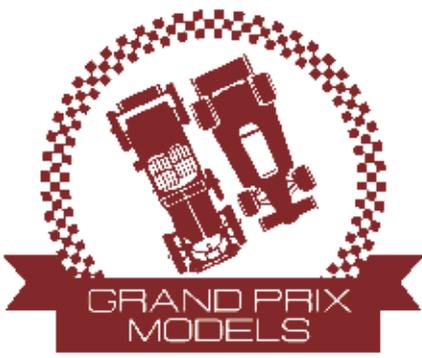


- * First 2017 F1s
- * 1:20 Brabham BT52
- * Delage Test Build
- * 1:24 2017 LM Winner
- * Lancia D50 History

08-2017



SMALL WHEELS

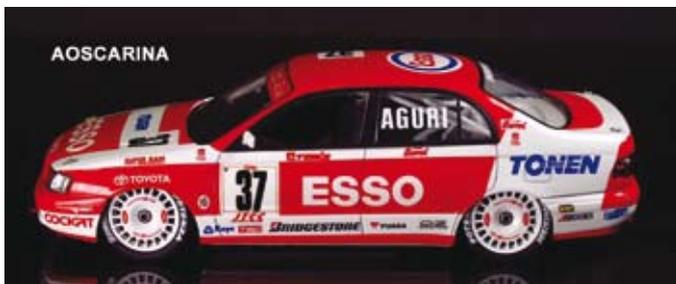
£4.95



Classic Touring Cars



In this issue we see two new releases from Beemax and they have plenty more of interest going forward. The latest updates from this young company are on touring car subjects with the Group A Eggenberger Volvo 240 Turbo ([AOSVOLVO](#)) which will offer the choice of ETC or Macau decal versions. An ideal companion to Tamiya's BMW 635 CSi and Hasegawa's recently re-issued Jaguar XJS ([HAS20305](#)) and like those subjects, one which will offer plenty of scope for aftermarket decals.



If the later Class 2 machines are more your thing, there will also be a Toyota Carina E from the 1994 JTCC ([AOSCARINA](#)). Again this offers plenty of scope for alternative decoration with cars racing around the globe.



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

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.

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

Topmarques

The 1:18 resincast sector is one that is rapidly growing and the Top-Marques series has a great variety of subjects due for release over the next few months. Expected early in the new year are the first two of a series of 1:18 Dakar Rally winners with the 1981 Range Rover ([TPMPD001A](#)) and 1991 Peugeot 405T16 ([TPMPD003A](#)).

Supercars are another of their themes and here we will see the Jaguar XJ220 ([TPM039C](#)) and 2016 Apollo Arrow ([TPM047A](#)). Perhaps the most unusual machine in their future production line-up is Ken Block's outrageous 'Hoonigan' Mustang ([TPM048A](#)) due at the end of the year.



The range will also be moving into 1:12 and the first releases expected here are several road versions of the Lancia Integrale ([TPM12001A/TPM12001B/TPM12001C](#)) and a brace of Ferrari 246 GT Dinos ([TPM12002A/TPM12002B](#)).



Hot Ferraris



In December last year a special exhibition took place in Tokyo to celebrate the fiftieth anniversary of Ferrari's first sales in Japan. A major feature of the event was the unveiling of a special new car, the J50, based on the 488 and to be built in a run of just ten examples. If you aren't fortunate enough to have been on the select list for this magnificent looking machine, you can still own one as BBR have announced that they are to produce hand built in both 1:43 ([BBRC208](#)) and 1:18 ([BBP18156](#)).

Another new Ferrari announced at the recent Frankfurt motorshow is the Portofino, a front-engined coupe/convertible to replace the California T. Both BBR and MR Collection/Looksmart have been quick to announce this in 1:43 and 1:18. BBR will be offering roof down ([BBRC207/BBP18155](#)) and roof up options ([BBRC209/BBP18157](#)) in numerous colours and Looksmart have sent us first images of their closed version in 1:43 ([MRCLS480](#) - see front cover) and the sister MR Collection range will be catering for collectors of 1:18 ([MRCFE023](#)). They too will be offering several colour options and no doubt open versions will also be announced shortly.

STOP PRESS

Good news for Le Mans collectors. By the time you receive this issue we should have received the SMP Racing BR01 Nissans from **Spark** which are the last stragglers from the 2015 race. Spark has also now confirmed the 2017 LM race subjects and are, as we expected, making all of the grid except the Ferraris and Fords, which we will hopefully also see announced very soon. After a quiet few months Spark is really back up to speed now and the deliveries are coming through thick and fast. More good news for Le Mans fans, in this issue we have some re-issued Le Mans winners from **Ixo** with the 1937 Bugatti ([IXOLM1937](#)) and 1953 C Type Jaguar ([IXOLM1953](#)) and these will be followed shortly by the 1958 Ferrari 250TR ([IXOLM1958](#)) and 1960 250TR59/60 ([IXOLM1960](#)). **Marsh Models** had been very quiet with their **Aerotech** range of 1:32 racing aircraft kits but this series seems to be back up and running with the arrival just as we were closing for press of the 1934 McRobertson air-race de Havilland DH88 ([MMAT32021](#)) and coming soon a subject we thought they had abandoned, the 1927 Schneider Trophy Supermarine S5 ([MMAT32005](#)).

COVER GALLERY

Looksmart has been very quick off the mark launching its hand built model of the new Ferrari Portofino ([MRCL-S480A](#)) alongside the real thing at the recent Frankfurt show and this speedy machine takes top billing on our cover this issue. Alongside is something rather unusual, a Horch 853 converted into a high speed fire tender in the late 1940s and coming soon as a resincast from Autocult ([ATC12006](#)).

Two modern racers next, to the left is Modelers' new resincast ([MDL43012](#)) of the Lola-Mazda P2 MZ 2.0T as raced at Watkins Glen last year and to the right a 1:18 resincast from TrueScale Miniatures ([TSM181013R](#)) of the Team HTP Bentley Continental GT3 as it appeared in the 2015 Moscov round of the Blancpain series.

More Ferraris next, to the left is BBR's 1:18 hand built ([BBP18142A](#)) of the 1983 208 GTS Turbo and on the right the 250 GT Lusso Prototype as unveiled at the 1962 Paris Salon and re-released as a 1:43 hand built by RGM Design ([RGMCAR039A](#)).

The high detail Jaguar D Type at bottom left is Profil 24's latest 1:24 resin kit ([PFL24105](#)) and offers the 1957 Le Mans winner. Finally we have an extremely colourful class-winning Mercedes AMG GT3 from this year's Daytona 24 Hours, coming from Spark as a resincast ([SPKUS030](#)).



EDITOR'S CHOICES

Our favourites from this issue's new releases



BEEMAX Beemax - New 1:20 plastic kit & accessory
Model Kits • Macau

[AOS09823](#)
[AOS09826](#)

Brabham BT52 BMW Monaco 1983 1:20 £62.95
Brabham BT52 BMW PE Detailing Set 1:20 £35.55



The announcement of this kit was very well received and we're not surprised, the car of course carrying Nelson Piquet to the F1 World Championship and becoming the first driver of a turbo car to be crowned champion. The BMW turbo engine is where the build starts and the well-detailed unit is then fitted into a multi-piece chassis. The suspension is finely made and the upper body section is removable so that you can show off all the work that you have done on the mechanical parts. The decals include the dark blue striping and offers the choice of either Piquet or Patrese for the Monaco GP, although we suspect most will go for Piquet who finished second. The instructions include greyed out panels showing the optional detailing parts and this set includes photo-etch for wing endplates, brake facings, tyre stencils, seat belt furniture and various small fasteners. There is also ribbon for the seat belts, a large fret of hose ends and multiple sheets of templated carbon fibre for the chassis tub.



ABC Brianza - New 1:43 resin & metal kit

[BRK43339](#) Delahaye 134N Autobineau Superluxe 1934 £96.95
Hand built available [ABC339](#) maroon & [ABC339WR](#) white/red two-tone



Autobineau was a subsidiary of Letourner et Marchand, set up to provide production bodywork for various manufacturers, most commonly Delage and Delahaye. Several body styles were offered on the latter's 134 chassis and the variant offered here was known as the Superluxe. The main distinguishing feature of this from the regular Berline is that the doors opened with no central pillar to make for spacious access. The main body casting in the kit is very crisp and in ABC's usual style there are very fine etched inserts for the bonnet side vents, etched frames for the windows and plenty of other small trim details. We're used to seeing plated door handles as separate pieces but here the hinges have also been made as plated castings, so you have a choice of finish here, to either fit them as they are or before painting the main body colour. The car modelled has a sunroof and this is moulded as a recess in the body with a piece of adhesive backed fabric to be fitted. It's all extremely thoughtful kit design and the completed model should look very smart whether finished in a single colour or with a two-tone to accentuate the lines.



Neo - New 1:43 resincast model

[NEO47040](#)

Jaguar XJ40 Shooting Brake 1989 Blue

£67.95



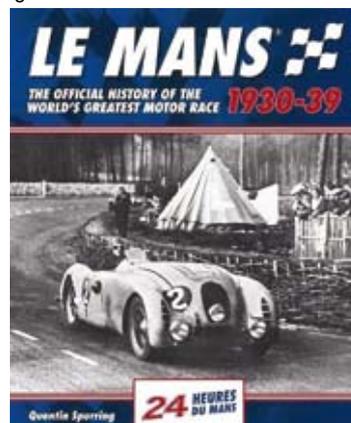
Hatfield's of Sheffield is one of the oldest Jaguar dealership and in the late 1980s they commissioned Humberstone to create a shooting brake on the then current Jaguar XJ40 saloon. Three are believed to have been built, two for Hatfield's and the other for Mr Humberstone himself. It's a very successful conversion with the proportions of the pillars and the roof line looking as if they could be factory originals. The only giveaway really is the tops of the rear doors, which drop as on the saloon base. This has been missed on the model which actually improves the look of the car! Otherwise the detailing is excellent and the model compares favourably with the best-known surviving example.



New book

[ISB9781910505137](#) **Le Mans 24 Hours 1930-39, The Official History** £60.00
Weight 2.1kg by Quentin Spurring

The seventh volume in a planned series of eight, this fills the only gap remaining in the chronology so that we have all years from 1923 through to 1999 now covered. The pre-war volumes are perhaps the most impressive of this excellent series as we are treated to a fantastic selection of period images and it is not just the quantity of these pictures but the superb quality of them. They have either been subject to expert restoration or have been kept with great care. Every one of the 331 cars to have started the races during the decade are mentioned and we have multiple views of many of them. The races are described in detail too, with individual marques singled out and there are comprehensive results and statistics included.



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

Brickyard Model

Brickyard Model - New 1:43 resin & metal kits

BRI43001	Honda 1st Indy 2017 Sato	£102.05
BRI43002	Honda Indy 2017 Alonso	£102.05

The 2017 Indy 500 generated lots of interest globally with Fernando Alonso's participation and a win for Takuma Sato and the good news for 1:43 kit builders is that both have been modelled by this new maker from Japan. The quality of the kit parts is typical of resin and metal kits from the country, with a superb resin body which just needs a couple of small feed-tags removing and plenty of fine white metal castings. The instructions are mostly CAD images and unusually the build sequence starts at the back of the car with the etch and metal rear wing parts before moving forwards. The pre-printed tyres have the correctly coloured markings for either side of the car and the decals are very clearly printed and have all the correct sponsorship. The assembly looks to be very straightforward and decoration of the Alonso car will be the simpler of the two, Sato's needing some masking for a two-tone paint finish on the airbox. Both should make for fine looking miniatures.



Eidolon make up.

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

EIDVM105	Porsche 962 Le Mans 1989 #17	£222.25
EIDVM103	Porsche 962C Le Mans 1990 #44 Italya	£222.25
EIDVM106A	Porsche 962 13th Le Mans 1989 #55 Omron	£222.25
EIDVM106B	Porsche 962 Le Mans 1989 #33 Takefujii	£222.25

The physical differences between these 962s is very subtle, with the wheel design varying and the pink and white 1990 machine having a slightly different style of mirrors, but the main body casting looks to be the same across them all. The overall shape is excellent and beneath an extremely high gloss paint finish the panel lines are super sharp, looking as if there might even be opening parts, and where necessary the decals have been cut in. Those decals are all clearly printed and are accurate as far as we can see. Of the 1989 cars offered, only the bright blue Omron finished, having lost time to have fuel lines wrapped after the sister Takefujii machine was burned out. In 1990, the Italya entry managed eleventh overall. The finish on all of the models is, as usual for this range, clinical.



EIDVM102A	Porsche 962 GTi Le Mans 1989 #14 Cabin	£222.25
EIDVM102B	Porsche 962 GTi Le Mans 1989 #15 Raika	£222.25

Richard Lloyd Racing ran both of their distinctively modified 962s at Le Mans and the bright red #7 had been running in seventh position overall with two hours to go when it caught fire. The pretty short-tail bodyshape, with faired-in rear wheels is superbly replicated and at the rear we see very delicate looking etched parts to mount the wing. As with all models in this range, the finish is spotless, with the decals cut into the crisp panel lines and a deep gloss lacquer finish all over the main bodywork. There are a few omissions on the decoration when we look at the model as built, but these are simply rectified with some easily found decals, just a couple on the black and silver #15 car, rather more on the red and white machine.



EIDVM060	Porsche Carrera RSR 1st Daytona 1973 #59	£196.30
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Daytona marked the first appearance of the colours that we now associate with Brumos Racing, white, red and blue replacing their hitherto traditional orange. With the prototype entries failing relatively early, it soon became a battle for outright victory between the Brumos car and the similar machine of Penske, the former winning out after the latter had engine problems. The finish on the model is excellent with a typically deep gloss to the lacquer and a clinically clean approach throughout. The window frames are particularly impressive; the very fine chrome surrounds look to be printed onto the acetate giving a neat finish. Beautifully done.



Carbone

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

CAR43102	Mercedes 540K Spezial Roadster 1939 Blue	£299.95
CAR43103	Mercedes 540K Spezial Roadster 1939 Black	£299.95

These two models depict the same car at different times in its life. Chassis 408383 was one of twenty-five Spezial Roadsters built by Sindelfingen and is believed to be the final example. Like so many special cars in Europe, it disappeared during the war and was discovered by a Swedish journalist in Russia in the early 1960s, this enterprising individual eventually managing to negotiate ownership and then simply drove it back via Finland! The original colour was a deep blue and the car is now finished in black and over recent years the colours appear to have changed back and forth looking at images from various concours events. On the blue model, we see the roof in the closed position, while the black option, with its white-wall tyres has the roof lowered. The paint and bright-work on both models is, as we expect from Carbone, excellent and it's an attractive miniature in either form.



