

- * *Desire Wilson Wolf*
- * *Bugatti Fire Engine!*
- * *1:24 Honda NSX*
- * *XK120 Build*
- * *2016 F1s*

09-2016

SMALL WHEELS



£4.50
UK Price



Saturday openings.

There's just one more chance to visit the GP showroom for a regular Saturday open day this year, with the doors open from 12 noon - 5pm on Saturday 3rd December.

We will of course be open one Saturday a month next year too and with the exception of June, this will be the first Saturday of the month. Dates for your diary are below.

- 7th January
- 4th February
- 4th March
- 1st April
- 6th May
- 10th June
- 1st July
- 5th August
- 2nd September
- 7th October
- 4th November
- 2nd December

Our overseas friends who may not be able to make these dates are always welcome, but we do ask that you let us know in advance.

For Christmas purchases, last posting dates are Wednesday 7th December outside Europe, Wednesday 14th within Europe and Tuesday 20th in the UK. We will be working (and posting) right up until Friday 23rd and will then be closed for the holiday period, reopening on Tuesday 3rd January.

The website will be up and running while we are closed and we will catch up on orders and emails as quickly as we can when we return in the new year.



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

Managing Editor - André Marot
 Editor - Mark Chitty
 Model reviews - Mark Chitty
 Consultants - Brian & Rachael Harvey

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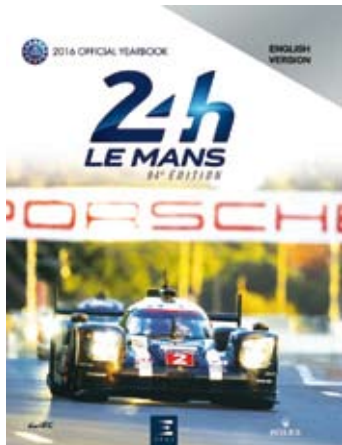
All the books and models described in this magazine are supplied by Grand Prix Models from whom they are available by mail order. GPM's showroom is open to visitors on one Saturday per month from 12 noon to 5 pm. Other times by appointment depending on workload in the mail order department.

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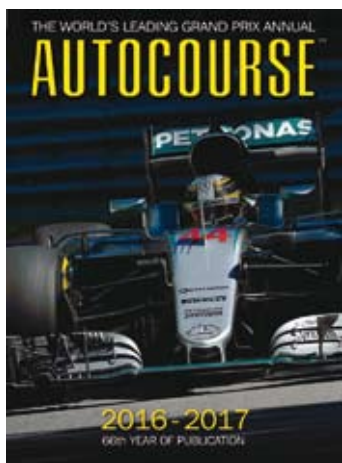
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Book news

As the end of the year approaches far too rapidly, it's coming up to book time! Many of you already have your orders in for the Official ACO Le Mans annual ([ACO2016](#)) and this is expected very soon, so if you haven't already ordered online to take advantage of our pre-order discount, do so now!



The F1 season still has a couple of races to run at the time of writing, but as soon as the title is settled Autocourse 2016/17 ([ISB9781910584224](#)) will be close behind with delivery expected during December.



Tameo F1

There have been plenty of announcements from Tameo the past few weeks, particularly of hand built models. The next release will be Vettel's 2016 Ferrari SF16 H from China ([TMKTMBO37](#)) and this will be followed by a Raikonen car ([TMKTMBO38](#)).



Other future projects in development are the Arrows A2 ([TMKTMBO47/TMKTMBO48](#)), Ferrari 126CK ([TMKTMBO45/TMKTMBO46](#)) and Lotus 91 ([TMKTMBO50/TMKTMBO51](#)). As usual from Tameo, these will be made in very limited numbers based on pre-orders, so if you would like to see these models made and in your collection, we need to know!

Formula E

We've had a number of collectors ask over the past few months whether or not there would be any models of the Formula E cars. In September Jaguar announced that they would be joining the series and it didn't take long for an announcement to follow from TrueScale Miniatures that they will be making the cars of both Adam Carroll and Mitch Evans in 1:43 ([TSM430122/TSM430123](#)) and 1:18 scales, the latter in their Top Speed series ([TSMTS0075/TSMTS0076](#)). Suggested release is late November.



Le Mans 2016

Shortly before we closed for press the first release from the 2016 Le Mans 24 Hours has arrived and from a slightly unexpected source. JPS have released a typically builder-friendly pre-painted kit of the very colourful Beechdean Racing Aston Martin Vantage ([JPS404](#)). The car has also just sealed the GT class in the European Le Mans Series, so double the reason to add to your collection!



COVER GALLERY

Two road going supercars lead the way on our cover gallery this issue, to the left is Jim Glickenhau's eponymous SCG003S, modelled as a hand built by BBR ([BBRC166](#)) as the car appeared at Villa d'Este in 2015. Alongside is another quality hand built, this time from Make Up Co in their Eidolon range ([EID319D](#)) depicting the classic 1971 Lamborghini Miura SV.

Since retirement from F1, Robert Kubica has been competing in the WRC and on row two we see the Ford Fiesta RS WRC he drove on this year's Monte Carlo Rally, released as a resin-cast model by Spark ([SPK4969](#)). The colourful Porsche alongside raced in the IMSA series in 1981 and is coming soon as kit ([ARE815](#)) and hand built ([ARE815M](#)) from Arena.

We head to 1930 America for the subjects on row three. To the left is the striking 1933 Duesenberg Model J "Queen of Diamonds", a resin-cast release from GLM ([GLM151101](#)), while on the right is one of the special streamlined trucks built for General Motors' original "Parade of Progress" in 1936, modelled by Autocult ([ATC11005](#)).

We finish our front cover with two far more modern subjects. To the left is Minichamps' diecast ([MIN410160006](#)) of (World Champion elect?) Nico Rosberg's 2016 Mercedes W07, while to the right is Revell's 1:25 plastic kit ([REV854304](#)) of the 2015 Chevrolet Corvette C7-R.



EDITOR'S CHOICES

Our favourites from this issue's new releases



ABC

ABC Brianza - New 1:43 resin & metal kit

BRK43333 Bugatti T44 Fire Engine 1928
Hand built available **ABC333**

£102.90



Tamiya - New 1:24 plastic kit

TAM24344

Honda NSX 2016

£34.95 £31.46



We have been unable to find any information about this very unusual fire tender beyond the two period images included on the instruction sheet and these show it parked outside what appears to be the Bugatti factory, which is logical. The bodywork is functional with lockers for storage, a pump exposed at the very rear and a selection of hoses stored on the roof. The kit parts consist of resin from the coachwork and white metal for the majority of small parts, those hoses being moulded with a realistic canvas surface and separate end fittings which are to be polished. The castings will all need some clean up and some slight adjustment for fit, which is usual for this range, and in typical ABC style there are fine etched inserts for the bonnet louvres and more etch for the finest details. Certainly an unusual addition to any Bugatti collection!

We had to double check the pricing on this kit when we opened the box, as there is a huge amount of detail for the price. Much of it will be hidden once the rear deck and undertrays go on, but the kit parts include full engine and transaxle at the rear, the former complete with intercoolers and related plumbing, at the front there are the hybrid motors and there is what appears to be complete suspension. The doors and bonnet are moulded in the rear deck as separate pieces, although designed to be fixed in place. Masks are included for painting the window frames and there is a choice of left or right hand drive with Honda or Acura badging. Bargain!



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

EIDFE032

McLaren MP4-5B 'Crocodile' Monza 1990

£273.20

spark Spark - New 1:43 diecast models

SPKDC001 Porsche 911 RS 2.7 1973 Blue £27.95
SPKDC005 Porsche 911 SC Cabriolet 1983 Red £27.95

These are the first releases in a new series of inexpensive diecasts from Spark and the first thing we notice is the packaging, the display boxes styled as shipping containers and designed to securely stack on top of each other. Should you wish to remove the model to take a better look, the doors at one end open and there is a tab which must be firmly held down while the base slides out. The standard of finish is very good but the detailing when compared to a traditional Spark resin model shows that the costs have been kept down, with moulded wipers etc. The 1973 RS is of course one of the all-time Porsche classics and the unusual choice of dark blue with orange trim is very attractive. The SC depicts one of the first full convertible variants of the 911 and is finished in a far more traditional Guards Red with black trim.



We can only assume that the test session in which this high nose bodywork was used at Monza was not a success, as there are only three images of the car in action with Senna behind the wheel and it was never seen again! It certainly looks unusual with a relatively conventional wing fitted with huge endplates and these details have all been very neatly modelled. As delivered the well finished miniature looks a little bare, but the missing sponsorship can be applied with some easily found decals. A most unusual addition to any Senna, McLaren or F1 oddities collection.



SPKDC001

INDEX OF REVIEWS IN THIS ISSUE

ABC Brianza	3 & 4	MG Model	6
Autart	22	Minichamps	22
Autocult	11	Mysterious	6
BBR	4	Neo	11
Bee Bop	4	Norev	11
Books	15	Oxford Diecast	11
BoS Models	20	Premium ClassiXXs	15
Colorado	10	Premium X	10
DMC	7	Racer Wake	4
Eidolon	3 & 5	Racing Models	20
Emmebi	4	RPM	5
Esdo	7	SilverLine	5
GCAM	10	Spark	3, 17, 18, 19 & 20
GLM	20	Studio 27	8
Italeri	7	Tamiya	3
Ixo	22	Top Studio	7
Marsh Models	7	Tron	4
Matrix	10	TrueScale Miniatures	11



SPKDC005

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.



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

BBP18113 Chevrolet Corvette C7R Le Mans 2015 #64 1:18 £266.95

Alternative version **BBP18114** #63 & **BBP18115** #50

BBRC158 Chevrolet Corvette C7R Le Mans 2015 #64 **SOLD OUT**

BBRC159 Chevrolet Corvette C7R Le Mans 2015 #63 £89.95

Chevrolet's two car entry for Le Mans in 2015 saw polar opposites in terms of results, #64 scooping a class win while #63 failed to start having been too badly damaged in a practice accident. The cars were near identical, the colour of the sun visor and of course driver names and numbers being the only visual differences. The general shape of the car looks good in both scales and the models are all very well finished, as we would expect from BBR. The decoration is neatly applied, but unlike most of their releases, the decals haven't all been lacquered in and this is more realistic. The lower panels are also gloss and these should really be a satin carbon. The 1:43 models are presented in individual cases while the 1:18 is on a leatherette base and if you wish to display it as a stand-alone, a fitted case top (BBVET1802ITA) is available.



BBRC167 Glickenhaus SCG003S Geneva 2015 Yellow #2 £151.65

Not content with having the unique Enzo-based P4/5 road car built and then racing variants on a 430 GT3 chassis, James Glickenhaus has taken a step further and founded his own marque. The SCG003 is close to being an LMP2 car for the road and when unveiled in Geneva there was a pure road version and race variant with a large rear wing, the latter being modelled here. As we would expect from BBR, the mouldings are excellent and the bright yellow paint finish is flawless. There is plenty of subtle carbon fibre in evidence, much of it lacquered in on the body panels and the wrap around windscreen is particularly neatly done. A very striking miniature and limited to only 150 examples.



BBRC166 Glickenhaus SCG003S Villa d'Este 2015 £153.25

BBRC166A Glickenhaus SCG003S Nurburging 2015 £153.25

James Glickenhaus' Nissan-powered road racer made its debut at the Geneva Motor Show with both road and race variants on display. The road car was the company founder's personal transport and with race spec wings fitted it not only completed the gruelling Nurburging 24 Hours in a creditable 35th overall, but then a week later could be found on the concours lawns of Villa d'Este. The decal placement of the race car is very good but curiously this has been painted a fine metallic black with some carbon inserts, whereas from race photos we can see that the whole car was raw carbon. The Villa d'Este version does have an all carbon finish, proving that it can be done and this model in particular is stunning.



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

TRO325PM Alfa Romeo 800 Marzotto Transporter 1952 £420.55

Kit available **TRO325P**

This truck was initially used by the Ferrari race team, it then passed to the Marzotto brothers, who were friends and favoured clients of Enzo and enjoyed much competition success themselves. The paint finish on our sample is very good and there are no blemishes in evidence beneath, although there are one or two small bubbles in the self-adhesive roof panel. The decals are clearly printed but interestingly the wording on either side of the model is different, something we are not able to confirm as correct or incorrect as we don't have images of both sides of the real thing! Also along the sides of the truck there is a fine chrome trim which is precisely fitted. Photo-etch is used for the window frames and (pre-shaped) grille along with a few other small details and overall it really looks the part.



Racer Wake - New 1:43 resin hand built model

RWW43010

Molinari-Alfa Romeo Racer Boat 1966 #34 £135.30

The packaging on this very well finished three-point hydroplane describes it as being powered by a 1300cc Alfa Romeo engine and Molinari certainly built several craft in the early 1960s using this power unit. The boat modelled would appear, however, to have a larger six-cylinder Alfa motor and so that beautifully made exhaust on the starboard side is two pipes short but you have to be looking very closely. The tail fin with the Italian flag on is a modern addition to a machine which still competes in events such as the Pavia-Venice river race today.



Bee Bop

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

BEE129

Ferrari 340 America Palm Beach 1951 #1 £126.25

John Fitch drove several different cars during the 1951 season to become SCCA national champion and one of his wins came at Palm Beach behind the wheel of Bill Spear's Ferrari. The body is a conventional Touring Barchetta and the general shape on the model looks pretty good. The blue side panels are decals rather than painted, so have a slightly dull finish but the main white paintwork is very good and the number decals are well placed.



