

- * 2008 Indy 500 Winner
- * 1903 Gobron Brilliet
- * 2017 Corvette Art Car
- * Surtees TS10 F2
- * O.M. Mille Miglia



10-2017

£4.95

SMALL WHEELS



Fahr(T)Raum

OK, we'll admit our inner schoolboys sniggered a little when we heard the name of this new resincast range, but in German it is a conjunction of the words for journey and dream. It is also the name of a motor museum in the Austrian resort town of Mattsee which is owned by the Piech family and features the work of their ancestor Ferdinand Porsche and of the Austrian motor industry.

This fascinating new range offers subjects from the museum in both 1:18 and 1:43 and many are from the early years of motoring. They will come to us from the same team which creates another relatively new range, Autocult, so the quality will be high. There are several examples of the subjects modelled through this issue.



Above we see the oldest subject, the Lohner-Porsche Semper Vivus of 1900, an electric machine powered by Porsche's hub motor design. In 1:43 this subject is available with the roof up ([FAH43007](#)) or down ([FAH43008](#)), while in 1:18 it is roof up only ([FAH18008](#)).

Christmas holidays & Saturday openings

A reminder that we will close for Christmas from Friday 22nd December and re-open at 9am on Tuesday 2nd January. You can, of course, still use our website to browse and place orders during this time and also send email enquiries which we will catch up on as quickly as possible when we return.

As has long been GPM tradition, our showroom will be open for visitors on one Saturday per month in 2018. Starting on January 6th, these will be the first Saturday of each month. Opening hours are 12noon - 5pm and we look forward to seeing you.



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

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

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STOP PRESS

As we were closing for press a significant plastic kit delivery arrived from Japan including numerous Hasegawa re-issues and new releases along with the long awaited 1:24 BMW M6GT3 from Platz ([PLZPN24001](#)), a new name to us but one which has been active in armour and aircraft modelling and has produced this new model in association with Beemax... More good news for modellers of 1:24 modern GT racers, Hiro has added kerbside kits of the Ferrari 488GTE from Le Mans 2017 ([HIR24629](#) & [HIR24630](#)) and will also be making full detail kits in 1:12 of the Lotus 99T ([HIR12634](#), [HIR12635](#) & [HIR12636](#))... **Almost Real** is a name we first encountered at the Nuremberg Toy Fair in February and at last there is a UK distributor for this new diecast range which will include an interesting selection of subjects in both 1:43 and 1:18. Among the 1:43s are a series of Bentley GT3s ([ALR430305](#), [ALR430306](#) & [ALR430307](#)) supplied in a frame with a completed model surrounded by component parts.



ALR430307

Lotus 63



Just as layout was starting for this issue we received a pleasant surprise in the editorial inbox. SMTS has been listing their intention to make the Lotus 63 for several years and here we see some serious progress. The 3D printed pattern is shown above and casting is due to start very soon. Lead time on the decal print means that release is likely to be January/February, but it's not far off. Many of you have been patiently waiting for this one and if you've not already pre-ordered, you can do so on our website. [RL095](#) (kit) & [RL095M](#) (built)

Le Mans 2017

Among our Editor's Choices this issue is the JPS kit of the spectacular Larbre Corvette from this year's race ([JPS411LM](#)) and there's more good news for collectors of 1:43 Le Mans cars. As this issue was being put to bed the first releases from this year's race have arrived from Spark in the form of the two Jackie Chan Oreca ([SPK5823](#)/[SPK5824](#)) which finished first and second in LMP2 and by the time this issue is with you, we should have several more including the GTE Pro class winning Aston Martin.



SPK5836

COVER GALLERY

Over a century separates the two subjects topping our cover this issue. To the left is the fearsome 28-litre 1911 Fiat S76 record car "The Beast of Turin", modelled as a resincast by Autocult ([ATC01005](#)). Alongside is Spark's first release from the 2017 Le Mans 24 Hours ([SPK5824](#)), the LMP2 class-winning Jackie Chan Oreca which finished second overall and came so close to winning the race outright.