CAR43104	Talbot Lago T26 Grand Sport Saoutchik Blue	£299.95
CAR43105	Talbot Lago T26 Grand Sport Saoutchik Green	£299.95

Joseph Saoutchik was celebrated for his unique and flamboyant coach-building designs and by his standards this elegant coupe is quite discrete. The two-tone blue colour scheme was how the car appeared originally in 1950 and it survived in this form for over fifty years before being repainted a pale silver-green, having the bumpers removed and chrome wire wheels fitted during a restoration. The later colour suits the subtle lines of the car very well but the curves are accentuated more by the original livery. There is relatively little brightwork on the car and that which there is is delicately replicated using etch for the most part.



Tameo

Tameo - New 1:43 metal hand built models

TMKTMB041	Tyrrell P34/2 Japan 1977 Peterson	£177.55
TMKTMB042	Tyrrell P34/2 3rd Japan 1977 Depailler	£177.55

Neither Tyrrell driver qualified particularly well in Japan but in the race Patrick Depailler climbed to third overall by the finish to give the six-wheeled P34 its final podium before it was outlawed. Ronnie Peterson wasn't so fortunate, his car being eliminated after Villeneuve's Ferrari hit the back of it and was launched off track. Tameo's models capture the shape of the cars superbly and the overall standard of finish is excellent. At the front there was plenty of brake cooling with ducts on the splitter and periscope scoops fitted and the attention to detail is such that we even see the different colours of trunking used on each car to link those intakes and the brakes themselves. Both models are very limited in numbers, with 125 pieces of the Peterson car and just 77 for Depailler.



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

DWI43007	Herda Bonneville 1964 #999 - kit	£91.95
DWI43007M	Herda Bonneville 1964 #999 - built	£218.75

Bob Herda was a regular at Bonneville from the mid-1950s onwards and here we see the machine that he had been developing for several years with engine builder Clark Cagle. We don't have a recorded speed for the 1964 runs, but the car was featured in a 1964 edition of Hotrod magazine and we're guessing that is why this period in the car's history has been chosen. The kit parts are very cleanly cast, as we have become used to from this range and assembly will be very straightforward once the two-tone paintwork has been masked and applied. The hand built model is superbly finished and presented on a smart white display base and makes an attractive piece.





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

CCC206 Peugeot 184 Landaulet Labourdette - kit £95.20

Hand built available [CCC206M](#)

Peugeot's Type 184 was their flagship model and was a rare beast, with only thirty-one examples being produced in 1928 and 1929. The rather striking Landauette modelled here is based upon Peugeot's museum car and the design of the kit is very thoughtful to make things as simple as possible for the modeller to paint and decal. As was often the case with French luxury cars of the period, the rear passenger compartment was trimmed in a brightly patterned fabric. This is supplied as decal and the interior and the upper body parts are in multiple pieces to allow for decaling and detail painting before assembly. These components are individually photographed in the instructions to aid decoration, but the final assembly will need a little working out as there is no drawing. For the experienced builder, this should be a fun project and will make for an interesting finished model.



CCC207 Hotchkiss AM2 1st Monte Carlo 1933 #1 £78.45

Hand built available [CCC207M](#)

Maurice Vasselle drove his 3½-litre Hotchkiss to overall victory on the Monte Carlo rally and consequently we have a few period photos of the car. These show the basic shape of the faux-cabrio body to be very good but there is a bit of an issue where CCC's built model images are concerned. These show the model with running boards and the initial delivery was in this form, but the instruction drawing shows the correct layout with just a small step on the side and CCC have sent through the corrected castings now. The wire wheels are in kit form with machined rims and etched spokes and there are some very fine detail touches in the kit such as a partially open resin blind to be fitted over the plated radiator shell.



CCC209M DB Panhard HBR4 13th Le Mans 1958 #46 £131.75

Kit available [CCC209](#)

The DB Panhard entries at Le Mans in 1958 came in various forms and this open car was the second home behind a coupe version. The shape of the car looks very good, the paint finish on our hand built sample is excellent. The decals have been neatly fitted and on the doors they snuggle neatly into the panel gaps. The vac-form is a distinctive feature on this subject, with a clear tonneau cover incorporated and this is neatly trimmed and the bracing on it carefully painted. Overall, a pretty model.



CCC210 Peugeot 183 12CV Six Limousine - kit £78.45

Hand built available [CCC210M](#)

The 183 was Peugeot's medium-sized offering in the late 20s/early 30s, with production spanning the years 1927 to 1931. The car modelled is from the middle of the period and is an exhibit in Peugeot's museum, finished in black and beige with a darker brown stripe around the centre. The kit parts are cast in a fashion fairly typical for cars of the era with the wings and running boards as part of the chassis and the main body as a separate piece, which will simplify painting significantly. After a little clean-up of feed tags and painting of parts, the overall assembly looks straight-forward, the plated parts having a subtle finish and there being a small amount of etch for the finishing touches. The only fiddle looks to be that stripe, which is supplied as a long decal to wrap all the way around the rear. You may wish to cut and apply this into smaller pieces.



JarMark - New 1:43 metal hand built models

JARS034B2 Politoys FX3 UK 1972 #24 Pescarolo £219.20
JARS034B Iso FX3B Argentina 1973 #36 Galli £219.20

The FX3 had originally been designed for the 1971 season but lack of funds delayed its debut until the following year. This happened at Brands Hatch and the Williams team were reluctant as the car was untested, but with their usual March chassis damaged they had no choice. Pescarolo's race weekend was not good, the car handling very badly in practice and then suffering steering failure in the race. The repaired and updated car appeared again at the start of the following season, Politoys money now replaced with backing from Iso and a well known red and white tobacco brand and Nanni Galli at the wheel. He qualified sixteenth in Argentina but retired from the race. JarMarK have chosen SilverLine's McLaren M19 as the basis for their FX3 models, the bodywork suitably modified and new wings made to replicate the shape of the car pretty well. Decoration is complete and accurately placed and the overall finish is realistic for the period, with a subtle gloss to the paint. There's plenty of engine and suspension detail and though we know that the high price of these hand built is largely due to the individual bodywork modifications needed, we don't think it's too much to ask for a little wiring on the engine.



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

MID43091 King Cobra Laguna Seca 1963 MacDonald - kit £64.80
MID43091M King Cobra Laguna Seca 1963 MacDonald - built £172.80

Midlantic are working through and re-mastering many of their older patterns lately and in doing so have taken the opportunity to create an iconic image of American racing in the early 1960s. Dave MacDonald had crashed his King Cobra heavily in practice at Laguna Seca and the mechanics worked hard to straighten the chassis and get him on the grid. He still started with crumpled bodywork and after an awful start, fought back from eighteenth place to win. That body damage has been carefully incorporated into the very clean resin body casting for the model, the engine block/transaxle unit is also in resin with much of the remaining kit parts in white metal. There are a few etched and machined parts for final details and the clearly printed decals, shared with other kits, offer the correct details for this race plus a few spare numbers. The hand built model is very well finished with excellent metallic paint and carefully placed small details.



GPM Studio - New 1:43 resin & metal hand built models

GPS049 Porsche 911S 9th Le Mans 1971 #42 £179.95

No fewer than thirty-three Porsches took the start at Le Mans in 1971, more than half of those were 911S with a variety of engine sizes. This pretty white example was a private entry and the French pairing of owner Mésange and 'Gedeheem' finished ninth overall and third in the GTS category. As with the other Porsches that we have had made in very limited numbers, the donor parts for this model come from Arena's extensive range of 911s and decals have been specially sourced. That these decals are inkjet printed does show if we look very closely, but they are all accurately placed and complete and the overall finish from our Italian builder is very good.



GPS050 Porsche 911 Carrera RS Le Mans 1975 #77 £179.95

We've worked with Arena again for this Porsche, which was classified third in the Group 3 category at Le Mans behind two similar machines. Arena's kit parts are well proportioned and the correct bumpers and spoilers have been supplied for this subject. The specially sourced decals are complete and the finished model compares very well with race photos. These hand-built are all made in very limited numbers, so be quick.



MG Model - New 1:18 decal

MGDE007 Carbon fibre decal £12.95

This large sheet of carbon fibre is approximately A4 sized and will be very handy for modellers working in a variety of scales. The weave is a black and pewter twill of a size described by MG as suitable for 1:18, but it will also be good for finer parts in 1:12.

SilverLine SilverLine - New 1:43 metal kit

TMS108 Brabham BT50 UK Practice 1981 £76.30

Although it wasn't race ready until 1982, Brabham's BMW-turbo powered BT50 made its first public appearance at Silverstone in 1981, when Piquet drove it in practice. The chassis didn't handle well, but the power was good and it was very fast through the speed trap despite being slower than the Cosworth-powered BT49 over a lap. Externally the car design was very clean and this makes for a relatively simple kit. The cam cover of the engine pokes through the side of the cowlings and this is a separate piece for ease of painting and the photos in the instructions show the plug wire routing should you wish to add this. The suspension is to be built onto sub assemblies front and rear and the cockpit insert is designed with the radiators fitted either side which will then be visible through various body openings. All clever kit design and a significant subject as the debut of BMW's first F1 turbo engine.



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

JAD4359MA Heron Alfa Romeo 1st Kyalami 1961 #5 £173.95

Alternative version **JAD4359MB** Goodwood 2005 & **JAD4359** kit

The Heron Formula Junior was designed and built as a Formula Junior machine with a Ford engine but the first owner, Tony Maggs, soon added a Climax unit and in 1960 took the car to his native South Africa for the GP. He didn't start due to mechanical issues and in the end sold the car to local racer Ernest Pieterse who fitted his favoured Alfa Romeo engine. With the car in this form he won the Rand Spring Trophy at Kyalami in the November and a few weeks later also entered the South African GP, finishing sixth overall on the same circuit. It is the former version which is depicted here and Jade has handily included photos of the car in action to compare the model with. Overall it looks pretty good. The gold stripe down the centre of the car has been applied using a foil, which has hair-line creases on some of the more complex curves, but conforms pretty well. The main red paint finish is excellent beneath and overall the assembly is neatly done, including a bit of dirtying of the wheels.



JAD4385MD BRM P25 Monaco 1959 Flockhart £174.70

JAD4385MH BRM P25 8th France 1959 Flockhart £174.70

JAD4385ML BRM P25 UK 1959 Flockhart £174.70

JAD4385MM BRM P25 Germany 1959 Herrmann £174.70

Kit available **JAD4385**

These are just four of sixteen built options available from Jades BRM P25 kit and represent two chassis. Ron Flockhart drove a works machine, finished in BRM's traditions dark metallic green, while Hans Herrmann drove for BRP at Avus. The shade used on the Herrmann car looks too strong to us but is consistent with the colour used on Moss' versions of the same car already released by Jade. The Flockhart cars look much better for the colour though and all of the models are neatly finished. The French GP was Flockhart's best result of the season, the other two races here both DNFs and Herrmann also failed to finish his home race, his retirement the subject of a very famous sequence of photos as he was ejected from his rolling car and walked away!



Corgi - New 1:100 (ish) diecast model

CORTY81002TY Bloodhound SSC £10.95

The target for the Bloodhound Land Speed Record project is 1000mph and the record attempt is due to take place in South Africa in October 2017. The model is based on the show car mock up and is well finished with the orange decals on the sides and nose matching well with the orange paint on the fin and engine cowlings and providing a sharp contrast with the main deep blue. In typical Corgi style the model is made to a size rather than scale and this works out to approximately 1:94 rather than the nominal 1:100. Still, for sweetie money it's a fun addition to any LSR collection.



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

RPM1404 Triumph TR7 V8 Le Mans Practice 1980 #40 - kit £72.25

RPM1404M Triumph TR7 V8 Le Mans Practice 1980 #40 - built £197.95

This ugly duckling began life as a project in 1977 with Janspeed based on an old prototype TR7 shell which had been used as a test hack. By the time the car arrived at Le Mans with the ADA team it was running a claimed 500bhp and was timed at 200 mph on the Mulsanne straight but the overall lap performance was not as good and it was too slow to qualify. The kit parts are well made with excellent resin castings at the heart of things, plenty of clean white metal parts for the smaller components and a good selection of fine etch for the finishing touches. The detailing around the windscreen on one of our hand built samples is a little uneven but the model is otherwise well finished with accurately placed decals and the complex rear wing structure is particularly good.



Studio 27 - New 1:24 resin & metal kit, 1:20 & 1:24 decals

STUFD24015 Porsche 919 Hybrid Le Mans 2017 1:24 £224.50

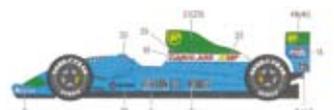
Studio 27 win the race to be the first to release a subject from the 2017 Le Mans 24 Hours and the winner is a perfect place to start! As with their previous incarnations of the 919, this is a relatively simple kerbside kit, with the main body and chassis parts in resin and white metal used for the majority of small components. Three sheets of conventional decal and one of cut adhesive chrome provide the decoration and builders are offered the option of either the winning #2 car or the #1 sister machine which was one of many LMP1 retirements. Etch is included for a few of the smaller finishing touches and overall it looks like a simple build and should make an impressive finished model.



STUDC783 Leyton House CG901 Decals 1:20 £12.50

Made to fit Tamiya kit **TAM20028**

This full livery sheet is intended as a replacement sheet for the Tamiya kit, which was first released in 1991. The green for the top of the airbox and the white stripe that goes beneath are included, there are tyre sidewall logos and of course all of the sponsorship for the car. Both driver options are included, as are helmet decals.