BEE130

Ferrari 340 America Mille Miglia 1951 #411 £126.25

This was one of many Ferraris owned and raced by the Marzotto brothers and started life as a works 275S before being converted to a 340 America and fitted with a Touring body. There are some detail errors on the body when compared with the race photos that we have as the fine etched window frame should be much heavier (that's the opposite way around to the normal complaint!) and this car had a short bonnet which should stop directly beneath the numbers.



ABC

ABC Brianza - New 1:43 resin & metal kit

BRK43332

Lancia Aurelia B52 PF200 1954 £91.60

Hand built available **ABC332**

Pininfarina built six PF200 show cars on Lancia Aurelia chassis, each of them different but sharing some styling cues such as the prominent oval radiator. This is perhaps the most modern of the designs and the rear buttresses give a swoopy look to the car. The main body casting in the kit is very crisp with just a little flash to remove, but some fettling and filing may be needed when fitting the metal interior parts and baseplate. The wrap-around front windscreen and side window frames are all one piece of etch, so care will be needed with this.



Emmebi - New 1:43 resin & metal kit

EMB023

Lancia Fulvia Zagato Mugello 1969 #141 £63.25

This Jolly Club entered Lancia was one of several similar cars in the 1300c.c. GT class in the race and finishing twenty second overall also took the category. The kit parts are well cast with just light flash to remove from the resin prior to paint preparation. The instructions are very basic with just a few colour photos of a completed model but they do include a paint code for the main body colour and show enough to be able to place the very fine etched parts.





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

- EID319A** Lamborghini Miura SV 1971 Red/Gold £274.95
EID319D Lamborghini Miura SV 1971 Black/Gold £274.95
 Also available **EID319B** Yellow/Silver, **EID319C** Green/Gold, **EID319E** Gold/Silver & **EID319F** Blue/Silver

The Miura was five years old when the SV was launched, the quickest way of identifying this more powerful version from the earlier cars being the wide rear wheel arches. The overall shape of the model looks very good and we see subtle detailing with chrome foil window frames offering scale thickness, individual etched louvres on the rear deck and carefully placed lights. The paintwork on both of our samples is flawless with the contrasting sill panels neatly masked and given a satin finish, while there is just the right level of gloss on the main body colour. Beautiful.



EID319A

- EID343** Porsche 935 6th Nurburgring 1977 Jagermeister £256.25

Porsches dominated the Nurburgring 1000kms in 1977, a solitary BMW being the only top-ten finisher not to have originated from Zuffenhausen. This immaculately finished miniature represents the Max Moritz entry of Schurti and Kelleners and matches race photos very well in terms of shape and decal placement. One detail which is not quite right is the side windows, which have the correct quarter light and then a one-piece road car style glazing behind, whereas this should be a sliding two-piece window.



- EIDVM016B** Porsche 917K Le Mans Test 1971 #18 £237.50

Porsche tried various configurations on the 917s at the Le Mans test weekend including the ram-air intake snorkels seen modelled here, the extra drag reducing top speed too much to use them for the race. The chassis used had raced at Daytona and there was an extra small window in the roof which was still exposed at Le Mans, but has been represented with a decal panel on the model, an odd decision.



- EIDVM069** Porsche 911RSR Nurburgring 1973 #6 Martini £209.30

Photos of this car from the race weekend are slightly confusing as the orientation of the front number varied and most images show it to be fitted 'square'. From shots of a driver changeover during the race the angle and offset seen here on the model are correct though, so most images must be from practice. The silver finish is excellent and the decals have all been correctly placed before a deep gloss lacquer has been applied over all.



- EIDVM086** Porsche 917K Watkins Glen 1970 #35 Martini £237.50

Martini's long tail 'hippy' 917 is one of the most famous liveries in motorsport and the promoters at Watkins Glen a month or so after the Le Mans race were keen to have the car there. The short-tailed cars were better suited to the circuit though, so Porsche re-allocated chassis 917-021 from the AAW team and painted it in a similar scheme for this one-off appearance. The main colour of this car has always been a source of debate and the makers have taken the purple rather than blue route to make a very attractive model.



- EIDVM085E** Porsche 911RSR 6th Targa 1973 #107 Martini £199.90

Following a heavy practice crash, Steckkonig and Pucci had to use the T car for the race on the Targa Florio. The bonnet appears to have been swapped from the wrecked car for the race and the stripe arrangement was different between the two, leading to a miss-match in decoration below the windscreen, something that has been missed here. The remaining decoration is good though, with deliberately unevenly placed numbers on the driver's door, and the finish is immaculate.



SilverLine - New 1:43 metal kit

- TMS101** Ligier JS5 Long Beach 1976 Laffite £73.15

Nicknamed the 'Teapot' on account of its prominent airbox, Ligier's first F1 machine only ran in this configuration for the first three races of the 1976 season before the rear deck was redesigned and a much lower intake fitted. After two DNFs in Brazil and South Africa, a fourth placed finish at Long Beach certainly showed the car's potential. The kit is well thought out with the airbox and cockpit surround cast separately to simplify painting. The castings are typically clean but we are a little disappointed that the rear wing elements are cast together and have no rivet detail in the main plane surface, as this was quite distinctive on the car. There are etched endplates and supports though and a modest amount of engine detail for the semi-exposed V12. The decals are clearly printed and appear accurate, although particular care will be needed with the large panel for the top bodywork and we'd be inclined to cut this into the three to simplify application.



RPM - New 1:43 resin & metal kits

- RPM1501** MG B Le Mans 1963/64 £63.25

Hand built available **RPM1501M31** 1963 & **RPM1501M37** 1964

Although physically near identical, the works prepared MGs run at Le Mans in 1963 and 1964 were different cars. The most distinctive feature is the streamlined nose designed specifically for the race, a drag reduction that the team claimed was worth plenty of unavailable horsepower and (along with conventional engine tuning) helped the cars to a top speed of nearly 140mph.



The kit parts are extremely well made with very clean resin castings for the main body and separate roof, white metal for most of the ancillaries and a few plated castings including a very fine windscreen frame. The main decal sheet has a misprint for the number plates on the 1964 car and this is corrected on a small supplementary sheet, so be sure to use the right one!

- RPM1503** Aston Martin Bulldog 1980 £58.55

Hand built available **RPM1503MG** Green & **RPM1503MS** Silver

The designs of William Towns were typified by 'wedge' styling and his most famous production machine was the Aston Martin Lagonda. This mid-engined concept followed soon after and having been built a fully finished prototype, consideration was given to producing a limited run of the twin-turbo machine but alas it remained a one off.



The two build options in the kit are for the original silver over white colour scheme or the two-tone green in which the car has been restored. Looking through the kit parts, the castings are typically clean with resin for the body, interior tub and the tyres, white metal for most of the smaller parts and fine etch for the finishing touches. The car had a very 'nose up' stance which the body doesn't quite capture, although a little careful sanding of the underside will go a long way to rectifying this. An interesting subject and one that we know a lot of Aston Martin collectors have been waiting for.

- RPM1349** Bond Bug 1974 £58.55

Hand built available **RPM1349M**

The Bond Bug was conceived by Reliant as a fun car aimed squarely at young drivers and was a two-seat three-wheeler based on the running gear of their Regal saloon. Access to the cabin was via removable doors and the entire roof canopy also hinged forward to make things easier. For ease of casting, the well-proportioned and cleanly cast body has the roof in place and the doors are included as etched parts. The cockpit parts are well made and designed to simplify painting and there is chassis and suspension detail under the rear. Great fun.



???

Mysterious - New 1:43 resin & metal kits

[MYS43084](#) Ferrari 712 4th Watkins Glen 1971 Andretti - kit £65.45
[MYS43084M](#) Ferrari 712 4th Watkins Glen 1971 Andretti - built £152.95

Ferrari's 712 M Can-Am machine was based on the chassis of the 512 S/M and the original open bodywork design reflected that. There were several narrow aerodynamic fences and most of them are very finely cast into the body, with those for the tops of the front wings supplied as etched parts to be painted white before fitting. The decals are clearly printed but the very well finished hand built model shows a few small inaccuracies with placement being slightly off along the rear flanks (easily rectified if you're building the kit) and the numbers being slightly too small, they should overhang the background. Without race photos to compare to, it looks excellent!



[MYS43085](#) Ferrari 712 Road America 1972 Jarier - kit £65.45
[MYS43085M](#) Ferrari 712 Road America 1972 Jarier - built £152.95
[MYS43086](#) Ferrari 712 Watkins Glen 1974 Redman - kit £65.45
[MYS43086M](#) Ferrari 712 Watkins Glen 1974 Redman - built £152.95

The 712 M had plenty of power but handling was initially not too good, resulting in the car growing large stability fences ending in a high mounted rear wing and it ran like this for its last race of 1972 and a rare outing in 1974. The bodies in both kits are the same castings with some changes to the smaller parts, most noticeable the airbox, which is significantly larger on the later version. The kit instructions include some (rather grainy) real car images with both practice and race versions shown for 1974. Both hand built models are generally well finished with excellent paint and carefully placed decals and on the 1972 car the aluminium fences are neatly painted.



[MYS43075](#) Ferrari 512S Le Mans 1970 #9 - kit £65.45
Hand built available [MYS43075M](#)

There were no fewer than twelve Ferrari 512s at the start of the 1970 Le Mans race, but only two running at the end, this colourful Scuderia Montjuich machine being one of the many retirements. The kit parts are relatively simple and are cleanly cast requiring minimal clean-up for painting. All of the green striping and the aluminium sill panels are included on the decals, so the main paint finish is a single colour and overall it looks like a straightforward build.



[MYS43076](#) Ferrari 412P Hockenheim/Wunstorf 1969 - kit £65.45
Hand built available [MYS43076MA](#) Hockenheim & [MYS43076MB](#) Wunstorf

The two options offered in this kit are for the final period races for the car before it was shipped to America and converted for road use! David Piper had removed the roof of Ch#0854 during the winter races in South Africa and drove the car in this form at Hockenheim and Hans Herrmann driving on the Wunstorf airfield, neither finishing. The kit parts are very straightforward and there is a small separate moulding for a silver painted piece on the rear deck which we suspect from the very poor photos we've found of the car in action was probably a mesh filter over the intake trumpets, so potential for a little upgrade here (TMKPG04 & TMKPG23).



[MYS43077](#) Ferrari 365P2/3 Daytona/Sebring 1966 NART - kit £65.45
Hand built available [MYS43077MA](#) Daytona & [MYS43077MB](#) Sebring

Pedro Rodriguez and Mario Andretti drove the NART 365P2 in both of the classic American endurance events at the start of the 1966 season, finishing fourth in the first but retiring after an accident and fire in the second. Interestingly the livery changed between the two events, so this is more than a simple number change. Decals include the different layouts of the blue and white stripes for either car and the instructions show accurate placement. As usual for this range the kit parts are relatively simple and the main body casting has crisp engraving and is well proportioned, just some flash and feed tags to trim off before paint.



[MYS43078](#) Ferrari 512F Le Mans 1971 #7 Filipinetti - kit £65.45
[MYS43078M](#) Ferrari 512F Le Mans 1971 #7 Filipinetti - built £152.95

In a bid to remove frontal area, Mike Parkes oversaw the building of the 512F at Filipinetti, the car having a much narrower cockpit than the 512M on which it was based. It makes for an attractive machine and one which is replicated pretty well here. The kit castings are clean needing just the usual flash clean up and the decals are clearly printed for the decoration. Our hand built sample is well finished for the most part although the vac-form is sitting a little low.



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

[MGMGT0023](#) Ferrari 250GTO TDF 1964 #176 - kit £65.45
[MGMGT0023M](#) Ferrari 250GTO TDF 1964 #176 - built £152.95

Originally a 'standard' GTO, this car was returned to the factory by Maranello Concessionaires to become the first to be rebodied in the short roof 1964 style and was further modified when returned to the team with a scoop incorporated into the bonnet. This car had a spoiler built into the roof and the body casting in the kit will need some careful work in this area to open the slot up prior to painting. This has been done on the hand built and the decals are all neatly applied with the stripes lacquered in and then the numbers, names etc. fitted afterwards for a realistic finish.



[MGMGT0028](#) Ferrari 250 GTO Reims 1965 #35 - kit £65.45
[MGMGT0029](#) Ferrari 250 GTO TT 1965 #28 - kit £65.45

Hans builds available [MGMGT0028M](#) & [MGMGT0029M](#)
 The parts in these kits are near identical and they offer the unique low-roof GTO raced extensively by Peter Sutcliffe in the mid-60s. Apart from race number changes the main difference is that at Reims there was a cooling pipe passing through the passenger window, which will require a hole drilling. Otherwise they should be very straightforward builds.



[MGMGT0031M](#) Ferrari 250 GTO TDF 1962 #153 - built £152.95
Kit available [MGMGT0031](#)

Finished in David Piper's favoured 'BP green', this GTO finished fourth overall on the Tour de France, the owner joined by Dan Margulies. Race photos show a slight overlap of the rally plate and roundel on the bonnet which is not replicated on the model but the remaining decals appear to be accurately placed and the overall finish is excellent.



[MGMGT0032M](#) Ferrari 250 GTO Targa Florio 1965 #118 - built £152.95
Kit available [MGMGT0032](#)

Originally a 1962 road car, the competition history of this GTO began when re-bodied in 1964 for Scuderia San Ambroeus. Most entries were on hillclimb events but a one-off Targa Florio entry scooped a class win. The decoration on the car is very simple with numbers on a plain red background, the paintwork and general finish very good and the roof spoiler neatly opened out.



[MGMGT0033M](#) Ferrari 250 GTO Paris 1000kms 1964 #1 - built £152.95
Kit available [MGMGT0033](#)

This was the second GTO to be built with the 1964 style body from new and was initially used by the factory until sold to Luigi Chinetti after Le Mans. The roof did not have a spoiler built in to allow for more cabin space and the specific body details are all well modelled as usual for this series. The makers list it as the race winner in the Paris 1000kms but that was a class win, Pedro Rodriguez and Jo Schlesler finishing second overall to a P4.





