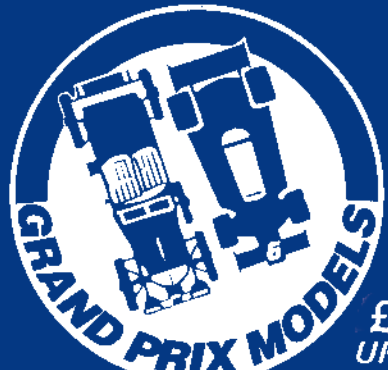


- * *Le Mans 2016*
- * *Bugatti Vision*
- * *1:12 Alfa 158/159*
- * *Du Pont History*
- * *1:18 Williams FW37*

05-2016

SMALL WHEELS



£4.50
UK Price



Brabham BT52s

Exciting news for builders of larger scale F1 kits with two different manufacturers tackling the 1983 World Championship winning Brabham. First along will be Model Factory Hiro with two 1:12 multi-media kits of the BT52B offering the choice of Europe/South Africa ([HIR12524](#)) or Italy ([HIR12525](#)).



There will also be a 1:20 plastic kit from Aoshima ([AOSBT52](#)). Details are scant on this at the moment but we will update you as and when we have more information.



Le Mans 2016

It's our Le Mans issue and as has become a GPM tradition, in the centre pages of this issue you will find photos of all of the cars which started the race. Our thanks to the Nickels photographic collective from Luxembourg for their images.



It was a strange race this year, most of the first hour being behind a safety car due to heavy rain before the start and then things eventually got going properly. We thought that we were going to be celebrating a Toyota victory but in the cruellest of circumstances, Nakajima lost power on the penultimate lap and the car died as it crossed the line for the final tour, handing a second consecutive win to Porsche. In LM P2 the #36 Alpine ran faultlessly to take a comfortable class win. The GTE Pro class saw a superb battle throughout between the Fords and the Risi Ferrari, the #68 Ford coming out on top and sister machines finishing third and fourth. Ferrari did get a class win in GTE AM, with another American team, this time Scuderia Corse winning by nearly a lap. We're waiting for confirmation of exactly who will make what over the coming year but we can expect the bulk of the grid from Spark with contributions from Look Smart and BBR for other finished models, Profil 24 have confirmed that they will make the Ford GTs and there will hopefully be some other kits too. For reference we will be stocking Automodelisme ([AUTO2016](#)), the official yearbook ([ACO2016](#)) and the review DVD of the race ([VIDLM2016](#)).

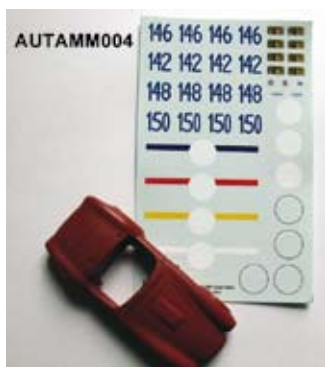
Colourful Connaught

In the last issue we took a look at a number of Jade Miniatures releases including a rather unusual bright red Connaught ([JAD4321M20](#)). We commented that we'd only been able to find black and white images but can now, thanks to Jean Damon at Jade, show that it really was bright red!



Automodelli Studio & Marsh Models

A number of other kit makers have worked with John Simons at Marsh Models over the years and one of the more recent has been Dave Eames of Automodelli Studio who has utilised John's Lola T70 castings for some of his kits. In order to be able to make more of their chosen subjects with an Antipodean twist, be they cars which raced down under or were piloted by Aussie and Kiwi drivers, Automodelli Studio has now taken over the moulds and patterns for Marsh's Cobras, Cobra Daytonas, T70s and a couple of others. Along with new versions, this will also see the re-issue of some Marsh subjects which have been out of production for some time or were only previously limited hand builds, all of which is great news for kit builders.



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COVER GALLERY

For our Le Mans issue we kick off the cover with the most colourful subject from last year's race, the lead GTE Pro Aston Martin Vantage released by Spark. It's shown here in 1:43 ([SPK4666](#)) and the 1:18 version ([SPK18192](#)) also arrived just as we were closing for press. Alongside is the all new 2016 Bugatti Chiron, coming soon as a hand built from Look Smart ([MRCLS459](#)).

The red Ferrari is the 365 GT4 BB in race trim, one of several versions made by BBR ([BBRC18013B](#)) as 1:18 hand builds. The strange little single seater alongside is from Autocult ([ATC07001](#)) and is the 'Fetzenflieger' built by Austrian Otto Mathé using VW and Porsche parts and campaigned with great success throughout the Fifties.

The gold Rolls Royce is the famous 'round door' Jonckheere Phantom being released in TrueScale's Classic Elegance series as a 1:43 resincast model ([TSMCE164314](#)). The pair of aggressive coupes to the van's right are the Cunningham Maserati T151s from Le Mans 1962, released as limited edition hand builds by marque-specialist J-F B Models ([JFB43038](#) #2 & [JFB43039](#) #3).

The brutal looking Fiat saloon is the 131 powered by a turbo-charged Ferrari V6 and raced by Basil Van Rooyen in the South African Manufacturers Challenge in 1980, coming very soon as a kit by Home Made Models (HMM43010). Finally a new arrival from BoS Model ([BSM43850](#)), a charming resincast release of the unique Alfa Romeo Canguro Bertone concept.



Stephen Barnett

Stephen Barnett - New 1:43 high detail hand built model

[SBT012](#)

Alfa Romeo 8C 2900B Le Mans 1938

£2142.00



A new arrival from Stephen Barnett is always a treat to see and usually these super-detailed masterpieces are built as customer commissions, so it's rare that we have one for stock. The subject is the magnificent Alfa Romeo coupe which was dominating at Le Mans in 1938 and nearly 100 miles ahead of the opposition when a tyre failure with an hour to go caused enough damage to force retirement. A wafer thin hinged bonnet and removable side panels reveal complete engine detail, at the rear the boot is hinged to reveal the spare wheel and in the cabin we see not only all of the controls and realistic seats that we might expect, but also the straw hat which Sommer was famously seen wafting himself with to keep cool as he thundered along Le Mans' long straights! A rare opportunity.



Look smart - New 1:43 resin & metal hand built model

[MRCLS453](#)

Bugatti Vision Gran Turismo Frankfurt 2015

£129.95



Ever since we first saw images of this outrageous machine from the Frankfurt show we've been looking forward to a model. The original design was intended for the PlayStation Gran Turismo game but with a mock up presented at Frankfurt, talk started of a limited production for track use. The Veyron architecture is visible in the shape of the car and the colours are chosen to pay homage to the Le Mans winners of the 1930s. The lighter blue is bright paint while the darker shade is all carbon textured and then covered in a deep lacquer finish. That carbon is used extensively and there are plenty of tiny details all neatly moulded. It's not a classically beautiful subject, but it is very striking and makes for a fabulous model, especially when this well made. Due to the complexity of the model decoration, deliveries will be coming through slowly so please be patient for your model. It will be well worth the wait!



Hiro - New 1:12 resin & metal kits

[HIR12519](#)

Alfa Romeo 158 Alfetta Champ 1950 1:12

£645.95

[HIR12520](#)

Alfa Romeo 159M Champ 1951 1:12

£645.95



At first glance, Alfa Romeo's 1950 and 1951 World Championship winning Grand Prix machines are extremely similar, but the closer we look the more upgrades there were for the second season. The basic engine and structure was much the same and so there are many shared larger mechanical parts between these two kits and the instructions refer to both throughout. The smaller components are a lot more specific and here the instructions are very clear on layout and design. The finely moulded resin body parts are also mostly unique. It's in the design and execution of the smaller parts that these kits always impress and with the 'egg crate' grille design there is no real option but to make it in etch. There are individual etched spring leaves and a huge number of components go into each of the fine wire wheels. Suede is included for the seat and there is engine-turned adhesive material for the dashboard with templates included for both. No fewer than twelve decal options are offered for 1950, with eight for 1951. Whichever you choose, a fine model engineering project for the experienced builder.



New book

[ISBN9783927458826](#)

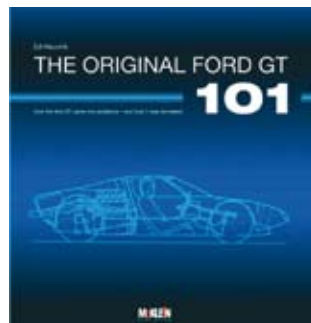
Original Ford GT101

£69.99

Weight 2.3 kg

by Ed Heuvink

With access to a superb collection of photographs from the archives of Ford and others, here Ed Heuvink tells the story of the original 'GT40'. We start with an overview of Ford's motorsport heritage prior to the GT project starting in 1963, which goes right back to 1902. There is then background to the GT project, featuring the Lola Mk6 from which the car was derived and then on to the design and build of the first car. Chassis 101 actually had a very short career, being badly damaged at the Le Mans test weekend and being broken up on return to the factory as a parts car for the other early chassis. The four similar sister machines did the early racing and we see plenty of images of those before moving on to the successes at Le Mans from 1966 to 1969. The story of 101 doesn't end with its destruction though, as a near perfect recreation has been built and that is the subject of the final chapter.



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REVIEWS

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.



Look Smart - New 1:43 resin & metal hand built models

- [MRCLS454A](#) Lamborghini Aventador LP 750-4 SV Rdstr Blue £119.55
- [MRCLS454D](#) Lamborghini Aventador LP 750-4 SV Rdstr Yellow £119.55

Also available [MRCLS454B](#) red, [MRCLS454C](#) black & [MRCLS454E](#) green
In standard form the Aventador Roadster is hardly a machine for shrinking violets, but if you really want to stand out then the lightweight Super Veloce version is even more dramatic with a huge rear wing and plenty of other downforce additions. These are all picked out in carbon which contrasts smartly with the excellent paint finishes. We're used to seeing fine metallic yellows and greens on modern Lamborghinis and our yellow sample follows this recent trend, while the blue is a vivid solid shade.



MRCLS454A

- [MRCLS450A](#) Ferrari F12TDF 2015 Yellow £119.55
- [MRCLS450B](#) Ferrari F12TDF 2015 Red £119.55

Also available [MRCLS450C](#) silver, [MRCLS450D](#) blue, [MRCLS450E](#) white & [MRCLS450F](#) black
For the lightweight version of their F12 grand tourer, Ferrari have resurrected the classic Tour de France name from their sports-racers of the late Fifties and the new machine certainly seems to be worthy. Visually the new car is significantly changed from its more civilised sibling with plenty of aerodynamic upgrades and vents which add to the homage aspect of the design. Our samples are finished in the metallic yellow seen on the original launch car and a bright solid red, both of which are neatly applied and lifted with subtle carbon highlights.



MRCLS450A

- [MRCLSAUDIPR](#) Audi Prologue Concept 2014 £119.55
- [MRCLSAUDIPRSW](#) Audi Prologue Avant Concept 2015 £119.55

Audi unveiled their Prologue Concept at the 2014 Los Angeles Motor Show and the large two-door coupe hints at the possible design of a new flagship series to rival the Mercedes S Class, many referring to it as an A9. A few months later in Geneva an equally impressive and rather more practical five-door shooting break version appeared, offering plenty of space for both passengers and luggage. Both designs are very crisply modelled and the metallic paint finishes are neatly applied, as we're used to from Look Smart. The smaller details are well observed and the wheels on the coupe version are particularly delicate.



MRCLSAUDIPRSW

- [MRCLS396LF](#) Bugatti Grand Sport Vitesse La Finale 2015 £129.95

During its ten-year production run there have been several special editions of the Bugatti Veyron, usually produced in batches of three. The last of these, which is also the final Veyron chassis built was unveiled at Geneva, finished in a unique two-tone carbon with the burgundy lacquered sections matching the wheels and much of the interior. The model is beautifully finished with a fine weave to all of the exterior panels and in the cabin we see a very intricate pattern on the seat inserts.



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

- [EIDVM065](#) Porsche 917-20 Le Mans 1971 #23 Pink Pig £266.65

Porsche's wide track, aerodynamic experiment is one of Zuffenhausen's most famous racers largely thanks to its unique decoration. There are various stories as to how the car came to be painted with pork cuts from a butcher's chart, some referring to the low squat shape, others comments from drivers on its handling following practice, but it makes for a great subject. The finish on the model is, as usual in this range, flawless. The broad shouldered shape looks good and the decoration is all very neatly laid out, our only query is that the main body colour looks slightly rich, most likely a matter of scale thanks to using the correct shade.



