly fitted. There is sharp panel engraving and crisp rivet detail along the sides of the headrest and the paint finish is excellent.



STUDIO 27

Studio 27 - New 1:43 metal kit

STUFD43039 Porsche 919 1st Le Mans 2017 £128.50

Kits of modern Le Mans machines are scarce these days, but Studio 27 are keeping up their recent tradition of providing us with the winner at least! This is a kerbside kit and there is still plenty to get stuck into with some of the very fine etched detailing better suited to the more experienced builder. The majority of the parts are in white metal and the body is broken down into multiple pieces to enable some of the thinner elements to be introduced as tiny details and also to make the precise painting more accessible. Most of the castings have locating pins and holes included, which shows thoughtful design, and care will be needed not to accidentally remove these during preparation of the small feed tags and areas of flash. A two-tone paint finish will be needed on the main body and the multiple decal sheets include the various stripes, areas of carbon and pre-cut chrome foil for the roof.



Profil 24

Profil 24 - New 1:24 resin & metal kit

PFL24106 Aston Martin V8 Vantage GTE Le Mans 2017 £161.45

In theory this set of parts offers the choice of either of the GTE Pro category works Aston Martins, but we suspect that the majority of builders will go for the class-winning #97 car. Whichever you go for the coloured i.d. stripe above the windscreen will need careful masking and painting as it isn't included on the decals and you will also need some chrome paint or foil (BMF) for the roof as this is described as a chrome finish in the instructions but nothing is included for it. There's a modest amount of fine etch, which includes some excellent driver safety nets for the cockpit and the vertical elements for the complex rear diffuser, along with the front splitter, dive planes and a few other finishing touches. The bulk of the rest of the kit is resin and this will need careful clean up as many parts are very thin and on our sample, the otherwise pretty well-proportioned bodyshell has a sagging roof which will need straightening in warm water before paint preparation.



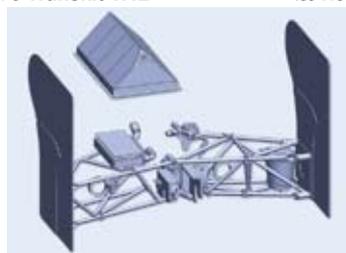
MFH

Hiro - New 1:12 resin & metal transkit

HIRP1131 Tyrrell P34 Japan 1976 Transkit 1:12 £91.35

Made to fit Tamiya kit TAM12036

The parts in this well thought out conversion set are all for the rear of Tamiya's Tyrrell kit. There's a fold-up etch intake cover to sit above the engine and a new oil cooler and oil tank/filter set that fits behind. These, along with large etched wing endplates and new cast elements mount on a complex cast metal framework, all made with great finesse. The wing parts have dozens of tiny rivets to hold them altogether and in skilled hands this will make a very different version of the Tamiya base model.





Hasegawa - New 1:24 plastic kits

HAS20309 Toyota Celica GT4 1st Safari 1993 **£44.95**

This subject has been released by Hasegawa before, many years ago, and now makes a welcome reappearance as a limited edition reissue with a couple of updates. Most obvious is a new decal print, which offers the choice of either the event and championship winning car of Kankkunen or the third placed machine of Kenyan local Ian Duncan. These decals are by Cartograf, so the quality is excellent, but there are a couple of legally necessary compromises which you will need to find aftermarket decals to fix. Other additions include a small etched fret for the seat belt furniture and various small clips and fasteners. The core plastic kit parts have plenty of detail with full chassis and suspension beneath (much of which will be hidden by large skid plates), a well-appointed cabin and, of course, the various Safari Rally specific parts such as a snorkel air intake and bull-bars.



HAS20310 Mitsubishi Galant Vr4 1st Spain 1997 **£43.20**

Rally Catalunya marked the first all tarmac event of the 1997 season and saw Makinen's first win on the surface as well as his second of four for the year which would eventually result in a narrow championship victory. Hasegawa have released a few versions of the Lancer Evo4 before, but this limited edition kit is the first for this event. The kit design follows a familiar pattern for their rally cars of this era, with a cockpit tub insert which has a fair level of detail, and full suspension on the underside to get stuck into. Revisions for this kit include etched parts for body fasteners, seat belt furniture, pedals and wipers, and the clearly printed decals give all the stripes for the livery, so that paintwork is a simple plain white. Adhesive masks are included for painting the black frames on the clear parts to keep things nice and builder-friendly.



HAS20312 Mazda 767B Le Mans 1989 Charge **£33.95**

There was a slight recoil as we opened the box for this one, as the orange plastic used for the main body parts was a bit of a surprise! We'd still paint it and do the job properly as bright as it is, it's not quite as vivid as the real thing. The decals include the green and black panels along with the white dotted lines and all sponsorship. The kit parts are pretty simple and once paint and decaling is done this will be a fairly quick build of the second Mazda home at Le Mans in 1989.



HAS20316 Jaguar XJR9 1st Daytona 1988 Castrol **£34.95**

The primary version offered in this kit is the 1988 Daytona winner of Brundle, Nielsen and Boesel, but the clearly printed decals also offer the two sister cars from the same race. Looking closely at the smaller details, we are pleasantly surprised to see that they are complete too, despite certain event sponsors, although some of the colours, particularly for the Jaguar wording on the windscreen sun-visor could be brighter. The kit parts are very simple, making for a straightforward and quick build and the end result will be a pretty accurate kerbside model.



HAS20318 Porsche 962 Le Mans 1991 Nisseki **£35.80**

We've seen numerous reissues of Hasegawa's simple to build, kerbside 962 over the past year or two. This latest limited edition set of parts includes clearly printed decals for the attractive aquamarine and white machine entered by Courage Competition for Trust Racing. As with the other Group C machines we see in this batch of releases, the kit parts offer a simple kerbside build which will be straightforward once the paintwork is done. In this instance a two-tone paint finish will be needed but stripe decals, which will cover the join between the colours, allow a little lea-way on the masking.



HAS20317 Porsche 968 Clubsport 1993 **£37.65**

When Porsche launched their lightweight, track-orientated 968 Clubsport 'Speed Yellow' was a popular choice from the limited colour options and Hasegawa has chosen this for the majority of the kit parts. The main bodyshell looks well-proportioned but looking at Hasegawa's own test build photos, the wheels are perhaps a little on the small side? The kit features an opening bonnet with a modestly detailed engine to go beneath and there is also plenty of chassis and suspension detail to enjoy. An interior feature of the cars was the replacement of the rear seats with a simple large shelf and luggage net and carpet material is included to line this along with some netting. The decals are very simple, with just the dash panel, number plates and a few badges, Hasegawa having opted to model a car without the 'sidewinder' Clubsport logos on the doors which were a delete option.



HAS20321 Jaguar XJS 5.3 HE 1983 **£37.65**

We recently saw the welcome reissue of Hasegawa's racing TWR XJS and here we see slightly different parts to create a standard road model. This means changes to the wheels, front and rear valences and of course the interior, which now has four seats (although the rears may as well be for decoration) and controls for the automatic transmission. There's a fair level of engine and chassis detail, while leaving scope to add more should you wish, and the decals offer a UK registration and fine silver striping.



Revell - New 1:24 plastic kit

REV07034 Porsche Panamera 2 Turbo 2016 **£22.95**

Revell kits aren't necessarily the most sophisticated, but they generally include a fair degree of detail and offer excellent value. This is a case in point, the kit features an opening bonnet with the engine detailing that you would see from above offered in multiple parts to ease detail painting. Much of the car's underside is covered for aerodynamics, but where exhaust and suspension parts show through, they too are included. In the cabin, builders are offered the choice of left or right-hand drive and the decals, as is common for road cars in this range, include number plates from numerous countries. Take your time and you'll have a decent model of Porsche's current luxury GT offering.



Renaissance - New 1:24 decals & accessories

REN24445 Opel Manta 400 Ypres/Condroz 1984 Decal **£18.50**

REN24447 Opel Manta 400 Ypres/Condroz 1986 Decal **£18.50**

Made to fit Belkits **BEL008** & **BEL009**
These two clearly printed decal sheets offer the cars driven by leading Belgian rally man in his home championship, in which he finished third overall in 1984 and second in '86. Each sheet gives the choice of two events, there being subtle changes to the sponsorship accordingly. The 1984 car will need a simple red main paint finish, the white roof panel being included as a decal, while the (we think) more attractive 1986 version will need two-tone paintwork with the choice of a gold or red & gold stripe to cover the join across the bonnet.



REN24453 Subaru Impreza WRC Gravel Set Speedline **£20.35**

REN24455 Subaru Impreza WRC Gravel Set OZ **£20.35**

Made to fit Tamiya kits
Tamiya's 1998/99 Impreza WRC kit appeared in a few forms, with most being tarmac specification. These two sets offer gravel set up with replacement shock absorbers, brakes and wheels in a hard resin and realistic gravel tyres in a soft resin. The Speedline wheels are a seven spoke design, while the OZs are 21 spoke.





Neo resincast [NEO46590](#) - Chrysler Flight Sweep I 1955



Trofeu diecast [TRF551](#) - Ford Escort RS1600 Monte Carlo 1970 Makinen



Spark resincast [SPK5838](#) - Porsche 911 RSR Le Mans 2017 Dempsey



Minichamps 1:18 resincast [MIN537871801](#) - McLaren MP4-3 1987 Prost



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



GLM resincast [GLM216001](#) - Bentley S1 DHC Graber 1956



Kess resincast [KES43049010](#) - Rolls Royce Phantom Royale 1995



JPS painted kit [JPS413](#) - Saab 93 Le Mans 1959



Minichamps resincast [MIN417160119](#) - Williams FW38 Brazil 2016 Massa



Spark resincast [SPK4128](#) - Austin Healey 100S Coupe 1953



Studio 27 - New 1:24 & 1:20 decals & accessories

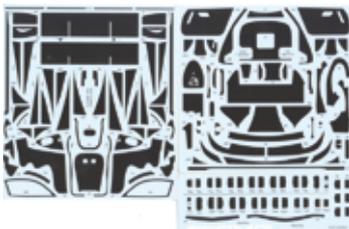
STUCD24026 Mazda 787B Templated Carbon Set 1:24 £20.45

Made to fit Tamiya kit [TAM24326](#)
This typically well printed pack includes two sheets of decal for Tamiya's 787B kit. The majority of these parts are for the cockpit, areas of the floor which are visible externally and the insides of various radiator ducts and intakes on the body sides. There are also a few small parts for the engine and a couple of other mechanical details and we see plenty of different weaves, colours and textures.