Another 2017 subject on row two is Daniel Ricciardo's Red Bull RB13 from the Australian GP, released as a diecast by Minichamps ([MIN410170003](#)). We step back to a similar era as the Fiat for the next model, the 1910 Austro-Daimler Prince Heinrich, coming as a 1:18 resincast ([FAH18001](#)) in the new Fahr(T)Raum range.

Off to Africa next for the 1984 Safari rally and Shekhar Mehta's fifth placed Nissan 240RS, modelled as a plastic kit by Beemax ([AOS10433](#)). The distinctive green machine to its right is Bertone's 1969 BMW 2800 'Spicup', made as a resincast by Avenue 43 ([AVE60002](#)).

On to the bottom row and we have one of a pair of hand built by Carbone ([CAR43106](#)) of the magnificent Rolls Royce Silver Ghost 'Ceremonial Victoria' built for the Maharaja of Mysore in 1911. We finish with another concept, the 1967 Ferrari Dino 206S Prototype by Pininfarina, seen here as a 1:18 hand built by Looksmart ([MRCLS18FC01A](#)).





JPS - New 1:43 painted resin & metal kits

[JPS411](#)
[JPS411LM](#)

Chevrolet Corvette C7R base kit
Chevrolet Corvette C7-R Le Mans 2017 #50

£50.25
£87.95



In terms of livery, the Larbre Competition Corvette was the outstanding entry at Le Mans in 2017, the car decorated by French graffiti artist Ramzi Adek. It's a fabulous looking machine and while JPS kits are usually relatively simple, this is perhaps one for the more experienced modeller. The base kit is in JPS' typically clean style with the main body finished in bright gloss white and the assembly looks straightforward. The decals are supplied by another company, Fanou, and are at a significant cost price of over £20 per sheet, so replacements will not be available. Before applying the main livery sheet, it will be necessary to paint in gloss black the front bumper area and the rear windscreen panel. There are then what appear to be laser printed panels to be applied and these will need to be precisely cut out and in some cases cut to fit into vents such as on the bonnet. The design looks very much like the way the vinyl wrap may have been made for the real car and the images look like photographic reproductions. Once the 'wrap' is on, the sponsor logos and other race decals are far more conventional and equally well printed. Take your time and this will make a very striking model, but it will need great care.



ABC Brianza - New 1:43 resin & metal kit

[BRK43341](#)
[Hand built available ABC341](#)

Talbot Lago T26 GS Figoni & Falaschi 1949

£93.95



This very unusual coupe is believed to be the only post-war Grand Sport chassis to be clothed by Figoni & Falaschi and certainly makes for a striking subject. At the rear we see a nod to their famous pre-war designs but the flat sides and integrated lights at the front were very much a la mode for the late 40s. The shape of the body looks pretty good and the panel engraving is nice and crisp. Along the bottom edges, the car had chrome trim and here the lines are slightly wrong as the trim should step up right at the front to match the peak in the rear wheel spat, so some builders may wish to re-scribe this. Chrome foil is included with the kit to trim this area and there are etched parts for other side trims and window frames and here we would leave the side ones off as they are not visible in real car images. Overall the kit is very simple and should go together relatively easily. A couple of real car shots are included on the instructions and there are many more on Coachbuild.com for reference.



Autocult - New 1:43 resincast models

[ATC99000](#)

'The Road to People's Car' Set 1930s

£327.95



In the 1930s, an intrinsic part of Hitler's 'Kraft durch Freude' (Strength through Joy) project was to have an affordable car for the masses. The winning design was, of course, what we now know as the VW Beetle but there were several other potential designs put forward from Mercedes, NSU, Standard and Tatra, the latter so inspiring Porsche's Volkswagen design that in 1965 VW were obliged to pay Tatra 1 Million Deutsch Marks in compensation! The four losing designs are all presented here in a single display and the gift set is accompanied by a landscape format book which tells the stories of the individual subjects and of the overall project in multiple languages. As usual from Autocult, the models themselves are very well finished and match the photos in the book.