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

- [ALEAC079](#) Alfa Romeo Disco Volante Concept 2005 £145.15

Giovanni Rizzo was a recent graduate from the prestigious Pasadena Arts Centre when he created this modern interpretation of the classic Disco Volante. The design only got as far as a clay model and comparing with images of that Alezan has created a very good likeness. The satin metallic red finish is very fine and the smaller details, from the spartan cabin to the unusual projector headlamps, are all very neatly done.



- [ALEAC078](#) De Tomaso Longchamp GTS E Cabriolet 1988 £145.15

Only a handful of De Tomaso Longchamps were produced and the GTSE designation was reserved for the last few coupe shells from the total production. As far as we can see the GTSE Cabriolet was unique and the only photos that we've been able to find show it in dark blue. This limited edition hand built of just fifty pieces shows the car in red with a cream interior, a combination which certainly suits the style but may not be authentic. The finish is excellent and the small details are all neatly fitted.



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

- [BRK43326](#) Alfa Romeo 1900 Bonesci 1956 £83.70

Hand built available [ABC326](#)
It would appear that only three examples of the Bonesci 'Gazella' body were built on Alfa 1900 chassis and the one modelled here is the only one with period colour images available. The body isn't the best that we've seen from ABC with slightly off proportions and very clumsy panel engraving, our sample also had a lot of surplus material to remove. A shame as the photo-etched parts for the interior and smaller trim are superb and the white metal is also very well cast.



- [BRK43327](#) Porsche Moncenisio Studio Torino 2014 £83.70

Hand built available [ABC327A](#) & [ABC327B](#)
The Moncenisio is a 145,000 Euro body restyle on a Porsche Cayman S which is stated to have been influenced by the Porsche 904. That influence isn't easy to see but the body in ABC's kit looks pretty good in terms of proportion when compared with press photos of the real car. There's a little clean up needed but the panel engraving is crisp and the smaller parts are well cast. The instructions include several real car photos and also a very detailed paint mixing list for the unique colour, which uses seven different Glasurit components!



- [BRK43328](#) Rolls Royce Wraith Erdmann & Rossi 1938 £83.70

Hand built available [ABC328S](#) Silver & [ABC328](#) Blue
Comparing with the profile image of the real car in the instructions, the spare wheel carrier looks slightly high on the body for this kit but it is otherwise well proportioned and the panel engraving is excellent. Fine etched parts deal with the small external trim, window frames and various other fine parts including the vented bonnet sides. The interior parts are white metal and these will need careful preparation for painting and some fettling to fit. Two examples of the body style were apparently built by Erdmann & Rossi and the model is based on the silver example chassis WXA106 which has recently been restored.





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

BBRC18002 Ferrari 340 Spider Vignale 1st MM 1953 1:18 £205.55

First impressions of this model are very positive, the shape looks good, the paint finish for the two tone red and silver is excellent and it is smartly presented on a numbered base which has a road surface design on it. The bonnet and side trims are a little on the thick side, but not desperately so and at the rear the spring boot catches are also over-sized, possibly because they are real springs. The cabin detailing is nicely done and the cutting of the windscreen is precise. Overall, an attractive model.



BBRC177A Ferrari F12TDF 2015 Yellow £128.10

Alternative version **BBRC177B** Rosso Dino, **BBRC177C** Grigio, **BBRC177D** BRG, **BBRC177E** Rosso Scuderia, **BBRC177F** Abu Dhabi Blue, **BBRC177G** Enzo RED, **BBRC177H** Black & **BBRC177RC** Rosso Corsa

Ferrari have resurrected the classic Tour de France name from their sports-racers of the late Fifties for the lightweight version of their F12 Grand Tourer. The new car is significantly changed from its more civilised sibling with plenty of aerodynamic upgrades and vents which add to the homage aspect of the design and BBR's packaging includes a line drawing of the new car with part of the 1957 original alongside on the back of the display case to highlight the heritage. Several colour options are being offered and our metallic yellow sample is smartly finished with the carbon on the front vents, floor edges and tail all very subtly done. The wheels are particularly fine and include machined tyre valves.



Gulp Model - New 1:43 resin & metal hand built model

GUL120 Alfa Romeo 6C 3000CM Boano 1955 Peron £178.45

This unique coupe started life in 1953 as a competition coupe bodied by Colli and raced by Fangio among others. It was re-bodied by Boano to this Disco Volante-inspired design and presented as a gift to Argentine President Juan Peron by Alfa Romeo, although as he was deposed not long after it then went through a number of owners before the body was written off in the early 1980s in a racing accident. The general shape of the car in original road trim looks good and the paint finish on the model is excellent. One or two of the etched trim parts are slightly oversized, most obviously the badges on the front wings and the long side trim on the lower flanks, but it's still a good looking model and limited to just 50 numbered examples.



Tron - New 1:43 resin & metal kits

TRO324P Alfa Romeo 800 Transporter 1951 Ferrari £187.50

Hand built available **TRO324PM**

TRO325P Alfa Romeo 800 Transporter 1952 Marzotto £187.50

Hand built available **TRO325PM**

The parts in these two kits are identical apart from the instructions and decals and this is logical, as they depict the same truck at different times in its career! 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.

There are a few bubbles to deal with on the underside but the visible surfaces are very good and the panel engraving extremely crisp. This includes a deep belt line into which a chrome trim must be carefully fitted after painting and will also serve as a masking line if building the Ferrari version which needs a two-tone finish. A choice of rear doors is included, so that the truck can be built open or closed, although if you take the open option you will need to get creative for ramps and interior detail. Photo-etch is included for the window frames and (pre-shaped) grille.



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

REN4319BM Lister Jaguar Knobbly 1st Silverstone 1958 £206.10

Kit available **REN4319B**

Stirling Moss was contracted to Aston Martin for sports car races in 1958 but with their absence from the British GP meeting at Silverstone he instead guested for Lister. It was a successful outing with a flag to flag victory for Moss. Renaissance's model captures the shape of the car very well and there are some very neat details such as the oil cooler in the front intake, the additional scoop on top of the nose and the etched trim around the blister in the windscreen. The paint finish has a deep gloss, the decals are carefully placed and the interior looks very welcoming.



MEA kit43

MEA Kit43 - New 1:43 resin & metal kit & hand built models

MEA063 Lotus 17 Le Mans 1959 #53/54 - kit £43.95

MEA063M53 Lotus 17 Le Mans 1959 #53 - built £102.50

MEA063M54 Lotus 17 Le Mans 1959 #54 - built £102.50

The Lotus 17 was the replacement for the hugely successful XI but the Le Mans debut didn't go to plan, #54 suffering ignition problems from the very start and #53 retiring with headgasket failure having been running fourteenth overall and leading both the Index of Performance and the 750cc class. The kit parts are very simple with resin for the body, chassis, seats, wheels and exhaust, white metal for fillers and the steering wheel, well sized tyres, a couple of vac-forms and clearly printed decals. The hand built models have a realistic level of finish and the decal placement looks accurate from the photos that we have although the decals themselves are a little rough in places on our samples.



MEASPL010 Lotus 9 Goodwood 1955 #38 - built £102.50

MEA lists this as a Lotus Mk X but it was in fact a smaller capacity Mk IX, unusually with Connaught power. The car was shared by John Coombs, later of course associated as a Jaguar entrant and a fellow car dealer John Young and they were going well in the 9-hour race until Coombs rolled the car, thankfully without serious injury. The bodywork is unique with the normal Lotus front end but a much lower and more rounded tail and an unusual exhaust treatment with the pipe exiting over the rear wheel. The shape of the car is pretty well replicated and the bare aluminium finish is represented with satin silver paint. One frustration is that the registration number is wrong, it should read ALF 7.



MEASPL009 Lotus 15 Silverstone 1958 #5 Hill - built £102.50

MEASPL011 Lotus 15 Sebring 1959 #27 - built £102.50

Two very similar models of the Lotus 15 are released in hand built only form here. The decal placement on Graham Hill's Silverstone 1500cc race winner looks to be correct but the number roundels should have yellow edging to them for this race and also the race photos that we have there is no protective tape over the headlights, although this is neatly applied on the model. The only photo that we can find of the car driven by Canadians Entwistle (who was either Harry or William, depending on sources!) and Bob Hanna is a fairly indistinct rear three-quarter shot which just tells us that the tail number and fairing are correct. The paint finishes on both models are good but there is a bit of a gap between top and bottom bodywork on our Sebring car.



Bee Bop

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

BEE146 Ferrari 400 GT Limousine Jankel 1978 £150.40

Kit available **TRO317P**

We think that this four door version of the Ferrari 400i, built by Robert Jankel Design and dubbed 'le Marquis' remained a one off, based on the only info that we can find being images of the car in the colours seen here. The extra length in the wheelbase certainly provided spacious seating for four and the lines of the car are well balanced. The panel engraving on the model is a little uneven, but the proportions look good and the rather unusual two-tone colour scheme is neatly applied, as is the fine etched detailing.





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

FAE261 Ferrari 500 MD Carrera Panamericana 1954 #3 £146.50

Ferrari's dominated the entry list for the large sports car category on the CPA in 1954, this being one of nine examples of the marque. The entry was from Porfirio Rubirosa and co-driven by Jack McAfee but unfortunately only lasted about ten miles before mechanical gremlins struck! The only photo that we have found is of the cockpit area before the start and this shows the decal placement is good there. The shape is standard 500 Mondial and the finish is generally good.



FAE262 Ferrari 375MM CPA 1954 #24 £160.80

We have rather better photos available for this subject than we did of Rubirosa's 500MD from the same event, as Luigi Chinetti and John Shakespeare finished sixth overall in the gruelling Mexican road race. Our sample had a small section of decal damaged (which is being rectified) but is otherwise well finished and the decoration is accurately placed when compared with photos.



FAE263A Ferrari 166SC Chiodo Mille Miglia 1950 #722 £160.80

This Ferrari 166 chassis started life with a cycle-fendered body in 1948 and was re-clothed by Fontana in Barchetta style in 1949 after it had passed into the ownership of the Marzotto family. First outing for the new look car was in Sicily where Giannino Marzotto failed to finish but a couple of weeks later Vittorio Marzotto drove on the Mille Miglia, partnered by Fontana and they finished ninth. Photos from both events show that the shape looks pretty good and that the decals are accurately placed and in the correct styles. The paint finishes are excellent and the smaller details well fitted.



FAE265 Maserati 150 S Mille Miglia 1957 #348 £146.50

In terms of shape and finish this is another very good release from Faenza, the pretty Maserati being crisply moulded and well painted. The only photo that we've been able to find is, unsurprisingly for the period, black and white but it does clearly show all of the race numbers and that included ones on the doors which are missed on the model.



FAE266 Ferrari 500 MD Mille Miglia 1957 #509 £146.50

This four-cylinder Ferrari is clothed in a very similar Pininfarina body to the far more famous 375MM and started its career in 1954 with the factory team. By the spring of 1957 the car was on its fourth owner and was entered on the Mille Miglia for Alfredo Vaccari who finished fiftieth. As with the majority of Faenza releases, the paint finish is good, as is the shape and the decals are well placed.



FAE267 Ferrari 750 M Parravano S.Barbara 1960 #53 £160.80

Most of Tony Parravano's fleet of exotic racing cars was auctioned off by the IRS late in 1959 and the 750 Monza appears to have ended up with Mike Roetner. The original colour scheme is still on the car and this is neatly replicated but what really stands out on this particular model are the number decals which have been very carefully recreated to replicate uneven, hand painted numerals. Nicely done.



FAE268 Ferrari 340 MM Mille Miglia 1953 #608 £160.80

The maker describes this on the box as a 250MM but it was the larger engined 340 which Tom Cole entered for the Mille Miglia. The car wore Vignale bodywork and the basic shape of the model looks good here but some of the details are less so. The unusual windscreen design has been neatly recreated but there should be small air intakes beneath the doors which are missing and the model is smartly finished in a two tone red and silver, common on the Vignale cars, but period race photos look to be a single shade.



FAE269D Ferrari 750 Monza 1st TT 1954 #15 £146.50

Alternative version **FAE269A** #5 Portugal, **FAE269B** #10 Monza, **FAE269C** #88 Berne & **FAE269E** #92 Senegal

Ferrari's works entry on the Dundrod TT saw a pair of 750 Monzas with Gonzalez and Trintignant down to drive one and Hawthorn and Maglioli in the other. A practice accident saw one car withdrawn and Trintignant switched to share with Hawthorn, the pair winning by a comfortable margin. That winning car is well replicated here with the decals accurately placed and the small details matching race photos.



FAE270A Ferrari 375 GP Scaglietti 1st Interlagos 1956 #2 £146.50

Alternative version **FAE270B** 1957

We're unsure exactly which race at Interlagos this central seater Ferrari won and we haven't been able to find race photos, but it is very nicely finished. The rear brake cooling ducts are blanked off with small pieces of decal to replicate tape and in the cockpit we see a nominal passenger seat tucked away to the driver's left. The white stripes and Bardahl sponsorship are neatly applied as decals and the paint is excellent.