STUCD24027 Mercedes AMG GT3 Carbon Set 1:24 £29.95

Made to fit Tamiya kit [TAM24345](#)
There are three sheets of precisely printed textured composite decal in this set. The two larger ones cover the sort of pieces we would expect with one of these sets, so there are numerous interior pieces, wing surfaces and endplates, diffuser elements, splitters, dive planes and a few chassis details. The third sheet had us rooting through the instructions to find what the nearly forty tiny parts are all for - the radiator grille of course! That's certainly attention to detail and will keep builders busy for a while.



STUCD1207 Mercedes AMG GT3 Ring 2016 #9 Decals £15.85

STUCD1208 Mercedes AMG GT3 1st Ring 2016 #4 Decals £15.85

Made to fit Tamiya kit [TAM24345](#)
With the release of Tamiya's AMG GT3 kit we anticipated plenty of aftermarket decals to depict the numerous examples of the car racing with considerable success around the world and here we have two of the front runners from the Nurburgring 24 Hours. Both cars offered were Black Falcon entries, the winning #4 machine to be painted white before application of the bright blue striping and SAP sponsorship, while the fourth placed #9 machine (which had started from pole) is a rich blue with the yellow of Bilstein. As usual from Studio 27, the decals are sharply drawn and clearly printed and both will make for colourful finished models. Interestingly Maro Engel, the driver who set the race's fastest lap by some margin on the penultimate lap to take the win, featured behind the wheel of both cars and set the pole time in the #9!



STUFP040 Smoked Window Tint 5% £6.95

The description says it all really on this one! A sheet of pale grey, transparent decal (130mm x 130mm) to be applied to the windows or lights of your model and provide a subtle tint.

STUTK2075 Lotus 101 F1 Preseason Test 1991 1:20 T'kit £186.75

STUSDT2075 Lotus 101 F1 Preseason Test 1991 1:20 Decal £14.35

Made to fit Tamiya kit [TAM20030](#)
Intended for use with Tamiya's Lotus 102B kit as a base, this transkit is a comprehensive set of parts and you won't be using much from the donor other than the wheels and tyres. Resin parts are included for the main body, floorpan, lower engine block and transaxle and there are metal components for the cockpit, suspension, brakes and wing elements. The endplates for the wings are metal on the front with etched lower edges and more etch offers rear wing endplates and a few other small finishing touches. The decals are clearly printed but also quite basic, including all of the sponsor logos, tyre sidewalls, various cockpit detail and the outer rear wing endplates, but none of the green striping for the livery. There are full sized paper masks included however, which will simplify the two-tone paint finish. The decals are also available separately for those who are super-confident about doing some serious kit-bashing, but these come with no masks or instructions.



Clay Models - New 1:24 resin accessories

CLA24002A Porsche 956 Brake & Cooling Fan Set A 1:24 £27.95

CLA24002B Porsche 956 Brake & Cooling Fan Set B 1:24 £27.95

CLA24002C Porsche 956 Brake & Cooling Fan Set C 1:24 £27.95

Made to fit Tamiya kits
A feature often seen on Group C machines were aerodynamic brake cooling fans which both smoothed airflow at speed and also directed air through the wheels to the brakes. Three options are offered here as the spacing of the vanes on the fans varied depending on which team's cars they were on and which year, so you will need to pay close attention to reference photos when choosing the correct set for your projects. Each set contains four very finely cast fans, mounting rings, brake discs, callipers and even individual brake pads. Decals are also included to finish things off. Well thought out and very finely made.



Top Studio - New 1:12, 1:20 & 1:24 detailing parts

TOPTD23183 Resin Hose Joints - Mixed Set 1:12 £16.80

TOPTD23184 Resin Hose Joints - Mixed Set 1:12 £14.95

TOPTD23185 Resin Hose Joints - Mixed Set 1:20/1:24 £16.80

TOPTD23186 Resin Hose Joints - Mixed Set 1:20/1:24 £14.95

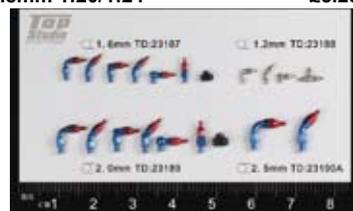
TOPTD23197 Resin Hose Joints 1.5mm 1:20/1:24 £5.25

TOPTD23198 Resin Hose Joints 0.9mm 1:20/1:24 £5.25

TOPTD23199 Resin Hose Joints 1.1mm 1:20/1:24 £5.25

TOPTD23200 Resin Hose Joints 0.8mm 1:20/1:24 £5.25

For use with Top Studio's braided hoses, these packs contain multiple styles of hose ends, with a variety of angles in each to allow for plenty of different fits. The mouldings are unpainted, but the packaging shows both the mix of designs included and how they might be painted.



TOPTD23201 Silver Braided Hose 0.6mm £2.25

TOPTD23202 Silver Braided Hose 0.8mm £2.25

TOPTD23203 Silver Braided Hose 1.0mm £2.25

TOPTD23204 Silver Braided Hose 1.5mm £2.25

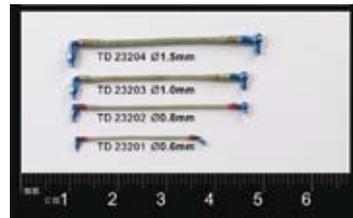
TOPTD23205 Black Braided Hose 0.6mm £2.25

TOPTD23206 Black Braided Hose 0.8mm £2.25

TOPTD23207 Black Braided Hose 1.0mm £2.25

TOPTD23208 Black Braided Hose 1.5mm £2.25

The description of these says it all. Each pack contains two meters of realistic looking braided hose, the smallest sizes being barely visible in terms of texture, but it's there. A variety of diameters allows for plenty of different uses in a number of scales and the two larger sizes have an insert to prevent the lines collapsing when cutting.



Schuco - New 1:43 resincast model

SHU09015 Opel Blitz Car Transporter Porsche £153.95

Schuco doesn't state a year for this race car transporter but we have found images of it lurking behind the pits at Le Mans and also at the Targa Florio, the latter images dated by the cars being carried as 1965 and 1966. The trailer is designed to take three cars and has the tailboard moulded as a separate piece, held in place with tape for transport and if you wish to display the model with this fitted, you will need to apply either a little glue or Blu Tack. The overall finish of the model is very good, with excellent paint and a few carefully placed decals. All that's needed to finish things off is a couple of 904s or 906s as a load.





BBR - New 1:18 resin & metal hand built & diecast models

BBR1833 Ferrari Superfast 4.9 1957 White/Blue £378.25

The original Ferrari Superfast was the star of the 1956 Paris show and this second, rather more sober design appeared the following year at Turin. It's a very elegant design and as benefits such a unique machine has been cherished its whole life, looking today much as it did when new. The shape of the car has been beautifully replicated with deep sharp shut-lines moulded in for the bonnet, doors and boot. The two-tone metallic blue and white paint finish is perfectly masked and evenly applied and the light tan interior adds an attractive contrast. The brightwork is all neatly fitted inside and out and the complete model is displayed on a smart grey leather base with an issue number included on the descriptive plaque.



BBRC18004 Ferrari TR61 1st Le Mans 1961 £230.15

First impressions of BBR's 1:18 1961 Le Mans winner are good. The shape checks out pretty well with race photos and captures the aggressive stance of the car, the paint finish is, as usual, superb and the fine wire wheels are painted to give a realistic appearance. The panel hooks and straps are all neat etched pieces, there are subtle etched vents in the front of the vac-formed bonnet bulge and fine vents on the rear. The interior has a reasonable level of detail but is rather sterile and there are a couple of frustrations, such as black paint where a rear-view mirror lens should be and untidy finishing of the rear edges of the main vac-form.



BBR181705 Ferrari SF70H Australia 2017 Vettel - diecast £199.95

Also available [BBR181707 Raikkonen](#) Sebastian Vettel started his 2017 season in perfect style with a win in the opening race in Australia. Viewing the car in 1:18 there are many small details which we might not otherwise see in 1:43, such as complex turning vanes/separators within the side air intakes. The front wing is moulded as one for the main elements which is a disappointment in this scale especially as the anti-stall vents in the rear wing are all neatly opened up as are vents in the floor. The suspension, floor and naked parts of the wings all have neat carbon finishes applied, there's heat-shielding around the exhaust and as with BBR's diecast of the previous year's car, the DRS flap can be posed open or closed. Overall, very good.



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

MRCLS18FC01A Ferrari 206 Dino Prototipo 1967 Yellow £230.80

Also available [MRCLS18FC01B Red](#) The Dino Competizione Prototipo was built on the chassis of an ex-Le Mans 206S and made its public debut on Pininfarina's stand at the 1967 Frankfurt Motor Show. The car remained in the design house's private collection for almost fifty years before, having been refreshed, it was sold to Jim Glickenhaus, the man behind the P4/5. It is in restored form that we see the car modelled, subtle details such as the painting of the distinctive spoilers and of the insides of the headlight nacelles differing from the original show car form. Those spoilers are mounted on fine etched stanchions, the rear ones with a drilled design. The wheels don't look quite right and the very bright blue seat belts look a little odd in the otherwise excellent interior. A couple of minor details on what is an otherwise beautifully finished model with very crisp vent detail and superb paint.



MRCLS18008F Ferrari 512S Monza 1970 #6 £230.80

This Gelo Racing entry for the Monza 1000kms was much photographed in and around the pits but didn't actually start the race. The specific body details look to be well replicated, with the tail section being particularly interesting fitted with additional vents and louvres, all of which are opened up. There are fine etched canards on the nose, painted gold to match the stripes and the top of the engine cover, the gold all having a subtle satin sheen against the bright gloss red of the main body.



CMC - New 1:18 premium diecast models

CMCM167 Talbot Lago T150 Le Mans 1939 #8 1:18 £529.95
Alternative version [CMCM145 Blue](#), [CMCM165 Red/Silver](#), [CMCM166 Black](#) and [CMCM179 Aubergine](#)

There are a number of physical changes between this race version of the Talbot Lago Teardrop coupe and the road cars which we have already seen from CMC. The car ran without rear spats to speed up wheel changes and the bonnet is also different with open vents on the sides and simple leather straps to hold it down. The bumpers are removed and at the front there are small additional lamps. These details all interrupt the flowing lines of the car rather, but are authentic for the Le Mans race. Beneath the skin there is the usual high level of mechanical detail with full engine, chassis and suspension but we do have a query on the colour. The model is smartly finished in a light metallic blue, but our references suggest that the race car was grey...