Marsh Models - New 1:43 resin & metal kit

MM277 McLaren M6B Can-Am 1968/1969 £71.95

Hand built available [MM277M17](#) Titus, [MM277M28](#) Brown, [MM277M54](#) Koveleski & [MM277M55](#) Cordts

We have four colourful options in this kit for privately run McLarens from the 1968 and 1969 Can-Am seasons. It's not simply a case of painting the excellent castings different colours and applying decals as there are detail changes between the cars too. Each variant has a different etched rear spoiler to be fitted before painting, there are changes to mirror positions and we have two colours of vacform windscreen. Oscar Koveleski is perhaps the best known of the Can-Am privateers and ironically his is the only non-finisher offered here, while the most successful was Jerry Titus who was a fine third in Las Vegas.



Italeri - New 1:24 plastic kit

ITA3687 Ford Transit Van Mk2 1984 1:24 £26.95

We were slightly concerned looking at the box art for this kit of Ford's hugely successful Transit van, which is decorated as a vehicle used by British Gas but shown as left hand drive. Fortunately, the kit does actually contain parts for left or right hand drive and in addition to the gas-board's livery there is also a selection of number plates from other countries. The passenger door and one-piece rear door are separate mouldings and there are loading doors moulded into both sides of the well-proportioned, short-wheelbase body. Underneath there are accurate looking axles front and rear on leaf springs and the possibilities are endless, whether you wish to build out of the box, a custom or perhaps a motorsport support vehicle? It would look great with Aoshima's future release four-wheeled car trailer (AOS05260) attached...



Esdo - New 1:43 resin & metal kit

ESD107 Renault Fregate Ondine Ghia 1953 £67.25

Hand built available [ESD107M](#)

The Ghia styled Ondine convertible was first shown at the 1953 Paris Motor Show and three fibreglass-bodied replicas were built and used by Renault for promotional purposes. The cars were used to head the Tour de France promotional caravan and the example modelled here was also photographed with Edith Piaf in period. The shape of the car looks very good and the main body casting is very crisp in a hard (and brittle) polyester resin. There are reinforcing bars cast to the top corners of the windscreen frame which will need careful removal. Parts are included to model the car with the roof either raised or lowered and having already seen a hand built from Esdo, we know it will build an attractive miniature.



Top studio - New 1:12 accessory sets

[TOPTD23165](#) Honda RC211V Clutch 2002/03 1:12 £12.95
[TOPTD23166](#) Honda RC211V Clutch 2003/06 1:12 £12.95
[TOPTD23167](#) Honda RC211V Clutch 2006 1:12 £12.95
[TOPTD23168](#) Kawasaki ZX-RR Clutch 1:12 £10.55
[TOPTD23169](#) Honda RC213 V Clutch 2014 1:12 £12.95

Made to fit Tamiya kits

The design of these clutch detailing sets all follow a very similar pattern with a sequence of fine etched brass plates to be stacked into an etched stainless steel cage. That cage needs careful bending and slotting together and there is a resin centre cover. Each is a slightly different design to reflect the specific bike and all will add subtle detail to your model.



DMC - New 1:43 decals

DMC43447 Citroen SM LM/Spa 1972 TDF 1974 £6.95

There have been plenty of Citroen SMs modelled as diecasts over the years from Minichamps, Ixo and others, so there's a choice of base material here. All of the three options on the decal are white cars and looking at the decal sheet it should be possible to make two complete cars, depending on which options you choose.



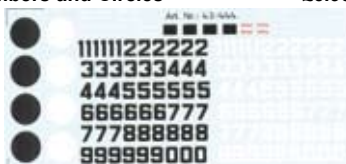
DMC43446 Rover SD1 Vitesse Manx 1985 Pond £7.75

Rover's SD1 may not be the most obvious choice as a rally car but Tony Pond won his class in four of six outings in the V8-powered beast during 1985, crashing in the other two. The Manx was one of the crashes. A facelift version of the SD1 is needed as a base and both Minichamps and Neo have released touring car versions which would be the obvious choice.



DMC43444 Black and White Numbers and Circles £6.95

This handy sheet for the spares box has multiple numbers from 0-9 in both black and white with five backing roundels in each colour. There are also smaller numbers and Prova wording for Ferrari race car registration plates.



DMC43445 Panhard Cabriolet Monte 1954 #394 Decal £4.50

Made to fit Norev

This very simple decal sheet consists of just race numbers, rally plates and number plates and is to make the black Panhard cabriolet driven to third overall on the Monte Carlo rally by Blanchard and Lecoq.



TOPTD23170 Honda RC213 V Oxygen Sensor 2014 1:12 £6.50

Made to fit Tamiya kit TAM14130

All modern engines are smothered in sensors so that the ever cleverer engine management systems know what's what. This pack contains four machined sensors to be fitted to each exhaust manifold pipe, with two-piece etched mountings and a roll of wire to attach to the ECU.



TOPTD23171 Honda NSR500 Foot Pegs 1:12 £4.75

TOPTD23172 Honda RC211V/RC213 V Foot Pegs 1:12 £4.75

Made to fit Tamiya kits

Each of these packs includes two pairs of cleanly cast resin foot pegs. For the older NSR there are two styles, the longer ones specifically for the right hand side of Mick Doohan machines, while for the more modern racers they are all the same length.



TOPTD23173 Honda RC213 V Shift Linkage 2014 1:12 £5.75

Made to fit Tamiya kit TAM14130

We've seen a number of these linkage sets in the past from Top Studio and this follows a familiar pattern with a machined rod that fits into resin rose joints at either end.



TOPTD23174 Honda RC213 V Exhaust 2014 1:12 £12.95

Made to fit Tamiya kit TAM14130

More than a simple machined tail pipe, this set contains a pair of machined cones with a very finely cast resin insert which is then to be wrapped in a fine etched finishing trim and a mesh filter in the centre of each. Clever design as usual from this very imaginative manufacturer.





Studio 27 - New 1:20 resin & metal kits, plastic kits, 1:12, 1:20 & 1:24 accessories

STU20331 Brabham BT58 Monaco 1989 1:20 kit **£161.95**
STU20332 Brabham BT58 Japan 1989 1:20 kit **£161.95**

Also available **STU20333** USA 1990

The core parts of these kits are basically the same with well-cast resin and white metal making for a relatively simple build whichever option you choose. The differences are in the decals, with a supplementary sheet adding more sponsors for Japan, and the parts for the rear wings. Looking through our two sample kits it is slightly confusing as they have transposed the races when putting the description on the etched fret for the rear endplates but the parts are correct for the races described on the boxes and shown correctly in the assembly and decoration drawings. The basic livery on all versions beneath the sponsorship is the same, requiring a bright white paint finish and then application of large blue decal panels.



STU20335 McLaren M26 F1 1978 Hunt/Tambay 1:20 kit **£192.95**
 Also available **STU20336** USA/Canada & **STU20337** Spain practice

No race is specified for the McLarens driven by Hunt and Tambay during the 1978 season and looking through race photos, with the exception of different sponsorship in the North American races, the cars were little changed. As usual for Studio 27, the main body casting is in resin but this time the majority of the kit components are in white metal. There is a full engine beneath a three-piece airbox and there are various pipes to go with the engine, although there is still scope to personalise things with some extra wiring etc. if you wish. The decals are clearly printed and include all sponsorship and the orange panels for the livery, leaving a simple white main finish and plenty of detail painting to keep you occupied.



STUTRK007 Wolf WR4 Aurora 1979 #11 Kennedy 1:20 plastic **£103.70**
STUTRK008 Wolf WR3/4 Aurora 1980 #3/4 Wilson 1:20 plastic **£103.70**
STUTRD004 Wolf WR4 Aurora 1979 #11 Kennedy 1:20 decal **£16.95**
STUTRD005 Wolf WR3/4 Aurora 1980 #3/4 Wilson 1:20 decal **£16.95**

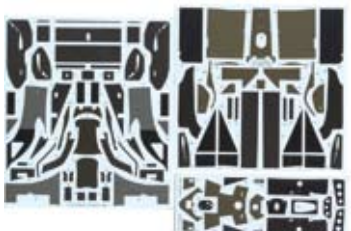
These kits are based on Studio 27's first re-boxing of Tamiya's Wolf WR1 to make the sister cars (WR3 and WR4 were the same design, different chassis numbers) and the original assembly instructions are also included, with supplementary instruction sheets for the new parts and for the decoration.



There is more to the kit than the plastic parts and some new decals though with plenty of additional white metal and etched detail parts. There are plenty of options as the red and white 1978 livery is still in the box along with the new decals for the Aurora series. In 1979 the car was painted black for David Kennedy alone, while the 1980 versions were red and there is the option of building either Kevin Cogan's mount or probably the more popular choice of Desire Wilson's Brands Hatch car, still the only female Formula One race win. If you already have the Tamiya kit and aren't as worried about the additional details or perhaps don't wish to stretch the budget, the Aurora livery decals are available separately (STUTRD004 and STUTRD005).

STUCD20038 McLaren MP4-2 Templated Carbon Set 1:20 **£28.95**
 Made to fit Aoshima/Beemax kit **AOS08189**

Two large and one small sheets of decal make up this pack and there is plenty to detail for the chassis and floor in the kit. As with the set for the MP4-2B, the texture of some of the panels is quite unusual, with an almost woodgrain pattern rather than a traditional carbon weave. This is deliberate and not a printing error and adds even more interest.

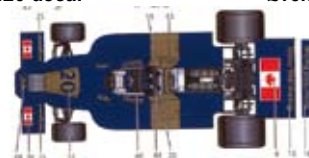


STUCD20037 Lotus 88 & 88B Templated Carbon Set 1:20 **£25.25**
 Made to fit Ebbro kit **EBB20010** & **EBB20011**

The panels on this double sheet pack are mainly intended for use on the chassis and cockpit panels of Ebbro's kits. Most have a large Kevlar pattern over the subtler carbon and there is plenty of rivet detail in place and there are some spare printed rivets too.

STUDC1161 Wolf WR1 F1 1978/79 1:20 decal **£16.95**

Made to fit Tamiya kit **TAM20064**
 This full livery sheet is intended as a replacement for that in the Tamiya kit, ideal if you have one of the older releases and the decals have degraded in storage. There are four options listed on the instruction drawings with subtle changes to the minor sponsorship between Argentina, Canada and Monaco 1977 and also the start of the 1978 season.



STUDC1164 Porsche 962 WSC 1986 #1/2 1:24 decal **£19.80**

STUDC1165 Porsche 962 Spa 1986 #17 1:24 decal **£18.20**

Made to fit Hasegawa & Revell kits
 Each of these clearly printed decals offers a winning car from the World Sportscar Championship, the works Porsche taking the flag at Monza and the Jagermeister-backed Brun machine at Spa. While the Spa decal is a single option, either of the works cars can be built from Monza, Spa or Silverstone, the latter race seeing politically correct decoration, while the first two had a full livery, all of which is correctly supplied.



STUDC1163 Honda RC213 2014 #19 Bautista 1:12 decal **£23.10**

Made to fit Tamiya kit **TAM14130**
 Alvaro Bautista's 2014 season was somewhat varied, several DNFs then followed by a third overall in France. His Gresini-run machine was very colourfully decorated and will make for an attractive model. There are two sheets in the pack, one with all of the vivid green panels to lay over a white base paint finish and the second including all of the sponsorship.



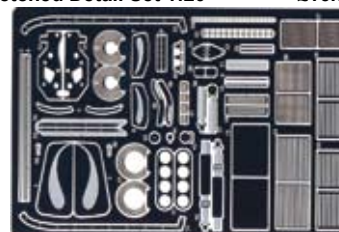
STUDC1166 McLaren M23 UK 1978 Trimmer 1:20 decal **£18.20**

Made to fit Tamiya kit **TAM20062**
 Having won the British F3 Championship and been successful in other smaller single seaters, Tony Trimmer never quite got that break into F1. This decal offers his last attempt at a World Championship GP driving the ex-Lunger McLaren M23 with which he dominated the Aurora F1 series but the car was woefully outdated on a 'proper' F1 grid. A two-tone red and white finish will be needed and clearly printed stripes will make an attractive model and something very different.



STUFP2082 McLaren M23 Photoetched Detail Set 1:20 **£16.30**

Made to fit Tamiya kit **TAM20062**
 Whether building from the box or with one of the aftermarket liveries such as Tony Trimmer's private entry (STUDC1166) which arrived in the same delivery, this offers a fair number of additional subtle details. There are various grilles, a choice of etched seat belts or buckles to add your own straps to, wing endplates, brake facings jacking points, chassis details and numerous tiny fasteners.



STUFP24188 Porsche 962 PE Detailing Set 1:24 **£26.95**

Made to fit Hasegawa & Revell kits
 There's plenty on this etched sheet to add fine detailing to either Hasegawa or Revell's short-tail 962. There are the expected brake facings, pedals, wiper, grilles and fasteners along with seat belt furniture for which ribbon is included to make the belts. There are also Gurney flaps for the rear wing, two styles of front canard fin and a choice of designs for exhaust heatshields and side panels.



STUFP030 Silver Stripes **£6.95**

Also available **STUFP031** Gold
 The latest in Studio 27's handy spares box decal sheets, this has six widths of silver stripe (0.5, 1, 2, 3, 5 & 8mm) with four of each at 128mm length each.