FAE271A Ferrari 212 Export Targa Florio 1952 #24 £146.50

FAE271D Ferrari 212 Export Watkins Glen 1958 #0 £146.50

Alternative version **FAE271B** Coppa Dolomiti, **FAE271C** Calabria & **FAE271E** Coppa Perugia

Chassis 0084E is best known in its earlier incarnations with the Marzotto brothers as the 'Sicilian cart' and then shooting break. This roadster with tucked under sides and semi-exposed spare wheel was the fourth body fitted to the car in the space of a year and remains on it today. We've not found any images from Watkins Glen but do have from the Targa Florio and the shape and decal placement here look good. It's an unusual looking machine and makes for an interesting model, whichever version you opt for.



FAE272A Ferrari 250 Monza Mille Miglia 1954 #608 £146.50

FAE272B Ferrari 250 Monza 2nd Mansfield 1956 #68 £146.50

Faenza describes this car as a 250 Monza which was a very rare machine indeed. However, it appears to be chassis 0262M the 166MM which originally wore Abarth bodywork and was then re-bodied by Scaglietti in the style seen here. The confusion comes from original owner Giulio Musitelli owning this and a 250M at the same time and installing a 3-litre engine when the new body was fitted. The finish is very good on both but we're struggling for race images and only have a picture of the car with no numbers. Another unusual one.



FAE273 Ferrari 750M/875S 1st Galveston 1957 #111 £146.50

This 750 Monza, chassis 0498M spent its competitive career in America, first delivered to Chinetti for Sebring and then passing through a number of private hands. In 1957 it was owned by A D Logan, painted pale yellow and fitted with a larger 875S engine which saw plenty of success with a variety of drivers behind the wheel, the first win coming at Galveston with Ray Jones behind the wheel. It's an attractive looking machine and has been typically well finished.



FAE274 **Ferrari 340 America Le Mans 1952 #15** £146.50

This Vignale-bodied 340 America originally raced as a works car but appeared at Le Mans in 1952 repainted in French blue and entered by Louis Rosier, who shared the driving with Trintignant until the clutch failed. The shape and that light blue paintwork look very good, decals are well placed and the smaller details have been carefully fitted.



FAE275 **Ferrari 225 S Sebring 1953 #8** £146.50

Light blue is an unusual colour for an American racing Ferrari but period images confirm that Bill Spear's Vignale 225S was indeed this shade when he and Phil Hill contested the Sebring 12 Hours and it makes for an attractive subject, albeit one which didn't finish the race. Most of the details look good from race weekend photos, but the offset race number on the bonnet is on the wrong side.



FAE277 **Maserati 150S Supercortemaggiore 1956 #11** £146.50

We've been unable to find any images of this one from the Supercortemaggiore race at Monza, quite likely because Bonnier's car retired after just four laps due to a broken carburettor mounting. The shape is the standard 150S with crisp mouldings particularly of the subtle rear fins. The black and yellow colour scheme is unusual and certainly makes the model stand out.



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

CCC049 **Bugatti T57C Galibier 1939 - kit** £65.55
CCC049M **Bugatti T57C Galibier 1939 - built** £159.65

This was an older release from CCC making a re-appearance and the kit parts belie this in the amount of white metal used, with just the body in resin, etch for window frames and pre-assembled wire wheels and the rest in metal. These metal castings will need some clean-up and care will be needed with the fit, particularly with the door trim panels which are very obviously separate on our hand built sample when looking into the interior. Viewing the built model from the outside things are a lot better with good paint and carefully placed external trim, but the large clear sunroof panels do rather draw the eye in.



CCC202 **Rolls Royce Phantom II 125 RY 1934 - kit** £65.55
Hand built available CCC202M

CCC describes this very elegant boat-tailed roadster as being bodied by Mulliner but all images that we've been able to find including two separate sale advertisements from the 1950s, say that it was by Gurney Nutting and was one of their 1934 London Motor Show cars. Those ads state that the car was originally a rich cream but it has been restored in a deep burgundy and that is how the instructions suggest to paint it. The mahogany rear deck and matching interior wood are included on the decals but the fine pinstripes for the disc wheel covers are not, so very careful painting of the machined rings will be needed, or they could be left unpainted as the car did appear like this for a short while.



CCC196 **Peugeot 402 Legere Decouvrable 1938 - kit** £65.55
Hand built available CCC196M

The 402 'Legere' or lightweight from Peugeot was actually the smaller 202 body and chassis with the mechanical parts from the 402 to make a sprightly driver's car. Here we see well-proportioned castings to make a convertible with fixed side window frames and among the kit parts there are two roofs, so that you can build your model open or closed. Fine etch is included for the window frames, grille and a few other finishing touches and overall it looks like a simple build.



CCC205 **Fiat Balilla Le Mans 1937/38 - kit** £52.20
Hand built available CCC205M45 & CCC205M46 1937, CCC205M39 & CCC205M43 1938

The cars offered in this kit were all works Gordini entries with two cars each for 1937 and 1938. The instructions concentrate only on the #43 car from 1938 and so some digging will be needed to find images of the others for placement of the clearly printed decals, but the Le Mans 'bibles' will be of help here, as will the Portuguese Le Mans-History website. The main body parts are all cleanly cast in resin with just small feed tags to be removed and careful assembly of the very fine mudguards will be needed prior to painting, with the mudguard stays cut from pins. White metal parts cover the exhaust, grilles and lights, the radiator and headlamp parts being plated, and there are fine wire wheels.



JarMark

JarMark - New 1:43 metal hand built models

JARS010B **McLaren M28B Spain 1979 #7 Watson** £198.95

JarMark's starting point for this conversion is the SilverLine kit of the M28C from Monaco, which has undergone a number of subtle physical changes. Most of these look good but there are a couple of areas, such as the lack of bulges above the front suspension mounts, which seem to have been missed. The finish is much better than many of the models that we've seen in this range and the sponsorship is complete.



JAR234B2 **Penske PC3 Holland 1976 #39 Hayje** £174.95
Alternative version JAR234B Watson USA

The Penske PC3 was derived from the March 751 and so it is no surprise that it is Tameo's 751 kit which was the starting point here. The Tameo kit has separate castings for the nose and top bodywork and though these have been fixed in place, the fit isn't great between them on our sample. The most obvious body modification is a re-profiling of the side pods which is neatly done, as are the changes to other body parts. The livery is unique with specially made decals which are carefully placed.



JAR271B2 **March 761B RSA 1977 #33 Hayje** £174.95
Alternative version JAR271B Kozarowitzky Sweden

For his limited 1977 F1 campaign Dutchman Boy Hayje used an ex-Peterson March 761 chassis. His first outing was at Kyalami and gearbox problems caused retirement. We've only managed to find a couple of race photos and from these the decoration and details such as the airbox shape look to be correct. Some of the decals are rather indistinct though and the paint finish is quite dull.



Marsh Models - New 1:43 resin & metal kit

MM273 **Ferrari 312PB Short Tail 1973** £71.95

Hand built available MM273M1N Nurburgring, MM273M3T, MM273M5T Targa Florio, MM273M1V, MM273M2V, MM173M3V Vallelunga, MM273M10 & MM273M12 Watkins Glen

Eight options are offered in this kit with a winning car from the Nurburgring and multiple versions each from the Targa Florio, Vallelunga and Watkins Glen. For the Watkins Glen versions there are additional brake scoops to add to the rear deck and on all other versions there are shrouds over rear NACA ducts which will need trimming, so close attention will be needed to the written parts of the instructions (some of the test builds shown are incorrect) and you may find race photos helpful for the smallest supplier decals as these changed car by car too. The parts are, as usual, very high quality with crisp resin, clean white metal, precise photo-etch and clearly printed decals.





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

GCAM43064 Osca 1600 Zagato Le Mans 1962 #36 - kit £65.15

Hand built available [GCAM43064M](#)

GCAM released this subject in hand built form a year ago, so it's taken a while for the kit to arrive. Unusually for a Zagato machine, this particular example didn't have a 'double bubble' roof line but was more conventional. The shape of the resin body looks good and the panel engraving is precise, if rather shallow and there is quite a lot of flash to be removed during paint prep. Fine etch is included for window frames, wipers and a few other small details and overall it looks like a simple build.



GCAM43074M ADA C03 Le Mans 1988 #115 ADA - built £123.60

Kit available [GCAM43074](#)

The new 1988 specification ADA got off to a slow start, eventually, due to an ignition problem and was also plagued with transmission problems throughout the race but still managed to reach the finish second in the C2 class. The overall shape of the car looks pretty good here but the fit of the windows let things down a little on our sample. The paint finish is very good though and the decals are well placed.



GCAM43076M Spice SE87C Le Mans 1992 #21 de Dryver - built £123.60

Kit available [GCAM43076](#)

This pretty Spice with enclosed rear wheels was a front running car in the FIA Cup category and put in a strong performance in the first half of the race, only to retire on the Sunday morning. The basic shape of the car looks pretty good and the paint finish is too. The decal placement is very slightly off in a few places, but more or less correct and we see fine etch for the rear wing support, wiper and a few other details.



GCAM43077 ADA C02 Le Mans 1989 #175 ADA - kit £65.15

Hand built available [GCMA43077M](#)

The ADA team's entry was only confirmed by the ACO late in May 1989 as the team was only contesting British events otherwise. The car was very similar to that used the previous year and the overall shape of GCAM's kit body looks pretty good. The panel engraving is crisp but very shallow, so you may wish to adjust this while removing the significant flash from the body during preparation for paint. The photos of the finished model which serve as instructions show that care will be needed with the etched rear wing supports and that the decals are complete.



GCAM43078 Du Pont Continental G Le Mans 1929 #2 £65.15

Hand built available [GCAM43078M](#)

The nature of the subject makes this a slightly more fiddly build than most GCAM kits, with very delicate mudguards and suspension parts to be fitted. The suspension has metal reinforcement moulded in, but will need very careful clean up. There is plenty of etch for the smaller details such as the dash panel, bonnet straps, windscreen frame and running board treads and there are fine wire wheels.



GCAM43079 Alba-Giannini AR2 Le Mans 1983 #63 £65.15

Hand built available [GCAM43079M](#)

In similar style to GCAM's other C2 cars, this is a fairly simple kit but will need careful preparation of the castings to remove flash and possibly deepen panel lines. The instructions include a note warning that the white decals may break in water and there are duplicates included for the race numbers just in case. GCAM's test build images show the headlights taped over but no decal is included for this in our sample, so either decal will need to be found in the spares box or the car modelled in conventional form.



GCAM43080 Spice SE89C Le Mans 1991 #44 Euroracing £65.15

Hand built available [GCAM43080M](#)

There are a couple of small air bubbles in the resin close to visible edges on our sample casting, plus plenty more in out of sight areas, so careful preparation will be needed here. Paintwork is a two-tone black and white finish with clearly printed decals for the sponsorship which appears to be complete.



GCAM43081 Spice SE87C Le Mans 1989 #151 Lombardi £65.15

Hand built available [GCAM43081M](#)

We saw this car modelled as it appeared in 1990 in GCAM's previous batch of kit releases ([GCAM43075](#)) and much of the decoration is similar. The well proportioned body will need a little clean up and painting is a simple white finish with all of the stripes and rear wing element included on the decals. All race photos that we have show small stall flaps ahead of the radiator vents and these are not shown on the instruction photos although they are included on the etched sheet. With a few extra race photos for reference this should build well.



Home Made Models - New 1:43 resin kits

HMM43006 Chevron B19 Lourenco Marques 1971 #6 £71.95

Dutch racer Ed Swart took his Chevron B19 to southern Africa for the Springbok series and teamed up with local driver Jody Scheckter. They enjoyed mixed results with the best being a win at the Lourenco Marques race in Mozambique. Opening the kit, the first thing that strikes us is the cleanliness of the main body casting, which will need minimal preparation for paint. The smaller resin parts have large feed tags to remove, so care will be needed here and the wheels and tyres are cast as one so will need precise detail painting. Decals are a typical mix of inkjet and ALPS and white backings are included to allow for the thinness of some of them.



HMM43014 Opel Record V8 Wesbank 1989 Sabat £71.95

We've not been able to find much information results-wise about the Wesbank Modified Series in South Africa, but we do know that Willie Hepworth and his much modified Rekord were competitors for a long period (the car still runs in historic events) and were front runners. The main bodyshell will need a little tidying up, particularly around the moulded in side trims and tail lights but is generally well proportioned. A two tone paint finish will be needed and decals are a mix of inkjet and ALPS with plenty of spares to allow for errors.