CMCM175 Lancia D50 F1 1954, 1955 £529.95
Alternative version [CMCM177 Castellotti Monaco](#)

We suggested the D50 as a suitable subject to CMC many years ago and received a reply at the time that "We have had similar thoughts", which goes to show how long the planning and design of these projects can take! First impressions are very good, the model looking to be well proportioned, has excellent paint and the external visible details, such as the coolers and fuel lines and the cockpit parts are all neatly done. There are numerous filler covers which open to then reveal fixed filler caps and after carefully undoing four catches, the bonnet can be removed to reveal a very impressive engine, mounted at a suitable angle. The model looks as if it can be further broken down to reveal more of the chassis and suspension, with screws to remove some panels and here it's a little disappointing to see these rather obviously beneath the bonnet edges.



Cult Model - New 1:18 resincast model

CML046-1 Jaguar E-Type S2 Coupe 1968 Blue £155.50

There have been a few subtle changes to the specification of this model between the sample build images and the final production. The most obvious is that the fine wire wheels are finished in the same very deep blue as the bodywork, rather than silver as previously suggested. Also helping to keep the purity of line, the front number plate has gone from being a conventional item on the bumper to a decal on the bonnet, a popular option with E-Type owners down the years. The general shape of the car looks good, with plenty of neatly plated brightwork carefully fitted and standing out against the dark main finish. We would prefer to see a chrome effect rather than a dull silver decal for the side and rear window frames, but otherwise very easy on the eye.



Replicarz - New 1:43 resincast models

RPZ43007 Maserati Boyle Special 1st Indy 1939 £94.95
RPZ43008 Maserati Boyle Special 1st Indy 1940 £94.95

The first thing we noticed when opening these two models of the car used by Wilbur Shaw to win back-to-back Indy 500s is the dramatic heat colouring applied to the exhaust pipes. This is a little overdone perhaps, but looks good nonetheless! The paint finish matches the restored car in the Indy museum, with a very fine metallic covered by a deep lacquer. The shape doesn't look quite right at the rear, as it slopes straight away from the seat back rather than running close to horizontal initially and the very well detailed tyres are rather low in profile. A shame as there are so many delicate details on the models which are beautifully done.





Spark resincast [SPK5154](#) - Ford Fiesta WRC 1st Monte Carlo 2017 Ogier



BBR hand built [BBRC186H](#) - Ferrari FXX-K 2016



Minichamps 1:18 resincast [MIN547831801](#) - Williams FW08C Donington Test 1983 Senna



Spark resincast [SPK5039](#) - Toro Rosso STR12 Australia 2017 Kvyat



Renaissance 1:24 kit [RENC24024](#) - Ford Sierra Cosworth 4x4 Ypres 1991



Minichamps resincast [MIN437152559](#) - BMW Z4 GT3 Spa 24 Hours 2015



Tameo hand built [TMKTMB047](#) - Arrows A2 Germany 1979 Mass



Neo resincast [NEO46766](#) - Chrysler Imperial C-15 LeBaron Town Car 1937



TrueScale Miniatures diecast [TSM430272](#) - Honda Civic Type R 2017



Looksmart resincast [MRCLSLM061](#) - Ferrari 275LM Le Mans 1965



Evrat hand built [EVR205](#) - Bugatti T55 Cabriolet Billeter & Cartier



Replicarz resincast [RPZ43007](#) - Maserati Boyle Special 1st Indy 500 1939



Minichamps diecast [MIN530164022](#) - McLaren MP4-31 Abu Dhabi 2016 Button



Spark resincast [SPKAS50216](#) - Audi R8LMS GT3 Bathurst 2016



MG Model hand built [MGMGT0080M](#) - Ferrari 250GTO Paris 1000km 1962



Norev diecast [NOR270302](#) - Morgan Plus 8 1980



Spark resincast [SPKPP016](#) - Norma M20 1st Pikes Peak 2016 Dumas



Top Speed 1:18 resincast [TSMTS0147](#) - Chevrolet Corvette C7 Z-01



Kess resincast [KES43000290](#) - Alfa Romeo 8C Berlinetta Viotti 1934



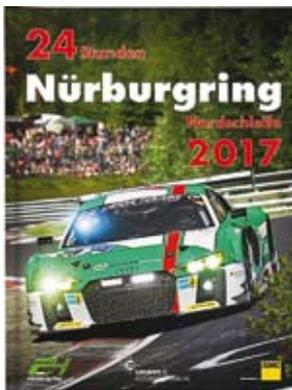
Ebbro diecast [EBB45510](#) - Nissan GT-R SuperGT GT500 2017



New books

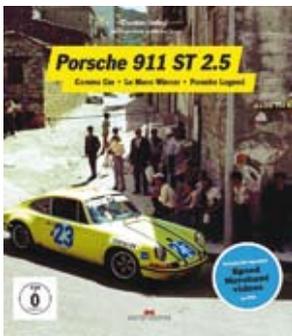
ISB9783928540902 24 Stunden Nurburgring Nordschleife 2017 £37.95

Weight 2.2kg by Tim Upietz
The Nurburgring 24 Hours has the largest grid of any circuit race of the year and in 2017 there were 160 entries, 157 of which took the start and 109 being classified at the end. With such a large entry there are a huge number of classes, with battles raging in most of them throughout the duration of the event. The weather for 2017 was warm and dry for most of the race and with an hour to go it appeared to be a done deal when, as so often happens in the Eiffel, the weather changed dramatically as did the race. 270 image packed pages bring us a detailed recap of the race, capturing the colour and action, both on track and among the 200k+ spectators spread through the forest around the circuit. There are detailed results by class and for the overall standings and the text is offered in both German and English.



ISB9783667111104 Porsche 911 ST 2.5 £45.00

Weight 1.6kg by Thomas Imhof
The 911 ST 2.5 was a rare machine with just 24 examples believed to have been built and this is the story of one of them, the yellow machine of Toad Hall Racing with which owner Michael Keyser, teamed with Jurgen Barth, took class wins at Le Mans and Watkins Glen and placed well in several other events. The car is perhaps best known for carrying the cameras to make Keyser's cult film Speed Merchants and a copy of this is included on a DVD. The text gives us a potted history of 911 racing prior to the launch of the ST 2.5 and we then follow the yellow machine around numerous races. There are a huge number of photographs included, some which are familiar and many which have not previously been published.



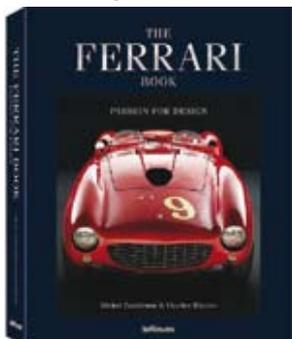
ISB9783947156009 Rallying 2017, Moving Moments £49.00

Weight 1.9kg by Anthony Peacock, Reinhard Klein & Colin McMaster
The 2017 WRC season was one of the most exciting for years, with eight drivers in four marques of car taking victories. We know we're in for a visual treat when we see the names of Klein and McMaster in relation to rallying and a superb selection of images from their McKlein photo agency is complemented by informative text by Anthony Peacock and plenty of results and statistics. The book is set out with chapters for each round, the photos capturing the unique spirit of each event and then rounding up the leading machines in finishing order at the end of each.



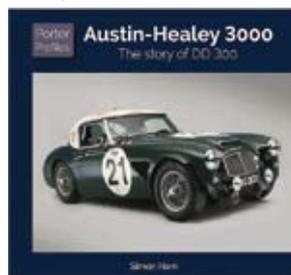
ISB9783961710201 The Ferrari Book, Passion for Design £100.00

Weight 4.8kg
This huge volume is a very impressive looking publication and concentrates very much on the beauty of many of Ferraris offerings. It is far from a comprehensive history of the marque and it was never intended to be so, instead it is a work of art in itself. The suede effect cover wraps over 400 large format pages, these packed with stunning studio images of carefully selected machines to show the evolution of the marque from the 1948 166 Spider Corsa to the modern day F12TDF. Each subject is introduced with a page of specifications and brief history, the text provided in English, German, French and Italian, but it is the photographs which really do the talking.



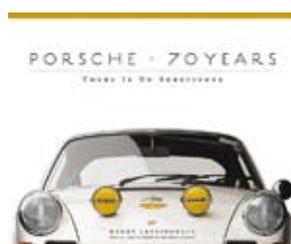
ISB9781907085703 Austin Healey 3000, The Story of DD 300 £20.00

Weight 1kg by Simon Ham
The first in a new series of profiles of specific chassis, this largely photographic edition tells the story of the car which started its racing career as a works entry at Sebring in 1960, registered 'UJB 143', and then after competing with the factory at Le Mans, was sold to David Dixon's Ecurie Chilton, gaining the registration 'DD 300' in the process. The car enjoyed a rich and varied career over the next four decades, evolving into a competitive mod-sports machine along the way. In more recent years the car has been restored to better than original condition for historic racing and there are myriad photos of it in all forms. The latest and largest of these images are studio shots of the restored car.



ISB9780760347256 Porsche 70 Years, There Is No Substitute £45.00

Weight 2.2kg by Randy Leffingwell
The history of Porsche, particularly in competition, is huge and despite its 250+ pages, this lavishly illustrated history of the marque is, therefore, relatively brief. From the original cars produced in Gmund, through to the latest Mission E concept, each significant type or new development is given roughly equal status with ten or so pages per design. These chapters are illustrated with a mix of period and modern images, and there is clear and concise text explaining the various stages of Porsche history.



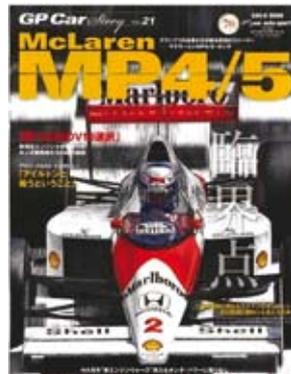
LMTECH2017 Le Mans WEC Technology 2017 £24.95

Weight 800g
The text in this publication may be almost entirely in Japanese, but the images included mean that it will still be an interesting reference guide for fans of top-line sports car racing. The main focus is on the LMP car with close-up detailed photographs of the Porsche and Toyota Hybrid LMP1 machines and an example of each of the four marques in LMP2. The GTE Porsche also gets the up close and personal treatment, but the authors seemingly didn't have access to the other challengers in that category. There's a race report too and a brief overview of regulation changes along with plenty of data tables, the latter being a little difficult to decipher if you're not a kanji reader. JAPANESE TEXT.