Spark resincast [SPK4398](#) - Lotus XI 9th Le Mans 1957



Looksmart 1:18 resincast [MRCLS18RC001](#) - Ferrari 158 USA 1964 Surtees



MG Model [MGMGT0049](#) (kit) [MGMGT0049M](#) (built) - Ferrari 250 GTO64
2nd Spa 500km 1964



Premium X diecast [PRX0563](#) - Dodge Coronet Woody 1949



GLM resincast [GLM141101](#) - Packard 734 Boattail Speedster 1930



Arena [ARE810](#) (kit) [ARE810M](#) (built) - Chevrolet Corvette Sebring 1973



Spark resincast [SPK3862](#) - Renault 5 Turbo 1st Tour de Corse 1982



Autocult resincast [ATC06009](#) - Skoda Winnetou 1968



Minichamps diecast [MIN436720006](#) - Lotus 72 World Champion 1972 Fittipaldi



TrueScale Miniatures resincast [TSMCE154310](#) - Rolls Royce Silver Wraith
Touring Limousine 1952



GCAM - New 1:43 resin & metal kits

[GCAM43082](#) Alfa Romeo 8C 2900A Le Mans 1937 #4 £71.50

Hand built available [GCAM43082M](#)

As a semi-official entry at Le Mans, this already well-used spider was painted black rather than traditional Italian red. For the first few hours of the race it was battling for the lead with Wimille's Bugatti before Sommer over revved the engine resulting in retirement. The shape of the main resin body looks slightly truncated but is well cast with some very fine panel engraving. There are various etched details including the windscreen and this should be laid back a fair amount rather than upright as the test build in the instructions show. Easy enough to adjust during the build and there are plenty of photos of the car available.



[GCAM43083](#) Cougar C01 Le Mans 1982 #35 Primagaz £71.50

Hand built available [GCAM43083M](#)

Some careful clean-up will be needed on the body in this kit with quite a bit of flash and a number of feed tags to be removed. While you're at it, some of the panel lines, although nice and straight, are a little shallow and might benefit from a light scribing before paint so as not to lose them and looking at the test build images in the instructions, the ride height will need careful adjustment. A fairly complex three colour paint finish will be needed with a red pinstripe decal included for the upper join. The decals themselves are well printed and look to be pretty accurate. As Yves Courage's first entry at Le Mans in a car of his own manufacture, this is an historic subject but one for the more experienced builder.



[GCAM43084](#) ADA C03 Le Mans 1990 #105 Arquati £71.50

Hand built available [GCAM43084M](#)

With just some light flash to be removed and a simple bright red paint finish (the 1990 Le Mans annual actually describes it as orange, but looks to be on the red end of orange to us in photos so perhaps spray over a yellow guide coat?) this should be a pretty straightforward build. The shape of the car is reasonably well captured and the panel engraving is very good. Decals are clearly printed and there are a reasonable number of etched parts including rear wing supports and endplates.



[GCAM43085](#) Spice SE87C Le Mans 1990 #131 Bell £71.50

Hand built available [GCAM43085M](#)

Another simple, single colour finish is needed here once the usual flash and feed tags have been cleaned from the castings. The general shape of the car is one of GCAM's better efforts and the decals are clearly printed and complete, although one or two are slightly the wrong size. The etched wheel centres are particularly fine and there are a few other etched details to finish things off. The vac-form in our sample kit is extremely thin, so care will be needed when fitting the glazing.



[GCAM43086](#) Alba Giannini Le Mans 1984 #80 £71.50

Hand built available [GCAM43086M](#)

Although the livery on this Alba was extremely similar to the previous year's Jolly Club/Achilli Motors entry (GCAM43079), there were changes to the bodywork, most noticeable in the shape of the rear wing fences. The kit is in GCAM's typical simple style and the body is reasonably well proportioned. There's some clean-up to do on the castings, but nothing too taxing and clearly printed decals and a few etched parts finish things off.



Colorado Decals

Colorado - New decals

[COLD024](#) White Letters A to L Various Scales £8.95

[COLD025](#) White Letters M to Z Various Scales £8.95

Colorado refer to these sheets as 'Elegant Letters' and each offers half of the alphabet in a variety of fonts and sizes offering plenty of options for signwriting on diorama parts.



Matrix - New 1:43 resin cast models

MTX40102-061 Alfa Romeo 6C Pininfarina 1946 Gold £77.95

This unique Alfa Romeo was originally delivered to an Italian perfumier and was shown at many Concours d'Elegance events in 1946 and 1947. It was then sold to Leonard Lord at Austin and allegedly formed the inspiration for the A90 Atlantic, before finding its way to America with one of the design team, 'Bob' Kondo, a Raymond Loewy employee who had been seconded to Austin. The car is modelled as it has been restored and looking at photos from Pebble Beach it's very good with some of the smaller body details such as the trafficator turn signals so subtle that we had to look specifically for them. The switch gear on the dashboard is a little exaggerated, but otherwise a fine looking model.



MTX50307-011 Cord L-29 Brooks Stevens Speedster 1930 £83.95

Clifford Brooks Stevens was studying architecture at university in 1932 when, with the help of his father, he purchased a two-year old Cord L-29. He immediately set about redesigning the body on his new car to create a lighter, more sporting machine with an eye towards hillclimb competitions but this one off machine remained a road car and was kept by Stevens for over 60 years. The distinctive styling of the car has been generally well replicated here and there is plenty of very fine etched detailing carefully fitted. The masking line between the black and white two-tone paint is very slightly uneven on our sample but the finish is otherwise excellent.



MTX40201-131 Bentley 4.25 Tourer by Thrupp & Maberly £121.95

This elegant four-door open all-weather tourer (chassis B170KT) is believed to be the first of three built to this style by Thrupp & Maberly. The lines of the car look very good from the angles that we have images for and details are carefully placed. The engine side panels appear to have been painted separately from the rest of the body as there is a slight change of texture here but this is only apparent when looking very closely and the colour match is spot on.



MTX41705-141 Rolls Royce Phantom II F&W Continental 1933 £107.95

Of the 281 Phantom II Continental cars built by Rolls Royce, Sir John Leigh owned four, each individually clothed by Freestone & Webb. A distinctive feature of this particular car was very sharp 'razor edge' styling on the roof and on the model this is perhaps not quite as crisp as it could be. Apart from a plethora of lamps and horns on the front of the car, the design is largely unadorned but the small details that are there are neatly fitted. An unusual and attractive subject.



MTX50108-101 Aston Martin Jet 2+2 5-door Bertone 2013 £101.95

Alternative version [MTX50108-091](#) 3-door

Based on the four-door Rapide, this shooting brake was commissioned from Bertone by a British enthusiast and was to be the prototype for a short production run but remained a one off after Bertone ceased trading. The car is modelled as it first appeared at the Geneva Motor Show in 2013 and since then there have been a few subtle changes made. The details appear to be correct for the show though and the overall finish in a dark metallic grey is very good.



Premium X - New 1:43 resin cast model

PRX0468R Maserati Bellagio 2008 Grey £51.95

Also available [PRX0469R](#) Green

This was originally listed as being finished in blue but the model is in a deep gunmetal grey, as was the original Touring Bellagio displayed at the Villa d'Este Concours. It is believed that only four of these shooting breaks built on Maserati's Quattroporte have been built and the lines of the car are very smartly replicated. The paintwork is excellent but on our sample the side windows with their extremely fine chrome edging are a little uneven.





Neo - New 1:43 resincast models

NEO46470 GM Futurliner 1941 £130.30

GM's 'Futurliners' were originally built in the late 1930s for a nationwide Parade of Progress and then after a delay due to the war, were pressed back into service after being renovated in the early 1950s. Neo list this as a 1941 example but the cab area on the pre-war variants was almost entirely Plexiglass, the solid top seen here being post-war modification to save the driver from cooking. The colour images that we have both from period and of restored examples suggest a rather darker red than the almost coral shade seen here and we are a little disappointed that there is no internal display, which was such an important element of the real vehicles. The general finish is good though with neatly masked paint and some subtle etched details.



NEO46430 Packard Convertible 1954 Beige £69.85

Neo describe this model as a Packard pacific Convertible, but the Pacific name was exclusively used on the two door hardtop version of the 5431 body series, so the correct term is simply Packard Convertible for this one. It was a rare machine with just over 860 examples built and 1954 was the last year for the firm's famous straight-eight engines. The simple, elegant lines of the car are well modelled and we see plenty of fine trim details. The side body mouldings are neatly cut into the door shuts, the curved windscreen is well fitted and the quarter windows are nice and delicate.



NEO46070 Pontiac GTO Convertible Silver 1966 £70.95

Having been offered as a trim level in previous years, for 1966 the GTO became a stand-alone model in Pontiac's range and it was a bumper year for sales with just short of one hundred thousand examples built. The convertible accounted for around thirteen thousand of those sales and the example modelled here is smartly finished in a dark silver with a well detailed black interior and very fine red pinstripes which match the red banded tyres.



NEO45220 Audi 80 Gr2 ETC Monza 1980 #26 Audi £70.95

We've been unable to find images of this colourful Audi in action at Monza but do know that Bergmeister and Novak finished the race fourth overall and second in class. The basic shape of the two-door Audi 80 saloon looks pretty good and the simple wheel arch extensions and deep front air dam are typical of the period. The decals are all clearly printed and neatly fitted to make for a good looking miniature.



NEO46510 Rolls Royce Phantom I Newmarket 1929 £103.95

For the lucrative American market, Rolls Royce had established a factory in Springfield, Massachusetts and these cars were supplied with a range of standard body designs from favoured coachbuilders. One such was the Newmarket all weather tourer built by Brewster, sixty-seven of which were built. The car modelled here has a smart yellow and black paint finish with an unusual inlay at the top of the door which has a deep red finish to match the spokes of the fine wire wheels. It's certainly colourful!



OXFORD Oxford - New 1:43 diecast models

OXFAMDB9001 Aston Martin DB9 Silver £23.95

OXFAMDB9002 Aston Martin DB9 Black £24.95

The entire Oxford range offers excellent value and here once again we see a very well-proportioned model with crisp panel engraving and some pretty fine trim. The maker doesn't specify a year, but details such as the clear rear light lenses and subtle boot spoiler mark it out as a post-2012 example. The metallic grain on the paintwork is a little heavy on our silver sample but is very well done on the black version.



Autocult - New 1:43 resincast model

ATC09002 Commer Dormobile Coaster 1972 Blue £92.95

One of the fun things about this range is that we never know what to expect next! Commer forward control vans were a common sight on British roads in the 60s and 70s, more often than not as workhorses for utility companies, but they were also a popular base as camper conversions such as this Dormobile, the forward control layout maximising interior space. The shape of the van is very well replicated and it is smartly painted in a two tone powder blue and white, but it is the treatment of the fold out roof which is particularly neat, the windows in the top adding to the amount of fine interior detail that we can see.



Norev - New 1:43 & 1:18 diecast models

NOR519167 Renault Fregate 1959 Blue £34.95

The Fregate was launched by Renault in 1950 as a car for the middle classes as France recovered from the war. The styling at the rear is similar to the smaller 4CV which predated it by a couple of years and like its smaller sibling this was to be rear engine, but a late change saw a more conventional power train. The car modelled is a late example with a much simplified front grille and other trim updates. Much of the body trim is painted or tampo printed, but it is all neatly done, the main blue paint is excellent and the simple shape is well modelled.



NOR840046 VW Golf GTi 1976 Red £34.95

The Golf GTi is the car credited with creating the 'hot hatch' market sector and here we see a very early example modelled. On our sample the rear bumper doesn't look quite right, but otherwise the car is well proportioned and the finish is to a good standard with even paint, neatly applied stripes and the correct tartan seat panels.



NOR184501 Panhard 24 CT 1964 Blue/Black 1:18 £59.95

Panhard's 24 series featured very up to the minute styling when launched in 1963, a low frontal area and narrow window pillars enabled by the use of their trusty air-cooled flat-twin engine mounted in a light tube chassis. Two chassis lengths were offered and the car modelled here is the shorter of them with the higher trim level. The body is well-proportioned and the bonnet and doors open to reveal a modest level of detail. The boot lid also appears to be a separate panel but doesn't open.



TrueScale Miniatures - New 1:18 diecast model

TSM141803 McLaren P1 2013 Amethyst Black £169.95

Alternative version **TSM141804 Volcano Yellow**

We weren't overly impressed with the fit and finish of the yellow version of this model but here we see a general improvement, externally at least. The colour is described as Amethyst Black and so there is a subtle purple sheen to it which shows well under bright lights and contrasts nicely with the various carbon panels. At the rear there is a choice of parts to have the spoiler raised or lowered and the doors and front luggage area can be opened. In the cabin the seat belts leave a lot to be desired with a very heavy texture to the cloth ruining an otherwise well appointed interior.