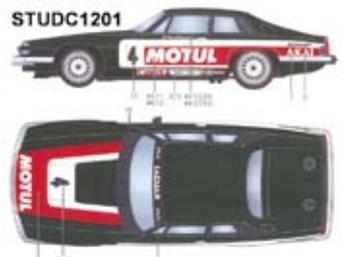
STUDC1201 Jaguar XJS TT 1982 Motul Decals 1:24 £15.50

STUDC1202 Jaguar XJS Brno 1983 Motul Decals 1:24 £13.95

STUDC1203 Jaguar XJS Donington 1984 Decal 1:24 £13.95

Made to fit Hasegawa kit **HAS20305**

These liveries were all works entered cars and offer great alternatives to the decoration offered in Hasegawa's kit. The Silverstone TT meeting was one of several 1-2 finishes for the XJS in 1982 and both options are included. The following year saw a win at Brno too, although to build this option you will need to scratch build the rear mounted oil cooler and it's underbody shrouding which was absolutely not, in any way, shape or form a spoiler. This is not shown on the instructions, but can be seen in race photos. The decals in the kit offer the #1 car from 1984 and with the decal here you can build either of the two sister cars. It also includes the white striping which is not in the kit which will save some masking. One car from each year would make a fine display!



STUFP037 Silver Stripes (Narrow) £6.50

Another handy accessory sheet from Studio 27 to add to the spares box. Five widths of strips are included from 0.1 to 0.5 mm and there are six 127mm length of each width.



Ebbro - New 1:20 & 1:24 plastic kits

EBB20019 Lotus 91 Belgium 1982 Mansell, de Angelis 1:20 £64.95

EBB20021 Lotus 91 Test 1982 Nakajima 1:20 £64.95

Accessory set available [STUCD20043](#) carbon set & [STUTAB20148](#) full livery

Ebbro describe the first of these kits as being from the Belgian Grand Prix, it isn't. In that race both cars ran with the higher rear bodywork and twin intakes seen in Ebbro's first Lotus 91 kit (EBB20012) and the main difference in this set of parts is a new rear deck moulding with no airbox and a gauze panel above the intakes instead. As far as we can see, both cars ran with this bodywork in Long Beach and Mansell did at Monaco. The decal sheet is necessarily devoid of certain sponsors with alternative logos supplied instead but even allowing for this, the placement of the driver names is incorrect for all but Monaco. At the end of the season Lotus gave Satoru Nakajima his first taste of F1 power in a test at Donington and for this test he ran with no rear body section fitted at all, which of course enables us to see the kit's decent level of engine and suspension detail. The instructions include wiring guides for the plug leads in all of these kits but the material is not included, so you will need to source this (T2M2007B). The open rear bodywork also adds the option of building the de Angelis car from Monaco or either car from Detroit, so there are a few options, all of which will need the aftermarket decals and extra reference for absolute accuracy.



EBB25008 Citroen H-Van Kitchen 1:24 £64.95

Alternative version [EBB25007](#) van & [EBB25010](#) Creperie

This is the third version that we have now seen from Ebbro of Citroen's classic H Van and to modern audiences it will probably be the most familiar. One UK Citroen specialist apparently imported 120 examples last year and only two went to private hands, the bulk becoming mobile catering outlets of one form or another. The original kit parts have been modified a little to include an opening canopy on the side, counters to go beneath this and across the lower rear doors and plenty of interior detailing. For the inside there are shelving units, a small hob, microwave and cash till and accessories even include baguettes, pastries and wine bottles. Finally, there are two decals, one for the main vehicle and the other for a menu board, various magazine covers and vintage posters. Great fun and an opportunity to practice some new techniques. I've never painted a loaf of bread before!



Tamiya - New 1:20 & 1:12 plastic kits

TAM20058 Tyrrell P34 Japan 1976 1:20 £36.95 £33.26

Accessory set available [STUFFP20153](#) tyre sidewall stencil & [STUFFP20154](#) wet tyres

This 1:20 reissue has a couple of upgrades added including etched parts for wing endplates and a few other small details. The chassis detailing is good with full engine and suspension and the top cockpit cowling is a separate piece allowing for a few display options. As was the norm with older Tamiya kits, there is also a seated driver figure. The box describes the car as modelled from Japan and the decals include the local sponsorship for that race, but with slick tyres it is correct for practice only and for a race version you will need Studio 27's wet tyres. Alternatively, the long rear wing endplates were also used in Canada, so that version could be modelled straight from the box.



TAM12036 Tyrrell P34 F1 1976 1:12 £99.95 £89.96

Accessory set available [STUFFP1221](#) tyre sidewall stencil

No race is specified on Tamiya's 1:12 Tyrrell but looking through the race photos the body configuration is correct for several mid-season races including the team's only win of the year, a 1-2 finish in Sweden. The kit is designed to be built with many of the mechanical parts moving and assembly starts with the steering rack and soon moves on to the complex front suspension. As you'd hope at this scale there is plenty of detail to enjoy including a full engine and there are wires and fuel injection piping included with a cutting list in the instructions to get the correct lengths. Many of the body panels are designed to be removable from the completed model so that your hard work can be shown off and appreciated. This is a subject that Tamiya have released before, but the kit has been updated and includes etched parts and a new decal print.



Hasegawa - re-issued 1:24 plastic kits

HASHC023 BMW 2002Tii 1971 £42.50

Although the 1800Ti had been a successful race car for BMW is was the 2002 which really launched the company into the public's consciousness as makers of sporting saloons, being popular both on road and track. Hasegawa's kit is well proportioned and looks like it should be a relatively simple build. It is a kerb-side kit but there is plenty of suspension and other chassis detail beneath and the interior is well-appointed too, with a soft rubber type material used for the seats. The finished model will be left hand drive but there are a few options on the decals, such as the choice between a black or wood-finish instrument surround and various number plates.



HAS20305 Jaguar XJS ETC 1984 #1 £42.50

Decal sets available [STUCD1201](#) ETC 1982, [STUCD1202](#) ETC 1983, [STUCD1203](#) ETC 1984 & [STUTAB24081](#) Macau 1984

Tom Walkinshaw's Jaguar XJS' were in their third season in 1984 and when they finished they tended to do so with the drivers occupying at least the top two steps of the podium. This is a reissue kit but the parts have been updated a little with the inclusion of a small amount of etch and a new decal print. Curiously the single decal option in the kit is for a #1 car driven by Walkinshaw and Heyer which wasn't a lucky number for the pairing, as far as we can see their ninth-placed car from Donington can be accurately replicated from the box and that will need the driver names placing slightly differently to match race photos, or it could be from Brno, but we have no photos from this event. The opening bonnet reveals a reasonably well detailed V12 engine and there is also suspension detailing underneath and vinyl pipe is included to make the brake cooling hoses. A two-tone paint finish will be required for the white side stripe and if you don't fancy the livery in the box, there are aftermarket alternatives available from Studio 27 and Tabu Design.



HAS20315 Porsche 944 Turbo Cup Blaupunkt 1:24 £42.50

Porsche ran a one-make series for the 944 Turbo for four seasons from 1986 to 1989 and one claim to fame is that it was the first championship to mandate the use of catalytic converters. The car modelled appears to be a press launch machine and a very similarly liveried example survives in the Porsche museum. It's certainly a colourful machine with the pink panels included on the decals to be applied over a white base finish. The kit parts include a fair level of detail with a turbo-charged four-cylinder engine beneath an opening bonnet, suspension on display underneath and a race specification cabin.



Beemax - New 1:24 plastic kit & accessory

AOS10314 Toyota Celica (TA64) Portugal 1984 £52.95

AOS10315 Toyota Celica (TA64) PE Detailing Set £23.50

The core parts in this kit are basically the same as those seen in Beemax's previously released Safari rally version of the car (AOS08456) but with revised suspension components to reflect the lower ride height used on this event. This means that there will be a few bits left over, but the instructions are very clear as to which parts should be used. The bonnet is a separate piece but this is to facilitate different event versions and the finished model will be kerbside, although there is a good level of chassis and suspension detail including the bottom of the engine. The decals are clearly printed and offer the choice of Kankkunen or Waldegaard, neither of whom finished the event. For additional detail the etched set includes various fine grilles, brake parts, wipers, and seat belt furniture, along with footrests and seat mountings. There are also very fine parts for the roof-mounted aerial and ribbon for seat belts.





CMC - New 1:18 premium diecast

CMCM023 Mercedes 300SL CPA 1952 #4 £346.95
 Alternative versions [CMCM158](#), #18 Swiss GP, [CMCM159](#) #20 Swiss GP & [CMCM160](#) #16 Swiss GP

Mercedes new 300SL had already acquitted itself well in European races winning most of the events entered and Mercedes decided to use one of the toughest endurance races to further prove their machines. Four cars were entered for the Carrera Panamericana, Karl Kling taking the victory despite tyre troubles early on and a bird strike (buzzard or vulture depending on which account we read) which took out the windscreen. CMC's model is a revised re-issue, so some of the engine detailing is a little simpler than we're used to on their more recent patterns. There's still plenty in there and the decoration looks to be accurate. The side exit exhaust is slightly low but otherwise the accuracy looks good and the finish is excellent as usual.



MIN417160506 Mercedes W07 1st Japan 2016 Rosberg - resin £89.95

MIN417160906 Mercedes W07 Champ 2016 Rosberg - resin £109.95

Alternative versions [MIN417160206](#) China & [MIN417160306](#) Monaco

The aerodynamic details and minor sponsorship on Rosberg's car appear to be the same for both the Japanese and Abu Dhabi GPs, although we do see a change to tyre compounds. We've seen many versions of these cars now and as usual the overall finish on the models is to Minichamps' usual standard with excellent paint and plenty of carbon on the smaller parts. The main difference on the Abu Dhabi car is the inclusion of a separate standing figure to fit on top of the nose and the car having the cockpit surround moulded as removed. The mounting point for the figure means that he keeps wanting to fall off, so a tiny dot of glue would be advisable here.



MIN417161233 Red Bull RB12 3rd Brazil 2016 Verstappen - resin £89.95

Alternative version [MIN417160333](#) Spain & [MIN417160833](#) Germany

Although already a race winner, Max Verstappen really shone in the Brazilian Grand Prix, the wet conditions enabling him to show his raw talent to finish third, having made extra stops for different tyres which dropped him right down the running order. The car is modelled on intermediate tyres which were used during two stints. The dark satin blue paint finish makes a great background for the vividly printed decals. As usual we would prefer to see all the vents in the rear wing endplates open (not just the lower ones), but the other detailing is nice and fine.



MIN537174314 McLaren MCL32 China 2017 Alonso - resin £94.95

Alternative versions [MIN537174302](#) Vandoorne Monaco & [MIN537174322](#) Button Monaco

The first of the 2017 F1 grid releases is here and offers us the combination of one of the best drivers on the grid with one of the least competitive vehicles! We've been waiting with interest to see how the complex wings would be replicated for these latest machines and at the front it would appear that most of the elements are in one block, with the winglets added as pretty fine pieces. At the rear the heavily sculpted endplates are moulded, but far more finely than on most of last year's cars, and the loop wing on the tail end of the fin is extremely fine. The main body finish is a satin black with bright white and orange decals over the top and we see plenty of carbon with textured mouldings for the floor and suspension arms and decals on many of the smaller components. As with the last few years, there are a few sponsors omitted and we will hopefully see some aftermarket decals for these in the near future.



MIN155361018 Auto Union Type C 1st Ring '36 Rosemeyer 1:18 £109.95

Alternative versions [MIN155361004](#) Varzi Monaco, [MIN155361012](#) Stuck Budapest & [MIN155361057](#) Stuck Shelsley Walsh

With CMC's Type C having arrived just a couple of weeks before this one we had to compare them dimensionally and it is good news that both makers are very closely matched on dimensions. This is a much simpler model at a very affordable price point and this shows in places. The wheels are rather chunky, with plastic moulded spokes and the windscreen is also quite thick. The overall shape of the car is very good though and has an excellent paint finish and correctly placed decals. At the front we see a fine etched grille, there are hints of detail visible through various vents and a fairly realistic (but rather clean!) driver figure is in the cockpit.



MIN155826610 Porsche 956 1st Nuremberg 1982 Mass 1:18 £99.95

Porsche's 956 made a less than impressive debut at Silverstone in May 1982 but the next outing for the first chassis was a rather more successful one on the Norisring, Mass lapping all bar the second-placed entry. For this event, the car wore a 'politically correct' livery and that is superbly replicated on this well-priced diecast. The images that we have found from the race show brake fans on the front wheels only, but they are fitted all round on the model, otherwise it matches race photos very well and is finished to a high standard.



MIN410162418 BMW M4 DTM 2016 #18 Farfus £69.95

MIN410162436 BMW M4 DTM 2016 #36 Martin £69.95

It took Minichamps a while to get going with their DTM BMW M4s but they're coming through in a steady stream now. Augusto Farfus may only have scored one podium finish during the season but his was (we think!) one of the most attractively decorated cars on the grid. Maxime Martin did slightly better, scoring two podium finishes during the 2016 DTM season on his way to eighth in the overall standings. Both liveries are smartly replicated over the well-proportioned bodysell and the overall standard of finish is up to the level we expect from Minichamps, the front dive planes being particularly fine.



MIN417160903 Red Bull RB12 Belgium Halo 2016 Ricciardo £89.95

Alternative version [MIN417160444](#) Hamilton Mercedes & [SPK5022](#) Button McLaren

The FIA's Halo safety device was tested extensively during the 2016 season with most drivers getting to experience it and there have now been a few models of the different options produced so that you could create a collection of just these cars should you so wish! The Halo device along with the suspension parts are very finely made on the model and have a textured carbon finish, as does the floor and the insides of the rear wing endplates. The satin blue paint finish is excellent and the decals are vividly printed and stand out very well from this background.



MIN417170011 Force India VJM10 Australia 2017 Perez - resin £94.95

MIN417170031 Force India VJM10 Australia 2017 Ocon - resin £94.95

One of the surprises for the 2017 pre-season was the unveiling of Force India's new livery, carrying the bright pink of water filter company BWT which has been a familiar sight in DTM for the past few seasons. It certainly helps the cars stand out, both on track and in model collections. The paintwork is satin, following the current trend started by Red Bull in F1 and the finish on the model is excellent. The decals are clearly printed and appear to be correct for the race. There's plenty of carbon in evidence, applied as decal and as embossed components for suspension arms etc. Good looking models.



MIN400723448 Mercedes 300SEL Le Mans Test 1972 #48 £69.95

One of the least likely cars to appear at Le Mans was this large four door Mercedes saloon. AMG had proved the performance of their V8 conversion in the previous year's Spa 24 Hours, finishing second overall, but against sportscar opposition it was outclassed. We don't have close enough images to see if the Le Mans version had a full interior, but the model does and so did the Spa racer. Externally the body modifications are well realised and the bright yellow paint is evenly applied. Sponsorship is minimal, but is accurately placed and clearly printed. An interesting oddity!