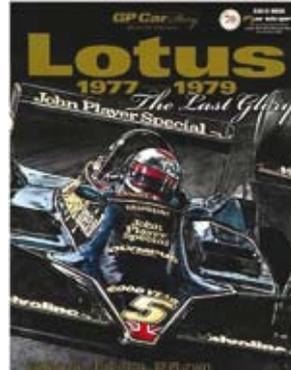
GPC021 GP Car Story Vol.21, McLaren MP4-5 £14.35

Weight 500g
The McLarens of Senna and Prost dominated the 1989 F1 season, the title famously being decided by the two driver's clashing at Suzuka. There are plenty of images included from numerous races up to and including this incident, but many of the excellent photographs feature close-up detail which will be of great help to modellers. There are detailed studio shots of the car retained in Honda's museum as well numerous photographs taken in pit garages during the racing year. Interviews with various protagonists are also included, but with the text in Japanese, it is the excellent photos that are of most value to us. JAPANESE TEXT.



GPCSPL002 GP Car Story Special Edition, Lotus £14.35

Weight 500g
Subtitled 'The Last Glory' this photographic special concentrates on Lotus racing activity from 1977 to 1979. The focus is, of course, the Lotus 79 and we are taken through all its variations during the 1978 and 79 seasons. There are also profiles of the preceding Type 78 and succeeding Type 80 as well as a brief look at the controversial 81. For those who read Japanese there are test drive articles and numerous interviews with former drivers and team personnel. JAPANESE TEXT.

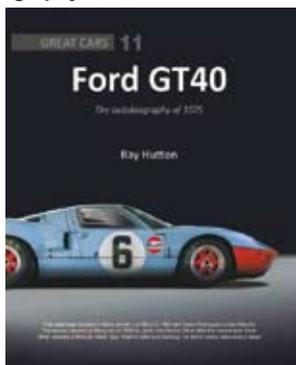


Postage rates on books

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

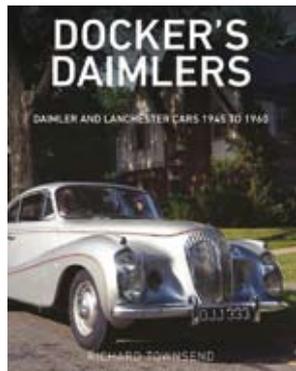
ISB9781907085680 Ford GT40, The Autobiography of 1075 £60.00

Weight 2.5kg by Ray Hutton
What better subject for the excellent Autobiography series than the most famous of the GT40s? Chassis 1075 not only won Le Mans twice, in 1968 and 1969, but also won several other races during those two seasons. Unlike many racers of the era, the car was then retired at the top of its game and has been superbly preserved since. The bulk of this hefty tome covers the racing activity with a great selection of photos, many of which have not previously been published. There are memoirs from a number of drivers and other key personnel and studio shots of the car as she is now, showing plenty of detail.



ISB9781445663166 Docker's Daimlers, 1945-1960 £14.99

Weight 500g by Richard Townsend
When we see reference to 'Docker' Daimlers we usually think of the extremely expensive and ostentatious specials built for the chairman's wife Lady Docker and justified to the company board as promotional expenses. These do have a chapter, but the main focus is on the Daimler and Lanchester production cars built between the end of the war and the merger of the brands with Jaguar in 1960, a period of these historic marques histories which has been much neglected. This is a small, soft bound publication but manages to pack in a fair level of information with each model type given its own chapter, the well written text illustrated with a combination of period and modern images, some including cars under restoration.



Avenue 43 - New 1:43 resincast model

AVE60002 BMW 2800 Spicup by Bertone £91.95

Bertone's concept based on the BMW E3 2800 platform took its name from a dual-purpose Spider/Coupe roof, which saw two sliding panels disappearing into the roll-over bar. The car is modelled with this roof open to show off the vividly coloured interior, which is well reproduced in its two-shades of green with silver coloured seat inserts. The silver and green continues outside, the brushed stainless steel of the real thing represented by satin paintwork on the miniature and the main green paintwork is a bright metallic. The panel engraving is nice and crisp and the subject is instantly recognisable, but the shape isn't quite right on this one, particularly when viewed from the front which looks rather droopy.



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

FAH43006 Austro-Daimler Prinz Heinrich 1910 £130.95

This is the first release we've seen in a new series made by Autocult for Austrian museum 'fahr(T)raum'. The museum's tag line is 'Milestones in mobility' and they celebrate, in particular, machines made in what was the Austro-Hungarian region and the designs of one of the areas most famous sons, Dr Porsche. The sporting Austro-Daimler, designed for the Prinz Heinrich trials, a popular and prestigious international event of the time, was largely the work of the young engineer, just 25 at the time. The car modelled is the one in the museum, so we have plenty of images to look at for the model. As we would hope, the overall shape matches pretty well and there is some delicate detailing. The drive chains, hidden away beneath bulges in the running boards, are very fine, as are the wire wheels with their realistic balloon tyres. Less so the external gear and brake levers on the driver's side, which are a little clunky, but if the model is displayed passenger side on there is a very convincing exhaust to enjoy instead. The bonnet appears to be a separate moulding which looks like it might open but is fixed, and the overall finish is on the realistic side of a high gloss.



Matrix - New 1:43 resincast models

MTX50407-041 Delage D8-120 S Pourtout Coupe 1938 Blue £92.95

This unique coupe, drawn by Henri Paulin, appeared on Pourtout's stand at the 1938 Paris Salon and was considered by the company a sister design to their Embericos Bentley. It's a little less flamboyant, with a regular Delage grille at the front but is an extremely elegant machine. The shape of the model looks very good when compared with photos of the restored car and the steel blue metallic paint and red interior, with matching wheels, are authentic to the specification of the car when new. The etched window frames have a slightly dark chrome finish which works well on the model and a detail of the restored car, the modern rear lights beneath the bumper, have thankfully been omitted.



MTX41904-021 Talbot Lago T26 Grand Sport Saoutchik 1950 £92.95

By the usual standards of Joseph Saoutchik's coachwork this coupe is rather understated. The car is modelled as it is now, the original two-tone blue and white finish having been replaced with a pale metallic blue/green and the original bumpers removed. The single colour helps show the purity of line of the design and the shape of the model is well captured. The engraving for the trailing edge of the door isn't quite right, but is crisply done and the overall finish of the model is excellent with a fine grain to the paint and plenty of very delicate detailing fitted.



MTX41705-122 Rolls Royce Phantom EX10 by Barker 1926 £103.95

EX10 was the first of four experimental 'lightweight' roadsters created on Phantom chassis to show the more sporting potential owner what a Rolls Royce could be like for them. Having originally been finished in grey for factory trials, it was repainted light blue and black as seen here but the references we have suggest that the interior was black, rather than the tan it is now. The overall shape matches those period images well and the panel engraving on the bodysell is extremely crisp. The paintwork on our sample is immaculate and there is some fine detailing on what is a relatively simple design, with excellent wire wheels and a windscreen which is particularly delicate.



MTX41904-011 Talbot Lago T26 Grand Sport by Franay 1947 £92.95

Franay only built three bodies for the Talbot Lago Grand Sport, two coupes and a convertible, this version and the open car sharing very similar styling. The coupe seen here is a rakish machine and the overall shape of the model looks very good, the dimensions working out to within a millimetre or so. The chrome trim which runs around the lower edge and up the rear wings is a little heavy, but doesn't detract particularly. The paintwork is, as we expect, excellent, the windows all have delicate etched frames and through the clear glazing we see a smartly finished deep red interior.



MTX40406-031 Duesenberg SJ 533-2582 Town Car LWB 1935 £103.50

This imposing machine was one of the first designs by Duesenberg's new designer J Herbert Newport and was created by the company which had been founded by former Murphy employees, Christian Bohman and Maurice Schwartz. The car was originally designed for Mae West, but she cancelled her order for reasons unknown and instead it was another wealthy lady, Ethel Mars, who took delivery. The styling was advanced for its time and we see sweeping wings with enclosed spare wheels adding to the rakish lines. The open driver's compartment could be covered with a simple canvas roof and this is sensibly omitted on the model so that we can enjoy the purity of the design. The black paintwork is flawless and the various subtle chrome details are neatly replicated using a mix of etched and plated parts as appropriate.





Spark resincast [SPK5818](#) - Ligier JSP217 Le Mans 2017 #32 United Autosports



Trofeu diecast [TRF1728](#) - BMW 2002 Ti Spa 24 Hours 1971



Autocult 1:18 resincast [ATC80005](#) - Dubonnet Dolphin 1935



Neo resincast [NEO47171](#) - LaSalle Series 50 Coupe 1940



MG Model hand built [MGMSWB43002M](#) - Ferrari 250SWB Tour de France 1961 Trintignant



JPS painted kit [JPS412](#) - Saab 93 Le Mans 1959



Ixo diecast [IXOLM1926](#) - Lorraine Dietrich B3-6 1st Le Mans 1926



Spark resincast [SPK5842](#) - Porsche 911 RSR Le Mans 2017 Poton Competition



Minichamps diecast [MIN410170044](#) - Mercedes W08 1st Spain 2017 Hamilton



BBR 1:18 hand built [BBRR1840](#) - Ferrari 500 Superfast Speciale 1964 Prince Bernhard of Holland



Spark - New 1:43 resin cast models

SPK3495 Porsche RSR Le Mans 1974 #60 Mezarnie £53.95

This privately entered Porsche was an early retirement at Le Mans and as a result, photos of the real car are fairly scarce. Those that we have found suggest a strange colour, which appears gold in some shots and green in others and the paintwork on the model certainly reflects this, the fine metallic finish being very light dependent. The basic shape looks good and the deep-dish BBS wheels are accurately reproduced with etched five-lug centres. There are a couple of decals on the model which are not on the photos we have found, but we know at least one of those is a practice shot, so they could be late additions. The remaining decals are well placed and the general finish is up to Spark's usual standards.