BBR hand built [BBRC159](#) - Chevrolet Corvette C7R Le Mans practice 2015



Autoart diecast [AUA58208](#) - Pagani Huayra 2011



Minichamps diecast [MIN417160019](#) - Williams FW38 2016 Massa



Spark resincast [SPK4876](#) - Peugeot 2008 DKR 1st Dakar 2016 Peterhansel



Looksmart hand built [MRCLSBT009D](#) - Bentley Mulsanne Speed 2016



MG Model hand built [MGM512S052](#) - Ferrari 512S 1st Trieste-Opicina Hillclimb



Spark resincast [SPK4396](#) - Nissan 88S Le Mans 1988



ABC Brianza [BRK43332](#) (kit) [ABC332](#) (built) - Lancia Aurelia B52 PF200 1954



Motorsport Model Kits kit [MMK43005](#) - Ferrari 458 GT3 Evo ITGT 2015



Spark 1:18 resincast [SPK18228](#) - March 711 Austria 1971 Lauda



TrueScale Miniatures resincast [TSM430124](#) - McLaren P1 GTR 2015



Matrix resincast [MTX51206-031](#) - Lincoln Model K Sport Sedan Derham



Arena [ARE808](#) (kit) [ARE808M](#) (built) - Porsche 911 SC Gr4 Sweden 1981 Eklund



Ebbro diecast [EBB45482](#) - Nissan GT-R Nismo GT3 Blancpain 2015



Looksmart hand built [MRCLS459D](#) - Bugatti Chiron 2016



Autocult resincast [ATC04006](#) - Persu Experimentallimousine 1924



JPS painted kit [JPS403](#) - Ibec 308LM Le Mans 1978



Arena [ARE811](#) (kit) [ARE811M](#) (built) - Chevrolet Corvette Sebring 1968



Matrix resincast [MTX51206-051](#) - Lincoln Indianapolis Concept by Boano



Looksmart resincast [MRCLSLM042](#) - Ferrari 275LM 7th Le Mans 1968

Stirling's Breakthrough Building the SMTS "Stirling Moss" Jaguar XK120

by Wayne E. Moyer

Jaguar shocked not only English motoring enthusiasts, but the entire world when the XK-120 was unveiled at the 1948 Earl's Court show. Underneath what was, for the time, a sensational flush-fendered flowing body, was the engine that would make Jaguar a name recognized world-wide in the 1950's, a 2.4 litre double-overhead cam six whose 160 horses could push the new Jag to the then unheard-of speed of 120 mph for a production car; hence the XK-120 name. When that claim was publicly doubted, an XK-120 was taken to a long Belgian motorway and officially timed at 126.4 mph with the wind-screen in place and top up, and 132.6 with both removed. The first 240 XK-120's had hand-formed aluminium bodies but demand was so great that tooling was soon created to make all-steel bodies.

England needed cash badly and Americans had it, so almost all the first 1000 XK-120's came over here (Clark Gable got the first) with only a few right-hand drive cars being built for prominent Britons who would be seen in all the "right places" driving one, and select gentlemen racers who could be counted on to enter and do well in races the factory didn't enter. The latter category did not include young Stirling Moss, who wanted to drive one very badly (it was, after all, a British car capable of winning races) who the factory felt was likely to crash, thus damaging their reputation. It did, though, include Tommy Wisdom, who did quite well with his private XK-120 in UK races in 1950. When Wisdom heard that the factory was not contesting the 1950 Tourist Trophy, and Moss had been turned down by Jaguar, Aston Martin, and just about everyone else, he offered to let Stirling drive his car. Moss qualified second, but just before the race started, a pouring rain began and lasted throughout the race. Moss leaped off into the lead and never lost it for three hours, beginning his reputation as the "Rainmaster". More importantly, at the end of the race William Lyons himself asked Stirling if he'd lead the Jaguar team in 1951, thus moving Moss into the front rank of British drivers, a position he held until his Goodwood crash.

When I saw the "Stirling Moss" version of the SMTS XK-120 kit in FSW (RL113A), I ordered it immediately. After all, the GPM model I'd built (Classic Cars #7) back in 1973 was a little long in the tooth and a kit 43 years newer had to be better, right? Uhh, well...

The FBB arrived in my mailbox in due time and went straight to the workbench. Opening it revealed just 68 parts, a relatively simple kit by today's standards but about 55

more than the GPM kit! There were 26 thin, very clean white-metal castings, another 28 plated metal parts, a half-dozen photo-etched ones, 4 rubber tyres, four VERY nicely done mirrored headlights with crisp fluted lenses, and assorted screws and axles. The delicate, open-between-the-bars grille is a thing of beauty and looks great when the panel behind it is painted flat black. So far this certainly is a big improvement. The large instruction sheet has an exploded view drawing and a list of parts with painting instructions. But upon reading that closely, problems began to appear.

SMTS obviously planned this kit so that several different models could be made, Stirling's TT winner, Ian Appleyard's Alpine Rally winner, and a street car at the least. An excellent idea, allowing several kits to be made from one set of parts, BUT: the instructions are generic, listing all of the parts including those that aren't used in a particular version and those that aren't even included, WITHOUT indication which might apply to each version. For example, shown are wire wheels (optional) which correctly aren't included in this kit, steel wheels (silver or body colour optional), and hub caps (optional, plated or body colour). There is a full plated windscreen (optional), two aeroscreen bases (body colour, optional), and two photo-etched aeroscreen frames (optional, of course). Also included are two wing mirrors (optional), an etched mirror (plated, optional), and a racing mirror (body colour and optional, of course). I could go on, but you get the idea. Nowhere is there a clue which options go with which version - ALL of these parts are shown and listed, and only the wire wheels aren't in the box. You've noticed "body colour" in several places? The only body colour mentioned in the instructions is the white Jabbeke motorway speed test car, which I'm not sure can be built. And finally, the correct decals for Stirling's TT winner are provided, without the slightest hint as to where they should go. Obviously the modeller is supposed to do his/her own research, but a hint or two would be nice for those who haven't been doing this for almost a half-century.

I started with the colour. Only a very few dark, sometimes blurry black and white race photos can be found; it was cloudy and raining hard, remember, and no race photographer shot colour back then. The 1973 GPM kit specified "light pea green" which I mixed, with a darker green (Humbrol Green Leather) for the seat and tonneau cover. Searching the Internet (not even a gleam in Al Gore's eye back in '73) produced a list of 1950 Jaguar colours and a photo of a Suede



Contents of SMTS Jaguar XK120 kit RL113A - 68 parts, mostly cast, with assembly drawing

Green 1950 120 that was a bit more blue and lighter than what I'd mixed. Amazingly, I found the bottle I'd mixed 43 years ago and more amazing, the paint (Humbrol, from the smell) was still good! I added blue and white to get a colour matching the Internet photo - never a good reference but the only one I could find. A photo in Stirling's "My Cars, My Races" and another in Edwards' "Stirling Moss" books provided information on which options went with the TT winner - or at least most of them. The GPM kit also had the details right and gave the decal locations, but didn't show one on the rear deck; SMTS included the 4th number and I assumed a reasonable location. Please don't tell me if I'm wrong.

This XK-120 was RHD, of course (two "optional" dashes and two tonneau covers are provided), it has an aeroscreen on the driver's side only, the central racing mirror, a quick-fill gas cap on top of the left rear fender, and no fender skirts - err, spats and no wing mirrors or hub caps. OK, so the parts are sorted out for this model - you're on your own for other versions. The castings are thin, smooth, and excellent; the only mould lines are along the bottom of the body (including the wheel arches), edges of the baseplate and around the wheels.



Excellent castings with just a few mould lines to remove, here on the insides of the wheel arches

All cleanup was done with 220-grit sandpaper; a piece was wrapped around an appropriately sized handle to clean the wheel arches. I followed the 220 paper by block-sanding the body with 320 grit sanding cloth, paying particular attention to the low spots between the headlights and body and similar spots. There are three holes for the stock windscreen; the aeroscreen base goes into the far right one, the racing mirror in the centre one, and I filled the hole for the off-side one with Hot Stuff Super T gap-filling cyanacrylate glue and sanded that smooth. All in all, less than 30 minutes cleanup time before washing and priming.



30 minutes in, ready for primer

As usual, the first primer coat showed a few small surface blemishes that were eliminated by simply sanding the surrounding area smooth.



First primer reveals a few small blemishes, sanded smooth and filled with more primer

I also filled a small gap at the base of the aeroscreen by brushing primer into it. A second coat of primer, block-sanded with 3200 and 4000 grit cloth gave me a smooth surface for several thin coats of my "Suede Green". The bottom of the baseplate, back side of the interior tub, dash, and wheels were painted the same colour. The tonneau, seats, and interior side panels were sprayed with Humbrol Green Leather and the latter two got a light coat of semi-gloss clear for a leather-like lustre. While the body was being worked on I painted the relief-cast wheel nuts by dipping a toothpick into "steel" and touching that to the nut.



Painting the wheel nuts with a toothpick

SMTS supplies the correct number plates (license plates over here) as "3-D" photo-etched pieces, along with a set of decals. You have the option of painting the plates gloss black and polishing it off the raised numbers or applying the decals to the smooth back side. If the decals had white numbers, I'd have chosen that option,

but they were silver, too. It turned out to be easy to remove the paint from the raised numbers and that is more realistic.



Sanding back raised etched number plates gives a realistic finish

When the final coat was dry the decals were applied - the small "7" goes on the right front fender and there may or may not be a number on the rear - I have yet to find a photo. I followed that with a couple of light coats of clear gloss lacquer, sanded that gently with 3200 grit, and applied a couple of heavier coats before polishing that with 3200 through 12000 grit cloth.

Assembly was quick and easy. I painted the leather coaming around the dash Green Leather, applied the instrument panel decals and fitted that to the inside of the body. The side panels fit inside the body too, with the coaming resting on top of the body sides. The seat will drop in after the interior tub is fitted to the body. Although the instruction sheet shows a large hole in the body for the quick-fill gas cap, it's not there! I drilled one where it looked like it should go - more later. All the small bits fit well

and the model sat square when the wheels were fitted, although I'd drilled the holes a bit oversize to allow some tolerance. It all looked good at this point and needed only to have the tonneau cover added.



Nearly there, just the tonneau cover to fit...



And then things went WAAAAAY south.

The tonneau cover does not fit with the "stock" interior in place. I had to disassemble the model and file the coaming off the seat back and left hand door panel, as well as move the hole for the gas cap back



Coaming filed off the seat back and door panel to refit tonneau

a bit. Of course the interior then had to be re-painted and fitted back to the body. The tonneau then fits (pretty well) but knowing all this in advance, the builder should file off the coamings and gently press-fit the tonneau down snug around the edges before any painting is done. I was able to get all this done with no major damage and an argument could be made that I should have dry-fitted the parts first; in fact I did but the inner panels kept coming off when I tried to add the tonneau, a clue that didn't register. The tonneau did fit well without them!



Tonneau eventually fits very well!

Comparing the SMTS model with the old GPM one shows that the



Wayne's completed model (left) with 43 year old GPM release for comparison

new kit has much, much better detail (GPM had everything but the wheels molded with the body) and just more finesse. Sharp-eyed readers will note that GPM used a single bucket seat instead of the stock bench and another cap (oil, given the Jag's reputation?) on the front fender. I haven't been able to confirm either so far, but given the way the tonneau fits, I have a suspicion GPM had it right and SMTS originally intended to do that but the racing bits were deleted at some point.

Knowing what you now know, a modeller with just a little experience should be able to build this into a very nice model with not much work. You now know which parts to use and what the colours are. Interior/tonneau aside, everything fits well and the castings are excellent. The finished model matches the few photos I have very well and dimensions check out to 1/43 scale. For those who haven't read this, I hope you have good reference material and lots of patience!

REVIEWS

Premium ClassiXXs Premium ClassiXXs - New 1:43 diecast & 1:18 resincast models

PRE30061 Ford Transit Mk1 Ford Motorsport 1:18 £217.95

Premium ClassiXXs has used the same basic moulding for this van as for their Porsche release a year or so ago, albeit with some modifications to the details. The interior is now right hand drive, which is logical for a British registered vehicle and there is a separate etched roof rack included with four Minilight type wheels which can be displayed on top. The rear of the body has panels around the rear lights which are non-standard and look like cut-outs to load a single seater into the rear, as was the case with the Porsche version of the van, so we're not sure exactly what has been used for reference. The overall basic shape is good though, as is the finish.



PRE12208 Mercedes Porsche Transporter Essex £60.95

Originally built for Porsche in the late 1960s on a Mercedes bus chassis, this transporter and a few similar examples served the factory race team well for a couple of decades. The livery seen here dates the truck as being from 1979 when it would have been used to carry 936s. At the rear there is the option of displaying the model open or closed and photo-etched ramps are included to pose a vehicle being loaded if you so wish. The fit of the rear doors when closed isn't great, so open is the better option anyway. Apart from the doors, the finish is very good.



PRE12107 Mercedes LP911 BMW Racing Department £55.95

Although no date is stated for this BMW race team support truck, the LP911 was launched in 1963 so the ideal accompaniment would be a subject such as an 1800Ti saloon. The model is a traditional diecast with no opening parts and for a relatively small vehicle is very heavy. The two-tone paint finish is very neatly applied, as are the decals and the mirrors are supplied off the model to avoid damage in transit.



New book

FOM065 F1 Modeling #65 2016 £33.70

As the cover image suggests, the main focus of this edition of the Japanese publication is the F1 careers of two of the most successful drivers in the history of the sport, Ayrton Senna and Michael Schumacher. This starts with their first F1 drives and follows into their glory years. Still on an historic theme there are photos of many of the classic F1 cars to have appeared at this year's Goodwood Festival of Speed and then we move on to the 2016 championship with a mid-season review and detailed images of all of the cars from the first eight races. Modelling articles concentrate on 1:20 plastic kits this time with builds of Ebbro's 2015 McLaren and Aoshima's 1984 and 1985 McLarens. All articles are superbly illustrated with excellent photos. JAPANESE TEXT.



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NEW & SOON



GLM resincast [GLM151001](#) - Duesenberg J 142-2165 Convertible Coupe 1929



Autocult resincast [ATC02007](#) - NSU Thurner RS 1969



Motorsport Model Kits kit [MMK43006](#) - Ferrari 458 GT3 Evo ITGT 2015



Arena [ARE812](#) (kit) [ARE812M](#) (built) - Chevrolet Corvette Spider Sebring 1968



Spark resincast [SPKSE079](#) - Porsche 935 1st Sebring 12 Hours 1979



Looksmart resincast [MRCLSRC006](#) - Ferrari 312B3 2nd Brazil 1974 Regazzoni



BBR 1:18 hand built [BBP18116](#) - Ferrari 458 Italia Le Mans 2015 AF Corse



Ebbro diecast [EBB45398](#) - Nissan GT-R GT500 Fuji Super GT 2016



Looksmart hand built [MRCLS384MHA](#) - Lamborghini Aventador Miura Homage



Matrix resincast [MTX41311-101](#) - Maserati 5000GT Frua Coupe 1962

spark Spark - New 1:43 & 1:18 resincast models

SPK1408 Triumph TR3 A Monte 1960 #301 Thuner £50.95

The 1960 Monte Carlo Rally saw the Triumph factory team enter several of the new Heralds and a pair of tried and tested TR3As, neither of which finished! Modifications for the event included the inclusion of twin spare wheels, the second mounted on a boot rack and manually adjustable spotlight on the roof. These and the other small details are neatly modelled and the numbers on the sides, although they look odd with their black partial backgrounds, are correct. Very well observed.