Colorado Decals

Colorado - new 1:24 decals

COL24150 Citroen DS3 WRC France 2013 Loeb £14.85

Made to fit Heller kits [HEL80757](#), [HEL80758](#)

A matt black finish will be needed as a base for this clearly printed decal sheet. Loeb had semi-retired at the end of the 2012 season but during 2013 did make the occasional cameo appearance. The last of these was on his home event in Alsace and the car was emblazoned with all of his career statistics in gold. It will make a very good looking model when complete.



COL24172 VW Polo R WRC Monte Carlo 2015 Ogier £14.85

Made to fit Belkits kit [BEL005](#)

With regulations designed to reduce costs, bodywork changes are minimal in the WRC and so this is a simple re-livery job on Belkits' 2013 Polo. A two-tone paint finish will be needed, but it's an easy one with the main body in white and the front wings and bonnet a midnight blue to match the decals. Some interior details including the seat belts are included and the finished model will be of Ogier's winning car.





TrueScale Miniatures resincast [TSM154304](#) - Brabham BT45C Brazil 1978
Watson



Spark resincast [SPK4777](#) - Brabham BT20 South Africa 1969 de Klerk



Carbone hand built [CARCHR063](#) - Talbot Lago T26 Grand Sport Saoutchick
1948



BBR 1:18 hand built [BBP18112D](#) - Ferrari 288GTO



Bizarre resincast [BIZ1052](#) - Diamond T Doodlebug 1934



Autocult resincast [ATC06008](#) - Mercedes C111 Sacco 1969



Norev diecast [NOR150012](#) - Citroen 2CV 4x4 Sahara 1961



Minichamps 1:18 diecast [MIN100828501](#) - Ford Capri Turbo Gr5 DRM 1982
Ludwig



Faenza 43 hand built [FAE263C](#) - Ferrari 166 SC 'Chiodo'
Parma - Poggio di Berceto hillclimb 1949 Bracco



Look Smart resincast [MRCLSLM026](#) - Ferrari 458 Italia Le Mans 2015



S.H.M.R.
HIGH QUALITY MODELS

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

SHMSALE005 Maserati T61 Drogo Reims 1963 **SOLD OUT**
SHMSALE006 Maserati T61 Drogo Brands 1963 **SOLD OUT**
 Having been rebodied with a very angular design by Drogo for the 1962 season, Lucky Casner's Birdcage was given a fresh new livery for the following year. As we commented on the 1962 versions, the base of the windscreen is a little too curved on the model but the unique shape of the car is otherwise instantly recognisable. The twin blue and white stripes which run the car's length should be closer together than they are on the model and the stripe position has then thrown the number placement out slightly too. A shame as it's an interesting car and the models are in very limited numbers.



SHMSALE006

SilverLine

SilverLine - New 1:43 metal kit

TMS100 March 701 1st Spain 1970 **£67.50**
 This kit of Stewart's Spanish GP winning March (only the second F1 race for the marque) has been a while coming but the development time has been well spent. The main body and base plate are simple castings and between the two is fitted a folded etch chassis section for the front suspension. At the rear is an exposed DFV engine with gearbox and rear suspension all finely detailed, although as usual you may wish to add some wiring. A cast tool is included for moulding the intake filter from a sheet of fine mesh included and the decals offer the choice of Stewart's car or that of Servoz-Gavin who finished fifth.



Arena - New 1:43 resin & metal kits

- ARE777 Vauxhall Firenza RAC 1973 #84 Dale** **£61.05**
- ARE778 Vauxhall Firenza RAC 1973 #78 Hill** **£61.05**
- ARE779 Vauxhall Firenza RAC 1973 #89 Thompson** **£61.05**
- ARE780 Vauxhall Magnum RAC 1974 #30 Cowan** **£61.05**
- ARE781 Vauxhall Magnum Gr1 RAC 1974 #70 Hill** **£61.05**
- ARE782 Vauxhall Magnum RAC75/76 Airikkala/McRae** **£61.05**
- ARE783 Vauxhall Magnum RAC 1977 #39 McRae** **£61.05**

Hand built also available [ARE777M](#), [ARE778M](#), [ARE789M](#), [ARE780M](#), [ARE781M](#), [ARE782M75](#), [ARE782M76](#) & [ARE783M](#)

Depending on engine size and trim level as well as the year that it was built, Vauxhall's Viva-based coupe was variously known as a Viva, Magnum and Firenza. The latter two names are more commonly seen on the larger engined versions and for competition it was the marketing department who would have had as much say as anyone else on badging. The main kit parts are very similar on all seven of Arena's releases with some small changes for wheels and other odd details. The main resin body castings are very clean requiring minimal preparation and the overall shape looks excellent. The smaller parts are a typical mix of resin and white metal with very fine photo-etch, so delicate in places that there is a protective area around the side window frames, so be careful! Decals are clearly printed in all and in the cases where the cars had vinyl roofs, decals are included for these too.



ARE783



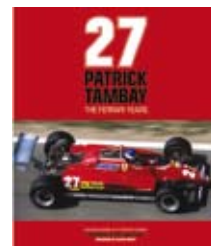
Yowmodellini - New 1:43 resin kit

YOW43196 Aston Martin AMV10 **£91.15**
 This magnificent looking subject is one that sadly never got beyond the stage of being a computer rendering in full size and will make a great 'what if?' in any collection. The mid-engined concept was by Sabino Design and suggested what a new flagship model for Aston could look like. Styling cues such as the lights and front radiator openings giving the corporate identity. Yow's kit is in typical simple style and the castings will only need a little clean-up. The vacform is tinted and could do with being more so as there is no interior and the shape looks very truncated to us.

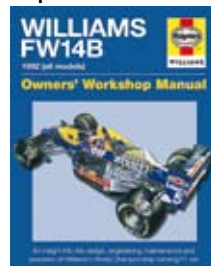


New Books

ISBN9781910505120 Patrick Tambay, The Ferrari Years **£60.00**
Weight 2kg By Massimo Burbi & Patrick Tambay
 At the start of 1982, with the drivers' strike and surrounding politics at Kyalami, Patrick Tambay thought that his F1 career was over. A few months later he received an offer to drive for the biggest name of all, Ferrari, but it was bitter-sweet as it was to replace his good friend Gilles Villeneuve. With a superb selection of images from the Cahier photo-archive, this is a detailed look at his season and a half at Maranello, taking us through race by race to his final appearance for the team which was ironically at the South African circuit.



ISBN9780857338259 Williams FW14B Owner's Workshop Manual **£22.99**
Weight 1kg by Steve Rendle
 When it first appeared the Williams FW14B was the most technologically advanced F1 car to have ever taken to the grid, it's combination of active suspension, semi-automatic transmission and traction control seeing the cars of Mansell and Patrese dominate the 1992 season. From a brief history of Williams, through the design and development of the car to the races themselves and the preservation of such machines today, this tells the story of this historic vehicle with a great selection of close up photos for modellers and plenty of first hand memories from those involved.



ISBN9781907085383 Maserati 250F, The Autobiography of 2528 **£60.00**
Weight 2.6kg by Ian Wagstaff
 Chassis 2528 was one of three lightweight 250Fs built by Maserati for the 1957 season and although usually driven by Jean Behra that year, it carried Fangio to victory in Monaco on the way to his final World Championship. After a year with the works, the car was raced by privateers Godia-Sales and Chimeri and then after a brief rest took to the tracks again in the late 1960s in historic races, a role it would continue in with various drivers for over thirty years. The well-researched text and fine selection of photographs cover the championship years in great detail, there are profiles of those who drove her in the 1950s and then a roundup of the historic races. Finally, there is a fabulous collection of close up detail images with the car as it is now stripped down for a studio shoot. These will be of particular interest to modellers.



HIRJH51 Joe Honda Photo Book Vol50, GP 1975 (Part 2) **£27.95**
Weight 750g. Alternative version HIRJH50 1975 (Part 1)
 No fewer than nine teams are detailed within these pages and five races are visited. We start at McLaren and then progress through Hesketh, Tyrrell, Lotus, William, Embassy-Hill, HB-Ensign, Surtees and finally Copersucar. The images are a mix of on track action and close up detail in the paddocks of variably Anderstorp, Zandvoort, Paul Ricard, Silverstone and Watkins Glen. JAPANESE TEXT.

HIRBOOK2 McLaren MP4-6 In Detail **£16.75**
Weight 400g
 This collection of photographs has been put together with the modeller in mind. Thirty A4 pages are packed with clear close up images of the car in Honda's museum and cover all details of the chassis, cockpit, engine and bodywork. With all of the excellent super-detailing parts available from Top Studio for the Fujimi 1:20 and Tamiya 1:12 kits, this will be invaluable to many detail modellers.

GPC015 GP Car Story Vol.15, Benetton B190 **£14.95**
Weight 500g
 From a modeller's point of view this is all about the photos and we have a great selection to choose from with vivid images from many races showing the cars on track and plenty of close up detail too, both in period and with a special studio shoot for this publication. If you read Japanese, there is much more to enjoy with interviews from many of the engineers and drivers involved. JAPANESE TEXT

FOM064 F1 Modeling #64, Benetton B188 **£27.65**
Weight 900g
 Benetton's 1988 F1 challenger is the cover star in this edition of the Japanese F1 magazine and the first third of the issue is dedicated to a fine collection of images of the car in action and in the pits. There is also a build feature on Ebbro's McLaren MP4-30 (EBB20014), a profile of circuit designer John Hugenoltz (if you can read Japanese) and plenty of close up images of modern F1 machinery with the 2016 cars examined in Australia and the 2015 entries from the last five races of the season. JAPANESE TEXT.

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#1 - Porsche 919 Hybrid - Porsche Team - LMP1