SPK4361 McLaren M23 5th Monaco 1976 Mass £53.95

Alternative version [SPK4360](#) Hunt RSA & [SPK4362](#) Hunt France

Jochen Mass's fifth place at Monaco was far from his best result of the 1976 season but this subject has been chosen because the set-up of the car is quite different. At the front we see a much deeper wing profile and larger endplates than usual, but it's at the rear where things are most interesting, a secondary wing mounted low down directly behind the exhausts to speed up airflow (blown diffuser anyone?) and also a unique engine cover design. These numerous details are all well replicated, that lower wing hung on fine etched brackets. The main body finish is in clean white, with the orange sections applied as decal, while on the rear wing things are reversed with the main element painted orange and the upper flap decal in white. A few easily found decals will need to be applied to finish things off and then you'll have a pretty accurate, and very interesting addition to your F1 collection.



SPK5030 Mercedes W08 1st China 2017 #44 Hamilton £53.95

Alternative version [SPK5049](#) 1st Belgium & [SPK5054](#) Mexico Champ

With Ferrari making a winning start to the 2017 season, Spark has chosen race two for their first version of Hamilton's championship winning Mercedes. The race started with a wet track before drying and the car is modelled on the intermediate tyres it began on. With the front wings of the 2017 cars featuring closely stacked multiple front wing elements, the model makers are left with little choice but to mould much of it as one, but there are a fair number of fine trim tabs then added. The dorsal fin and loop middle 'T-wing' are also very thin, which sadly cannot be said about the rear endplates.



SPK3675 Courage C36 Le Mans 1997 #9 £53.95

Alternative version [SPK3674](#) #8 & [SPK4708](#) #10

Mario Andretti has an F1 World Championship on his CV, along with an Indy 500 win but the Le Mans 24 Hours has always eluded him. This colourfully decorated Courage represents his penultimate attempt, sharing driving with son Michael and Olivier Grouillard. The race ended early when Mario went off on cold tyres. We've seen several similar Courage subjects from Spark previously and like those the main body casting is well proportioned with nice deep and crisp panel engraving beneath a glossy main paint finish. The rear wing parts are delicately made with etch for the support and endplates, but it is the livery which makes this one stand out, a 'stars & stripes' theme running along the sides and over the tail, all neatly reproduced in decal.



SPK4682 Porsche 356 GTL Abarth Le Mans 1961 #36 £53.95

Of the five Porsches which started at Le Mans in 1961, this was the only GT class entry and it did well, finishing tenth overall and winning the 1600cc category. In terms of shape, the model is pretty good when compared with race photos. The panel engraving is crisp with numerous louvres in the engine cover and a very fine etched air intake open above them. The number decal which overlaps this has been neatly cut to fit and the door numbers snuggle into the door shuts at the bottom. The paintwork has a fine metallic grain and the usual soft sheen we are used to seeing on Porsches of this era from Spark.



SPK5091 Porsche 934 Le Mans 1978 #61 Urcun £51.95

This is one of those subjects which didn't enjoy any success, being an early retirement, but which is worth having for aesthetics alone. The livery on this 934 puts us in mind of naval dazzle camouflage and it certainly gave the auto-focus on our camera a workout, requiring a lot of shots before we got something usable! The black and white decoration fades on the edges and this appears to be done with graded decals which have then been lacquered in. The fuel filler flaps on the nose have been a little lost as a result, but otherwise it all looks very good.



SPK5250 Brabham BT7 2nd Holland 1963 Gurney £53.95

Alternative version [SPK5249](#) Brabham

Having first appeared during the 1962 season, Brabham was very much an emerging team in 1963, Dan Gurney scoring their first podium finish with a third at Spa and then going one better at Zandvoort a couple of weeks later. Ron Tauranac's design was a clean and simple one and the shape of the car is well replicated on the model beneath the deep green paint and gold stripes. The suspension parts look a little generous but are neatly fitted and at the rear there is a well detailed transaxle poking out and a fine etched brace supporting hollowed out exhausts beyond.



SPK5291 Cooper T81 3rd Germany 1966 Rindt £53.95

Alternative version [SPK5290](#) Amon

The Cooper Maseratis often suffered with cooling issues and the nose of Rindt's German GP mount featured a number of unusual additional vents and ducts to presumably more accurately direct air through the radiator. These are well replicated and the general shape of the car looks good. Some of the suspension parts are a little thick, but otherwise the detailing is good with a semi-exposed engine, which lacks wiring as is often the case but features plenty of fine detail painting.



SPK5259 Brabham BT44 5th Italy 1974 Watson £53.95

After a couple of races in 1973, John Watson embarked on a nearly full season for 1974, initially in a BT42 and then with this BT44 for the last few events. At Monza he impressed in practice, eventually qualifying on the second row, but his car was all but destroyed when a suspension component failed on the slowing down lap and he started the race in the works' spare. The photos we have of his normal car in practice show a slightly different nose to that seen here and a smaller rear wing for the long straights. The details on the model are closer to the repaired car as it appeared in the final two North American events. The finish is very good, as we'd expect, the fine pin-striping of the livery all neatly fitted and a fair amount of detail on the semi-exposed engine, with oil lines going to the coolers but still no plug leads.



SPK5181 Ford GT40 Mk2 Le Mans 1966 #4 £53.95

SPK5182 Ford GT40 Mk2 Le Mans 1966 #6 £53.95

Alternative version [SPK4076](#) #5

Several teams ran GT40s and Mk2s at Le Mans in 1966, the Holman Moody entries being easily identified by their metallic finishes and vivid identification colours on the nose. The Andretti/Bianchi car was in a smart metallic blue with yellow highlights, while for Hawkins & Donohue this means a near fluorescent green over copper, and these liveries are well replicated with a very fine grain to the paint and strong colours on the decals. The basic shape looks good, the wheels are finely detailed and there are etched parts for various small details including the body-coloured rear spoiler, rear grilles and jacking points.



SPK5178 Ford GT40 Le Mans 1967 #18 Filipinetti £53.95

Although looking very similar to the previous year's Filipinetti entry at Le Mans, this was a new car, co-entered with Brescia Corse. The shape and body vent details all match race images well and the finish is, as we expect, excellent. The smaller decals are neatly fitted and we see the correct incomplete logos for a couple of suppliers which are a feature of the 1967 race. The race numbers are slightly large, but otherwise a fine miniature.



Spark continued

SPKMC66 Alpine Renault A210 1st Macau 1966 £53.95

We think of the Macau GP as an event for F3 cars these days but in the early years it was initially for production sportscars and then followed a Formula Libre free-for-all. In period images, Mauro Bianchi's Alpine looks huge among all the single seaters, but the nimble machine was well suited to the twisty circuit, even with its long-tail Le Mans style bodywork. The shape of the car is very good and the simple decoration is neatly applied with fine white stripes and numbers carefully placed and delicate taping over the front lights all matching race images.



SPKMF16 Dallara VW F3 1st Macau 2016 Felix da Costa £53.95

With F3 teams all using very similar chassis, Spark's basic Dallara pattern has had a few outings recently and there are plenty more to come. When we saw pre-production images of this one and a few others we were a little concerned as it sat on Yokohama tyres but with obvious Pirelli branding on the bodywork. Thankfully the model has the correct plain sidewall rubber fitted. The metallic blue and grey main body colours have the currently fashionable satin finish and vivid green decals separate the main hues. The suspension and wing parts are very finely made, with a subtle carbon finish and there is even a small heat-shield part on the right rear suspension behind the exhaust.



SPK5674 Embassy-Hill GH1 Sweden 1975 Schuppan £53.95

Alternative version SPK5670 Hill, SPK5671 Stommelen, SPK5673 Brise & SPK5675 Jones

With Graham Hill having decided that his time as a driver was up and he should let the younger guys have a go, various pilots drove his cars for the rest of the season. In Sweden it was Vern Schuppan who lined up in Hill's car, starting from the back having been forced to qualify in the old Lola. He made up plenty of places in the race until the gearbox failed. As we might expect with it being the same chassis, the model is very similar to the Monaco Hill version already released, with the main difference being to the driver figure. The slightly unusual shape of the car is well replicated and decorated, although a few easily found decals will be needed to complete the decoration, the placement being quite obvious.



SPK5823 Oreca 07 3rd Le Mans 2017 #37 Jackie Chan £53.95

SPK5824 Oreca 07 2nd Le Mans 2017 #38 Jackie Chan £53.95

The first of the 2017 Le Mans releases from Spark include, for the second year running, the LMP2 category winner. The #38 machine looked, in the early hours of Sunday, as if it might even be the outright winner as the LMP1 machines were beset by unreliability, but sadly Porsche recovered! A bonus for the team was the promotion of the sister car to second in class and third overall when the lead Rebellion entry was excluded post-race. Even if they hadn't won, we are sure these would be popular subjects as the liveries are really striking. Numerous complex white shapes are laid over a satin black base, a few filled with a bright metallic red to match the roof and the tops of the rear wheel arches. The two cars are differentiated by the colour of the nose panel and dorsal fin, the latter a fine etched part on the model. There are plenty more delicate details on the rear wing and at the front with numerous canard fins, and the overall finish is excellent making for a pair of very smart miniatures.



SPK4724 Lola T92/10 Le Mans 1992 #3 £53.95

Alternative version SPK4726 #4

This was one of a pair of Euroracing entries at Le Mans in 1992, the cars running proven Judd V10 engines but struggling with transmission troubles throughout, this car being the quicker of the two but retiring after six hours. It's a pretty machine and the overall shape of the model looks good, with nice crisp panel lines beneath a smooth white paint finish and clearly printed decals. The rear wing was a large affair and this is neatly reproduced with multiple very fine etched components and thinly moulded elements and we see it matched at the front of the car with equally delicate turning vanes and canards.



SPK4772 AGS JH21C Italy 1986 Capelli £53.95

Well established in lower formulae, the AGS team made their F1 debut in the Italian Grand Prix, their car being built on a three-year old Renault chassis with a Motori Moderni power unit in the back. At first glance the model appears to have a lot of wing for a car from Monza, but race images confirm that this is correct. The overall shape looks pretty good with the wing parts and side vents all finely moulded, although the ride-height is a little on the generous side. The decoration is well placed but there are a couple of small decals to apply to the driver figure and his crash helmet.



SPK4802 Cooper T60 1st Monaco 1962 McLaren £53.95

Alternative version SPK4803 Maggs & SPK4804 Bonnier

Although Coopers scored several podium finishes during the 1962 season, Bruce McLaren gave the team their only win of the year at Monaco. His car from this race is well documented, so we have plenty of angles to check the shape and decoration from. The overall shape of this pretty car checks out well and the suspension parts are finely made, particularly the rear anti-roll bars. The decals on the sides of the engine cover look slightly wide but are correctly placed over an excellent paint finish.