SPK4353 Lola T370 Argentina 1974 Edwards £50.95

Alternative version SPK4352 Hill, SPK4354 Stommelen & SPK4355 Gethin
With plenty of F5000 experience under his belt, Guy Edwards made his F1 debut in Argentina with the Hill-Lola team. The car was rather heavy and Edwards qualified last, but he drove well and eventually finished eleventh. For the most part the model matches race photos very well, the huge airbox towering over the rear and etched parts used for rear wing endplates, wing support and the front section of the floor. Some easily found decals will need to be applied to complete sponsorship and we also have a query on the decals already fitted. On the rear wing endplates there are large Firestone logos which are correct, but above those are small Goodyear ones which is rather odd. There is something there on the real car but we cannot read it in any images.



SPK3800 Bentley Continental S1 Convertible 1957 £52.95

Although several thousand Bentley S1s were built, the Park Ward Continentals were far less common and in open form very rare indeed. The elegant and understated lines of the car are crisply modelled here and the subtle gunmetal over black paint scheme is very well executed and suits the car superbly.



SPK1869 Porsche 718 RSK 3rd Le Mans 1958 #29 £50.95

Alternative version SPK1874 #30 & SPK1875 #31
A third place overall and win in the two-litre class was an impressive result for this 1600c.c. Porsche but it could have been even better, brake problems late on denying a possible second overall. The car is very neatly modelled and a detail which particularly stands out is the 'tape' trim around the edges of the clear tonneau cover. We see fine etched grilles on the rear of the car and the paint finish is excellent with a fine grain and soft gloss.



SPK4169 Porsche 936 Le Mans 1976 #18 Martini £50.95

Alternative version SPKLM076 #20 1st
The livery on this 936 (which retired from the race with engine failure) was very similar to the winning car but the bodywork was significantly different, this example having no airbox and a low rear deck with the engine fan visible, poking through the engine cover. The specific body details look good and the decals are very clearly printed with the orange sections of the stripes and logos being particularly vivid.



SPK4076 Ford GT40 Mk2 3rd Le Mans 1966 #5 £50.95

SPK4075 Ford GT40 Mk2 2nd Le Mans 1966 #1 £50.95
Alternative version SPKLM066 #2 1st
Ford had a significant presence at Le Mans in 1966 with several factory supported Mk2s with the Shelby and Holman Moody teams, along with several 'Mk1s' with privateers. To aid with pit identification the 'works' machines were not only painted different colours but many had fluorescent markings added to their noses and these are neatly applied as decals over excellent paintwork. There are some subtle bodywork differences between the two as well, such as the #1 car having a divider in the radiator exit which was not present on #5, this detail added as a fine etched piece on the model.



SPK3375 March 711 Press 1971 £50.95

The original design for the March 711 was intended to be as slippery as possible and when first unveiled to the press in London's Dorchester Hotel the car featured inboard front brakes and an all-enveloping rear bodywork, features that were altered almost immediately as the car had major cooling problems.



SPK3379 March 711 Austria 1971 Lauda £50.95

SPK18228 March 711 Austria 1971 Lauda 1:18 £134.95
Alternative version SPK3376 Pescarolo & SPK3380 Peterson
Having run a number of second drivers during the course of the 1971 season, March rented their second chassis to F2 regular Andreas-Nikolaus Lauda for his home race, giving the young Austrian his F1 debut. The specific details for the race decoration and bodywork look correct on both the 1:43 and 1:18 models and in the larger scale we see wiring on the exposed engine, but frustratingly not on the 1:43. A significant piece of F1 history.



SPK4400 Lotus 11 13th Le Mans 1957 #42 £50.95

SPK4401 Lotus 11 Le Mans 1957 #41 £50.95
Alternative versions SPK4398 #62 & SPK4399 #55
Four Lotus XIs started the Le Mans 24 hours and all four finished, despite Masson running out of fuel on the Mulsanne straight in #41 and pushing it some 6km back to the pits! The two offered here were officially entered by the drivers but were Team Lotus machines with full support. The shapes and decal placement look very good and match race photos, as do the windscreen and tonneau cover arrangements. Period colour images suggest a dark shade of green but that may well be a reproduction issue as even our digital images of them are slightly darker than the model looks on the desk.



SPK3956 Ensign N174 South Africa 1976 Amon £50.95

Alternative version SPK4811 Long Beach
Having had a serious road accident late in 1975 which nearly cost him one of his feet, Chris Amon was only able to start training two weeks before the South African GP and although struggling for fitness managed to bring the old car home. The shape and placement of the decoration all looks very good but there is a query over the colour. The model is beautifully finished in black and the car certainly looks black in photographs, but the race report in Autocourse describes it as dark blue.



SPK4265 Ligier JS19 3rd Las Vegas 1982 Cheever £50.95

Alternative version SPK4264 Lafitte Austria & SPK4817 Lafitte Monaco
The JS19 is an excellent example of the Ground Effect era, seen here with small front wings and narrow tunnelled bodywork tapering towards the rear outlet, with the wing supports forming the very rear of it. Eddie Cheever enjoyed three podium finishes with the car, two on home soil, the car as modelled being from the final race of the season. The white and the lighter shade of blue are both applied as smooth paint finishes, with the rest of the livery as decals. Most of the sponsorship is in place, with just a few small, easily found decals to fill in a few letters.



SPK4293 McLaren M19 4th Monaco 1971 Hulme £50.95

Alternative version SPK4294 Donohue Canada
McLaren's 1971 season wasn't a great success as the team struggled to work out how to set up the M19s rising rate suspension to provide predictable handling and in the end they ditched the system. The best even former champion Hulme could wrangle from the car was fourth place, although he had led in South Africa before a suspension bolt broke. It was a good looking car, even if it didn't work too well, and the shape is well modelled. The decals are all carefully placed and the paint finishes are to a typically high standard.





Spark continued

SPK3835 Shadow DN5 Brazil 1975 Jarier £50.95
 Alternative version **SPK3836 Pryce Holland**
 Autocourse described Jean-Pierre Jarier as the unluckiest man in South America after the first two Grands Prix of 1975. In Argentina he qualified on pole but the car failed in the warm up and he started from the front again in Brazil and was leading comfortably until the fuel metering unit failed with eight laps to go. Race photos show a small Champion decal beneath each mirror which wasn't there in practice and isn't on the model. Otherwise the decoration looks to be accurate and is neatly applied over an excellent black paint finish.



SPK4140 MG B GT Coupe 1967 Blue £48.50
 Alternative version **SPK4137 Roadster**, **SPK4138 Hardtop** & **SPK4141 GT V8**
 Spark are struggling a little with their MG B series. This model of the chrome-bumpered B GT is well finished and instantly recognisable but the lines just aren't quite right, the lower half of the car being slightly too shallow to our eye, making the nose look long and also the roof appear high.



SPK2229 Lotus Evora 400 Green £48.50
 Alternative version **SPK4895 Blue**
 At first glance this subject looks like a facelift version of the Evora but Lotus say that approximately 60% of it is new beneath the skin. The 400 of course refers to power output and along with increased grunt there is reduced weight and plenty of chassis tuning to make this the most powerful and fastest production Lotus to date. The subtle lines of the car are crisply moulded and the metallic green paint on our sample is excellent with a fine grain and contrasts well with the black interior and exterior detailing.



SPK4820 Lola Mk4 UK 1963 Amon £50.95
 Team manager Reg Parnell bought the assets of Bowmaker Racing in 1963 and continued running the cars under his own name. The team colours remained unchanged and as with the earlier versions of the Lola already made by Spark, the shade of the blue/grey main colour looks good but the finish has a very fine metallic grain which our period references suggest is incorrect.



SPK4881 Porsche 953 Dakar 1984 #175 Ickx £52.95
 Alternative versions **SPK4880 #176**, **SPK4882 #177** & **SPKSF071 test**
 The 953 was a four-wheel drive version of the 911 specifically built to win the Paris-Dakar rally and three were entered in 1984. The winning aim was achieved and this example, driven by Jacky Ickx, backed that up with sixth overall. The main bodywork looks much like any other 911SCRS rally car of the time, but the ride height is greatly increased for the off-road event and beneath the car there are several mud flaps and protective skid plates over the 4WD drivetrain, all replicated here with etch. To complete the decoration a number of easily found decals will need to be applied to create a fine model.



SPK4877 Peugeot DKR Dakar 2016 #303 Sainz £52.95
SPK4950 Peugeot DKR Dakar 2016 #321 Despres £52.95
 Alternative versions **SPK4876 Peterhansel**, **SPK4878 Loeb** & **SPK4949 test**
 Although still called the 2008 DKR, the 2016 factory Peugeot for the Dakar was a significantly changed machine from the previous year. The most obvious change externally is the mounting of the spare wheels in the side of the vehicle, but there is much more. The overall shape of the car is very crisply modelled and the Red Bull livery is neatly applied with a deep gloss blue paint finish and the remaining colours as decals with chrome foil on the roof. Of the two options offered here, Sainz won several stages and was leading the event when his engine and gearbox decided to part company while Cyril Despres, a multiple Dakar winner on two wheels, finished seventh overall.



SPK4879 Peugeot DKR Dakar 2016 #328 Dumas £52.95
 Having tackled his first Dakar in 2015 driving a buggy, Romain Dumas was back for a second bite in 2016 driving an ex-works Peugeot and finishing a very respectable twentieth overall. Spark has a long relationship as a sponsor of Dumas and so it's no surprise that the model is very well finished and matches event photos superbly.



SPK4968 Citroen DS3 WRC Monte 2016 Meeke £50.95
 Alternative version **SPK4963 Lefebvre**
 As happened when they changed from the Xsara to the C4, Citroen have officially stepped back from the WRC for the 2016 season to concentrate on next year's car but the semi-works cars entered as the Abu Dhabi team are still very competitive. Team leader Chris Meeke started the season strongly and was trading stage times and the overall lead with the Polo of Ogier until transmission damage forced retirement. The livery of the car is well observed including the slight mismatch of red on the lower panels seen on this event.



SPK4962 Ford Fiesta RS WRC 4th Monte 2016 Ostberg £50.95
SPK4964 Ford Fiesta RS WRC Monte 2016 Tanak £50.95
SPK4969 Ford Fiesta RS WRC Monte 2016 Kubica £50.95
 Alternative version **SPK4965 Evans**, **SPK4967 Camilli** & **SPK4970 Bouffier**
 Alongside the works entries, several privateer teams are also running Fiesta WRCs in 2016, with varying levels of factory support. Mads Ostberg is M-Sport's team leader and appropriately enough was the best placed of the Ford drivers in Monte Carlo. Estonian driver Ott Tanak is running a car with sponsorship and rubber from new tyre maker D MACK and finished a respectable seventh, while ex-F1 pilot Robert Kubica was caught out on an icy mountainside and crashed. Such is the consistency of the regulations, physically all three cars look the same but the liveries are of course very different and all have been neatly finished, although the tail light mouldings look very dull, especially against the red of the Kubica car.



SPK4938 Porsche 991 GTS Blue £48.50
 The GTS sits in the Porsche range between the regular Carrera 2S and the GT3 and offers subtle styling, a decent level of equipment and, key for us dinosaurs, a proper gearbox with three pedals to play with. There are various upgrade options available but the car modelled is in standard form with no added spoilers and shiny drilled metal disc brakes visible through the finely moulded wheels. The metallic blue paint colour chosen is very fine and really shines under bright light.



SPK1354 Porsche 356 Monte Carlo 1958 #306 £50.95
 Thanks to serious blizzards along the route, only 12% of the 303 starters on the 1958 Monte Carlo rally made it to the finish and it would appear that this British entered Porsche, which had started from Paris, wasn't one of them! We've not been able to find any photos of the car in action but the model is a well-proportioned 356 smartly finished in bright red and with a very fine etched luggage (or tyre?) rack on the engine cover.



SPK3859 Renault 5 GT Turbo 1st Ivory Coast 1989 £50.95
 This is perhaps the least likely outright winner of a WRC event. Most of the top teams stayed away from the Ivory Coast rally to prepare for the RAC and so it became a battle for Group N machines and various locals in Group A cars who were vying for their own national championship. In the end it was Alain Oreille and his 1.4 litre, front wheel drive Renault who was victorious. There are some additional stone guards fitted to the front and a few extra lamps and these are all carefully modelled. The overall finish is very good but there are a couple of easily found decals to apply for local event sponsors for absolute accuracy.



SPK4136 MG B 12th Le Mans 1963 #31

£50.95

The most distinctive feature of the factory prepared MG Bs built for Le Mans was the fitting of a streamlined nose, which the team claimed was worth the equivalent of several horsepower and helped the cars to nearly 140 mph on the long straights. The general shape of the model looks pretty good and the smaller details are neatly fitted, as are the decals.