#13 - Rebellion R-One AER - Rebellion Racing - LMP1



#2 - Porsche 919 Hybrid - Porsche Team - 1st LMP1



#22 - Ligier JS P2 Judd - SO24! by Lombard Racing - LMP2



#4 - CLM P1/01 AER - Bykolles Racing Team - LMP1



#23 Ligier JS P2 Nissan - Panis Barthez Competition - LMP2



#5 - Toyota TS050 Hybrid - Toyota Gazoo Racing - LMP1



#25 - Ligier JS P2 Nissan - Algarve Pro Racing - LMP2



#6 - Toyota TS050 Hybrid - Toyota Gazoo Racing - LMP1



#26 - Oreca 05 Nissan - G-Drive Racing - LMP2



#7 - Audi R18 Hybrid - Audi Sport Racing Team - LMP1



#27 - BR01 Nissan - SMP Racing - LMP2



#8 - Audi R18 Hybrid - Audi Sport Racing Team - LMP1



#28 - Morgan Nissan - Pegasus Racing - LMP2



#12 - Rebellion R-One AER - Rebellion Racing - LMP1



#30 - Ligier JS P2 Nissan - Extreme Speed Motorsports - LMP2



#31 - Ligier JS P2 Nissan - Extreme Speed Motorsports - LMP2



#41 - Ligier JS P2 Nissan - Greaves Motorsport - LMP2



#33 - Oreca 05 Nissan - Eurasia Motorsport - LMP2



#42 - Gibson 015S Nissan - Strakka Racing - LMP2



#34 - Oreca 03R Judd - Race Performance - LMP2



#43 - Ligier JS P2 Nissan - RGR Motorsport by Morand - LMP2



#35 - Alpine A460 Nissan - Baxi DC Racing Alpine - LMP2



#44 - Oreca 05 Nissan - Manor - LMP2



#36 - Alpine A460 Nissan - Signatech Racing - 1st LMP2



#46 - Oreca 05 Nissan - Thiriet by TDS Racing - LMP2



#37 - BR01 Nissan - SMP Racing - LMP2



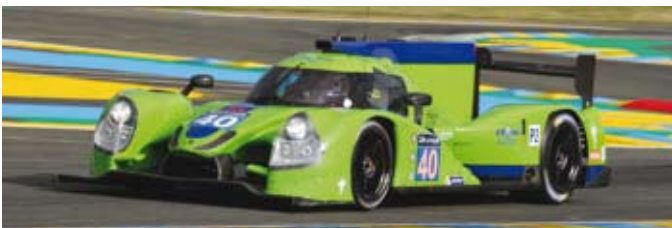
#47 - Oreca 05 Nissan - KCMG - LMP2



#38 - Gibson 015S Nissan - G-Drive Racing - LMP2



#48 - Oreca 03R Nissan - Murphy Prototypes - LMP2



#40 - Ligier JS P2 Nissan - Krohn Racing - LMP2



#49 - Ligier JS P2 Honda - Michael Shank Racing - LMP2



#51 - Ferrari 488 GTE - AF Corse - GTE Pro



#71 - Ferrari 488 GTE - AF Corse - GTE Pro



#63 - Chevrolet Corvette C7-R - Corvette Racing - GTE Pro



#77 - Porsche 911 RSR (2016) - Dempsey Proton Racing - GTE Pro



#64 - Chevrolet Corvette C7-R - Corvette Racing - GTE Pro



#82 - Ferrari 488 GTE - Risi Competition - GTE Pro



#66 - Ford GT - Ford Ganassi Racing UK - GTE Pro



#91 - Porsche 911 RSR (2016) - Porsche Motorsport - GTE Pro



#67 - Ford GT - Ford Ganassi Racing UK - GTE Pro



#92 - Porsche 911 RSR (2016) - Porsche Motorsport - GTE Pro



#68 - Ford GT - Ford Ganassi Racing USA - 1st GTE Pro



#95 - Aston Martin Vantage - Aston Martin Racing - GTE Pro



#69 - Ford GT - Ford Ganassi Racing USA - GTE Pro



#97 - Aston Martin Vantage - Aston Martin Racing - GTE Pro



#50 - Chevrolet Corvette C7 Z06 - Larbre Competition - GTE Am



#83 - Ferrari 458 Italia - AF Corse - GTE Am



#55 - Ferrari 458 Italia - AF Corse - GTE Am



#86 - Porsche 911 RSR - Gulf Racing - GTE Am



#57 - Chevrolet Corvette C7 Z06 - Team AAI - GTE Am



#88 - Porsche 911 RSR - Abu Dhabi Proton Racing - GTE Am



#60 - Ferrari 458 Italia - Formula Racing - GTE Am



#89 - Porsche 911 RSR - Proton Competition - GTE Am



#61 - Ferrari 458 Italia - Clearwater Racing - GTE Am



#98 - Aston Martin V8 Vantage - Aston Martin Racing - GTE Am



#62 - Ferrari 458 Italia - Scuderia Corsa - 1st GTE Am



#99 - Aston Martin V8 Vantage - Aston Martin Racing - GTE Am



#78 - Porsche 911 RSR - KCMG - GTE Am



#84 - Morgan LMP2 Nissan - SRT41 by OAK Racing - Innovative Technology



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

STUTRK003 March 761 USA 1976 Theodore Racing 1:20 £201.75

Rather different from the last release in Studio 27's Theodore Racing Collection which was based on Tamiya plastic parts (STUTRK001), this is a far more traditional S27 production in resin and white metal. The kit design is based on some Marches released a number of years ago in the DX series, which were all metal but have been reworked so that the body and main engine block are in resin, with most of the ancillary parts in white metal. This is a higher detail kit than many of Studio 27's offerings with full engine and a removable nose which reveals a sub-frame and brake cylinders. Two options are offered with cars driven by Peterson or Stuck and whichever you go for, there is scope for the more advanced out there to add additional wires and plumbing if you wish.



STU24129 Audi R8 Ultra Daytona 2015 #45 1:24 £166.85

Alternative version [STU24128 Zandvoort](#) & [STU24130 Spa](#)

The parts in this kit are what we now consider to be very traditional for Studio 27. The body and chassis plate are cleanly cast in resin, as are the dashboard, seat and rear diffuser. Most of the other parts are white metal and two sheets of etch provide the finer details including wing endplates, grilles, fasteners and a choice of seat belts, either full etch or buckles to go with the ribbon included. A two-tone paint finish will be needed for the red and silver Flying Lizard team colours and masking for this is simplified by the sail panels behind the doors being separate castings. There's plenty of carbon decal included too and with care this will make an impressive model.



STUF24189 Toyota Celica (TA64) Etched Detailing Set 1:24 £22.95

Made to fit Aoshima kit [AOS08456](#)

The base kit for this detailing set offers cars from some of the rougher off-road rallies so it's no surprise to see a large sump guard piece in the centre of the sheet. Along with this there are plenty of grilles, brake disc facings, wipers, numerous brackets and seat belts using etched buckles, ribbon belts and a cast turnbuckle.

STUCD12005 Honda RC213 V 2014 Templated Carbon Set 1:12 £18.50

Made to fit Tamiya kit [TAM14130](#)

Many of the finely detailed decals on this sheet are to go on the insides of fairings but there are also external bodywork parts, a dash surround and numerous small chassis components included on the three sheets.

STUCD20032 Lotus 97T 1985 Templated Carbon Set 1:20 £21.70

Made to fit Fujimi kit [FUJ09195](#)

The main focus for this sheet is the chassis tub on the Lotus, which is revealed in the Fujimi kit thanks to lift off bodywork. There are also areas which will be visible with the model fully clothed with the main wings, additional winglets and rear diffuser.

STUCD20033 Ferrari F187/88C 1988 Templated Carbon Set 1:20 £22.70

Made to fit Fujimi kit [FUJ09198](#)

Two very different wing options are offered in Fujimi's Ferrari kit and these are both catered for on the two sheets of carbon in this pack. There are also alternative air intakes and plenty of generic parts for the chassis. As usual, the textures, colours and weaves for the parts are individually printed, giving plenty of variety.



Autocult - New 1:43 resincast models

ATC02004 Alvis Speed 20 SA 4.3 Litre Special 1933 £81.95

The Alvis Speed 20 models usually came with 2.5 litre engines and the 4.3 was only launched after Speed 20 production ended, so this would appear to be a later special. We've no provenance other than the real car photo included within the packaging and the model matches this pretty well. The finish is very good with the small details such as bonnet and spare wheel straps being very fine and a very delicate looking steering wheel.



ATC03003 Bruetsch Pfeil 1956 Red £76.95

Egon Bruetsch's eponymous microcar manufacturing business had almost as many different models as they produced vehicles in total. The Pfeil (Arrow) was perhaps the most stylish but still only a handful of examples were produced of which only one is known to survive. It's an unusual-looking machine and the model captures the lines very well. The windscreen area is very neatly done with a lack of top-rail meaning that the screen has to be accurately cut, which it is.



ATC05005 Fiat 125 Samantha by Vignale 1967 £81.95

Vignale built approximately one hundred examples of the Samantha coupe, based on the twin-cam engine and running gear from Fiat's 125 saloon and by Autocult standards that makes this a mainstream subject! Their well-proportioned model is finished in a period correct dark metallic brown with tan interior and all of the smaller trim parts are neatly fitted.



ATC06010 Jamos GT 1964 Red £76.95

Using a contraction of the names of its creators, coachbuilder Fritz Jauernig and car dealer Peter Moser, the Jamos was a fibreglass sports coupe built on a Puch 500 platform and powered by a 650c.c. twin cylinder engine. It would appear that it was something of a hobby project and didn't make production, which is a shame as it's a quirky design and there was plenty of demand for small, light sports cars at the time. The model is neatly finished and matches the original press images well. The car survives having always been in Jauernig's ownership but now wears very 1970s side stripes.



Neo - New 1:43 resincast models

NEO46285 BMW 326 Drauz Roadster 1938 Blue/White £67.70

Drauz of Heilbronn was a fairly prolific coachbuilder during the 1920s and 30s, most of their work being for local firms NSU and Daimler, but they did work for many other makers too. This included creating open versions of several BMWs and this is one of the most elegant examples. The model is based on a restored car and the blue and white colour scheme certainly accentuates the lines of the car. The paintwork is all neatly applied, as is the brightwork and in the cabin we see a very delicate steering wheel and neat wood effect door cappings.



NEO46485 Rolls Royce Phantom VI Frua DHC 1971 £81.15

From photos and without a full description one could be forgiven for assuming that this was a rebodied Corniche, but being based on a Phantom chassis it is huge, the real car being over 6 metres long. There are plenty of photos of the car available from an auction a few years ago and from these the shape has been crisply sculpted on the model and the colours all look good. The lower side trims on our sample are a little wavy but otherwise the fit and finish is to a high standard and the pale metallic green paint is excellent.



Minichamps - New 1:18 resincast model

MIN11715007 Williams FW37 F1 2015 Bottas £199.95

Alternative version [MIN117150019 Massa](#)

This very well finished resincast model shows a great step forward on modern F1 releases from Minichamps. The shapes are usually pretty good in this range and this is no exception, the main body having very fine panel engraving too. No race is specified but decoration looks good for early season and the yellow banded tyres suggest either Australia practice (Bottas didn't race due to injury) or China. The floor, suspension, transmission shroud and rear diffuser all have a carbon textured finish while the wing parts are satin black. On the rear wing the endplates are nice and thin and we are pleased to see open stall vents. There is more finesse added with realistic seat belts in the cockpit rather than the chunky plastic that we've seen on other releases and at the back of the car there is a very fine tubular metal exhaust pipe. It's all finished off with a smart presentation on a base decorated to look like track surface.





NEW & SOON



Oxford diecast [OXFDAT002](#) - Datsun 240Z 1973



Minichamps [MIN530144222](#) - McLaren MP4-29 Malaysia 2014 Button



Carbone hand built [CAR4390](#) - Mercedes Benz 500K Tourenwagen 1934



TrueScale Miniatures resincast [TSMCE164309](#) - Cadillac V16 Aerodynamic Coupe 1936



BBR 1:18 hand built [BBRC18011A](#) - Fiat Abarth Biposto 2015 Valentino Rossi



Spark resincast [SPKSJ038](#) - Toyota TS040 Hybrid Fuji 6 Hours 2015



Faenza 43 hand built [FAE270B](#) - Ferrari 375 GP Scaglietti 1st Interlagos 1957



Autocult resincast [ATC05006](#) - Intermeccanica Murena 429 GT 1969



Neo resincast [NEO46275](#) - DKW F89S Universal 1951



Look Smart resincast [MRCLSRC001](#) - Ferrari 312B 1st Holland 1971 Ickx

TSM151201 Mazda 787B 1st Le Mans 1991 1:12 £299.95 £284.95

Mazda's Le Mans winning 787B is a good looking subject in any scale but in 1:12 makes a particularly impressive piece. The main orange and green are neatly masked and painted here with the white dotted line decals carefully applied along the colour joins.



The headlight covers on our sample have a slight gap on the top edges but are perfectly clear and fit well around the lower edges and sides. Slightly disappointing at this scale is that the front splitter and rear diffuser are simply painted rather than carbon decalced, although there are hints of carbon elsewhere and the car is modelled as it has been restored, with no decals on the front wheel cooling discs, although these are present in most race photos. The model is delivered with the rear wing element, mirrors and aerials all bagged up for safety in transit and these are simple to fit, the etched rear wing support needing to be gently pinched between the locating tabs on the bottom of the main element before springing back to hold it and the other parts having snug location holes.

TSM154303 Brabham BT45B 3rd Germany 1977 Stuck £69.95 £66.95

In terms of basic shape of the car, TrueScale have done a very good job here and the finish is also to a high standard. There are a couple of niggles though. The windscreen comes back far too far on the cockpit side, which in turn throws the mirror mountings out and while a fine attempt has been made at the side skirts, they're the wrong colour for this race.



TSM164363 Lotus 99T 3rd UK 1987 Senna £79.95 £75.95

Alternative version **TSM164359 San Marino** & **TSM164361 Nakajima**

There were changes to the livery of the Lotus cars at Silverstone between practice and the race and looking at the many shots that we have available, TrueScale have gone with the correct ones here! That means that there are a few small easily found decals to be fitted to the nose, cockpit sides and rear wing element, but nothing tricky and that done the decoration will be correct. The finish is excellent and the small detailing very fine too.



TSM164317 Chevrolet Corvette GS 1st Nassau 1964 #82 £79.95 £75.95

One reason for manufacturers to be involved in racing is to sell the product and Roger Penske's win in the 5 lap GT and then 23 lap Tourist Trophy events on the opening day of Nassau Speed week was such effective marketing that his car was sold on the spot! The overall shape of the car looks good and all decal placement is correct. At the front the aluminium oil cooler scoop in the radiator opening has been made as a main part of the body, but otherwise the small details check out well with race photos.



TSM164334 McLaren P1-GTR Geneva 2015 #51 £79.95 £75.95

When this track only version of the P1 was launched, McLaren chose a livery which pays homage to one of their Le Mans racers of twenty years previously. At just shy of two-million Pounds, the car was offered to owners of the road going P1 first and the initial order book was oversubscribed by a third, despite this being a car which cannot be used on the road or raced in any major competition. It certainly looks the part.



TSM164366 Tyrrell P34 Silverstone 1976 #3 Scheckter £79.95 £75.95

Alternative version **TSM154364 Spain test** & **TSM10439 1st Sweden**

Tyrrell's six-wheeled P34 made its race debut in Spain but the first time the public got a good look was three weeks previously at the Silverstone International Trophy meeting where Scheckter drove it in practice. Most photos show the car in the paddock prior to its runs and the model matches these very well, although by the time the car took to the track it had gained Koni logos on the cockpit sides. The model matches the static images well with the unique nose shape smartly replicated and plenty of fine detail particularly at the rear.