SPK5031 Mercedes W08 1st Russia 2017 #77 Bottas £53.95

Alternative version SPK5048 Austria

Valtteri Bottas became the third winner of the season in Russia, grabbing the lead on the first lap and managing to hold Vettel off at the end. We've already seen Hamilton's Chinese GP winner from Spark and the basic model here is very similar. The design of the current cars with those very complex front wings means that the multiple planes are moulded mostly as one block, with small trim tabs then added. The sculpted rear wing endplates are also quite thick, but the suspension parts, the dorsal fin and looped middle 'T-wing' are very finely done and the overall finish is, as usual, excellent.



SPK5300 Ensign N174 Spain 1975 Wunderink £53.95

Alternative version SPK5301 Van Lennep

The Spanish Grand Prix of 1975 was overshadowed by off-track politics, big questions over circuit safety and ultimately a serious accident which led to the race being stopped in shambolic circumstances. On a more positive note, it also saw the debut of a promising young Dutchman, Roelof Wunderink aboard the Ensign. We only have a couple of images of the car from the race but from these the body shape of the model looks pretty good. The sculpting is very crisp, with the intake and outlet around the front mounted radiator being particularly fine. Pipework runs along the lower bodysides linking those radiators to the semi-exposed engine and at the rear we see etched mounts and endplates on the rear wing.



SPK5347 Lotus 72F Italy 1975 Crawford £53.95

This model was initially listed as a Lotus 72D but Jim Crawford's second and final GP entry was in the much revised 72F. This version of the 72 featured a longer wheelbase, the space between the engine and bulkhead filled with a large oil tank and revised suspension with a noticeably wider track on the front. These details are well observed on the model and in addition to the oil tank and etched engine bearers, we see fine oil coolers mounted behind the rear axle. The wing support is a little chunky, but the wing itself is finely made and the decoration on the car is, unusually, complete with no additional decals to add.



SPK5505 Porsche 956 3rd Le Mans 1983 #21 Kenwood £53.95

1983 saw Mario Andretti's third attempt at the Le Mans 24 Hours and it was his most successful to that point, finishing third overall with son Michael and Philippe Alliot. Spark's basic 956 pattern is very crisply moulded with good sharp panel lines and here we see it painted a smart bright blue. The decals over the top of the paint are all clearly printed and accurately placed, making for a very clean and attractive looking miniature.



Spark continued

SPK5611 Peugeot 3008 DKR 1st Dakar 2017 #300 £53.95

Alternative version **SPK5610** Loeb, **SPK5612** Desprez, **SPK5613** Sainz, **SPK5614** Dumas & **SPK5618** Al Qassimi

Peugeot's 2017 Dakar entry featured plenty of strength in depth and it was Stephane Peterhansel who made it a second win in succession and seventh overall in the car category (plus four wins on two wheels!). The decoration on the works cars was all very similar and on this example, we see a yellow identification strip across the leading edge of the roof. The main sponsorship is all brightly printed and neatly placed and there's plenty of subtle carbon decal used. The huge ground clearance helps show off multiple shock-absorbers inside the wheel arches and under the rear there is plenty more suspension on view from behind.



SPK5681 Alpine Renault M64 Le Mans 1964 #47 £53.95

SPK5682 Alpine Renault M64 Le Mans 1964 #54 £53.95

Alternative version **SPK5680** #64

Alpine ran three near identical Renault-powered coupes at Le Mans in 1964, these two not troubling those compiling the final classified results. The long, low, streamlined shape of the cars is generally well moulded, although the top rear corner of the side window is perhaps a little high and the wheels also look slightly under-sized to us. The panel engraving is deep and sharp and the simple solid blue paint finishes are well applied with the few decals neatly placed on top.



SPK5825 Oreca 07 Le Mans 2017 #39 Graff £53.95

SPK5826 Oreca 07 Le Mans 2017 #40 Graff £53.95

It's taken a while for the 2017 Le Mans releases to start coming from Spark, but now they have they are coming at a fair pace. Graff Racing's two Oreca's were physically identical and the basic shape of the model looks very good. There is plenty of delicate fine detail with various small etched parts on the nose, rear wing endplates and dorsal fin and very fine shaped vents incorporated into the sides of the car. The layout of the liveries is basically the same and the colours used make for very different looking cars. All of the paint and decals are neatly applied, the #40 car was the more successful, although the #39 is the brighter of the two visually.



SPK5828 Ligier JSP217 Le Mans 2017 #45 Algarve £53.95

The high nose design of the Ligier LMP2 chassis gives the car a large open floor area to draw air through and subsequently on these cars we do not see the plethora of tiny winglets which are on the Oreca's. This floor area has a carbon finish on the model and we see plenty more carbon decal on the rear deck and lower sides. There are a number of very fine aerodynamic detail parts fitted on the sides and rear, although the extremely bright colours of the decoration make these quite difficult to see. A good-looking subject.



SPK5831 Chevrolet Corvette C7-R Le Mans 2017 #63 £53.95

Alternative version **SPK5832** #64

The GTE Pro category at Le Mans was hard fought for most of the race but with the last hour remaining it looked to have settled in the favour of this Corvette until a late charge from the lead Aston Martin saw the two cars cross the line seconds apart to start the final lap. Ultimately a trip through the gravel and a subsequent puncture cost the Corvette not only the lead but dropped it down to third. Yellow Corvettes have been a familiar sight over the past decade or so and physically the car is little changed externally from the previous year. There are subtle detail differences and these have been well observed. On the flanks of the car, the exit vent area has a stylised US flag which gradually fades to silver and the fade on the model's decal doesn't quite go far enough. Apart from that we can see very little wrong. Would etched fasteners be better than decals? Possibly, but the body has recesses for them so it isn't quite as obvious a shortcut as may be and the overall finish is excellent.



SPK5836 Aston Martin Vantage Le Mans 2017 #97 £53.95

Alternative version **SPK5835** #95

A flying final triple driving stint from Jonny Adam saw this Aston Martin hunt down and catch the GTE Pro class-leading Corvette as it was starting the final lap and gave Aston Martin their first win in the category since it was created. Taking full advantage of the overall dimensions in the regulations, we see a distinct splitter at the front of the car and a huge diffuser hanging under the rear, these and the other small aerodynamic details are all very finely made. The main metallic green paint finish is neatly applied with the apple green striping precisely placed as decal. The identification stripe above the windscreen is, correctly, a much brighter shade and on the roof there is a nice, smooth chrome finish, all adding up to make a good-looking model.



SPKSG298 Audi R8LMS Nurburgring 2017 #28 Land £53.95

Alternative version **SPKSG297** #29

Audi Sport Team Land had two R8s in the Nurburgring 24 Hour race, this one and a sister machine wearing a reversed livery. This very pretty machine sadly didn't finish the race, but was a top ten runner in the early stages. We've seen plenty of similar machines from Spark over the past few years and the basic shape of the car looks good. The mouldings are nice and crisp with open vent detailing in several places and there are very fine etched parts for the rear wing and a few other small finishing touches. The main paint finish is white and the turquoise and red elements of the livery are all clearly printed decal.



SPKTF052 Lancia B20 1st Targa Florio 1952 £53.95

Felice Bonetto very nearly didn't win the Targa Florio in 1952, his car running out of fuel within sight of the finish and needing to be pushed home uphill, but his lead was sufficient to allow him to take that win! We've recently seen the B20s from Le Mans the same year and this was the same car which won its class in France a few weeks after the Targa. As we'd expect, the models are extremely similar and we see a decent paint finish over a crisply cast body. There are a pair of large fuel fillers on the tail and these and the other smaller parts are neatly fitted, including open side windows.



SPKTF069 Porsche 908 1st Targa Florio 1969 #266 £53.95

The late 1960s and early 70s were a period of domination for Porsche, this being their fourth straight win on the event. The shape of the open machine is well moulded and to contrast with a smooth white paint finish, the front canard fins and rear spoilers are painted a near perfect colour match to the orange decal on the nose. Some of the cockpit detailing, most obviously the seat belts, could be better and the wiring (at least there is some!) on top of the engine is moulded and painted, but at the rear there is decent suspension and chassis framing and overall it's a good-looking miniature.



KB Model KB Model - New 1:43 resin cast models

KBMX001 Maki 101 Press 1974 £72.75

KBMX002 Maki 101 Test 1974 Hayami £72.75

Modelled on the first chassis as it was unveiled to the press early in 1974, the Maki looks very different here to the variants which subsequently attempted to qualify for the British and German GPs in the hands of Howden Ganley. The design is very slab sided and an interesting detail is the rain light fared-in to the back of the airbox. The original car had spent several decades hanging on the wall of a motor accessory shop in Japan and the recommissioned machine appeared at Goodwood in recent years. The overall shape of the model compares well with the photos from this event and the decoration is correct for the original press launch and pre-season testing in the hands of Japanese driver "Shaw Hayami" (Shotetsu Arai). The difference between the two models offered is that the test version includes a driver figure.





GLM - New 1:43 resincast models

[GLM43108101](#) Cord L29 Town Car Murphy & Co 1930 £119.55

Coach-built examples of the Cord L29 are extremely rare and this Murphy town car is believed to be the only one built by the Pasadena company on the standard-length chassis. The car has survived in original condition and the rear safety glazing has delaminated over the years giving it a yellow tint, something which is neatly reproduced on the model. The side window frames are a little overdone and the delicate teardrop door handles are the wrong way around on our sample, which is frustrating as the other small details are very well observed. The front windscreen is a delicate etched part, the lights and bumpers all sit well against excellent black paint over the well-proportioned body.



[GLM43215001](#) Hispano Suiza H6A Victoria Town Car 1923 £123.70

This is one of the more bizarre subjects that we have seen over the years and in our book, weird is good. This unique 6-wheeled Hispano Suiza was apparently commissioned by King Constantine of Greece but he was deposed and exiled before it was completed and the finished car ended up in Hollywood with movie mogul DW Griffith. The car was preserved in original condition for many years and has recently had some sympathetic restoration work done. The lemon-yellow paintwork on the model matches the restored car well and on the doors there are finely printed decals for a coat of arms. The wire wheels have nice delicate spokes and we see carefully placed etched parts for the windscreen frame and roof irons, along with a side trim piece. The plated parts are well done too, with the correct double bumper on the rear and grab-handles for the rear seat passengers.