Ebbro diecast [EBB45075](#) - Honda CR-Z SuperGT 2014



Marsh Models Aerotech 1:32 kit [MMAT32021](#) - de Havilland DH88 'Comet' McRobertson air-race 1934



Spark resincast [SPK5034](#) - Renault RS17 Bahrain 2017 Palmer



Carbone hand built [CAR43105](#) - Talbot Lago T26 Grand Sport Coupe Saoutchik



Minichamps diecast [MIN410162436](#) - BMW M4 DTM 2016 Martin



Autocult resincast [ATC03013](#) - Berkeley T60 1962



Arena [ARE843](#) (kit) [ARE843M](#) (built) - Lancia Stratos Rally Paris St Raphael 1974 Beckers/Biche



Spark resincast [SPK5412](#) - Matra MS1 Goodwood Test 1966 Stewart



LS Collectibles 1:18 resincast [LSC020A](#) - BMW 323 Alpina C1



TrueScale Miniatures resincast [TSM430144](#) - Bentley EXP Speed 8 1st Le Mans 2003

Profil 24

Profil 24 - New 1:24 resin kit

PFL24105 Jaguar D Type 1st Le Mans 1957 £198.95

Profil's last few Le Mans releases have been kerbside models but here we see full detail with plenty for the experienced modeller to get stuck into. There is a fair amount of flash to be removed from the castings and some careful fettling and dry fit work will be needed for much of the build. The majority of the parts are resin and the cast detail on the engine block and other mechanical components looks very good. Etch is included for numerous brackets and smaller parts such as the steering wheel centre. The instructions are clear for assembly but for detail painting you will need additional photos and the recently published Haynes manual on the D Type (ISBN9781785210785) would be an ideal guide here. Decals include the winning #3 machine of Bueb and Flockhart along with the sister Ecurie Ecosse #15 of Sanderson and Lawrence.



Top Studio - New 1:12 accessories

TOPTD23178 Yamaha YZR500 Front Forks 1999 £14.95

Made to fit Tamiya kits [TAM14076](#) & [TAM14078](#)

TOPTD23179 Yamaha YZR500 Front Forks 2000/02 £14.95

Made to fit Tamiya kits [TAM14086](#), [TAM14088](#) & [TAM14091](#)

TOPTD23180 Suzuki RGV-r (XR89) Front Forks 1999 £14.95

Made to fit Tamiya kit [TAM14081](#)

TOPTD23181 Suzuki RGV-r (XR89) Front Forks 2000/02 £14.95

Made to fit Tamiya kits [TAM14083](#) & [TAM14089](#)

The components in these sets are all, as we might expect, pretty similar. At the heart of each are machined fork sliders which have different coloured anodised finishes to suit their various applications. All bar the 1999 Yamaha have revised resin top yokes and for both Yamahas there are steering dampers included. There are also various small machined mountings, etched trims and fasteners and of course instructions showing how the original kit parts must be modified to incorporate these precisely made pieces.



TOPTD23182 Kawasaki H2R 'Ninja' Detailing Set £26.95

Made to fit Tamiya kit [TAM14131](#)

In terms of a parts count, photo-etch accounts for most of this detailing set with multi-piece brake discs, numerous fasteners and various brackets to add finesse to your models. There are also machined fork sliders, fine springs for the exhaust joints and a roll of fine wiring.



Looksmart - New 1:43 resincast models

MRCLSLM044 Ferrari 250/275LM Le Mans 1968 #19 £95.95

Having been comprehensively written off on the Targa Florio, Paul Vestey's 250LM was rebuilt around another chassis and with fibreglass bodywork in time for Le Mans and was also fitted with a larger 3.3 litre engine. Driving was shared with Roy Pike but their race only lasted ten hours before the transmission broke. The fibreglass bodywork had a long nose and enlarged rear wheel arches to accommodate wide alloy wheels and the shape of the model replicates the modifications superbly. The dark blue paintwork has a realistic level of gloss and provides an excellent backdrop for the clearly printed decals.



MRCLSLM060 Ferrari 250/275LM 8th Le Mans 1969 #17 NART £95.95

The final appearance for a 250LM at Le Mans came in 1969, the NART entered machine of Zeccoli and Posey being the same chassis that Gregory had shared with Rindt to win the race five editions previous. By now it had been fitted with a larger engine, had wider wheels and better brakes but was out of contention for overall honours, eventually finishing a creditable eighth. The red of the paint looks perhaps a little too bright but the finish is excellent and the decals are correctly placed. The overall shape looks good and the small detailing is all neatly fitted.



TSM MODEL TrueScale Miniatures - New 1:43 & 1:8 resincast models

TSM164306 Honda NSX Le Mans 1994 #46 £89.95

Alternative versions [TSM164308](#) #47 & [TSM430121](#) #48

When Honda decided to tackle Le Mans with their NSX in the mid-nineties they chose a name that we usually associate with Porsche to run the cars, Kremer. Although the cars were found wanting a little in performance and had transmission issues, all three entries in 1994 made it home in a race where only a third of the starters were classified. This was the middle of the trio in terms of results. The shape of the car is smartly replicated and we see some very fine detailing on the wheels and around the rear aerodynamic additions. Through the neatly fitting wrap-around rear windscreens we can see some engine detail and the overall standard of finish is excellent.



TSMCE154310 Rolls Royce Silver Wraith Touring Limousine 1952 £119.95

Built on the shorter variation of the Wraith chassis this body style is referred to both as a Mulliner Saloon and a Touring Limousine. TrueScale have opted for a smart two-tone silver over metallic blue for their model and the chrome trim panel which runs beneath the side windows has unusually been picked out with very fine gold coachlines which start at the leading edges of the bonnet and then, after the rear doors, split to frame the rear wheel-arches. The bonnet has a slight upsweep at the front, which isn't quite right but otherwise the shape looks pretty good and the fit and finish is excellent.



Top Speed - New 1:18 resincast model

TSMTS0007 Jaguar F Type R Firesand £119.95

Alternative version [TSMTS0008](#) White

At the time of its launch the F Type R was the most powerful in Jaguar's sports car range, although it has recently been usurped should 500PS not be enough for you. It's relatively subtle too with clean lines and a discrete front spoiler and rear diffuser picked out in black to contrast with the slightly less discrete metallic orange paintwork. The interior is well appointed and visible through a large clear sunroof panel, the centre panels of the seat in red against the rest of the trim in black and it all adds up to make an attractive model.



TSMAC0005 Lauda Helmet 1975 1:8 £36.95

An ideal centrepiece for a collection of Lauda's cars, or as a stand-alone miniature, this replica of Niki Lauda's helmet from the 1975 season is smartly finished. During the course of the year the strip at the top of the visor varied between red and white and it is the latter chosen here, presumably as it stands out better from the helmet. On the left there is a ventilation pipe and on the right a series of small chrome Goodyear winged feet logos, which we are guessing represent pole positions. For absolute accuracy, you will need to source and add a couple of black Marlboro logos for that white visor strip as these are not included.



Monte Carlo or Bust CCC's 1937 Monte Carlo Rally Delage

by Ed Roberts

Quickly, name all the racing movies you can.... 'Grand Prix', 'Le Mans', 'Winning', etc.... Now, name all the movies about rallying that you can. I'll give you 'Genevieve' as a starter. 'A Man and a Woman' - OK, that involved rallying.

The two 'Cannonball Run' movies - bit of a stretch but, yeah, fine. So let's go back to the 1960s and I'm sure we all remember 'Those Magnificent Men in Their Flying Machines' - a pretty decent comedy about a air race across the English Channel. There was a sequel of sorts - the oddly named 'Those Daring Young Men in Their Jaunty Jalopies' - about a pre-WW2 Monte Carlo Rally (UK readers will know this as "Monte Carlo or Bust" - MC). If you've never seen it - do so. It starred Tony Curtis as an American taking over an English car company, Peter Cook and Dudley Moore as British soldiers on leave from India and Susan Hampshire as the cute blonde. As the evil plotter you have that most English of villain actors - Terry Thomas. Worth watching so long as you ignore the plot. And the mish-mash of cars and

Whatever the case, the movie does present a flashback to a time when the Monte Carlo Rally (and, indeed, any rally) was an endurance test rather than a sprint. The Montes of the 1930s had Monte Carlo as a destination, the actual starting points being as far removed as Tallin, John O'Groats and Oslo. The survivors congregated in Monte Carlo for a series of driving tests to determine the winner. There was also a 'Concours de comfort' - a sort of 'who can get here with the most style' competition. Try putting a drinks cabinet, a picnic basket and table in a current Citroen WRC and see how far you get. As a result the 1930s saw some rather up-market cars being driven in the Rally - Delahayes, Hotchkisses, Packards and Delages were not uncommon. Preparation seems to be limited to a set of snow tyres and a couple of shovels. I'm not going to go into a history of Delage - I'll leave that to David Blumlein! - but suffice to say that by 1937 Delage was on the way out. They had been taken over by Delahaye and Louis Delage's divorce had caused financial problems for the firm. Face it, the glory of the 1925-6 Grand Prix cars was long gone but with the D6 there was still a lingering aroma of performance and luxury. That brings us to the subject of this build - the Delage D6-70 of Imbert and Franqueville (Motor Sport reports it as Frangueville) which finished 19th in the 1937 Monte. Two places behind them, by the way, was Maurice Gatsonides of speed camera infamy in a Hillman. In 13th, by the way, one L. Villoresi in a Fiat 1500. Sorry, I thought that was kind of interesting - I'll try to stay on topic from now on.

Opening the box you'll find a nicely moulded resin body, chassis and 6 wheels, a well-done etched sprue, some decent metal parts and a chrome

plated metal sprue. There are also 6 snow tyres with very deep tread (I'm Canadian, I know snow tyres). At first I thought these were pretty exaggerated but a look at photos of the car on the web show them to be quite accurate. The chromed sprue however is a disappointment. The chrome is fine but one of my horns and one hub cap were broken before plating even took place. Be careful with chromed white metal by the way - it is extremely brittle. The instructions are of little help. Several parts are not shown and the painting directions are incomplete and misleading. These are limited to describing the main body as ivory and red. Forget the red as it is limited to a side stripe that is provided as a decal. No colours are given for the interior.

As is so often the case it is the internet to the rescue. For a low placed car there are quite a few images to be found. These proved helpful in the arrangement of the rear lights, the Monte Carlo plate and the assortment of picks and shovels carried on the back. The right-hand drive configuration is, by the way, correct.

The resin body is quite clean. Very little time was needed to prepare for painting though I would advise drilling out the various mounting holes - especially for the roof rack. Be careful with the metal rack by the way - it breaks easily. Not shown or mentioned is that the lights on top of each fender should be carefully removed. I missed this and so did whomever made the on-line built-ups. These are replaced by metal ones on the chromed sprue. One minor annoyance to the body - the dashboard is moulded to it making painting a needless chore. Now, what colour to paint it? Images show a variety of colours ranging from white to tan. I eventually opted for middle ground and used Tamiya TS-7 (Racing White) - a nice milky tea shade. If you don't have access to Tamiya sprays, Humbrol #41 is an excellent choice. This D6 had what appears to be what would now be called a sunroof. In the 1930s these were often fabric but CCC has not shown any fabric surface so I assume it was metal. Why is this distinction important? A fabric panel would have a semi-matt finish as opposed to the full gloss of a metal one. (Why do some modellers insist on a bright shiny paint finish on the bodies of 1920s Bentleys?) The wheels seem to have been the same colour but be careful when mounting the tyres - they have a very thin rim so it's best to press them onto the tyres from the back.

The lack of painting instructions becomes a problem when dealing with the interior. On-line photos of the D6 show a variety of luxurious finishes including red or black leather and lots of wood. I took a shot and painted the interior of the body a dark yellow, the floor a dark brown and the seats a medium brown. The D6 had very narrow windows so my attempt to provide a contrast came to nothing in the end.



Ed's completed Monet Carlo Delage D8S - built from CCC kit [CCC153](#)

The dashboard was painted wood brown with white dials in hopes some colour could be seen through the windows. The steering wheel was simply painted matt black, though for the time period it could have been natural wood or even white. The axle holes do need to be drilled out but they are clearly marked.

Body dry it's time to install the windows and time to take up a new hobby - I hear stamp collecting can be enjoyable. The front and rear windows fitted well although the material is rather flimsy. The side windows are another matter. They need to be fitted flush with the body but the cut lines are indistinct and the material doesn't help. After losing this fight I traced the window shape onto a piece of sticky note and pressed that onto a sheet of thicker clear material. I now had a pattern that could be used. This worked extremely well.

To be honest I now put the kit aside for a week or so.

My nerves now calm I returned to the Delage. There is a red decal stripe running up the flank of each side however I would suggest gluing the etched grille work onto the sides of the hood before decaling - that way you can alter the fit of the decal to the etch. Do it the other way around, as I did, and you are left with a gap. The decals are decent but the side one is prone to flaking so I put a coat of Johnson Clear (with Future!) over the decal (Dear Johnson and Johnson: Please send promotional cheque to ...). The etched parts are the best part of this kit - delicate and very sharp. The grill insert especially is beautiful but needs careful handling. Take care with the straps for the roof-mounted spare. The metal is very springy but go easy on the annealing - one of my straps actually exploded. Not 'exploded' as in The Dambusters but kind of went 'pop' and curled up on itself. The roof rack, by the way, is shown in on-line photos of the built-up kit as being silver but period photos show a dark colour. Black is dark.

Back end first. Figuring out what goes where takes a bit of detective work but there are photos of the completed kit online. The tools may seem over-sized but compared with photos they are correct. There is no positive mount for the spare tyre but drilling the hole in the body oversize then using a spare bit of axle as a mounting point works perfectly. The little 'curly-cue' things are the bumpers and fit in the lowest holes in the body - paint them silver.



Rear end including emergency tool kit!