MTX40402-031 Daimler DB18 Carlton DHC 1939 Black/Silver £77.95

Daimler allocated twenty-three DB18 chassis to be built as drop-head coupes but only eight were laid down and five of those were destroyed in the Coventry bombings of 1940. This example by Carlton is the only known survivor today and in period was loaned by Daimler to Winston Churchill for election transport. The car appears to have originally been all black but has been restored with silver side panels. The model is based on the restored car and compares well with photos from auction a couple of years ago. A significant piece of Daimler history.



MTX42201-011 Zagato Perana Z-One 2009 Red £77.95

The Perana Performance Group was founded in Port Elizabeth in 2007 and although South African, is not connected to Basil Green's famous, similarly named performance Fords of the 1970s and 80s. It's Chevrolet power which lurks beneath this striking body design by Zagato, most of the mechanical components coming from a Corvette. It's a fabulous looking machine and the deep metallic red paint on the sample model helps to show off the many subtle curves and crisp panel engraving.



MTX50108-061 Aston Martin DBS Centennial Coupe by Zagato £77.95

This very distinctive coupe was one of a pair of designs from Zagato which first appeared at Aston Martin's Centenary celebrations at Kensington Palace in 2013. It is a pure one off and was commissioned by a Japanese client. The chassis and interior are unmodified DBS but the bodywork is very distinctive and features Zagato's trademark 'double bubble' roof. The lines of the car look very good here and the colour is an unusual metallic lilac which has a slight blue flip in the right light.



MTX50201-221 Bentley MkV Corniche Paulin-Pourtout 1939 £93.95

We usually think of the 'Embiricos' car when Pourtout and Bentley are mentioned together but this lightweight saloon also came from the drawing board of Pourtout's chief designer Henri Paulin. The car was actually built by VanVooren and was apparently a prototype for Bentley rather than a customer car. The car was destroyed in a high speed accident in France but there are a number of photos available and from these the distinctive shape looks very well modelled. The maroon finish with silver highlights suit the shape and give a tasteful, understated final result.



KES43020010 Cadillac Coupe Ghia 1953 Red £79.95

This is one of a pair of Cadillac Series 62 convertible chassis to be bodied by Ghia in 1953 for the New York distributor, each subtly different in the detailing and both surviving. The sweeping lines hide the rather sedate origins and are very crisply moulded here. The metallic aubergine colour is as the car is now and works very well with the extensive fine chrome trim and tan interior, all of which is neatly modelled. Nicely done and limited to just 400 examples.



KES43033900 Momo Mirage Coupe 5.7 1971 Silver £79.95

KES43033901 Momo Mirage Coupe 5.7 1971 Blue £79.95

As with many small production vehicles, there is some confusion as to how many examples of the Mirage were built with five, six, twelve and twenty-seven all suggested. It's rare whatever! The car was designed at Momo in New York with Frua engaged to tidy the styling up and Stanguellini produced the spaceframe chassis. Cars were assembled in New York with Chevrolet V8 engines hooked up to either ZF manual or automatic transmissions. It's a good looking machine, the crisp design looking not dissimilar to de Tomaso and Maserati coupes of the time. The shape is well replicated and the colours chosen match photos of two examples which are regulars on the American show circuit. Only 250 of each model have been made.





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

SPK2420 Aston Martin DB3S 2nd Le Mans 1955 #23 **£50.95**

Alternative version [SPK2421](#) #24 & [SPK2422](#) #25

This was by far the most successful of the three Astons at Le Mans in 1955, the other two retiring but Collins and Frere recording the marques best result in the event to that date. We've already seen the sister cars and like them this is well proportioned and neatly decorated but we're not completely convinced by the wheels.



SPK2272 Rondeau M379C 10th Le Mans 1982 #25 **£50.95**

The pit crew for this Rondeau were kept busy throughout the 24 hours, race records showing several brake changes and electrical repairs being made to keep the car going for an eventual tenth placed finish. There are changes to the decoration side to side on the car and these have been carefully observed, although a couple of logos are slightly the wrong size. Everything is where it should be though and it's an attractive decoration.



SPK4481 Benetton B194 1st Monaco 1994 Schumacher **£50.95**

Alternative versions [SPK4482](#) Lehto, [SPK4483](#) Verstappen & [SPK4484](#) Herbert

Michael Schumacher dominated the Monaco Grand Prix for his fourth win from four in the season, although in the aftermath of Imola he admitted that he might have quit the sport completely! His colourful mount is generally well modelled here with the shape looking pretty good and the suspension all finely detailed. The paint finishes are good but the sponsorship will need to be completed with some easily found decals and you may find race photos helpful here.



SPK4675 Aston Martin Vantage V8 Le Mans 2015 #98 **£50.95**

Alternative version [SPK4674](#) #96

The decoration on the two works GTE Am Astons varied only in sun visor colour and a few minor sponsors. These are all neatly placed over the smart blue and orange base livery and we see plenty of fine carbon on the wing, splitter and side skirts. This car looked certain to win the Am category with a two lap lead heading into the final hour, but crashed out with fifty minutes to go.



SPKLM052 Mercedes 300SL 1st Le Mans 1952 **£51.95**

Alternative version [SPK4408](#) #22

In original form the 300SL coupe only had the side windows that could hinge to access to the cockpit but for Le Mans modifications were required to create a deeper door to ease access and gave birth to the famous 'Gullwing' road cars. The success of these coupes at Le Mans also helped cement their place in history with a reliable run to a formation 1-2 finish after Levegh's solo effort in the Talbot ended in mechanical failure with just over an hour to go. The shape of the cars looks very good on the models, the panel engraving is very crisp and the silver paintwork has a very subtle sheen. An interesting detail, given that most race images are in black and white, is that the interior colours differ and there is the subtle inclusion of a coloured pit i.d. light in the windscreen of each matching the grille surround.



SPK3436 Porsche 904/8 Le Mans 1964 #30 **£50.95**

Alternative version [SPK3435](#) #29

Porsche entered two eight-cylinder prototype versions of their 904 at Le Mans (neither finished), the cars externally identifiable from their four-cylinder siblings by the exposed cooling fan on the rear deck and a couple of other subtler vent details. These are well replicated and Spark have finished the model in a fine satin silver, consistent with their other Porsche racers of this era. The simple decoration is neatly placed and on the nose we see a pair of additional lamps for night running.



SPK4744 Porsche 906 Le Mans 1967 #66 **£50.95**

The privately entered 906 of Christian Poirot and Gerhard Koch ran strongly at Le Mans, eventually finished eighth overall having lost seventh to one of the works cars in the latter stages of the race due to brake problems. The blue and white colour scheme is neatly applied with the blue as decals and the general fit and finish of the model is very good, the windows in particular.



SPK4747 Porsche 908L Le Mans 1969 #22 **£50.95**

Alternative version [SPK4746](#) #64 & [SPK4748](#) #23

Race number twenty-two was for Lins and Kauhnen at Le Mans and it was ironically in the twenty-second hour that they were forced to retire from sixth place with a mechanical problem. We've seen plenty of long-tail 908s from Spark in the past and the shape is consistently good. The decoration on this particular example is very simple with numbers straight onto the paintwork and a few supplier's logos, all of which are neatly placed.



SPKLM015 Porsche 919 Hybrid 1st Le Mans 2015 #19 **£51.95**

Alternative version [SPK4638](#) #18

They've been relatively late arriving but at last we have the first two finishers from the 2015 Le Mans 24 Hours, the 919 returning the Porsche name to the top step for the first time in nearly twenty years. If you collect world championship winning sports cars then the second-placed #17 machine also fits here, Bernhard, Webber and Hartley winning four other races. These cars are purposeful rather than pretty and the lines have been well replicated with plenty of very thin mouldings and etchings to replicate the more complex aerodynamic details. The liveries are carefully applied for the most part with the main slogan lettering over the top of the cars fading through effectively, but there was a minor error on the front of the winner on the initial delivery. Corrective decals have been sent out and future deliveries, we are assured, will be right.



SPK1590 Matra MS10 1st Holland 1968 Stewart **£50.95**

Alternative version [SPK1588](#) Beltoise Spain & [SPK1589](#) Servoz-Gavin Monaco

Jackie Stewart missed the second two races of the 1968 season due to a broken wrist from an F2 accident but in Belgium he led until needing to stop very late on for fuel and at Zandvoort he put in a fine demonstration of wet weather driving to win. Photos from that race weekend can be confusing as the cockpit surround was significantly different between practice and race and Spark have got the correct details here. The wet weather tyres look realistic too and there's plenty of engine detail, with just the usual lack of plug wires being the only minor frustration.



SPK4367 Alfa Romeo 33/2 5th Le Mans 1968 #38 **£50.95**

Alternative version [SPK4368](#) #40, [SPK4369](#) #37 & [SPK4370](#) #41

Alfa Romeo filled the first three places in the two-litre class at Le Mans and fourth to sixth overall, this being the middle one of the trio. The model is well proportioned and very neatly finished, capturing subtle details such as sponsor logos which only appeared on one side of the car correctly. There is a small error though with an addition rather than omission, with the Autodelta triangle logos ahead of the rear wheels which are not showing in race photos but were added soon afterwards when the cars were put on display. Should you so wish these can be carefully removed with a little Sellotape.



SPK4072 Ford GT40 Le Mans 1966 #12 Comstock **£50.95**

Ford's presence in the 1966 Le Mans race was significant with eight MkIIs backed up by a fleet of privateer GT40s. The Comstock Racing entry for Rindt and Ireland usually ran under owner Fred English's name and was unfortunately the first retirement among the Ford contingent with engine failure after just eight laps. The model is very well finished and the detailing all looks to be spot on with the fine pinstripes around the front and rear number roundels being particularly vivid.



SPK4284 Lotus 80 F1 Test 1979 Andretti

£50.95

Alternative version [SPK4240](#) 3rd Spain

The original design concept for the Lotus 80, unveiled and tested at Brands Hatch late in 1979 saw a very low drag set up with a long pointed nose and ground effect skirts which extended with minimal interruption the full length of the car. Unfortunately, it didn't work as the skirts tended to stick and downforce would be lost when most needed, so the car sprouted wings for race duty. Most photos of the car are in restored form but the decoration and details here look to be correct from the original press images. It's an elegant design and the Martini livery helps accentuate the slim lines.



SPK4312 Rial ARC02 4th USA 1989 Danner

£50.95

Alternative version [SPK4313](#) Brazil

The results table for the Rial team and Christian Danner for the 1989 season shows a lot of failed qualifying attempts with just a few finishes. Around the car-parks of Phoenix, he started from the back of the grid but a careful drive saw a career best finish of fourth overall as the cars ahead either crashed or failed in the heat. The model is very similar to the previously released Brazilian car and so the lower nose area isn't quite right, but the livery and remainder of the shape is neatly fitted. A couple of easily found decals will need to be applied to the white band around the cockpit and airbox to complete the decoration.



SPK4013 Surtees TS19 4th Japan 1976 Jones

£50.95

Alternative version [SPK4005](#) Pescarolo, [SPK4006](#) Jones, [SPK4007](#) Lunger, [SPK4855](#) Andersson & [SPK4856](#) Takahara

Teddy Yip's Theodore Racing joined up with the Surtees team for Japan giving Alan Jones' car for the race a unique livery with the normal sponsorship on the cockpit surround and rear wing and the red and white of Theodore Racing on the nose and side pods. The decals are all neatly placed over a decent white paint finish, there's good detail on the exposed engine and the car is correctly fitted with rain tyres.



SPK4642 Nissan GT-R LM Nismo Le Mans 2015 #23

£50.95

Alternative version [SPK4640](#) #21 & [SPK4641](#) #22

The two red works Nissans differed visually just in the colours of their mirrors and windscreen sun strips, this example driven by Pla, Mardenborough and Chilton having red highlights. We've already seen other versions of the car from Spark and the overall shape is, as usual, pretty accurate. The paintwork is excellent and the red foil roof has been neatly applied, as have the carbon details.



SPK4667 Aston Martin Vantage V8 Le Mans 2015 #99

£50.95

Alternative version [SPK4665](#) #95 & [SPK4666](#) #97

With backing from a Chinese solar power firm taking centre stage, this Aston stood out at Le Mans wearing a vivid red and yellow livery and with a roof decoration to look like the slimline photo-voltaic panels made by the sponsor and this decoration is all neatly replicated. The car was the fastest in GTE Pro for most of the race and led for a long time before losing an hour for repairs after a collision with an LMP2 machine.