SPK5001 Mercedes W07 1st Monaco 2016 Hamilton
SPK5002 Mercedes W07 1st Australia 2016 Rosberg

£52.95

£52.95

Both Mercedes drivers have won several races this season and at the time of writing both are still in with a chance of the title, so it is fitting that Spark has chosen winning cars for each. Rosberg got the better start to the season taking the first four races and it wasn't until Monaco that Hamilton's fightback started in earnest. Both models are well finished with very fine detailing on the front wings and the suspension in particular. We see the now familiar textured carbon finishes to the suspension parts and floors and the tyres are marked with white medium compound lettering for Rosberg's car and Hamilton's is on the purple ultrasofts.



SPK5001

SPK5005 Renault RS16 F1 2016 Magnussen
SPK5006 Renault RS16 F1 2016 Palmer

£52.95

£52.95

No race is specified for Spark's 2016 Renaults, so we can't check specific details. At the launch for the race livery, which saw a return to Renault's corporate yellow and black, the cars had a high gloss finish but in race trim it is a satin sheen and that is how we see the models. The paint has a very fine metallic grain and at the rear we see very fine gold foil trims on the engine cover and carbon at the tail end of the bodywork. There is more carbon on the suspension and floor and the bottoms of the wing endplates have the vents open, but as usual the tops don't!



SPK5006

SPK5009 Toro Rosso STR11 Australia 2016 Verstappen
SPK5010 Toro Rosso STR11 Australia 2016 Sainz

£52.95

£52.95

Despite tangling in the closing laps of the Australian Grand Prix when Verstappen was frustrated to be stuck behind the slightly slower Sainz, both drivers finished in the points for the opening race of the season. The two models are, as we would expect, near identical but to add a little visual interest to your display they do have different coloured tyre markings. The suspension parts are very fine and these along with the floorpan and some wing parts have a carbon finish. The paintwork is excellent and clearly printed decals are all well placed.



SPK5009

SPK5019 Red Bull RB12 1st Spain 2016 Verstappen

£52.95

Alternative version **SPK5007 Ricciardo** & **SPK5008 Kvyat**

After the Russian GP, Red Bull management made the decision to swap Daniil Kvyat and Max Verstappen between the Red Bull and Toro Rosso teams. Both drivers seemed to respond, with Kvyat setting fastest lap but more importantly, Verstappen becoming the youngest ever race winner in F1 on his debut for the parent team. As with the other versions of the car that we have already seen, the rear wing elements could be thinner but otherwise the detailing is generally good with plenty of carbon on the suspension and floor areas with particularly fine components forming the front suspension.



SPK4376 Alpine Renault A442 4th Le Mans 1978 #4

£50.95

Alternative versions **SPK4377 #3**, **SPK1552 #1** & **SPKLM078 #2**

Renault entered three subtly different types at Le Mans in 1978 and this was one of the older cars. It also had a significantly different livery to the sister machines with the factory yellow and black added to with large red panels for Calberson. In race photos the yellow looks slightly darker than on the other three (although the images do have long shadows so it could be the evening light) and Spark have chosen to reflect that here. The paint finish is excellent and the decals are all clearly printed and well placed. The small details are generally good and there is a tiny aerial on the left of the cockpit.



SPK4718 Jaguar XJR9 Le Mans 1988 #3

£50.95

Alternative versions **SPK4716 #22**, **SPK4717 #1**, **SPK4719 #21** & **SPKLM088 #2**

Jaguar had five cars on the grid at Le Mans in 1988 and the first few hours of the race saw a battle royal between these and four works-supported Porsches. Just after midnight the first retirement from this group came, with the #3 Jaguar suffering transmission failure. There were subtle changes to minor sponsors on the otherwise very similar Jaguars and those small decals are all correct here. The title sponsorship is not fitted, so a number of easily found decals will need to be applied to complete an otherwise very well finished model.



SPK4783 Brabham BT42 Belgium 1974 Larrousse

£50.95

There were several privateer Brabhams present at the Belgian GP in 1974 and this has to be the most colourful of them. Gerard Larrousse was entered for the race by Scuderia Finotto and their turquoise machine carried sponsorship from the Swiss cheese industry, with different branding on either side. The rear wing on the car should be angled a little more than it is on the model but the livery is very well replicated and the overall standard of finish is excellent.



SPK4786 Brabham BT44 Sweden 1974 von Opel

£50.95

Alternative version **SPK4344 Reutemann USA**

After two mechanical failures and a DNQ in his first three races for Brabham, Rikky von Opel's fortunes took an upward turn in Sweden with a top ten finish. In this race the Brabhams were almost completely devoid of sponsorship, with just fine pinstripes and a few Goodyear logos on their white bodywork. These decals are all very neatly fitted and at the front we see some very delicate etched trim-tabs fitted to the top of the nose and at the rear the endplates are bare etch to replicate the unpainted aluminium on the real car. All nicely done and an interesting subject historically as to date, this represents the best result in a GP for a driver from Lichtenstein!



SPK4832 Lotus 69 Canada 1971 Lovely

£50.95

The Lotus 69 was designed as a Formula 2 car with a four cylinder FVA engine in the back but was also used extensively in other lower formulae with smaller capacity engines. Pete Lovely's entry for the US and Canadian GPs in 1971 (the last of his occasional F1 career) saw him go the other way with the subframe and DFV engine from a Lotus 49 fitted into its tail to create a unique F1 machine. The car lacked to fuel capacity to run a full GP distance and was slow anyway, Lovely still running at the end of a shortened wet race but nine laps adrift and unclassified. The overall shape of the car has been well captured and that DFV engine is clearly visible in the rear. The domed intake filters are a little exaggerated and the Sebring exhausts sponsorship on the rear wing endplates should be at more of an angle, but bravo to Spark for modelling such an obscure subject.



SPK4821 Lotus 18 UK 1961 Maggs

£50.95

Tony Maggs drove this Lotus 18 in two championship races, the car entered by Mrs Louise Bryden-Brown, an American with a fair amount of competition experience herself and an entrant for Dan Gurney in many races. The only photos of the car from the German GP that we could find are in black and white and these show the layout of the decoration to be good. We have found colour images from elsewhere and these confirm the unusual white and powder blue colour scheme. An attractive and unusual F1 machine.



SPKDA066 Ford GT40 Mk2 1st Daytona 1966 #98

£52.95

After a lack-lustre 1965 season, the Ford GT40s were entrusted to Shelby American and Holman Moody for 1966 and got off to a perfect start in the first ever 24 Hour race at Daytona, this Shelby machine of Miles and Ruby leading home a Ford 1-2-3. The bright orange pit identification was pretty much worn off by debris during the race but we see it here with vivid colours as the car was at the start. The particular details for the race are neatly modelled including an unusual blister above the right front wheel and the decals are all correctly placed.



Spark continued

SPKSE055 Jaguar D-Type 1st Sebring 1955 #19 £52.95

Sebring in 1955 marked the first competitive appearance of a D Type on American soil and also the first drive for Mike Hawthorn in a factory Jaguar, Phil Walters ably assisting with driving duties to score an historic victory. The details on the car, such as the fared-in mirror, Hawthorn's favoured four spoke steering wheel, the single additional front light and the number placement are all neatly observed, but the nose of the model looks a little long to us.



SPKSA086 Mercedes SLS AMG GT3 1st Macau 2015 #1 £52.95

With the size of many of the modern GT machines such as the Mercedes SLS and the Bentleys, the Macau sportscar race always looks a little improbable to us as they squeeze round the narrower parts of the circuit. It is possible to pass though and Mario Engel won the qualifying race from third on the grid in the 2015 GT World Cup event and went on to win the final from pole position. The satin white main body finish of the car is very neatly applied and gives a great backdrop to brightly printed decals. The model is numbered from an edition of 500 and makes for a rather different looking GT Mercedes.



SPKSE088 Porsche 962 1st Sebring 1988 #86 £52.95

Despite plenty of strong opposition from other Porsches and the factory Jaguars, Klaus Ludwig and Hans Stuck emerged victorious at Sebring winning for the second consecutive year with the same car. The main Havoline sponsorship is very smartly replicated in a reflective gold foil and stands out well. The white paint finish is excellent with the black backgrounds for the letters applied neatly as decals and we see a few small etched details to finish things off.



SPKSG227 Mercedes AMG GT GT3 1st VLN 2016 #16 £52.95

We're slightly confused as to what this is supposed to have won as the initial listing said VLN 2015 and the packaging says 2016, but the #16 HTP Mercedes didn't win races in either season as far as we can see. The basic decoration is near identical to the car's race debut last year, but for changes in driver line-up, and this race was started from pole position. The satin gunmetal paint finish is very good, the decals are clearly printed and neatly placed and the rear wing is particularly fine.



SPKUS013 DeltaWing DWC-13 Coupe Daytona 2016 #0 £52.95

There have been numerous subtle changes to the DeltaWing since it first raced as a coupe in 2013, with adjustments to the airbox and also the nose. At Daytona the team opted not to run in wet qualifying and so started at the back of the prototype group but the car soon moved up to the overall lead and held this for some time until crashing. It's the livery that really makes this version stand out though, with a stylised US flag over the whole car.



SPK18165 Porsche 911 RSR Le Mans 1975 #58 1:18 £134.95

Originally entered for John Fitzpatrick and Gijs van Lennep, Manfred Schurti joined the car when his other team entry retired and with three fast and reliable pilots, fifth overall and a GT class win was scored. First impression is that the front of model sits quite high but looking at photos of all of the Gelo cars from this race they did have significant ground clearance. The paintwork is excellent as usual and the decals are correctly placed and clearly printed.



SPK18226 Leyton House CG901 France 1990 Gugelmin 1:18 £134.95

Alternative version SPK18112 Capelli
The French Grand Prix of 1990 marked the high point in the short and turbulent career of Leyton House Racing in F1, Ivan Capelli leading for much of the race but finally finishing second due to a fuel pickup problem which struck just three laps from the end whilst teammate Mauricio Gugelmin was lying third until his engine failed. Gugelmin's car is smartly modelled here and the overall body shape, paint finish and decal placement all looks good.



SPK18201 Dodge Viper GTS-R Le Mans 2015 #53 SRT 1:18 £134.95

The Riley Motorsports Viper was a reserve entry initially for Le Mans in 2015 and was accepted late on with the withdrawal of one of the original LMP2 entries. Having won their class at Daytona earlier in the year the Viper Exchange-backed team arrived with high hopes but were robbed of a finish with transmission failure in the final hour. The car is well modelled with excellent white paintwork and neatly applied decals and the small details such as the panel fasteners and particularly the wheels are very well done.



GLM - New 1:43 resin cast model

GLM121301 Cadillac Series 61 Coupe Sedanette 1941 £99.95

Although it was the cheapest model in Cadillac's 1941 line-up, the Series 61 was perhaps the most stylish with its distinctive fastback styling, a style soon to be seen in several other GM ranges. With a low roof line and forward raked B-pillar the profile of the car looks very sporty and this is accentuated by the two-tone paint finish that Matrix has chosen for this miniature, the upper shade of green having a fine metallic grain while the lower colour is solid. The smaller details are all neatly fitted too to make for a very attractive model.



BoS Models - New 1:43 resin cast models

BSM43705 ASA 1000 GT 1962 Green £44.50

The Colombo-designed four-cylinder engine at the heart of ASA's pretty little Bertone coupe was originally an in-house Ferrari project and the 'Ferrarina' also saw input from several other Ferrari staff although it was built and marketed separately. The shape of the car is crisply modelled and the panel engraving is excellent beneath a smooth dark green paint finish, which is an unusual choice and a refreshing change from red. The window frames are printed onto the acetate glazing, so a little dull but very precise, as is the fit of the windows themselves.



BSM43140 Ascari KZ1 2006 Silver £44.50

Launched in 2004, the Ascari KZ1 is still theoretically available to order so presumably fewer than the originally stated fifty examples have been produced. The styling is very organic and the overall shape of the car has been well modelled here but the finish (so often an issue with silvers and other light metallic) could be better on our sample as there is some unevenness visible in the resin in places. A shame as the assembly of the model is very neat.



Racing Models - New 1:43 resin cast models

RMP258 Sunbeam Alpine Riverside 1961 Moss £55.95

RMP959 Sunbeam Alpine Riverside 1961 Brabham £55.95

Reading Stirling Moss' book "My Cars, My Career" he is less than complimentary about the Sunbeam Alpines provided for him and Jack Brabham at Riverside. His #7 machine ran its bearings in practice and the gearbox of #1, which he shared with Brabham in the race, was mostly dead by the time the car crossed the line, although it was recorded as third overall and a class winner. We have photos of both cars before the race and the most important thing is that the models (actually made by Pinko) are very well finished and match these images very well, the Moss car in Wedgewood blue and Brabham's in white with yellow highlights.





Mysterious [MYS43086](#) (kit) [MYS43086M](#) (built) - Ferrari 712M Can-Am Watkins Glen 1974



Arena [ARE813](#) (kit) [ARE813M](#) (built) - Chevrolet Corvette Daytona 1989



Spark resicast [SPK4074](#) - Ford MkII Le Mans 1966



Top Speed 1:18 resicast [TSMTS0012](#) - Acura NSX 130R 2016



Spark resicast [SPK4141](#) - MG B GT V8 1973



Matrix resicast [MTX41311-081](#) - Maserati 3500GT Spider Prototype 1959



Norev 1:18 diecast [NOR181567](#) - Citroen SM 1971



Ebbro diecast [EBB45399](#) - Nissan GT-R GT500 Fuji SuperGT 2016



MG Model hand built [MGM512S049](#) - Ferrari 512S 9th Monza 1000kms 1970



Arena [ARE809](#) (kit) [ARE809M](#) (built) - Porsche 911 Carrera RS Gr3 Tour de France 1973

MINICHAMPS®

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

MIN437110430 Bugatti T57C Corsica Roadster 1937 - resin £99.95

Chassis 57512 was one of two four seat tourers built by Corsica of London and is modelled here as it lived in restored form in the Blackhawk Collection, the deviations from original specification being red rather than black seats and chrome wire wheels in place of the original body-coloured discs. Overall this restored machine has been well modelled with excellent paint, the interior is neatly finished with engine turned dash panel and the windscreen is reasonably fine despite being a moulding rather than etch.