Moving to the front - the headlights. These have a pin on them which runs through a hole in the horn assembly then into the fender. The hole in the horn needs to be drilled out but DO NOT attempt to do this in one shot - it will shatter. Instead, start with a 1mm drill and work up gradually to the 1.4mm needed to mount the headlight. As I mentioned, one of my horn assemblies was malformed before being plated. I used it anyway but I am less than happy with the result. Glass for the headlights was simulated by placing a blob of epoxy into each. There are several badges to be added to the grill. To make these stand out I touched each one with paint then quickly wiped them off, leaving paint in the depressions. The 'Delage' badge is blue but for the others I used red simply because I felt like it. Add the bumpers - though these should be better termed 'impalers' as they have sharp points on them. The last part to be added is the central light - it has a depression moulded into the bottom of it to aid placement. The fender lights I painted silver with a clear red front.

A final mystery: the instructions show what looks like a large rear view mirror on the left side but no such part is included and period photos don't show it either.

The Delage complete, a few comments. I might have seemed rather critical of the kit but, to be fair, CCC have done a good job here. The instructions were inadequate but internet sources filled in most of the gaps. The 'glass' material needs a rethink but, all in all, a good kit. Not simple to assemble but that is actually a good thing. In the end it looks like what it is supposed to be.



ABC Brianza [BRK43339](#) (kit) [ABC339WR](#) (built) - Delahaye 134N Autobineau Superluxe 1934



Matrix 1:18 resincast [MTXL0604-011](#) - Ferrari 212 Inter Vignale 1953



Spark resincast [SPKSB121](#) - Jaguar XKR G3 Spa 24 Hours 2016



Eidolon hand built [EIDVM103](#) - Porsche 962C Le Mans 1990



Ebbero diecast [EBB45296](#) - Honda CR-Z SGT300 2015 Autobacs



BBR 1:18 hand built [BBP18128](#) - Pagani Huayra BC Geneva 2016



Arena [ARE864](#) (kit) [ARE864M](#) (built) - Porsche 935 Daytona 1979



Tameo hand built [TMKTMB042](#) - Tyrrell P34-2 3rd Japan 1977 Depailler



12 Art 1:12 resincast [TWE0108041](#) - Aston Martin DB4



Spark resincast [SPK5148](#) - Porsche 919 Hybrid 1st Bahrain 2016



Looksmart hand built [MRCLS482A](#) - Lamborghini Aventador S Roadster Frankfurt Show 2017



BBR hand built [BBRC054A](#) - Ferrari 246 GTS Dino 1972



Top Speed 1:18 resin cast [TSMTS0028](#) - Aston Martin Vulcan 2016



Ebbro 1:20 plastic kit [EBB20021](#) - Lotus 91 Nakajima 1st F1 test 1982



Ebbro diecast [EBB45388](#) - Lexus RC F SuperGT Champion 2016



LS Collectibles 1:18 resin cast [LSC008A](#) - TVR Sagaris



Matrix resin cast [MTX41001-111](#) - Jaguar Mk2 Country Estate 1959



Spark resin cast [SPK4644](#) - BR01 Nissan Le Mans 2015



Arena kit [ARE844](#) - Subaru XT Safari Rally 1987



Ebbro diecast [EBB45527](#) - Nissan GT-R Super GT300 2017



Oxford - New 1:43 diecast models

OXFJAGXK150007 Jaguar XK150 Coupe Grey £23.95

Alternative version **OXFJAGXK150006 Donald Campbell**

Oxford's models are usually very good in terms of shape but often let down by rather chunky detailing. This time the shape is as we would expect and the smaller parts are pretty fine too with only the wipers looking a little out of place. The wire wheels have etched spokes, the window frames are neatly painted and the grey paint with red interior suits the subject superbly.



OXFAMZ002 Aston Martin DB4 Zagato Goodwood 1960 #3 £24.95

Alternative versions **OXFAMZ001 2 VEV street & OXFAMZ003 red**

We were less than impressed with the road version of this subject from Oxford and with race numbers on it is no better. The shape is off, especially the nose length, the stance is terrible and it just looks wrong. On the plus side the paintwork is to the usual high standard and the decals are correctly placed.



OXFAMVT002 Aston Martin V12 Vantage S Silver £24.95

Alternative version **OXFAMVT001 Red**

There was disappointment when Aston Martin announced the end of production of the V12 Vantage in 2013, but it was short lived when the lighter, more powerful Vantage S was announced as a replacement. The styling changes are relatively subtle with adjustments to splitters and spoilers and most obvious, new wheels. The shape of the model is very good and the small details look to be correct. The silver paintwork on this variant of the model has a fine grain and the coverage looks very good. The wheels have a slight contrast as they should and the complex bonnet vent arrangement which distinguishes the V12 cars from the V8s are neatly done too.



OXF43RSC001 Rolls Royce Silver Cloud I Sand/Sable £24.95

Alternative version **OXF43RSC002 Black**

The Rolls Royce Silver Cloud was introduced in 1955 and became the mainstay of Rolls Royce production for the next decade. The early example modelled here is finished in the classic combination of sand over sable (pale gold over a solid brown) and the light tan interior compliments this combination very well. The shape of the model looks good and the smaller parts are all neatly fitted. They are also relatively fine for an Oxford release.



NEO47045 Ford Thunderbird 1970 Red/Black £74.95

The Thunderbird was always a relatively luxurious machine but for the fifth generation launched in 1967 Ford decided to move away from sporting attributes (leaving that market sector to the Mustang) and concentrate on comfort. The 1970 model seen here saw the most significant styling change with a very prominent 'beak' added to the front metalwork. The lines of the car have been very well modelled, as is usually the case from Neo, and we see neatly fitted fine trim and a vinyl effect Landau top contrasting well with the deep metallic red paint.



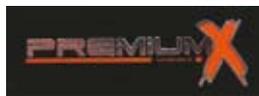
NEO46595 Stutz SV 16 1933 Red/Black £97.50

Like many luxury auto-makers in America, Stutz was struggling after the depression as sales dwindled and the car modelled here is one of the last hundred or so built. The bodywork is by Le Baron and is a conventionally styled sedan offering spacious accommodation. The subject was offered for sale at auction a few years ago and for the most part the model matches catalogue photos very well. One exception is a fine raised lip around the highly polished vent flaps on the bonnet (hood) sides. These are unnecessary. Otherwise the general shape of the model looks very good and the finish, particularly the complex two-tone paint design, is excellent.



NEO47125 Chrysler Atlantic 1995 £76.95

Chrysler's Atlantic concept is often credited with starting the 'Retro' styling fashion, if we ignore one inconvenient detail; the Japanese already had several retro designs in production! The shape is an interesting one evoking some of the more flamboyant designs of the 1930s and is for the most part well replicated. The finish is very good, with authentic looking pale gold paintwork, highly chromed wheels and neatly fitted glazing, the rear screen having a slight crease in the centre to continue the central swage seamlessly from the roof to the boot.



Premium X - New 1:43 diecast models

PRX0451 Saab 95 1961 Grey-Blue £36.95

The 95 was the estate version of Saab's popular 93 and early examples such as the one offered here had a two-stroke engine and a versatile interior which included occasional rear-facing seats in the boot. The model shows these seats along with the rest of a well-equipped interior. The blue-grey colour matches well with a period 1962 TV advertisement and the overall shape of the model is excellent.



PRX0514 Saab 9-5 Sport Station Wagon Aero 2002 Blue £39.95

Although many styling cues remained from the classic Saab 9000 that it replaced, the 9-5 was mechanically far closer related to the offerings of the parent company GM than to Saab's traditional advanced engineering. It was still a fine-looking machine and plenty quick enough, particularly in the high specification depicted here. The shape of the model looks very good, the metallic blue paintwork is excellent and the smaller details are neatly fitted.



PRX0561 Saab 96 V4 1980 Green £39.95

Saab's aerodynamic 96 was in production for twenty years, initially with two-stroke power and then with a four-stroke Ford V4. It is one of the final production examples offered here, distinguishable from earlier examples thanks to large impact bumpers, a subtle tail spoiler and Mini-lite style alloy wheels. The ground clearance on the model looks a little generous but the overall shape looks very good and the finish is to a high standard with the smaller parts all carefully placed and the green paintwork having a very subtle metallic grain.



Neo - New 1:43 resincast models

NEO47140 Rolls Royce Silver Wraith Empress Limo 1956 £83.95

Having first appeared on Daimler chassis, the Hooper Empress line of bodies was modified to suit Rolls Royce and Bentley running gear and the slightly larger scale of the Silver Wraith seen here works better with the styling in our opinion. The shape is good and the model is smartly finished in a two-tone solid blue and pale grey, with just the lower bonnet sides, doors and rear wheel-arch spats in the lighter colour which helps accentuate the flowing lines. The window frames are printed rather than etch which doesn't quite work on a subject like this, also the plating on the radiator and bumpers etc is very dull which is a shame. Not what we expect from this range, reminding us more of the same subject from sister range BoS Models.



PRX0558 Jaguar XJS Lynx Everter 1983 Blue £39.95

The Lynx Everter is one of those vehicles you never realised you wanted until it appeared, a two-door, high-performance shooting break based on Jaguar's XJS and so stylishly converted that it could have come off the line at Browns Lane. Hastings-based Jaguar specialists Lynx created 67 examples, the majority of which were as seen here, right hand drive pre-facelift cars. The shape of Premium X's models isn't quite perfect but it is very close and the paint finish is a deep metallic blue which suits the style of the car superbly. The specific car modelled does have a couple of deviations from normal, with US specification twin headlamps and broad stripes down the flanks.



auto cult

Autocult - New 1:43 resincast models

ATC01004 Panhard & Levassor Type Q Phaeton 1905 £96.95

In 1905 the Panhard 50 hp was absolutely one of the finest motorcars that money could buy and period reports stated, "If you are a millionaire... you simply get the best and most expensive car on the market..." At £1750, the purchaser would certainly need to be well-healed. The imposing example modelled was for sale recently and comparing the miniature with the catalogue images the overall look of the model is very good. The cables from the running-board mounted battery box are perhaps a little exaggerated but the rest is very well done indeed. The finishes are sympathetic throughout and in the covered passenger compartment there is even the Panhard et Levassor logo on the floor.



ATC02008 Tempo E400 Kombiwagen 1936 £89.95

Produced in Hamburg, the Tempo series of three-wheelers proved very popular in the 1930s, over 3,300 examples of the 400c.c., steel bodied E400 being produced from 1936 to 1938. It's a versatile looking machine with plenty of luggage space behind two-rows of seats and a canvas rear roof section easing the loading of larger items. That roof is rolled up on the model and the finish of this very simple looking machine is very good. For display you will probably wish to remove the model from the transport block it is mounted on and with this done it will be easier to see the exhaust and suspension detail under the front.



ATC04012 Kamm K3 1939 £89.95

We know Wunnibald Kamm best for his eponymous cut off tail design but the engineer and aerodynamicist had many other projects. This design from 1939 was one of a series of K-Wagens, streamlined designs for passenger vehicles based on proprietary chassis and was built on Mercedes' popular 170V. The slippery shape has a drag coefficient of just 0.36, very impressive for the time. That shape is generally well modelled and the finish is excellent. The front windscreen on the real car is in four pieces with the end sections being tightly curved and this doesn't quite translate with the etch and flat acetate used on the model which would probably have kinked if more curvature was attempted. Otherwise very good.



ATC06017 Tatra JK2500 1956 £89.95

We usually associate Tatra with rear-engined saloon cars and it is unclear whether this striking front-engined coupe was an official project or not. Up front was an air-cooled V8 borrowed from a T603 and this was hidden beneath a stylish coupe body which appears from period images to have been built in traditional style over a wooden frame. The two-tone paintwork on the model is excellent and the colours are separated by a carefully applied chrome trim. The windows all fit neatly and overall it's an attractive model and a most unusual subject (as are most from this maker!).



Ixo - New 1:43 diecast models

IXOCAC001 Citroen C25 Pilote Motorhome 1985 £53.95

Pilote have been a leading manufacturer of campervans and later motorhomes in Europe since the 1960s. The van modelled here from the mid-80s is based on the popular Citroen C25 platform, the front wheel drive chassis allowing for a low floor beneath the coach built body. The model has a metal chassis with a resin caravan body (much like the real thing) and through the windows we can see that the accommodation is well appointed. On the passenger side there is a closed awning and a nice touch is the inclusion of a (fairly basic) bicycle on a rack on the rear. Great fun.



IXOTRA002G Porsche Master N419 Tractor 1962 £20.95

Not what we picture when we think of the name Porsche, but between 1956 and 1963 over 125,000 Porsche Diesel tractors were built (plus many more under license bearing different names). Four models were available, all very similar in style but varying in size and the largest and rarest was the Master series seen here. The minimal bodywork on all had a sleek (for a tractor!) bull-nosed style and our model has an optional passenger seat above the rear wheel to the driver's left. Bright red was the only colour available and this covers most of the exposed engine as well as the body parts, the black exhaust and cream wheels offering the only contrast. A must for your Porsche collection!



IXOLM1937 Bugatti T57G 1st Le Mans 1937 £34.95

The first thing that draws our eye on this re-issued model is how delicately the distinctive wheels used on these cars have been made, with fine radial spokes nested in machined rims. The overall shape of the car is pretty good too and the two-tone paint finish has been carefully masked. Close inspection of the main radiator grille and headlamp stone guards reveals these to be vac-forms rather than etch but they are neatly fitted and are effective from shelf distance. Some of the other parts such as the windscreens are a little chunky, but overall excellent value.



IXOLM1953 Jaguar C-Type 1st Le Mans 1953 £34.95

Another welcome re-issue for collectors of Le Mans winners, the Rolt/Hamilton Jaguar C Type of 1953. At first glance, something niggled with us slightly and it is the shape of the rear corner, which appears to stop a couple of millimetres above where it should, not helped by our sample having the rear wheels a little too far forward in the arches. On the plus side, the paint finish is pretty good, the decals and other small details such as the bonnet straps are neatly placed and the front grille is fine etch.



IXORAM649 Skoda Fabia R5 7th Monte 2017 Mikkelsen £37.95

With VW's withdrawal from the WRC at the end of the 2016 season, Andreas Mikkelsen found himself without a top-class WRC drive at the beginning of 2017. He started the Monte Carlo rally in a Skoda, running in the WRC2 category and showed that talent will out, with a class win and impressive seventh overall. This event marked the 40th anniversary of Skoda's first Monte Carlo class win and the cars were decorated as a homage to the original 130Rs. This makes for a bright looking model with vivid blue, red and orange stripes standing out from a white base colour. Ixo's Fabia is well proportioned and the overall standard of finish is very good, with the small detailing on wipers and spoilers being particularly fine.