[GLM205303](#) Mercedes 540K Cabriolet B 1937 Blue £111.70

Alternative version [GLM205302](#) roof open

The Cabriolet B was one of several standard designs available from Mercedes on the longer chassis for the 500 and 540K series, the B design denoting two side windows on either side. The car modelled is a later example and appears to be one which resides in the Mercedes Museum. The pale blue and cream colour scheme suits the design well and is very neatly applied, the contrasting colours carrying through onto the wheels, although it does also serve to highlight on our sample that the hubcaps aren't quite centred on the very fine spoked rims. The remaining small parts are neatly placed and we are particularly impressed with the realistic texture of the roof.



Le Mans Miniatures - New 1:43 & 1:18 painted resin figures

[LMMCOFLM143001M](#) Set of 4 Drivers £31.95

A good test of whether a painted figure is any good or not is if it can be recognised as the person it is supposed to be, and with no indication here we are still able to identify them all. We see Fangio, Clark, Pedro Rodriguez and Siffert depicted, each neatly hand-painted. The Clark figure is a little dark in complexion but otherwise the painting is all neatly done, with a little life and dirt brought to the clothing and all will go well with a suitable model subject, Siffert sat on a wheel with his foot resting on the suspension, the others stood alongside.



[LMMFLM118026](#) Mauro Forghieri 1965 1:18 £30.70

Designer Mauro Forghieri was an integral part of Ferrari for a quarter of a century, from the early 60s through to the late 80s. This well painted figurine depicts him relatively early in his career and the blue jacket with yellow and white team official's armband matches photos of him speaking with John Surtees in what appears to be the 1965 British GP. The painting of the figure is all neatly done, with no obvious bleeding of colour. Plenty of subtle weathering has been applied, bringing out facial features and the folds of his clothing giving the look of someone who's had a busy day!



Autocult - New 1:43 resincast models

[ATC01005](#) Fiat S76 'The Beast of Turin' 1911 SOLD OUT

Fiat built the S76 to wrest the mantle of Europe's fastest car from the 'Blitzen Benz' and based it around a huge airship engine of over 28 litres, producing 280bhp and 2000lb.ft of torque! Quite deservedly, this near impossible to drive machine earned the name 'The Beast of Turin'. The difficulties with controlling it, plus a few other logistical issues, meant it never did set any official records and the two cars built were broken up. A British enthusiast managed to bring together many original parts and rebuild the 'beast' and she is now a popular sight at Goodwood etc. The rebuilt car differs a little from the original in that the exhausts are now simple stubs rather than a short, full system and the radiator shell is bare polished brass rather than painted body colour. On the model the radiator has simply been painted a gold colour, rather than a plated part used, which is a shame as the other detailing looks pretty good. The model sits on very fine wire wheels and behind the rear ones there are a pair of delicate drive chains. The paintwork is excellent, and the overall shape compares well with photos and videos of the restored machine in action. All that's lacking are the sheets of flame coming out of the side!



[ATC09005](#) Johnson Wax Motor Home 1939 £111.95

Celebrated designer Brooks Stevens was commissioned by SC Johnson & Co to create a multi-purpose vehicle which would act as a mobile laboratory, sales room and offer accommodation for the staff and this striking machine is the result. Stevens' original drawings show an interior layout which is very much as we would find in a modern motorhome and looking through the windows of the model it appears to have been faithfully recreated from the offset seating at the front giving the driver a clear view, through the multi-purpose lounge/office area to the 'state room' in the rear. Externally, the streamlined body shape is nicely reproduced with the central, window level section picked out in satin black to contrast with the main gloss burgundy colour and accentuate this flowing line. Unfortunately, all images of the real thing, both drawings and photos, suggest it was all one colour. The remaining details do match photos well, with multiple teardrop parking lights neatly fitted and a very distinctive wrap around rear bumper.



Neo - New 1:43 resincast models

[NEO46770](#) Model T Woody 1925 Black £99.95

With much of America not linked by proper roads by the early 20th century, railways were the favoured means of transport, so machines were then needed to get passengers from stations to their accommodation. Enter the Station Wagon, or in more basic form, Depot Hack. It is the latter which is used to describe this Model T-based machine, the chassis fitted with a very functional timber body to seat six people. The shape matches an example of the type which was for sale a couple of years ago and we see a sharp contrast between the gloss black of the Ford parts, and the wood-grain effect on the added body. The gloss on the timber is perhaps a little too deep, but the parts are finely made and we see plenty of delicate grab handles and other small details, all adding up to create a charming and unusual miniature.



[NEO46565](#) Graham 97 Supercharger 4-door Touring 1939 £75.95

The Graham Paige company had built a reputation for building solid, high quality machines through the 1920s and 30s and in 1938 introduced advanced machines known as the Spirit of Motion cars. With aggressive forward leaning radiator design, flush fitting headlights and the rear lights mounted high beneath the rear windscreen, these were advanced designs but rather too avant garde for the buying public. Several body styles were offered and it is the spacious four door sedan we see here. The overall shape of the model looks good, with the complex sculpture of the front grille area being particularly well modelled. As we've seen a few times recently with Neo, much of the trim is unfortunately finished in a satin silver, which detracts a little, and it's a shame as the main paint finish on our sample is a deep gloss black and there are some smart pieces of brightwork.





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



Looksmart hand built [MRCLS480B](#) - Ferrari Portofino 2017



Spark resincast [SPK5044](#) - McLaren MCL32 Barcelona test 2017 Alonso



Minichamps diecast [MIN400060904](#) - Sauber C24B Test 2006 Zanardi



Ixo diecast [IXORAM638B](#) - Citroen C3 WRC 1st Mexico 2017 Meeke



Top Speed 1:18 resincast [TSMTS0082](#) - Honda NSX GT3 Test 2016



Trofeu diecast [TRF1018](#) - Ford Escort RS1800 RAC Rally 1977 Clark



Neo resincast [NEO46330](#) - Humber Super Snipe Estate 1965



Minichamps resincast [MIN417170027](#) - Renault RS17 2017 Hulkenberg



Spark resincast [SPK5515](#) - Porsche 996 GT3RS Le Mans 2002 Freisinger



Ixo - New 1:43 diecast models

[IXOLM1924](#) Bentley 3 Litre 1st Le Mans 1924 £34.95

A new regulation introduced for the second running of the Le Mans 24 Hours was that all drivers were to stop after five laps and raise the roofs of their cars before continuing, a task John Duff completed in record time and it is in this form that the car has been modelled. As with the many Le Mans winners coming through from Ixo of late, this is a reissue and overall the finish is very good. It is a very traditional diecast, but the wings and windscreen frame are finely made, the wire wheels are pretty good and the body shape compares well with period images. There is, as has been for many years, a question mark over the colour of this subject. The model has smart dark green paintwork but there are strong suggestions it should be black.



[IXOGTM108](#) Mercedes AMG GT3 Daytona 2017 Riley £34.95

This is the second of many AMG GT3s that we have seen or will be seeing from Ixo and like the previously released Nurburgring winner ([IXOGTM112](#)) the overall shape of the car looks very good. Unlike our sample of the German race car, everything is fitted in the right positions too, with the rear wing at a suitably flat angle. The livery layout follows the usual AMG corporate design, with the green stripes and sponsorship being particularly bright against an evenly applied white paint finish and it all adds up to make a pretty accurate miniature of the car which finished third in the GTD class.



[IXOCLC143](#) Mercedes W196 R Streamliner F1 1954 £32.95

Mercedes used a fully enclosed version of their W196 for selected races in both the 1954 and 1955 seasons, the bodywork being quite different between the two. The most obvious detail is the vent ahead of the cockpit for 1954 and this, along with the other small details, are pretty good for the early part of 1954. The plaid pattern on the seat cover is rather pale in colour but is neatly applied and the general finish of the model is good. Some of the details such as the wheels and the thickness of the windscreen show this to be an inexpensive model, but overall it offers good value.



[IXORAM603](#) Ford Fiesta RS WRC 2nd Monza 2014 Rossi £37.95

The Monza Rally Show is a regular date in Valentino Rossi's diary and the MotoGP ace has won the event several times. In 2014 he had to settle for second behind Robert Kubica though. Rossi's Fiesta was, as usual, sponsored by Monster energy drink and the decoration this time sees a satin black base with plenty of very vivid yellow over the top. The decoration is all neatly applied and the decals have good colour density with no bleed. The rear wing has a subtle carbon weave applied, as do the door mirrors, which adds a little extra contrast and interest. The overall shape of the car is pretty good and the smaller parts such as windscreen wipers and wheels are finely moulded.



[IXORAM320](#) Ford Fiesta WRC RS 1st Monza 2016 Rossi £37.95

Valentino Rossi's victory in the 2016 Monza Rally show put him level with Dindo Capello as the most successful driver on the event and he beat Dani Sordo in a works Hyundai to the title. His cars for this competition are always colourfully decorated and we see a familiar combination of dayglo yellow and black again here. The yellow is the dominant colour this time and the paintwork matches the Monster energy sponsorship decals perfectly. Much of the car is covered in decal or carrier film, so the overall finish is a satin one, which looks authentic from event photos. A little carbon is included on the rear wing and a couple of other parts, all making for a striking miniature.



[IXORAM645](#) Hyundai i20 WRC 1st Corsica 2017 Neuville SOLD OUT Alternative versions [IXORAM644](#) Paddon [IXORAM645B](#) Mikkelsen & [IXO- RAM646](#) Sordo

In a topsy-turvy WRC season, Thierry Neuville became the fourth driver and Hyundai the fourth manufacturer to take a win in as many events when they visited Corsica. Neuville was the fastest driver all season and won the most rounds, but several accidents cost him the title. The outrageous aerodynamics of the new generation WRC machines make for great-looking subjects and the bodywork on the Hyundai has been pretty well replicated here. The carbon of the rear wing and the mirrors has been replicated in satin black, which is a little disappointing, but it is neatly applied. The rest of the livery is well painted too, with both the main pale blue and the much darker shade on the wheel arches neatly masked and sprayed and the orange decals for the stripes having a strong, vivid colour.



[IXORAM638](#) Citroen C3 WRC Monte Carlo 2017 Meeke £37.95 Alternative versions [IXORAM638B](#) 1st Mexico, [IXORAM639](#) Lefebvre & [IXO- RAM640](#) Breen

Kris Meeke's start to the 2017 season could have been better, an accident on stage four dropping him out until after service when he was able to re-start under super-rally rules and then a road accident between stages eliminating him completely. Ixo's model captures the un-damaged shape of the C3 WRC well, with smaller details such as the mirrors and rear wing finely made and the wipers and aerials being particularly delicate. The main red and white paint finishes are neatly applied and the grey sections of the livery over the front wheel arches appear to have been tampon-printed. Overall, the model checks out pretty well with event photos and that is the most important thing.