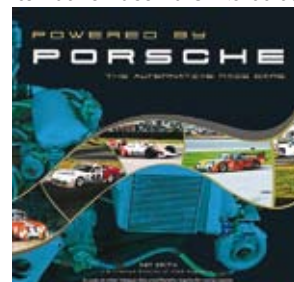


New book

[ISBN9781845849900](#) **Powered by Porsche, Alternative Race Cars** **£100.00**

Weight 2.8kg by Roy Smith

With over eight hundred images, many of them never previously published, this is a comprehensive study of Porsche engines fitted in chassis which did not originate from the Weissach factory. There is a little back-story to start with, featuring the Lohner Mixte, Auto Union and Cisitalia projects with which the young engineer was involved before founding his eponymous company. Things really take off in the early 1950s, when complete Porsche cars were in short supply so enterprising engineers took Porsche engines and built their own specials, often looking like the factory racers but also put the power units in Cooper, Lotus and other chassis. Moving through the 60s, things quieten down a little but then from the 70s to the present day we see a huge variety of machines. Again, there are cars closely related to the works machines, with the likes of Kremer and Joest giving their own take on the 935 and numerous firms later building variants of the 962. We see silhouette IMSA cars, and the more recent Daytona prototypes too. Most of the subject matter is sports cars, but there is a section on single seaters in various formulae, there are drag racers, rally cars, rally-raid machines, aircraft and even power boats. Expensive, but very, very interesting. We've learned of many machines we never knew existed just flicking through for a few minutes.



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



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

ALEAC086 Lancia Mizar Michelotti 1974 £164.65

The brief given to Michelotti for this one-off concept was to produce something new in the field of four door vehicles, using a Lancia Beta as a base. The end result was unveiled at the Turin show and featured four individual gullwing doors for easy access and plenty of passive safety features in the interior. The downside of such a design is that it's not terribly practical in an indoor carpark and with no opening window, toll booths and car park machines are also an issue! During the car's show career the wheels were changed and it is the original design which we see here. The overall shape of the model is pretty good, but it is a little soft at the edges, lacking some of the harder lines on the original. The paint finish is to a high standard and the overall build on our sample is nice and clean.



ALEAC087 NSU Nergal Sessano 1970 £164.65

The small vents on the rear quarters of this pretty coupe, designed by Italian Aldo Sessano, give away its rear-engined layout, the mechanical parts coming from the NSU 1200. To our eye there appears to be some influence from Fiat coupes of the era at the rear, which is no bad thing, and at the front, pop-up headlamps flank the large luggage compartment. The vents are a little uneven on our sample but the rest of the shape looks OK, the other panel engraving is crisp and the white paint finish is very good.



Arena - new 1:43 resin & metal hand built model

ARE865M332 Porsche Carrera RS TdF 1976 #332 £219.95

Alternative version **ARE865M** Giro d'Italia & **ARE865** kit

In terms of body shape, the Porsche of Francis Roussely was a regular 3.0 RS but slightly unusual was the addition of a large bull bar on the front, used on both the Tour de France and Giro d'Italia and this also provides a mounting for several spot-lamps. The exhaust pipes on our sample are a little uneven, but the rest of the detailing is very well done from those lights at the front through delicate wipers and mirrors (the passenger side turned in which is the same on Arena's pre-production images we received some time ago and our sample model, so deliberate!) and plenty of cabin equipment. The paintwork on our sample is excellent, with carefully placed decals and overall it is an attractive model.



JPS - New 1:43 painted resin & metal kit

JPS410 Renault Clio RS Spa 2000 #99 Ixell £58.50

The year 2000 edition of the Spa 24 Hours marked the event's final running as a touring car race but also saw the debut of a race version of the second-generation Renault Clio, a car entered by the Benelux distributor and crewed by French rally men Serge Jordan, Pierre-Yves Corthals and a certain Jean Ragnotti. They ran well in the early stages of the race but an accident dropped them from eighth to fifty-first during the night, a fightback eventually resulting in a fifteenth placed finish. The kit is well cast and nicely proportioned, a clean white paint finish leaving just some detail painting to be done. The decoration is vividly printed and relatively simple, so decoration will be straightforward.