Looksmart hand built [MRCLS483](#) - Lamborghini Huracan Super Trofeo Evo



Top Speed 1:18 resin cast [TSMTS0057](#) - Porsche 934 Le Mans 1977



Eidolon hand built [EIDVM106B](#) - Porsche 962 Le Mans 1989 Takefuji



Ebbro diecast [EBB45301](#) - Toyota GT86 MC SuperGT300 2015



SMTS [RL006](#) (kit) [RL006M17](#) (built) - Lotus 33 1st Belgium 1965 Clark



Autocult resin cast [ATC04011](#) - Wolkov 35 Kapka 1931



BBR hand built [BBRC182F](#) - Ferrari F60 America 2016



Spark resin cast [SPK5037](#) - Red Bull RB13 3rd China 2017 Verstappen



Marsh Models Aerotech 1:32 kit [MMAT32005](#) - Supermarine S5 1927



TrueScale Miniatures resin cast [TSM430198](#) - Porsche 935K3 3rd Daytona 1982



Spark - New 1:43 resincast models

SPK3384 Eiffel-March 721 Spain 1972 Stommelen £51.95

Alternative versions [SPK3382](#) South Africa & [SPK3383](#) Germany

Rolf Stommelen's Eiffel-March rolled out for the Spanish Grand Prix still wearing its very distinctive Colani-designed upper bodywork but with a conventional nose the same design as that used on Pescarolo's Politoys machine. Stommelen went well in practice, placed sixth in the first session, but gearbox issues dropped him to mid-field on the grid and a crash eliminated him from the race. The specific bodywork details for the race all look very good on the model with excellent paint and well-placed decals.



SPK4410 Mercedes 300SL Le Mans 1956 #7 £51.95

Mercedes may have withdrawn from competition following the 1955 Le Mans accident but they were still represented by the lightly modified gull-wing coupe owned and driven by Paul de Metternich. Race modifications included bumper removal, the addition of spot lamps in the grille and a bug deflector on the bonnet. The mounting holes for the bumpers are still visible and the small additions are neatly crafted. The silver paint finish has a very fine grain and this rarely modelled machine will make a fine addition to any collection.



SPK4291 Matra MS7 F2 Germany 1969 Servoz-Gavin £51.95

Alternative version [SPK4290](#) Pescarolo

With very thin entries for both F1 and F2 at the Nurburgring, the two categories raced at the same time but started from separate grids. Spark lists this car of Servoz-Gavin as finishing second but he retired at around half distance with engine failure, having led from pole. The basic shape of the car looks very good and the finish of the model is excellent. The wing angles are rather shallow though, all of the photos that we have show that there was a significant level of grip being sought!



SPK4359 McLaren M23 1st Brazil 1974 Fittipaldi £51.95

Emerson Fittipaldi scored the first win of his second championship season in Brazil and in terms of shape and basic livery the car is very well replicated here. As usual the semi-exposed DFV engine would benefit from a few wires perhaps, but otherwise the detailing is excellent. The overall finish is to a high standard but you must apply a few easily found decals for accurate sponsorship.



SPK4710 CD Le Mans 1962 #53 £51.95

Alternative versions [SPK4711](#) #54 & [SPK4712](#) #55

Three near identical CD Panhards took the start at Le Mans in 1962, this being the most successful of the trio taking home trophies for a class win and the all-important Index of Performance. The panel engraving is particularly crisp on this subject, with the doors and bonnet looking as if they might even open (they don't!). Small fairings behind the wheels have fine rivet detail around the edges and the overall shape looks very good. A simple subject but very well done indeed.



SPK4730 Nissan R88S Le Mans 1989 #32 £51.95

Depending on which reference sources we use, this car is listed as either a Nissan or a March, the latter having built the chassis. To add to the confusion, the car was run by Yves Courage's Cougar outfit and a combination of Japanese and Swedish drivers further add to make this a cosmopolitan effort. The tidy lines of the car are crisply modelled and we see very fine etched parts at the rear for the complex wing supports. The main body finish is a neat two-tone red and white and the decals applied are accurately placed. To complete the livery there are some additional, easily found, decals to be fitted.



SPK4841 McLaren MP4-1C 1st Long Beach 1983 Watson £51.95

Alternative version [SPK4842](#) Lauda

There has been a little confusion over this release as it was announced initially as the Long Beach car, then listed as from the German GP and now we're back to the original version. The choice of race makes perfect sense though as Watson's Long Beach win was McLaren's only victory of the season. In general, the shape of the car looks good and the two-tone paint finish is neatly masked. Decoration on the model is minimal and with our sample there were no decals to complete the sponsorship, which we have queried with Spark and are awaiting clarification.



SPKTF070 Porsche 908-3 1st Targa Florio 1970 #12 £53.95

While Porsche used the 917 to great effect in 1970, the 908 was better suited to the more twisty circuits such as the Nurburgring and Targa Florio and won both. Each of the Gulf-backed Targa cars had a unique livery which included a playing card as identification and it was the Ace of Diamonds which won. That livery is very well replicated here with the green flashes being particularly bright and the more traditional Gulf blue with orange arrows also neatly applied. On our sample the orange stripes have been cut into the front vents and there is plenty of fine detailing visible both on top of the engine and under the tail.



SPK2262 Venturi 600LM Le Mans 1995 #43 Cesar £51.95

Alternative version [SPK2263](#) #44

Neither of these privately entered Venturis were actually on the provisional starting list for Le Mans, having failed to pre-qualify, but with several withdrawals they made the grid as second and third reserves. The #43 was one of two cars featuring a livery by French artist César with the silver paintwork seemingly peeled away to reveal watch workings. The Aviatc car was rather brighter in decoration with vivid coloured flashes over a blue base. Both liveries are very well replicated and the overall standard of finish and the shapes of the models are excellent.



SPK5390 McLaren M19A 9th France 1971 Gethin £51.95

Peter Gethin drove both the M14A and M19A during the 1971 season before leaving for BRM at the half way point. The French GP has been chosen here as it was his best result in the later chassis type. The overall shape of the model is pretty good, although the driver is sitting rather low and the roll-over bar could be a little taller. The finish is excellent with plenty of rivet detail beneath smooth orange paint on the bodywork, accurately placed decals and Spark's familiar DFV mounted in the rear.



SPKAS022 Porsche 911 Carrera Cup Australia Champ 2016 £53.95

Spark are modelling a fair number of the Porsche Carrera Cup championship winners from around the world and here we see the very brightly decorated machine driven by Matt Campbell in Australia. As with the other similar machines, this has a diecast rather than resin body but the only difference that really makes is that it's a bit heavier. The fine detailing is as good as on any of Spark's resin offerings and the standard of finish is excellent.



SPK4373 Alpine A210 10th Le Mans 1968 #52 £51.95

Alternative version [SPK4372](#) #5 & [SPK4374](#) #53

Alpine's entry at Le Mans in 1968 saw multiple vehicles in several classes and plenty of success across the board. The crews of these smaller capacity machines were experienced rally men and according to period reports took great pleasure in passing far more powerful machinery in wet conditions on their way to wins in the Index of Thermal Efficiency for Therier & Tramont in the 1300c.c. #52 machine and the Index of Performance for Andruet & Nicolas in the 1000c.c. #55. Bodily the cars were identical but the decoration differed subtly and these changes are all very well replicated.



Spark continued

SPK4442 Porsche 911 Turbo Le Mans 1994 #33 Kollner £51.95

Although the winning Dauer Porsche was entered in the GT1 category, it was really a thinly disguised prototype and this Konrad-run machine was the only true road derived representative of Stuttgart in the class. The car ran strongly in the early stages of the race, hovering around the edge of the top ten but retired during the night with a broken engine. The livery sees three shades of blue and turquoise separated by jagged black lines and these three colours are all neatly painted with decals for the stripes covering the joins. Beneath the complex paint finish the shape of the model is excellent and above the sponsor decals are all clearly printed and carefully placed.



SPK4484 Benetton B194 Australia 1994 Herbert £51.95

Alternative versions SPK4481 Schumacher, SPK4482 Lehto & SPK4483 Verstappen

Benetton was Johnny Herbert's third team of the 1994 season, having run one race with Ligier after Lotus ran into financial difficulty and then driving the B194 for the final two rounds. The Australian Grand Prix is best remembered for the clash between title rivals Hill and Schumacher and like his team-mate, Herbert failed to finish; although in his case it was a mechanical failure rather than driver error. The car is neatly modelled with very fine components for the suspension, wings and barge boards. The green and lighter blue on the bodywork is painted with the remaining colours neatly applied as decals. There are some easily found sponsor logos to add and this may be fiddly on the lower rear wing element.



SPK5253 Brabham BT11 Monaco 1965 Gardner £51.95

Frank Gardner's BRM-powered Brabham in Monaco was a John Wilment entry. Spark's model looks very smart and attractive in bright orange with white stripes but it is wrong. As was usual with Wilment cars it should be red and there are plenty of colour period photos to confirm this. A shame as the model is well finished and the decal placement is spot on.



SPK4781 Brabham BT33 2nd Monaco 1970 Brabham £51.95

Alternative versions SPK4338 Hill, SPK4339 Charlton, SPK4341 Schenken & SPK4783 Fittipaldi W

Jack Brabham led much of the Monaco Grand Prix and looked set for his second win from three starts in the 1970 season when, under pressure from Rindt on the final lap he made a mistake and ran wide into the straw bales, limping home in second with a damaged car. The model depicts his machine before that faux pas and is smartly finished. The paintwork and shape look good and there's a decent level of detail including exposed engine and plenty of fine suspension parts.



SPK4791 Brabham BT49 Argentina 1980 Zunino £51.95

Alternative version SPK4790 Piquet

The Brabham team struggled with set up for the Argentinean GP, the cars porpoising in practice due to too much downforce. The solution seems to have been to remove the front wings for the race and both cars took the start in that form. Spark's model shows the car with the wing in place which is correct for practice. The deep rear wing endplates also match practice but not race photos. A shame as the overall finish is, as usual from Spark, excellent and Argentina was Zunino's best result with seventh place.



SPK4806 Cooper T81 Holland 1967 Rindt £51.95

Alternative version SPK4807 Ickx

The 1967 season saw changes in tyre size during the year and the Firestones used by Cooper and other teams at Zandvoort were noticeably wider than their Goodyear equivalents. They don't look quite right on the model though with a very square shoulder and looking at race photos they also appear a little too low in profile to us. The number decals are also slightly oversized, a shame as the general shape of the car looks good and the finish is to a high standard.



SPK4814 Ensign N177 Germany 1978 Ertl £51.95

Alternative version SPK4815 Piquet

Harald Ertl's main focus for the 1978 season was the DRM, which he won, but backing from Sachs suspension also gave him another opportunity of some F1 races. The first of these came at Hockenheim and he was running sixth when his engine failed with just five laps to go. Spark's basic Ensign model is crisply moulded and we see fine etched parts buried deep in the side pods. The finish on the model is excellent and the simple sponsorship all neatly applied but the driver figure sits very high and what we're guessing is a drinks tube or air feed to the helmet is huge.



SPK4839 Martini Mk23 Holland 1978 Arnoux £51.95

Alternative version SPK4838 France

Martini was a successful maker of smaller single seaters but their one-year foray into F1 went the way of so many other attempts by smaller teams. Rene Arnoux qualified for four races and the last of those came at Zandvoort and ended in retirement. The design of the car was fairly conventional for the time and we see an attempt at ground effect with skirts on the forward portion of the side-pods. The smart red, white and blue livery is neatly replicated and there are a fair number of delicate etched detail parts fitted on the model.



SPK5360 March 711 2nd Monaco 1971 Peterson £53.95

Alternative versions SPK3375 Press, SPK3379 Lauda & SPK3380 Peterson

Jackie Stewart won the Monaco Grand Prix in 1971 but it was Ronnie Peterson who was the star of the race, climbing from sixth to second in a stirring drive which had the period race reports rightly stating that this was a great young talent of which much more would be heard. His March was fitted with the usual high mounted 'tea-tray' front wing and a large rear unit and the engine and radiators were completely exposed for cooling. These parts are all neatly modelled and there's plenty of detail on show although as usual, we would prefer to see some plug leads on the exposed engine. Otherwise very good.



SPK4854 Porsche RSK F4 USA 1959 Blanchard £51.95

Alternative versions SPK4852 Barth & SPK4853 de Beaufort

Porsche's last works entry from 1959 came at Brands Hatch in August but the prototype streamlined single seater found its way to America and was entered in the US GP at Sebring by car dealer and SCCA Production class champion Harry Blanchard. In his only F1 entry, Blanchard finished seventh and last. The car was basically unchanged from de Beaufort's Dutch Grand Prix outing and as with previous versions of the car we have seen from Spark, the shape is very well replicated, the panel engraving is nice and crisp and the paint finish has a realistic sheen.



SPK5079 MG B 11th Le Mans 1965 #39 £51.95

Alternative version SPK5078 1964

At first glance, the works MGs raced at Le Mans in 1963, 64 and 65 looked more or less identical but there were subtle changes. On the 1965 car this included the cutting of fine louvres into the bonnet and these are neatly engraved on the model, as are the other panel lines. The overall shape of the car, with its extended streamlined nose, looks pretty good and the paint finish is excellent. Wire wheels can be an issue on Spark models but these have turned out OK and the etched side window frames are very delicately done.



SPK5200 Porsche Cayman GT4 Clubsport 2017 White £51.95

Porsche's Cayman GT4 is a hugely capable road car but for those looking for something even more hard-core, there is a track only version, the Clubsport. Externally it looks very similar to the road car but beneath the skin there is 911 GT3 Cup derived suspension and a stripped interior with single seat and full roll cage. We can also see a fire extinguisher where the passenger seat used to be and outside there are labels on the scuttle for extinguisher and battery cut-off switches. It's all neatly produced and the model is finished in Porsche Motorsport's traditional white, ready for your personal livery!



SPK5256 Brabham BT42 Italy 1973 Stommelen £51.95

Despite being in and out of F1 depending on sportscar commitments, Rolf Stommelen was the fastest of the Brabham drivers in practice at Monza in his colourful BT42 wearing local sponsorship. Unfortunately he was unable to convert a strong qualifying and finished the race well down the order. The car is delicately modelled here with the additional front wing, rear wing support with oil coolers attached and widely spaced tripod mirrors all very finely made. The paint finish is, as usual, excellent and the decals are carefully placed.