SPKSG217 Audi RS5 4th DTM 2015 #48 Mortara

£51.95

SPKSG218 Audi RS5 17th DTM 2015 #17 Molina

£51.95

SPKSG220 Audi RS5 24th DTM 2015 #27 Tambay

£51.95

SPKSG219 Audi RS5 21st DTM 2015 #51 Muller

£51.95

These four releases represent the last of Spark's 2015 DTM cars (for now at least) and complete the Audi section of the grid. The same basic template for the decoration is carried on all cars although with very different colours for each driver's sponsorship. The Mortara and Molina cars are the most colourful of this batch and all are neatly finished as we're used to.



SPK3492 Porsche 911 RSR Le Mans '74 #62 Francorchamps

£50.95

SPK4419 Porsche 911 RSR Le Mans 1975 #53 Cachia

£50.95

But for the positioning of fuel filler caps, these two are bodily pretty much identical and the same bright yellow paint has been used too. The 1974 car is very simply decorated with minimal sponsorship but there is a slight mis-positioning of the number on the driver's door, the model having been decal'd symmetrically side to side when the car wasn't.



The 1975 car, which finished seventh overall, is rather more colourful and here for the most part the decals are very well placed. Our only query is the Dunlop on the rear wheel arches, which in race photos that we've found is present on the left but not on the right.

SPK2148 Lotus 69 F2 1st Albi 1971 Fittipaldi

£50.95

Alternative versions [SPK2145](#) Rindt 1970, [SPK2146](#) Hill 1970 & [SPK2147](#) Wis-sell 1971

Emerson Fittipaldi was the most successful Lotus driver in F2 in 1971, Albi being one of three races that he won, although as a graded driver he wasn't eligible for points. His car was run under the Bardahl banner with a smart yellow and green livery and that is neatly replicated here. The basic shape of the car looks good and there's a well detailed engine exposed in the rear, lacking only plug wiring.



SPK4297 McLaren M29 4th UK 1979 Watson

£50.95

Alternative version [SPK4296](#) Tambay Germany

McLaren's M29 had very little testing mileage under its wheels when it made its debut at Silverstone, Watson having an M28C on standby just in case. The new car was a great improvement though and a seventh position on the grid was converted into a fourth placed race finish. The car ran without a front wing in practice but the model has the correct configuration for the race and overall the shape is pretty good. The race number decal on the side pods is perhaps a little large and the model looks rather naked in the box but the application of a few easily found decals will complete race decoration and transform the appearance.



SPK4552 Oreca AIM 4th Le Mans 2010 #6 Matmut

£50.95

This is a subject that Spark missed first time around due to licensing but which we are happy to now see available. With it's Mondrian-esque paint scheme the car looked very smart and fourth place meant it was the first non-Audi home. The model has a two-tone paint finish in red over most and blue on the front corner, with the remaining colours neatly applied as decals. The sponsorship is well positioned and the very thin carbon winglets between the front wheelarches and main body are moulded with the pattern on them.



SPK4811 Ensign N174 USA 1976 Amon

£50.95

Alternative version [SPK3956](#) South Africa

Ensign chose to use their proven two year old design for the long haul races at the start of the season, the car wearing a bright new red paint scheme in Long Beach with local sponsorship from Norris Industries along with regular backing from John Day Model Cars. The latter was on the side pod and on the model is slightly over-sized, but all decals are correctly placed and the model is well proportioned.



SPKSB118 Audi R8 LMS Ultra Spa 2015 #3 Leopard

£51.95

This Pro class entry from the Belgian Audi Club sadly didn't finish at Spa but it wore a very striking livery with red highlights over a turquoise base. We've seen the basic model a number of times now and the shape is good with plenty of small fine details. There's engine detail visible through the louvred rear window, the paint finish is, as usual, excellent and the decals match race photos.



Spark continued

SPK4659 Oreca 05 Le Mans 2015 #46 Thiriet TDS £50.95
SPK4660 Oreca 05 Le Mans 2015 #47 KCMG £50.95

There were two new Oreca 05s on the grid at Le Mans in 2015 and they enjoyed mixed fortunes. The French Thiriet entry was the slower of the two and unfortunately crashed out of the race, while the Hong Kong-based KCMG team after initial teething troubles in first practice set fastest LM P2 time in qualifying and went on to win the class. The dominant colour on the Thiriet car is red with neatly applied silver and carbon decalling adding interest. At first glance the KCMG car appears to be multiple shades of blue but that's a trick of the light thanks to the very smooth chrome finish applied all over. A fabulous looking subject and a winner.



SPK4666 Aston Martin Vantage V8 Le Mans 2015 #97 £50.95
 Alternative versions **SPK4665 #95 & SPK4667 #99**

Every year there is usually at least one car at Le Mans which really grabs the eye and Aston Martin caused quite a stir when their lead #97 GTE Pro machine was rolled out of the truck for scrutineering, the car wrapped in an eye wobbling livery by German artist Tobias Rehberger, who has a fascination for optical illusion and dazzle camouflage. The blurred lines cover most of the car, although the rear has larger single colour panels, presumably as a safety feature to prevent dizziness to following drivers! The livery has been very neatly applied on the model and unusually for Spark the decals are all lacquered over to give a uniform finish.



SPK4663 Porsche 911 RSR Le Mans 2015 #91 Manthey £50.95
 Alternative version **SPK4664 #92**

While Porsche were battling for the overall win throughout the 2015 Le Mans race, in GTE Pro the works supported Manthey cars simply weren't fast enough from the outset and couldn't even play the reliable tortoise to take a podium finish. The lead #91 car lasted until the end but needed a fair amount of maintenance. The livery is very similar to the previous year and is neatly applied over the model with the decals all snuggling down nicely into the panel lines and the physical body details check out well.



SPK1084 Mercedes AMG GT GT3 2015 £50.95

Mercedes unveiled their replacement for the very successful SLS GT3 at the 2015 Geneva show and have used the slightly smaller AMG GT-S as a basis but with much of the proven drivetrain from its predecessor to provide a reliable and powerful package. The show car looked menacing in satin charcoal grey with yellow highlights to break things up a little. This is all smartly replicated with the aggressive styling crisply moulded, excellent paint and plenty of subtle fine details.



SPK4949 Peugeot DKR16 Dakar Test 2016 Loeb £51.95
 Alternative versions **SPK4876 Peterhansel, SPK4877 Sainz, SPK1878 Loeb & SPK4950 Desprez**

For the 2016 Dakar Peugeot significantly revised their DKR buggy, the new version being longer and wider with a lower centre of gravity and less overhang front and rear. Part of the weight transfer was from moving the spare wheels from under the bonnet to panniers on the sides, the spare tyres becoming the lowest point between the axles. The test car was finished in various weaves of raw carbon and that is neatly replicated here giving the car a particularly sinister look.



SPKPP087 Audi Quattro 1st Pikes Peak 1987 Rohrl £51.95

Audi were regular visitors to Pikes Peak in the 1980s, winning the event six years in a row, and in 1987 Walter Rohrl became the first driver to break the eleven minute barrier on the gravel road. With Group B banned, Audi had some spare cars and modified the



already pretty extreme S1 E2 specifically for the event with power significantly increased and plenty of extra aero to help put the power down. It's the physical details which concern us here and the various wings and turning vanes are all neatly produced with fine etch very much in evidence. The overall paint finish is excellent and the decals all match photos well.

SPK18179 Mercedes F1 W06 USA 2015 Hamilton 1:18 £132.95
 Alternative version **SPK18173 Hamilton Oz & SPK18174 Rosberg Monaco**

With victory at the Circuit of the Americas, his tenth of the season, Lewis Hamilton wrapped up his third World Championship in style with three races remaining. Spark's model is very well finished and is presented with a replica of the team's pit board used in photos after the race. One aspect of Spark's 1:18 F1s which often grates with us is the solid rear wing endplates and we are pleased to see that here the upper anti-stall vents have been opened up and daylight is visible through them if the model is held at the right angle. A fine addition to any World Champions collection.



SPK18181 Red Bull RB11 2015 Test Car 1:18 £131.95
 Alternative version **SPK18180 Ricciardo race & SPK1812 Kvyat race**

Red Bull's 2015 pre-season test livery was one of the more interesting that has been seen in the history of F1, the car wrapped in typical motor-industry prototype black and white dazzle camouflage but still featuring all of the sponsors and suppliers. It makes for a massive decalling job on a model and without risking our eyes trying to count the lines and swirls on the camo, it looks very good here and there are no untoward creases on the main panels. A subtle carbon weave has been applied on the floor and suspension parts and we are pleased to see open vents in the wing endplates, although the decals have clogged these a little on our sample, something a touch of Microsol (MSSOL) or similar will sort out should your model be similarly afflicted.



SPK18LM084 Porsche 956 1st Le Mans 1984 1:18 £131.95

Although Stefan Johansson's name was on the door of the #7 Joest Porsche for Le Mans, he actually drove the sister #8 machine and it was left to Klaus Ludwig and Henri Pescarolo to drive the lead car to victory, the last time that a two-man crew won this great race. The decals all look to be correctly placed and are applied over an excellent yellow and black two-tone paint finish. The panel lines have become slightly obscured beneath decals in places but on the painted surfaces we can see that they are very crisp and precise. Another fine addition to Spark's every growing 1:18 Le Mans winners collection.



Look Smart - New 1:43 resincast models

MRCLSLM025 Ferrari 458 Le Mans 2015 #71 AF Corse £82.95
 Alternative version **MRCLSLM024 #51**

This extremely colourfully decorated machine was the best placed Ferrari in the 2015 Le Mans race and led home the very similar looking #51 for a 2-3 finish in the GTE Pro class. The specific small sponsor details are correctly placed and other minor details such as mirror colour are correct. The general decoration is well executed with vivid colours and some neat carbon detailing and the end result is a very attractive model.



MRCLSLM029 Ferrari 458 Le Mans 2015 #66 JMW £82.95
MRCLSLM030 Ferrari 458 Le Mans 2015 #72 SMP Racing £82.95

Although many of the Ferraris at Le Mans were running with AF Corse, it fell to the smaller teams to provide the glory in the GTE Am category, with the Russian SMP Racing outfit winning the class and JMW from Northern Ireland finishing third. On the SMP car we see the darker shade of blue and the red tail painted with the other coloured sections applied as decals. The red front and rear don't quite match, but otherwise the decoration all looks very good and the placement of the various logos matches race photos. The JMW wears a familiar yellow and black, the latter being decal over an excellent paint finish. The decoration here is a little simpler and is again neatly applied.





Home Made Models [HMM43004](#) (kit) [GPS028](#) (signed built) - Chevron B26 Kyalami 9 Hours 1971 Watson/Scheckter



Look Smart resincast [MRCLSF104](#) - Ferrari SF16-H Australia 2016 Vettel



Norev diecast [NOR479989](#) - Peugeot Fractal Cabriolet Frankfurt 2015



Autocult resincast [ATC07004](#) - BMW 700RS Rossfeld 1961 Stuck



Look Smart resincast [MRCLSLM029](#) - Ferrari 458 Italia Le Mans 2015 JMW



Minichamps diecast [MIN400736303](#) - Porsche 911 RSR 2.8 IROC 1973 Revson



SHMR hand built SHMSALE006 - Maserati T61 Drogo Brands Hatch 1963 Casner



Faenza 43 hand built [FAE269C](#) - Ferrari 750 Monza Berne 1954 de Graffenried



Spark resincast [SPK2635](#) - Ford Mustang GT350 Le Mans 1967



BBR 1:18 hand built [BBRR1834](#) - Ferrari 330GT 2+2 1965 John Lennon



Fujimi - Re-issued 1:20 plastic kits

FUJ09193 McLaren MP4-5 World Champ 1989 1:20 £47.70
 Accessory set available [STUFP2068](#) etch, [STUTAB20126](#) & [STUCD20015](#) decals, [TOPTD23084](#) & [TOPTD23072](#) detail sets.

This is a kit that has been re-issued a few times now and it is always a welcome one, offering Prost's Championship winning car. The bodywork is moulded in several pieces and reveals plenty of engine and other mechanical detail beneath. Straight from the box this is a fairly straightforward set of parts, with detail painting likely to take up much of the build time, but it is crying out for additional detailing, particularly the carbon decals and completion of the sponsorship. We'd also opt for a two-tone paint finish to get the orange nice and bright as the kit decals are a little deep in colour.