MIN436970003 Williams FW19 World Champ 1997 Villeneuve £69.95

In keeping with Minichamps' World Champions series, the packaging on this well finished model details the specifications of the car and achievements of Jacques Villeneuve during the year. This includes seven wins, although only six are listed and ironically the one that is missing from that list, Silverstone, is the race on which the car is modelled with a unique livery for the race featuring 'R?' where the title sponsor might normally be and a few other small changes to other supplier logos.



MIN400064332 Porsche 356 B Cabriolet 1960 Ivory £54.95

Alternative version [MIN400064331 Red](#) & [MIN400064334 Yellow](#)

Porsche launched the 356B late in 1959 and the new model featured a number of technical and subtle detail refinements over its predecessor. Our review sample is finished in a rich ivory colour with black interior and the detailing both inside and out is generally well done. The wipers are moulded rather than etched but they are very fine and we see a neat etched vent on the rear deck and very delicate quarter windows.



MIN417160009 Sauber C35 F1 2016 Ericsson - resin £89.95

Also available [MIN417160012 Nasr](#)

When we saw Spark's interpretation of the 2016 Sauber recently the first thing that grabbed us was the unusual square weave carbon texture on the suspension parts. This has a far more conventional diagonal weave, which looks normal but isn't actually correct. The remaining carbon textures on the floor and the rear of the bodywork are very good though and the paintwork is excellent. No race is specified but decoration matches press launch photos.



MIN417160019 Williams FW38 F1 2016 Massa - resin £89.95

MIN417160077 Williams FW38 F1 2016 Bottas - resin £89.95

No races are specified for the Williams cars, a subject which is exclusive to Minichamps this season, but the basic decoration looks good when compared with launch and early season race cars. The decals are all crisply printed and neatly applied and we see very fine suspension parts with carbon finish and a subtler carbon on the floor. The lower finger panels on the rear wing endplates are neatly opened but as usual, the stall vents at the top are simply engraved on the outside edge.



MIN117800027 Williams FW07B Champ 1980 Jones - resin 1:18 £199.95

MIN117800028 Williams FW07B F1 1980 Reutemann - resin 1:18 £199.95

The first thing that we found when opening our sample models for photography is that very careful unpacking around the rear wing will be needed as the support is protected (very effectively) by foam held in place with rubber bands. The models are resin with no opening parts and in terms of shape look very good. There is a very slight bleed in places on the two tone paint, but you need to look closely to see it and the overall quality of that paint is good. Decals are well placed and the visible mechanical details are sympathetically modelled.



MIN410160006 Mercedes W07 F1 2016 Rosberg £74.95

MIN410160044 Mercedes W07 F1 2016 Hamilton £74.95

Most of Minichamps 2016 F1 cars have been resincast but here we see a return to their more traditional diecasts. At first glance there is little difference to see (apart from lower price) but closer inspection reveals that the suspension isn't quite as fine as on the Saubers and Williams that we've seen lately, but it is still pretty good. As usual, we would prefer to see the stall vents on the wing endplates open, but otherwise the detailing is generally pretty good and the standard of finish is excellent.



Ixo - New 1:43 diecast models

IXOMUS055 Berliet 11CV Dauphine 1939 Yellow £34.95

Berliet is a name we usually associate with trucks but from the very early days of motoring up until 1939, they also made cars with varying degrees of commercial success. Struggling to compete on cost with larger makers such as Peugeot and Renault in the 1930s, their last model seen here actually used a Peugeot 402 bodysell with Berliet's own chassis beneath and unique front panels. Ixo's miniature appears to be based on one of the more commonly seen survivors and is well finished in a pale yellow. Much of the body detailing is cast in but the model is generally well proportioned and looks the part.



IXORAM577 MINI Countryman WRC 2nd Dakar 2014 £32.95

Stephane Peterhansel entered the 2014 Dakar rally having won the event ten times already, six on two wheels and four with a sensible number. Heading into the final stage he looked set to add another to his tally until controversially told by the team to pull over and allow teammate Nani Roma (also a Dakar motorcycle winner) to take the victory. The panels on the car with the exception of the white roof are a mix of satin black and various composite finishes with vivid green highlights and the paint and decals are all neatly applied.



IXORAM620 Ford Fiesta RS WRC Monza 2015 Rossi £32.95

For many years Valentino Rossi has enjoyed rallying, particularly the Monza event, in a variety of vividly coloured top level machinery. Usually that means a black base with vivid dayglow panels but for his winning mount in 2015 it was the other way around with the main finish on the car being an eye searing yellow. This provides an excellent background for the well printed black and carbon decals and the sum total is an attractive and distinctive model.



Autoart - New 1:43 diecast models

AUA58207 Pagani Huayra 2011 Bronze £80.95

AUA58208 Pagani Huayra 2011 Red £80.95

Also available [AUA58206 Silver](#) & [AUA58209 Black](#)

Both of the colours on our samples from Autoart are slightly unusual choices we think but they suit Pagani's successor to the Zonda very well. The main metallic paint finishes have a very fine grain and contrast smartly with the carbon fibre effect applied to the roof structure and lower extremities of the bodywork. There is some evidence of engine detail visible through the rear deck adding visual interest and overall the models look like the subject.



Some thoughts on Sunbeam Alpines

by David Blumlein

It has been said that the Sunbeam Alpine, announced in 1959, was very late to cash in on the lucrative post-war U.S. market for British two-seater sports cars. M.G. and Jaguar were quick to supply cars and Triumph and Austin-Healey soon followed on. Rootes had made an earlier Alpine, a two seater version of the Sunbeam-Talbot 90 sports saloon, but it was only suitable for tough rallies and was not what we understand as an out-and-out sports car; furthermore, it did not sell very well.

So, a new two-seater sports car, also called the Alpine, was conceived in 1957. In the "best" Rootes tradition, no more money was to be spent on the design than was absolutely necessary. The running gear was uprated Rapier while the underpan and some inner body pressings were from the Hillman Husky II. Extra cruciform bracing was used to stiffen the chassis. The engine had a new aluminium cylinder head, there was a new hypoid bevel rear axle and front disc brakes were fitted. The Hillman type engine was of 1994c.c. giving 78b.h.p. The design of the bodywork was contracted to Kenneth Howes and Geoff Crompton and was distinguished by prominent tail fins, very much the fashion in America at the time.

As there was no room at the main Rootes Ryton-on-Dunsmore plant, production of the car was sub-contracted out to what had been the former Armstrong-Siddeley Burlington works at Parkside, Coventry. Rootes already had a relationship with this firm (which had become Bristol-Siddeley) as they had allowed a "clone" of their six-cylinder Sapphire engine with its hemispherical combustion chambers to be the basis of a new Hum-

ber engine. A Series II Alpine, with a more powerful 1592c.c. engine giving 80b.h.p., was introduced in 1960 and production switched back to Ryton in 1962.

The Series I was launched at Cannes on the French Riviera in July 1959 and Rootes engaged the services of the new F1 World Champion, Jack Brabham, to help with promotion - he was given a drive in a 1904 Sunbeam in the London-Brighton Veteran car run in November, and had the use of a Sunbeam Alpine to travel between Grand Prix venues and elsewhere.

Rootes cars were already very active in rallying over the previous decade but their competitions manager, Norman Garrad, a man with long experience of motor sports, was keen to put the new Alpine into the most important endurance races but Lord Rootes had doubts about whether the car could cope. Garrad therefore organised an endurance test in February of 1961 at Silverstone where Peter Harper and Peter Procter put an Alpine through a dawn to dusk run - it was very successful and Lord Rootes gave the go-ahead for a team of Alpines to run at Sebring and, more importantly, at Le Mans.

Thus it came about that three factory-prepared Wedgewood Blue Series II Alpines were entered for the 1961 Sebring 12-Hour race in March. The Harper/Procter car set off well, leading their arch-rivals the 1600c.c. MGAs in the class initially, but this good progress all fell to pieces with a series of disastrously long pit stops, handing back the lead to the Abingdon cars. The outcome was just a third in class behind two M.G.s and a seventeenth overall for the Harper/Procter car, while the Hopkirk/Jopp Alpine limped home in thirty-fourth



Spark resincast [SPK4765](#) - Sunbeam Alpine Le Mans 1963 Harper/Procter

position after gasket troubles and the American driven third car of Wilson/Tamburo retired with engine troubles.

The pit stop lessons were quickly learnt and two cars were on the grid for Le Mans, the first appearance of a Sunbeam since their three-litre car came second in 1925, beating the Bentleys! One of the entries was a Harrington coupé for Harper and Procter, the other car with normal bodywork and fitted with a factory-styled hard-top for Hopkirk and Jopp. These were newly-built cars, registered 3000 RW and 3001 RW. The test in April had shown that not much could be expected in terms of a class win but in the race engine failure put out the Hopkirk/Jopp car while the Harrington car, in a shade of pale green, found itself leading the important Index of Thermal Efficiency, much to the team's surprise. It was a superb triumph for the new arrival at the Sarthe track, and quickly spawned the Le Mans Harrington derivative - it finished sixteenth overall.

Encouraged by this result and with an eye on the American market, Garrad arranged for a factory car to be dispatched out to California for Stirling Moss to drive in the 3-Hour endurance race at the Sports Car Grand Prix meeting at Riverside. This car actually had overheating problems in the short practice session, and it was agreed that Moss would share with Jack Brabham who was entered in a private Alpine - Moss would drive the final hour! The scheme was a great success for the car finished third overall (the winner a Corvette Sting Ray making its competition debut) and first in class.

So three Seacrest green factory Alpines were back at Sebring for the 1962 12-Hour race. The cars had aluminium doors, bonnets and bootlids, modified tail lamps and big fuel fillers poking through the rear window of the hard tops. Peter Harper (with Procter) was pushed off by a Sting Ray at the first corner but as the damage was just to the rear body, he carried on to fifteenth

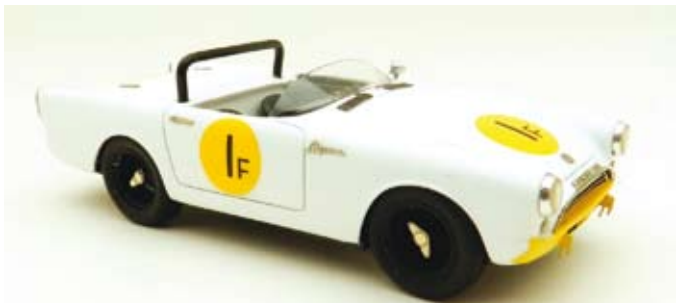
overall and third in class behind two Porsches (driven by Gurney and Edgar Barth) but ahead of the MGAs this time. The Ken Miles/Lew Spencer Alpine collided with an OSCA causing its retirement and the third car crept home in thirty-second despite dreadful engine maladies.

Two new cars, 9202 RW and 9203 RW (plus a spare 9201 RW) ran at Le Mans in 1962. These cars had factory hard tops but newly profiled tails, the fins chopped off and raised boot lids with Kamm cut-off tails; these modifications resulted in drag being reduced by 8%. Harper/Procter managed fifteenth overall (9202 RW with a red nose band) but Hopkirk/Jopp (9203 RW with a yellow nose band) dropped out with engine failure. And Brabham only managed fourteenth in the Riverside 3-Hours this time, in a private car.

A private Alpine for Davey Jordan and Jerry Titus yielded a third in class and thirty-first overall at the 1962 Sebring 12-Hours where Filippo Theodoli's red Harrington coupé shared a garage with his friend Luigi Chinetti and NART Ferraris, resulting in the car wearing a Prancing Horse badge alongside its Alpine badge - it came home thirty-sixth and fourth in class. The two factory Alpines, the same cars as in 1962, both suffered engine failures at Le Mans, the 'Tiny' Lewis/Ballisat car being forced out after eighteen hours.

Rootes sold 9203 RW to Alan Fraser's racing team and Peter Harper finished twelfth in the 1962 Tourist Trophy at Goodwood; Peter Pilsworth retired in the same race in another of the team Alpines. Earlier Pilsworth had run the car in the Peco Trophy at Brands Hatch on 6th August. These cars appeared in national events at that time.

The year 1963 saw the end of the International racing career of the Sunbeam Alpine; the stage was set now for the coming of the Sunbeam Tiger. But that is a different story.



Racing Models resincast (by Pinko) [RMP959](#) - Sunbeam Alpine Riverside 1961 Brabham/Moss



NEW & SOON



Spark resincast [SPK1874](#) - Porsche 718 RSK Le Mans 1958



TrueScale Miniatures 1:18 resincast [TSM181009](#) - McLaren P1 GTR James Hunt Edition Goodwood 2016



Oxford diecast [OXFAMDB9002](#) - Aston Martin DB9



Matrix resincast [MTX40803-021](#) - Horch 853 Sport Cabriolet Voll & Ruhrbeck



Minichamps 1:18 resincast [MIN117800028](#) - Williams FW07B 1980 Reutemann



Arena [ARE814](#) (kit) [ARE814M](#) (built) - Chevrolet Corvette Spider IMSA 1969



Looksmart 1:12 hand built [MRCLS12008A](#) - Lamborghini Centenario 2016



Looksmart resincast [MRCLSLM041](#) - Ferrari 275LM Le Mans 1968 NART



Spark resincast [SPK4962](#) - Ford Fiesta RS WRC Monte Carlo 2016 Ostberg



Eidolon hand built [EIDVM088A](#) - Porsche 930 1988