SPK5272 BRM P153 Argentina 1972 Wisell £51.95

Alternative version [SPK1155 Schuppan](#)
BRM had no fewer than five cars on the grid in Argentina, three P160Bs and a pair of older P153s. Reine Wisell was in one of the latter and had been drafted in as a late replacement for Jean-Pierre Beltoise. The overall shape of his car has been well reproduced here, the wings and air-boxes all correct and a large oil tank at the rear. To complete the decoration there are some easily found decals to fit and those that are already in place are accurately positioned.



SPK5258 Brabham BT44 15th Brazil 1974 Robarts £51.95

Alternative version [SPK4344 Reutemann](#), [SPK4786 Von Opel](#) & [SPK5259 Watson](#)

Essex farmer Richard Robarts started racing in his mid-twenties and soon discovered an aptitude for competition, sharing the 1973 Lombank F3 title with Tony Brise. The next step was F1 and he was able to buy a seat at Brabham for the 1974 season, his best result came in Brazil with fifteenth overall. He was replaced after only three events by the better funded Ricky von Opel. Most photos from this weekend appear to be from practice but the model has the correct minor sponsors for the race and also the correct rear wing endplates.



SPK4843 McLaren M14A 2nd Spain 1970 McLaren £51.95

Alternative versions [SPK4844 Gurney](#) & [SPK4845 Oliver](#)

The Spanish Grand Prix saw a dominant win from Jackie Stewart in his March, so much so that second placed Bruce McLaren was a lap down. This was Bruce's 100th GP start and his last finish, so an historic subject. Race photos show the car covered in foam and mess from a first lap incident but we see it here in pristine condition. The rear wing angle is a little flat but otherwise the overall shape is good, the paint finish is excellent and all decals are correctly placed.



SPK5274 BRM P160 Monaco 1971 Siffert £51.95

Alternative version [SPK5273 Rodriguez](#)

The BRM P160 was fast but also unreliable and it was an engine problem which eliminated Siffert at Monaco, the Swiss driver having run in podium positions until forced to stop at around 2/3 distance. The BRM V12 engine is exposed in the rear of the model and neatly detailed, although like most of Spark's exposed engines would benefit from some plug wiring. The suspension parts are reasonably fine and the overall shape of the car and the decoration all look very good.



SPK4383 Chevrolet Monza Le Mans 1976 #75 £51.95

Alternative version [SPK4384 1978](#)

A number of interesting American machines arrived at Le Mans in 1976 when the ACO and Daytona organisers sought to strengthen ties between these two historic events. The Chevrolet Monza was highly competitive in IMSA races and ran very strongly in France too, holding sixth position overall for some time until a broken driveshaft forced retirement. The tube-frame silhouette Monza was an exciting looking machine and the aggressive styling is well replicated here. Looking at race photos, the decals on the model are all correctly placed but there is one omission on the doors of a logo (we can't identify) which appears to have been a very late addition.



SPK5341 Lotus 16 Monaco 1959 Halford £51.95

Alternative version [SPK5430 Hill](#)

The Lotus 16 was pretty, very aerodynamic and very light. It was also (largely due to the lightness) not terribly reliable. Bruce Halford's retirement at Monaco was not due to a breakdown though, but as part of a three-car accident on the first lap! The original enclosed exhaust design had been adjusted due to heat issues and so we see a fine pipe running along the right-hand side of the car. The shape and the decoration are very good with the correct yellow nose treatment applied and overall it makes for an attractive model.



SPK4720 Lancia D20 Le Mans 1953 #63 £51.95

SPK4721 Lancia D20 Le Mans 1953 #30 £51.95

Also available [SPK4722 #31](#) & [SPK4723 #32](#)

Lancia entered four of their D20 coupes for Le Mans, fitted with supercharged engines developed for the race. Unfortunately these motors were to be a weakness and all retired with various power-plant maladies. They were brutal looking machines and the shape of Spark's models looks very good. The deep blue of the lower bodywork and pale beige of the roof are evenly applied with neat masking separating the two colours and the smaller details are all carefully placed. The cars each ran with a different colour on the bonnet scoop and these are applied as decal. The wire wheels and narrow tyres are excellent and slightly open side windows bring a little life to the models.



SPK5343 Lotus 18 France 1961 Burgess £51.95

Alternative versions [SPK1828 May](#), [SPK1842 Bianchi](#) & [SPK4821 Maggs](#)

The 18 was Lotus' first mid-engined racer and with a chassis suitable for numerous categories depending on which engine was fitted, it was also a commercial success with over 150 examples built. Among the private teams to acquire an example were Camoradi, the car sourced by driver Ian Burgess who also purchased the Climax engine. Some success was enjoyed in non-championship races but things were a little tougher against works opposition and sixteenth in France was among Burgess' best championship results (matched in the UK). The Camoradi colours look very smart and the decals are race correct, with numerous race numbers applied in varying sizes and fonts!



SPK5034 Renault RS17 Bahrain 2017 #30 Palmer £53.95

SPK5035 Renault RS17 Bahrain 2017 #27 Hulkenberg £53.95

Spark's first F1 releases for the 2017 season present us with both of the Renaults. Qualifying in Bahrain saw both drivers make it through to the final session, Hulkenberg starting the race from seventh and finishing ninth, Palmer lining up tenth and finishing in twelfth. The finish on the models is very well done, the yellow having a fine metallic grain and contrasting well with the large areas of black. Both colours have the correct satin finish and there are various carbon textured decals to add contrast. The complex wings are finely moulded and overall they make for good looking models.



SPKSA111 Mercedes AMG GT3 3rd Macau 2016 Engel £53.95

The Macau World Cup was a season closing race bringing drivers and GT3 machines from various series together. Mercedes' charge was led by Maro Engel who was fourth fastest in qualifying, held this position in the heat but was up in third when the final was cut short after a second red flag. As is becoming increasingly common, the finish on the car is satin, with a fine metallic green as the main colour and black highlights over the top. We see an etched radiator and fan inside the bonnet vent and there is more fine etch for the rear wing support, endplates and front dive planes.



SPK5503 Porsche 956 2nd Le Mans 1983 #1 £53.95

Alternative versions [SPK5504 #2](#) & [SPKLM083 #3 \(winner\)](#)

This car, with Ickx & Bell at the wheel, was the fastest of the three factory Porsches at Le Mans and led in the early stages of the race. Transmission problems dropped it back to tenth at one point but a charge back saw second position overall at the flag and a fastest lap four seconds quicker than any other crew. The long tail shape of the car is well captured and the two tone blue and white paint is evenly applied with crisp panel engraving showing through. As presented the model looks rather naked but this will soon be rectified with some easily found decals.





Matrix - New 1:43 resin cast models

MTX51608-011 Pegaso Z-102 Thrill Coupe 1953 Red/Black £91.95

Pegaso's very limited production of road cars saw plenty of dramatic styling with many famous coachbuilders commissioned to clothe the Spanish chassis but perhaps the most striking of all was this one-off coupe by Touring. In profile the design is one which looks as if it is travelling at speed even when standing still, the complex two-tone livery accentuating the aggressive look. It's on closer inspection that the more innovative parts of the design show, the b-pillar area having a separate buttress with air directed inside and around the tail. This and the other smaller details are all finely modelled and the overall finish is excellent, that paintwork all very precisely masked and given a deep gloss. A great choice of subject and nicely done.



MTX50407-031 Delage D8S De Villars Roadster 1933 White £109.95

This unique de Villars roadster was completed for Delage to be displayed at the Paris show in 1933 and after a brief period taking pride of place in their Champs Elysee showroom, was sold to a Spanish client and remained in Spain for many years, disappearing into storage in the 1950s and reappearing forty years later. The overall shape of the car looks very good but there are a few details which aren't quite right. The rear of the car has a chrome-plated concave moulding along the door tops which plays with the light and hides its width, whereas on the model this is a simple flat etched piece. The colour is also a little richer than on the real car. It is possible here that it is the correct shade of white and just looks dark due to scale. Still an attractive miniature.



MTX50806-031 Hispano Suiza K6 Break de Chasse Franay £123.95

Hispano Suiza chassis 15121 started life in 1937 as a Franay saloon but was returned to the coachbuilder in the late 1940s to be re-bodied as this very elegant shooting brake. At some stage in its life the bodywork was burgundy and we've also found photos from 2001 showing two-tone brown and cream but it is modelled here as it is now as part of the Mullin Collection, painted metallic green. The overall shape of the model is very good and the finish is excellent with the wood graining looking very convincing and that paintwork having a fine metallic fleck. The smaller detailing is also convincing and as a stand-alone model it is superb. However, when we put the car with other models it dwarfs them and a dimension check bring us out at 1:40 rather than 1:43.



MTX51705-111 Rolls Royce Phantom II Continental Figoni £123.95

When Matrix initially listed this, they described it as black but we are glad to see that the final model is in the correct midnight blue. As with many of these unique machines it has been restored a few times and the model depicts the current incarnation with most of the body mouldings picked out with a highly polished chrome finish to stand out against the main blue. An open sunroof gives us a clearer view of the interior and here we see art deco style at its best with the four individual seats having a sunburst design integrated into the backs, this picked out in blue against the main cream trim. A beautiful subject modelled to a high standard.



MTX11001-031 Jaguar XK150 Bertone Coupe 1957 Red £82.95

Bertone built three similar coupes on the XK150 chassis, two right hand drive and one left. This is the latter and the most obvious difference from the sister machines is the inclusion of side vents in the front wings. More subtle is the shape of the rear windscreen with the lower corners much sharper on this car. These small details are all well observed and the trim parts are neatly fitted on our sample and stand out well against the bright red paintwork. The overall shape looks accurate and as with other Matrix releases over the past few years adds to an interesting collection of rare coach built XKs.



MTX40905-021 ISO Grifo Spider 1966 Green £82.95

After the first Iso Grifo prototype was well received, the second chassis was clothed by Bertone as a convertible, but this was sadly to remain a one off. Originally the car was red but was repainted several times as it was shown at multiple events. The unusual grey-green colour seen on the model appears to be how the car was when it passed into private hands after it was done on the show circuit and matches a for sale ad from 1970. The side vents and sill panels are quite distinctive and very different from the production coupes and these along with the other details have been well observed.



MTX51302-111 Mercedes 300SL (W194) Transaxle £85.95

We'd not heard of this variant of the famous 'Gullwing' Mercedes coupe prior to Matrix announcing their model and we're now wondering why not!? Built as a prototype in 1953, the car featured unique styling and the gearbox built into a transaxle unit at the rear. On the rear flanks there are vent panels to cool brakes and, we're guessing, the transmission, while the most distinctive external feature is the nose with its low grille and high mounted headlights. The car has recently resurfaced from Mercedes' vaults and the beautifully finished model matches photos of it at recent shows very well. A must for all Mercedes collectors.



MTX50102-081 Alfa Romeo 2000 Praho Touring 1960 Blue £102.95

The Praho coupe was built by Touring on an Alfa Romeo 2000 platform as a design concept for the forthcoming 2600 coupe which Touring hoped to build. The styling is very delicate and the glass-house is particularly light and airy with slender pillars giving a clear view to the interior. The car sadly remained a one-off and appears to have been unmolested over its life, retaining the original dark green body colour. The shape of the car is well replicated on the model, the paintwork is excellent and the fit of the small detailing has all been done carefully.



GLM Models - New 1:43 resin cast model

GLM207301 Mercedes 290A Cabriolet Roof Open 1936 £118.95

Alternative version [GLM207302](#) roof closed

Rather confusingly the Cabriolet A was the fourth standard open body offered on the W18 series Mercedes following a year behind the B, C and D variants. It was also the most sporting. The car modelled was a Pebble Beach winner in 2013 and the model matches that restored machine very well. The black paintwork is flawless and the neatly finished red interior provides a pleasing contrast. The folded roof has a realistic finish and the various pieces of brightwork are fine and not over plated.



Norev - New 1:43 diecast model

NOR473893 Peugeot Instinct Geneva 2017 £39.95

It almost goes without saying that Peugeot's new sports-shooting brake concept is a hybrid, but it also features the next favourite advance in technology, self-driving. In conventional layout, the interior offers a roomy four-seat cabin entered by wide opening clap-hands doors with no central pillar, but when in autonomous mode the controls retract. Through the heavily tinted windows of the model we can see that here it is in conventional trim! It's the outside that is most interesting on the model though, the broad-shouldered design giving a preview of what is suggested to be a new Peugeot group styling and a superb vivid blue paint finish really showing off the lines.





BBR hand built [BBRC181A](#) - Fiat 124 Abarth



Looksmart resincast [MRCLSLM063](#) - Ferrari 250P 1st Le Mans 1963



Ebbro diecast [EBB45454](#) - Lexus RC F SuperGT 2016



GLM Resincast [GLM121701](#) - Cadillac Eldorado Brougham Pininfarina 1969



Spark resincast [SPK3208](#) - VW Golf GTi Monte Carlo 1977 Ragnotti



Eidolon hand built [EIDVM106A](#) - Porsche 962 Le Mans 1989 Omron



Minichamps resincast [MIN417170031](#) - Force India VJM10 Australia 2017 Ocon



TrueScale resincast [TSM430280](#) - Bentley SuperSport 2017



Arena [ARE865](#) (kit) [ARE865MA](#) (built) - Porsche Carrera 3.0 RS
Tour de France 1976



Spark resincast [SPKLM038](#) - Delahaye 135S 1st Le Mans 1938



Ebbro - New 1:43 diecast models

- [EBB45075](#) Honda CR-Z SuperGT 300 2014 #0 Honda £65.95
- [EBB45096](#) Honda CR-Z SuperGT 300 2014 #55 Autobacs £70.95
- [EBB45296](#) Honda CR-Z SuperGT 300 2015 #55 Autobacs £70.95

Two very distinctive liveries are seen here on much modified versions of Honda's hybrid coupe. The #0 machine was a works-backed entry in bright white with relatively subtle decoration, while the Autobacs cars are, as usual, anything but discrete; finished in various shades of vivid orange, chrome and black. We have to look very closely to tell the 2014 and 2015 versions of this one apart, there being a little more orange on the roof of the later version and a change of oil supplier on the rear quarter. All are smartly finished and the large wings and diffusers are finely made to help create attractive models.