Minichamps - New 1:18 diecast models

[MIN530761832](#) McLaren M23 3rd South Africa 1976 Mass £199.95

Jochen Mass followed team-mate Hunt home to score a double podium for McLaren in the South African GP, although Lauda was too quick for the pair of them. The team started the season with cars very similar to the previous years in terms of air-boxes and other obvious details and the body shape on Minichamps' model looks pretty good. The orange sections of the livery have a satin finish and the chevron designs of the sponsor have been deliberately rounded as sadly we often see so, for accuracy, additional decals will have to be sourced. The air-box and cockpit surround can be displayed on or off and with them removed there is a fair level of mechanical detail visible as well as a reasonably well sculpted driver figure.



[MIN180716922](#) Porsche 917/20 Le Mans Practice 1971 #23 £169.95

At the Le Mans test weekend, Porsche's experimental streamlined, short-tail machine proved itself to be very fast but wasn't the prettiest. Initially it was nicknamed 'Big Bertha' but for race weekend it turned up having been painted pink, with cuts of meat drawn on and thus the famous 'Pink Pig' was born. The car is depicted as it appeared in qualifying, so the lines marking the cuts are there but they had not, at that point, been named.

There are also subtle differences in the supplier's logos to those used in the race, here regular white and yellow Shell and Cibie stickers are applied rather than the logos reproduced in red to match the decoration. This is all correct and well placed over a bodyshell which captures the stubby shape of the car. The doors and rear deck open to reveal plenty of detail, with realistic looking seats in the cockpit, very good seatbelts and wiring visible behind the dash. In the rear, the larger parts are maybe a little simply moulded but again there is plenty of wiring and plumbing.



Rolls Royce 10 EX & Invicta Black Prince

by David Blumlein

One of the reasons why Hugh Locke-King built the track on his Brooklands estate in Surrey in 1907 was to provide somewhere for British manufacturers to test their cars. Well documented are the race meetings held over the years until 1939 on the Brooklands track and the many record attempts which were keenly fought for at that period but little thought is given now to the extensive use of the venue by car companies which had no alternative where they could subject their products to sustained high speeds. One such that made good use of this facility was Rolls Royce.

After the First World War Rolls Royce continued to make their Silver Ghost model which had, let us not forget, won the 1913 Spanish Grand Prix and, in a team of three, done well in the Alpine Trials. But Henry Royce was very conscious of criticism of the cars, suggesting the design was now old-fashioned and of comparatively poor performance. The arrival of the 3-litre Bentley, already a winner in 1924 of the Le Mans race, and the Hispano-Suiza, which had done well at the important Georges Boillot Cup races at Boulogne, constituted serious opposition. Rolls Royce's answer was the New Phantom, retrospectively Phantom I, which was introduced in 1925. To dispel criticisms Royce decided to build a Sports Phantom that could be used to demonstrate the new model's potential. The prototype, known as 10 EX, was constructed towards the end of 1925 and was given an open sports body by Barker & Co, with the registration number CH 5877.

Initial tests at Brooklands produced a best lap time of 79.2 m.p.h., little better than the standard open Phantom. Ivan Evernden was therefore given

the job of improving the body to gain a higher top speed. Changes included new wings with negligible resistance, buried side lamps, no running boards, headlamps moved closer together and a spare wheel carried at the rear. Royce commented that the steering was very good. However, the car was sent back to Barker's in December 1926 for further improvements which included a new rear end to house the spare wheel, new sets of wings, a new detachable hood, a tonneau cover, four separate step-ups, a new V-type double-piece screen and the front seats lowered by four inches, the rears by two inches. Afterwards, the car went back to the factory in Derby where the engine was changed for one with an aluminium cylinder head while Hartford shock absorbers were fitted.

Rolls Royce's chassis engineer, W.A. Robotham, then took the modified 10 EX back to Brooklands to check the performance against a standard open touring Phantom (46 PK). Side-by-side these two cars stayed together up to 50 m.p.h. but then 10 EX led by five lengths after half a mile and by 150 yards after a mile. The maximum speeds achieved were 86.54 m.p.h. for 10 EX and 76.51 m.p.h. for 46 PK. Various parts such as wings etc were removed from 10 EX whereupon the car's maximum speed went up to 91.2 m.p.h.

Active development work on 10 EX ceased at the end of 1927 and the car spent most of the next two years with the Sales Department. It was then prepared for sale and delivered to Rippon Bros of Huddersfield in April 1930. Twelve months later it was sold to a private owner in West Byfleet, Surrey.

Rolls Royce continued experiments with 15 EX, 16 EX and 17 EX.



Esval resincast [ESVEU43008A](#) - Invicta Black Prince by Charlesworth 1947

When considering the Invicta, we have to think of three separate companies, the latter two attempts to revive the marque. The original was the brainchild of Noel Macklin who assembled the cars at his Cobham home. The most memorable of the early Invictas was the low-chassis 'S'-type, a long legged two-seater with a 4½-litre, six-cylinder o.h.v. Meadows engine, a unit when fitted to the Lagonda went on to win the 1935 Le Mans race. The 'S'-type Invicta never excelled in long-distance races, a class win at the Ards Tourist Trophy being its only success, but it was more suited to shorter events, hill climbs and especially the rallies of the time. Donald Healey gained success in the 1930 Alpine Trial and won the 1931 Monte Carlo Rally in one. However, sports car companies do not survive for long unless they are given a large injection of financial help from outside sources, Aston Martin being a classical example, and the Invicta company folded in 1933, being replaced by Railton which was a dressed up Hudson chassis and mechanicals.

More recently Michael Bristow produced the beautiful coupé S1 Invicta, powered by a 4.6-litre Ford Mustang V8 in 2000 but, alas, this did not last long. Most intriguing was the attempt by a group of investors to build a very up-market Invicta just after the Second World War. They enlisted the services of the pre-war Invicta designer Willie Watson (later to convert the Aston Martin DB3 into the successful DB3S) and a re-born company, The Invicta Car Development Co (London) Ltd, was set up with production at London Road, Virginia Water, Surrey.

Watson came up with an advanced design. He used a new twin-overhead camshaft, six-cylinder 2998 c.c. in-line

engine, with aluminium block and head, seven-bearing crankshaft with triple S.U. carburettors, built by Henry Meadows in Wolverhampton. This was coupled to a Brockhouse Hydro Kinetic Turbo Torque Converter with an electric clutch and epicyclic gear train, driving through the rear wheels.

All this was mounted in a box-section cross-braced chassis which carried the rear brakes inboard. Independent suspension was used all-round, using a system of vertical pillars, rather like the Morgan/Lancia arrangements, but utilising longitudinal torsion bars anchored at the mid-chassis. An on-board jacking system was fitted and the car had a fifteen gallon fuel tank.

Unveiled in November 1947 was a four-door Wentworth saloon with body by Charlesworth (initially), a smart streamlined shape with rear wheel spats, an inclined radiator and wing-mounted lamps. A Byfleet Drophead Coupé was added and the car was a very attractive proposition except that it was enormously expensive, being the equivalent of about ten Ford Anglias!

So not many cars left the factory in the four years of the company's existence, most of these being Drophead Coupés. Probably just seventeen cars were made in total, latterly with bodies by Jensen and Ronald Kent. The bankrupt company was acquired by the Frazer-Nash A.F.N. firm which inherited fifteen incomplete chassis and twenty-four spare Meadows engines. Certainly one extra car was made up from spares in 1950 and given a "woodie" estate body by Associated Coachworks - it has just been restored.

But what an interesting car, although that Brockhouse transmission gave endless trouble!



Matrix resincast [MTX41705-122](#) - Rolls Royce Phantom 10 EX 1926

REVIEWS



Looksmart - New 1:43 resincast models

- | | | |
|---------------------------|--|--------|
| MRCLSF106 | Ferrari SF70H Press 2017 | £95.95 |
| MRCLSF107 | Ferrari SF70H 1st Australia 2017 Vettel | £95.95 |
| MRCLSF108 | Ferrari SF70H 4th Australia 2017 Raikkonen | £95.95 |

Although Australia was the first race of the season, there were already a number of subtle changes to the design of Ferrari's F1 challenger from the press launch a few weeks earlier. There are additional vents either side of the cockpit, the tiny winglets just ahead of the driver are revised and even the mirrors are slightly smaller. All of these are details neatly picked up on the models and another visual change is the reduction of the amount of white on the barge-boards, a bare carbon finish on the race cars disguising them a little. The models are all very well finished with delicate pieces made for the wings and suspension, clearly printed decals and a variety of carbon textures.



Almost Real - New 1:43 diecast model

- | | | |
|---------------------------|--|--------|
| ALR430302 | Bentley Continental GT3 Nurburgring 2015 #84 | £79.95 |
|---------------------------|--|--------|

Alternative version [ALR430301](#) #85

We've seen plenty of GT3 Bentleys over the past couple of years and here we see a new maker joining in. The overall shape of the car looks very good and the additional detailing parts are neatly added. The rear wing is finely made, with what feels like very thin plastic for the endplates and mounting, but these are far finer than we see on many other diecasts. The wing, front splitter, lower sill panels and bonnet vent areas are all covered with a subtle carbon finish and the windows are a flush fit. The louvres in the front wings, above the front wheels, have been lost a little under a deep gloss paint finish and lack the sharpness we might see on a resin body, but overall, it's a good-looking model.





Spark resincast [SPK5092](#) - Porsche 935 K3 Le Mans 1979 Kremer



Ebbro resincast [EBB45295](#) - Toyota Prius SGT300 1st Okayama 2015



GLM Resincast [GLM207501](#) - Mercedes 540K Mayfair 1937



Matrix resincast [MTX50402-031](#) - Daimler Corsica Concept 1995



Minichamps diecast [MIN437152546](#) - BMW Z4GT3 1st Spa 24 Hours 2015



MG Model hand built [MGMT0068M](#) - Ferrari 250GTO Goodwood 1962 Piper



Trofeu diecast [TRF1727](#) - BMW 2002 Corsica 1974



Spark resincast [SPKUS024](#) - Onroak-Nissan Dpi Daytona 2017 Patron



Neo resincast [NEO46236](#) - Morgan 4/4 1936



Minichamps diecast [MIN410170077](#) - Mercedes W08 Spain 2017 Bottas