FUJ09195 Lotus 97T 1985 1:20 £47.70
 Accessory set available [STUTAB20096](#) additional decals & [STUCD20032](#) Carbon set

This is another re-issue and offers multiple race options for the builder. The instructions are largely in Japanese, so you will need to pay close attention to race photos to ensure that the correct rear wing and winglet parts are used and the presence of wet tyres suggests that the options are for Senna's winning car in either Portugal or Belgium, his first and second F1 victories respectively. With removable bodywork and a full chassis tub, there is scope to add some carbon decals and the engine and other mechanical parts also offer the more confident builder a chance for adding wiring and plumbing.



FUJ09196 Ferrari 126CK 1981 1:20 £47.70

There are choices for different race options beyond simply deciding if you'd rather build as Villeneuve or Pironi's car here. Different front wing mouldings offer the original conventional front wing or the later high wing which appeared from Silverstone onwards as the team tried to improve the aerodynamics. Ironically, both of Villeneuve's wins with the car came with the original format. Separate body panels reveal full chassis and engine detail and there is plenty of detail painting to get stuck into. The plating on the wheels and wing parts is rather bright, so some builders may wish to tone this down or strip and repaint.



FUJ09197 Williams FW14B World Champion 1992 1:20 £47.70
 Accessory set available [STUFP2080](#) etch, [STUFP2073](#) aerial, [STUFP2075](#) fillers, [STUTAB20077](#) additional decal & [STUCD20023](#) carbon decal

The complex livery on the Williams means that the bodywork in this kit will need a three colour finish, but fear not because the parts have been cleverly designed to greatly simplify this and there are masking templates included too. There's plenty of mechanical detail in the kit revealed by the multi-piece bodywork and with the various accessory sets available there is scope for the advanced modeller to really go to town.



FUJ09198 Ferrari F1/87-88C 1988 1:20 £47.70
 Accessory set available [STUFP2066](#) etched set, [STUTAB20057](#) additional decals & [STUCD20033](#) Carbon decal

Multiple wing options are offered among the parts in this kit with widely varying levels of downforce depending on which race you choose to model. The instructions are largely in Japanese, so race photos will come in handy if you don't read Kanji. The bodywork is in several sections, with full engine, radiators etc. to go beneath and these leave the modeller free to add wiring and other extra detailing should you wish.



Hasegawa - New & re-issued 1:12 & 1:24 plastic kits

HAS21716 Yamaha YZR500 (OWA8) 1989 Kocinski 1:12 £45.25

American John Kocinski was still a rising star in 1989, winning the two 250cc World Championship races that he started and making his 500cc debut at Spa (oh to see Moto GP back on this magnificent circuit!). It is the latter that we see here, the wildcard entry finishing fifth on his Team Roberts machine. The kit parts are the familiar YZR500 that has made a few appearances and this unique livery is a limited edition. As far as we can see the decoration is complete and with the various red panels included on the decal, painting of the bodywork will be a simple white finish, although there's plenty of detail painting to get stuck-in to underneath.



HAS21121 Honda N360 (NII) 1:24 £35.35

Well established as a motorcycle manufacturer, when Honda moved into four-wheeled vehicle production they used their expertise in producing powerful, reliable small engines to create machines in the Kei class, for small machines under 3m long. First there was a small delivery truck, then the sporty S500 and the N360 became their first four seater. In terms of size and packaging it is similar to the British Mini, but with an air-cooled twin-cylinder in the front producing 31bhp from its 360cc, a very impressive specific output for a car of the time. The shape is very well replicated here and a separate bonnet can be removed to reveal that little engine. Two trim options are included among the smaller parts and decals.



HAS20272 Jaguar XJR8LM 5th Le Mans 1987 1:24 £33.70

This classic kerbside kit offers the choice of any of the three works cars from Le Mans, the main quick visual difference from the victorious WSC cars being the exposed rear wheels although there are other subtle changes to the bodywork. Assembly will be very straightforward and the main paint finish is plain white, with the purple panels and yellow striping all included on the decals. The title sponsorship is omitted for obvious reasons, so a solution to this will need to be found (VIR224).



HAS20273 Sauber C9 Mercedes WSC 1988 AEG 1:24 £33.70

If you're looking for a relatively quick build, this is an ideal candidate. Initially we had it listed as a Le Mans version but it is actually just WSC races that can be built. The main paint finish on the one-piece body is a midnight blue over which the clearly printed decals offer the driver options for the WSC only, with both the #61 of Schlesler/Mass and the #62 of Baldi/Johansson being multiple race winners.



Aoshima - New 1:24 plastic kits

AOS01073 Lamborghini Sesto Elemento £47.70

Accessory set available [AOS01075](#) Etched parts
 The literal translation of the name of this special Lamborghini is 'Sixth Element' referring to carbon and carbon fibre features extensively on the real thing with bodywork, driveshafts, suspension and even the wheels made of composites. This offers the builder a great opportunity to dig into Scale Motorsport's catalogue of different carbon weaves and create something visually very special on the bodywork and the other details, or you could just paint it metallic grey as the instructions suggest. The front and rear body sections are moulded separately and while there's not a lot to see at the pointy end, there's a full engine and transaxle to go in the tail. Two sets of wheels are included with different designs depending on which show the car was at and overall there is potential here for a great project.



The Le Mans Du Pont

by David Blumein

The Du Pont car story begins with the Delaware Marine Motors company which was formed by E. Paul Du Pont, a distant relation to the munitions and textiles giant, in 1917 and they supplied engines for the US Navy. In 1919 Eleuthere Paul Du Pont (didn't the Americans have intriguing names for their car bosses: Errett Lobban Cord, Ransom Eli Olds, William Crapo Durant!) decided to manufacture a quality car and he gathered around him a competent team: Arthur Marris formerly of Biddle, chief engineer John A. Pierson from the Wright-Martin Aircraft Co. and William A. Smith who had been with Mercer.

The first cars, built in the original works at Wilmington, Delaware, were the Models A and B, both with, unusually for a high quality car, four-cylinder L-head engines of their own manufacture. They were of 4090c.c. giving 55b.h.p. and drove through a Brown-Lipe three-speed gearbox; four body styles were offered, a tourer, roadster, sedan and suburban sedan. The cars were not cheap but of high quality and one hundred and eighty-eight of them were sold up to July 1923.

In the meantime production had been transferred to Moore in Pennsylvania and it was felt that it would be more prestigious if a six-cylinder engine were used. So a Herschell-Spillman 4730c.c. Model 90 engine was fitted in the Model C, forty-eight of which were sold in 1924. For 1925 the Model D was given a 4323c.c. o.h.v. Wisconsin six but only twenty-seven emerged in two years! Back to Wilmington with bodies made in Springfield and the Model E was made until 1928. Just two Model Fs were built in this time.

The big breakthrough for Du Pont came with the new Model G in late 1928. This had a longer wheelbase

and a 5274c.c. Continental straight eight L-head engine giving 114b.h.p. although Du Pont was to extract 140b.h.p. Twelve body styles were on offer from coachbuilders such as Merrimac, Waterhouse and Derham. Speedsters were made in small numbers with pointed radiator grilles and skimpy wings. In all two hundred and seventy-three Model Gs were made up to 1932.

The G made a big impression on A.J. Miranda, a Mexican who had an agency for Delage, Maybach and Brewster bodies with showrooms in Park Avenue, New York; he soon added Du Pont to his portfolio and began to think in terms of spreading Du Pont's interests into Europe. This included setting sights on the increasingly prestigious Le Mans 24 hour race.

American marques were not by the late Twenties new to the famous French race, indeed modified Model T Ford-Montiers had been in at the start in 1923, an example finishing fourteenth. But in 1925 serious entries from Chrysler's French importers graced the race as they were thence to do several times. Willys-Knight and Overland came in 1926 but more importantly Stutz made a special effort in 1928 and was very unlucky not to beat the all-conquering Bentleys; a second place finish was a well-merited reward.

Thus the idea of sending two Model G Du Ponts gained support and into the plans came Charles Moran, a fourth year student at Columbia from a family which had several Du Ponts and who were friends of the Du Ponts. Moran had already taken part in the 1928 Bol d'Or race in France. Two four-seater (to satisfy regulations) touring cars with blunt rounded off boat-tails were constructed, it be-



GCAM GCAM43078 (kit) GCAM43078M (built) - Du Pont Continental G Le Mans 1929

ing the intention that one should be driven by Miranda and Moran and the second by the Australian Du Pont agent, Major Sidney Cotton and his wife. In the event the second car was not to be ready in time and so only the one car was shipped over to France for the 1929 race. Marchal headlamps were fitted and the car taken to Monthéry for testing in both daylight and night conditions. It was soon found that the Du Pont was several seconds slower than the Stutz and Bentley cars and it was decided that the Model G would not be a serious contender for outright victory but that the team should concentrate on the car giving reliable performance over the twenty-four hours.

Thus did the big white car with body designed by Briggs Weaver (later to work for Briggs Cunningham) line up in echelon between the Speed Six Barnato/Birkin Bentley and the black Stutz to be driven by Brisson and Louis Chiron. Du Pont had been late to realise the need for the cars to carry ballast (120lb for each vacant seat) and whereas other teams spread the load advantageously about the chassis, Du Pont dumped two sand bags in the rear seat compartment!

Moran was quickest away at the start and the car, soon overtaken by Bentley and Stutz, settled down to

running well but by the twentieth lap the ballast had started shifting and broke through the floorboards where it caused damage to the propeller shaft such that the car was forced to retire - a harsh, sad lesson for the newcomers. History recorded Charles Moran was the first American driver to race in the 24 Hour event.

Moran was to race at Le Mans three more times in the postwar years. He drove a Ferrari 212 Export to sixteenth place in 1951, retired a Ferrari a year later and then piloted the big coupé Cunningham C-4RK to tenth in 1953. He later purchased this car in 1955 and it made its last race appearance that year at Watkins Glen where Fred Wacker finished eighth.

What of the Du Pont company? Paul Du Pont purchased the Indian Motorcycle Company in 1930 and moved all production to Springfield Massachusetts site. The Model G, as we have seen, stayed in production to be joined by the Model H which put the Continental engine into a Sterns-Knight frame from the recently defunct company. Alas only three were made.

By 1932 it was all over, big quality cars like the Du Ponts not surviving the Great Depression. Total Production came to just five hundred and thirty-seven cars.

REVIEWS



Tamiya - New & re-issued 1:24 plastic kits

TAM24176 Alfa Romeo 155 V6 Ti ITC 1996 Martini £24.95 £22.46
Accessory set available **STUF24178** metal parts set & **STUCD24019** carbon set.

This is a re-issue of a classic Tamiya kit and offers the choice of building either of the fabulous white Martini Alfa Romeos of Larini or Nannini, both of whom were race winners during the 1996 ITC season. The kit has a fair level of detail with a removable bonnet revealing a simple engine and underneath there's the four-wheel drive power-train. Straight from the box it will build a fine model and there is plenty of scope for adding more should you wish. One thing which will be needed for basic accuracy is Tabu Design's additional decals (STUTAB24068), as there are no Michelin logos on the otherwise excellent decal sheet.



TAM24343 Ferrari FXX-K 2015 £49.95 £44.95
Accessory set available **TAM12668** etched parts & **TAM12669** carbon decals

Ferrari unveiled their new 2015 customer track machine at their Ferrari World Finale in December 2014 on the Abu Dhabi circuit and it is this launch car which Tamiya have based their model on. The bodywork is moulded in multiple sections and beneath this you will be assembling a full chassis with plenty of engine and suspension detail. A two-tone paint finish is needed and masks are provided for the windows during this process, the rest being relatively simple masking with bright silver decals to cover the join. Some mesh is included to cut for grilles but a better option would be to go for the etched set for the kit and with the amount of exposed chassis and the nature of the car, the carbon set is really a must too.





ABC Brianza [BRK43329](#) (kit) [ABC329](#) (built) - Alfa Romeo 6C 2300 Graber 1938



Autocult resincast [ATC04004](#) - Dubonnet Dolphin 1935



Spark resincast [SPKDA016](#) - Ligier JS P2 HPD 1st Daytona 2016



Pocher 1:4 kit [POCHK107](#) - Ducati 1299 Panigale S built by GPM customer Adrian Wickens (display case extra [POCHK201](#))



CCC [CCC208](#) (kit) [CCC208M44](#) (built) - DB Panhard HBR4 Le Mans 1958



Kess resincast [KES43033900](#) - Momo Mirage Coupe 5.7 1971



Neo resincast [NEO45845](#) - Chrysler New Yorker 1949



Faenza 43 hand built [FAE271B](#) - Ferrari 212 Export Coppa Dolomiti 1952 Mancini



Formula Models [FOR035](#) (kit) [FOR035M](#) (built) - Ganassi Dallara 1st Indy 2008 Dixon



TrueScale Miniatures resincast [TSM144320](#) - Chevrolet Corvette Grand Sport Sebring 1964