EBB45096

- [EBB45454](#) Lexus RC F SuperGT Fuji 2016 #36 AU £65.95
- [EBB45458](#) Lexus RC F SuperGT Okayama 2016 #39 Denso £65.95
- [EBB45388](#) Lexus RC F SuperGT Fuji 2016 #39 Denso £65.95

We see different bodywork between the two races offered here, in the season opener at Okayama the Denso car wore a conventional nose with numerous dive planes added, while in the following race at Fuji the noses had been extended and those winglets removed for lower drag. The SARD Denso car was the championship winner after a consistent season, while the pretty orange and white TOMs entered machine was also a race winner. Both liveries are neatly replicated and the shapes of the models look very good. The wing parts are finely made and looking into the large bonnet vent there is radiator detailing. As ever with Super GT machines, great looking subjects which make for colourful models.



EBB45458

- [EBB45301](#) Toyota GT86 MC SuperGT300 2015 #5 £80.95
- [EBB45302](#) Toyota GT86 MC GT300 2015 #18 LAST STOCK £80.95
- [EBB45303](#) Toyota GT86 MC SuperGT300 2015 #25 £80.95

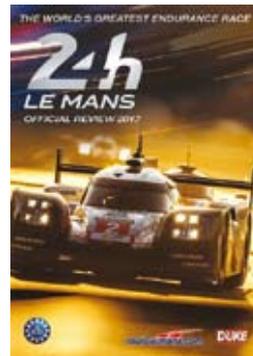
Ebbro describe these models as diecast but they are extremely light in weight and we suspect are actually very thin resin castings; the panel lines are certainly much finer than we usually see on traditional diecast and the price suggests resin production too. The #25 VivaC car was the most successful of the trio, winning one race and finishing ninth in the GT300 season standings, the other two propping up the lower reaches of the table. As with most Super GT machines, the bodywork is much modified with huge wings and venturi panels protruding a long way at the back of the car. The decoration on all three is well placed and the #18 Up Garage car is particularly colourful.



EBB45303

[VIDLM2017](#) Le Mans 2017 - 240 minutes £14.95

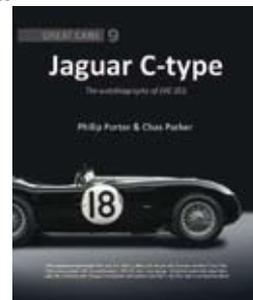
Region 0. Also available [VIDLM2017BLR](#) Blu-ray
The 2017 running of the Le Mans 24 Hours was an exciting race for various reasons. In the premier LMP1 class, poor reliability from both Porsche and Toyota saw many lead changes and retirements and as Sunday dawned it looked like we could have an historic upset with an LMP2 winner, the sole surviving Porsche 919 snatching the lead as it entered the final hour. Things were rather closer in GTE Pro with Aston Martin, Ford and Chevrolet rarely more than a few seconds apart for the duration! Relive the thrills and spills of this fantastic spectacle with four hours of carefully edited highlights. The commentary comes from the Radio Le Mans team who offer plenty of light-hearted banter in among the useful information!



New books

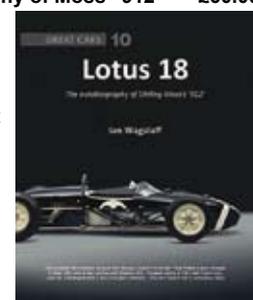
[ISBN9781907085468](#) Jaguar C-Type, The Autobiography of XKCO51 £60.00
Weight 2.5kg by Chas Parker & Philip Porter

Probably the most famous of the C Type Jaguars, XKCO51 was one of three lightweight factory race cars and took victory at Le Mans in 1953 in the hands of Rolt and Hamilton. All three of these cars then passed to Ecurie Ecosse and our subject was registered LSF 420, racing extensively during the 1954 season. From 1955 there were a succession of private owners, young Bill Smith the first of these who had the car painted red and scored a surprise victory on the Dundrod TT. More owners and more colour changes followed. The car finding its way to America and used there for road and competition work. In the 1980s, it was reunited with the Hamilton family and has subsequently been restored to original works Le Mans specifications. The various owners and drivers all feature here and as usual for this excellent series of books, there is a fantastic selection of period images, some familiar, others not previously published.



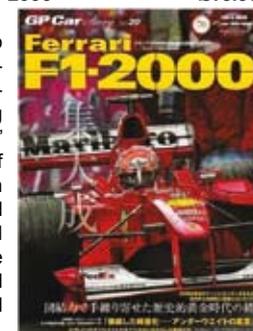
[ISBN9781907085031](#) Lotus 18, The Autobiography of Moss' '912' £60.00
Weight 2.5kg by Ian Wagstaff

The Lotus 18 holds an important place in the history of the marque and of Grand Prix racing as in the hands of Stirling Moss an example gave Lotus their first GP win and the type was driven by a great many different drivers including John Surtees who made his GP debut in one. Moss' 1960 Monaco win is shown in here but it is the second car supplied to Rob Walker with which Moss won again in the principality, chassis 912, which is the focus. The full history of the car is covered, from that win at Monaco and one in Germany which followed, the car now clothed in later Lotus 21 bodywork, on to the following seasons when it was run by Count Volpi's Scuderia SSS Repubblica di Venezia and then in other private hands. The car has since been restored and is enjoying a career in historic racing and this is covered too. There are also profiles of and memories from many of the key people involved, drivers, team owners and mechanics. As always with this series, fascinating stuff.



[GPC020](#) GP Car Story Vol.20, Ferrari F1-2000 £16.95
Weight 500g JAPANESE TEXT

This series of Japanese magazines is building into a nice collection now with plenty of pictorial information for F1 modellers and enthusiasts. The layout is in traditional Japanese style, with the binding on the right and the pages organised 'back to front' for western readers. There are a huge number of race images, all clearly captioned so that we can see the detail differences to aerodynamics and decoration. Close-up images of the car preserved in Ferrari's collection give us a good look at the engine and chassis, very useful for modellers, and there are features on several key people involved with the car including Ross Brawn, Rory Byrne, Jean Todt and Michael Schumacher. You will need to be able to read Japanese to appreciate these, but the captions and titles are in English.



Postage rates on books

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



New DVDs

[VIDART830DVD](#) Williams - 105 minutes £14.95
Region 2

When the protagonists are directly involved in a biographical documentary it is all too easy for some of the uglier details to be glossed over. Not here. This superbly made film tells the story of Frank Williams and his eponymous racing teams and uses period race footage and specially recorded interviews with the man himself, daughter and assistant team principle Claire along with friends, former colleagues, drivers and competitors. Also of great importance are the tapes recorded by his late wife Ginny, which became the basis for her own book published some years ago. These, in particular, show a not too positive side to an obsessive character who described himself as 'addicted to racing'. All parties interviewed are very frank (often about each other!) and the film carries a 15 rating for language.



The Lancia D50

by David Blumlein

I always had a very big soft spot for the Lancia D50. I recall the anticipation through 1954 with double-world champion Ascari and Villorresi signed up, snatched from Ferrari, and as the Lancia was not ready during most of the season, these drivers were released to drive 250F Maseratis. For the two previous years the World Championship was centred around the two-litre Formula 2, the Ferrari 500 being the dominant single-seater with increasing competition provided by the six-cylinder Maserati; there were some Cooper-Bristols, Connaughts and Gordinis, even H.W.M.s thrown in to make up the numbers but Grand Prix racing since the war had been the realm of the red-painted cars. For 1954 the new 2½-litre un-supercharged, 750c.c. supercharged formula was adopted and this tempted the mighty Mercedes Benz back onto the Grand Prix tracks. In those days there were six to eight rounds of the World Championship with plenty of non-championship races as well and teams turned up as and when they were ready, none of the 'packaged' nonsense that has ruined Formula One these last forty years!

Gianni Lancia had taken over the family firm in 1948 and was keen to establish the name Lancia in the forefront of international racing. The company's sports racers were doing well, and the 'new' driver Ascari won the Mille Miglia for them in 1954. But we must note that Lancia, such an innovative company with superb pedigree, was not financially strong. Certainly demand outstripped supply of their excellent Aurelia and newer Appia models, but Lancia cars were partly hand-made and, like their commercial vehicles, were not mass-produced and so profits were inevitably reduced overall. Ironically Lancia was at the height of its racing powers but

their successes were fuelling an increased demand that the Turin and Bolzano factories could not satisfy.

None of this seemed to matter as Gianni pressed ahead with the exciting prospect of a full Grand Prix Lancia - after all, had they not got the services of that master Vittorio Jano, a racing engineer of impeccable pedigree who was as good as they came. He took a fresh approach when creating the new Lancia. It had a short wheelbase to give it a low polar moment of inertia, keeping as much of the mass as possible within the wheelbase. The 90-degree V8 of 2,387c.c. with d.o.h.c. on each bank was a stressed member within the tubular frame and was mounted at a slight angle to enable the driver to have a low seating position. The propeller shaft, at his side, drove into the rear-mounted transaxle on the left-hand side. A five-speed gearbox was set across the chassis and was an entirely new design. A de Dion rear end using a transverse leaf spring was employed and a transverse leaf spring was also used at the front with pairs of unequal-length wishbones. Large diameter outboard drum brakes were fitted all round, the designers eschewing their experience with inboard brakes that were found on the sports racers. The big surprise, visually, was the use of panier fuel tanks, not a new idea - think of the 1929 Golden Arrow land speed record car and the "Yellow Canary" Austin Seven racer of 1931. But the concept was new to Formula One and it kept the weight of the fuel central to the car.

The first test took place on 20 February 1954 on the Caselle aerodrome just outside Turin. Works head tester, Giuseppe Gillio, drove first followed by Alberto Ascari and there followed a long, slow period of development as the advanced design needed



Lancia D50 Spain 1954 Ascari
1:43 resin kit (REN4307B) & hand built (REN4307BM) by Renaissance

much sorting out - the car was a spinner because of the low polar moment. Frequent visits were made to both San Remo, on the Ospadaletti circuit, and Monza and the ultimate target of the tests was for the car to achieve a lap at Monza less than two minutes; the initial times were in the order of 2 mins 8 seconds!

All this meant that the car missed the key rounds of the World Championship. Mercedes Benz stamping their authority with a spectacular debut in the French Grand Prix at Reims. Lancia remained very secretive about their new machine, with Ascari finally lapping Monza in 1min 56 seconds. Thus came the entry for what was to be the final round of the championship in Barcelona.

Two cars were entered for the Spanish Grand Prix and practice underlined that the D50s were very competitive. Villorresi's car was already in trouble but Ascari was able to score pole position ahead of a fully representative grid. If Villorresi was forced out on lap 2 with brake failure, Ascari leapt into the lead, but on lap 9 while a good 20 seconds ahead, the Lancia came into the pits, did one more slow lap and then retired with a slipping clutch.

It was a promising start and with all efforts concentrating on the D50 for 1955, three cars and two spares were flown out by KLM DC6 for the Argentine Grand Prix at Buenos Aires on 23 January, the first round of the World Championship. Eugenio Castellotti was chosen as the third driver and race day was cruelly hot. Villorresi spun his car and took over from Castellotti briefly. Ascari meanwhile had taken the lead but on lap 20 he too spun off on a corner, hit a wall and smashed the car; the Castellotti car came off after 36 laps.

With a big interval before the next Championship round at a revived Monaco Grand Prix, Lancia entered three non-championship races to gain more experience. On 27 March three cars were entered for their home race, the Grand Premio di Torino. This took place around the Parco Valentino, a fine pleasure garden beside the River Po. No mistakes this time as Ascari finished first, Villorresi third

and Castellotti fourth, the D50's first victory. Easter Monday meant the Pau Grand Prix, down in the shadow of the Pyrenees. Pau is a fine street circuit and should have given the Lancia an easy win. Ascari led but with just 20 short laps left, a brake pipe burst and while the rear hoses were blanked off, Ascari could only resume in fifth place. Castellotti came second behind Behra's Maserati with Villorresi fourth behind Mières' Maserati. The next outing on 8 May was the Naples Grand Prix on the Posillipo circuit. Two cars were entered for Ascari and Villorresi and the former Champion led from the start to score the D50's second win; Villorresi came third behind Musso's Maserati.

Then came the Grand Prix of Europe and of Monaco. Lancia brought four cars for Ascari, Villorresi, Castellotti and the veteran Louis Chiron, who had after all given Lancia a win in the 1954 Monte Carlo Rally. The race was remembered for the failure of the Mercedes team and Ascari's crash into the harbour, from which he escaped. Castellotti hung on to second place behind Trintignant's steadily driven Ferrari, Villorresi came fifth and Chiron sixth, albeit five laps down.

This turned out to be the last appearance of the Scuderia Lancia, although Castellotti ran a single car in the Belgian Grand Prix at Spa. He took pole position but was let down by a broken gearbox in the race - this was a private entry. In the meantime Ascari had been killed in an unexplained accident at Monza driving a friend's Ferrari 750 Monza.

For Gianni Lancia this was a final blow. The team was by now running out of money, and the decision was taken to hand over the cars, lock, stock and barrel to Enzo Ferrari. As we have seen the company was in financial trouble as well and Gianni decided to sell the company - a millionaire Carlo Pesenti bought it and began a modernisation programme.

So the D50s ran under Scuderia Lancia banner just six times, scoring two wins, one of which was the last victory of Alberto Ascari. They were cars built in the fine Lancia tradition, well worthy of the name.



Lancia D50 1955
1:18 premium diecast (CMCM175) by CMC



Eidolon hand built [EIDVM102A](#) - Porsche 962GTi Le Mans 1989



BBR 1:18 diecast [BBR181705](#) - Ferrari SF70H 2017 Vettel



Carbone hand built [CAR43102](#) - Mercedes 540K Spezial Roadster 1939



Ebbro diecast [EBB45302](#) - Toyota GT86 MC Super GT300 Okayama 2015



Modelers resincast [MDL43013](#) - Lola-Mazda P2 MZ 2.0T Watkins Glen 2016



Spark resincast [SPK5040](#) - McLaren MCL32 Australia 2017 Alonso



Spark resincast [SPK2222](#) - Lotus 7 S2



Autocult resincast [ATC05016](#) - LMX Sirex 1970



Arena [ARE860](#) (kit) [ARE860M](#) (built) - Porsche 935 Talladega 6 Hours 1978



JarMark hand built [JARS034B2](#) - Politoys FX3 British GP 1972