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

MM285 McLaren M12 Mosport 1969 #7/11/98 - kit £71.95

MM285M7 McLaren M12 3rd Mosport 1969 #7 Surtees - built £188.95

MM285M11 McLaren M12 Mosport #11 Motschenbacher - built £188.95

MM285M98 McLaren M12 9th Mosport 1969 #98 Eaton - built £188.95

The M12 was McLaren's, Trojan-built, customer car for the 1969 season and here we see the first three examples as they raced in the season-opener at Mosport. Surtees in his white car was the most successful, finishing third having started in fourth. Motschenbacher lined up behind him on the grid but retired from the race and George Eaton's similarly coloured machine started from the back having failed to set a practice time but climbed to ninth at the end. The kit parts are typically well cast and images of the finished models along with a clear assembly drawing show the small detail differences between them with mirror placement and different rear spoilers, which are supplied as etched parts. There's more etch for the cockpit tub and various small fixings and as usual for Marsh, the built models are immaculately finished and show that the parts go together well. The Surtees car matches race photos very well and from the images we have the Motschenbacher version looks accurate too. The Eaton car has the correct spoilers etc, but here there are a couple of small supplier logos missing on the lower flanks.



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

TWM43015 Gobron-Brillie 1903 84.73mph - kit £77.40

TWM43015M Gobron-Brillie 1903 83.47mph - built £125.95

The early days of speed records saw rapid increases and in 1903 Belgian Arthur Duray became the first man to exceed 80mph with a run at Oostende in July and raised the bar again in November in Dourdain. Both options are offered in the kit, the difference being on the initial run the car had some racing numbers fitted and on the second it was plain. As the first run was the most significant, this is the one which has been concentrated on for the hand built model and it is very well finished. The kit will require the painting of various details and sub-assemblies before final build and the finished model shows that with care it all goes together very well. The body and lower pan are in resin with the chassis, wheels and majority of other parts are in white metal and a small amount of etch is included for some of the finer details including the drive chains. The paint used has a satin finish on the main body and gloss on the chassis, which adds interest and the decals are very finely printed, reflecting the rapidly hand painted numbers on the full-sized car.



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

ESD111 Peugeot 7.6 Litre Brooklands 1913 - kit £86.35

ESD111M Peugeot 7.6 Litre Brooklands 1913 - built £139.45

Peugeot's 1912 Grand Prix machines featured advanced engines with dual overhead camshafts and four inclined valves per cylinder. Having won several races in 1912, a pair of the cars were brought over to Brooklands for races early in 1913 to be raced by Georges Boillot and Jules Goux. Goux remained in England and with added streamlining fitted to his car he then set multiple class records on the banking. This is the car which Esdo say we have here but every photograph we have found shows the cars to be two seaters rather than the narrow single seat machine seen here. A shame as the castings are very crisp in the kit, needing just a few feed tags removing and a good clean to get rid of the release agent, which is common to all Esdo resin. The wire wheels are excellent and the finished model looks very attractive, but may be wrong. We will continue to dig for information on this one.



MEA kit43

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

MEA064 Surtees TS10 F2 Champ 1972 Hailwood - kit £50.55
MEA064M Surtees TS10 F2 Champ 1972 Hailwood - built £117.95

Mike Hailwood took five race wins during the 1972 season to beat Jean-Pierre Jassaud to the European F2 title. The race number chosen by MEA for their model is not one of those, but the Crystal Palace race in which he finished second having started from pole-position. The basic shape of the car looks pretty good and there is a fair level of detail on show with very fine etch used for the suspension, proper damper units with rear springs and plenty of plumbing and wiring including on the exposed engine. This race version was presumably chosen because there are some very clear images of the car in action but here we have a few problems. In this race the top of the engine was not exposed, but had a solid piece of bodywork over it. Also, the rear wing endplates are the wrong shape and in every race photos we've found from the season, the endplates and rear element were blue not bare metal. The wing details are relatively easily rectified by kit builders and it is a shame to cover the engine when so much work has gone into it, but it is frustrating as this is as easy to get right as wrong and our hand built sample is otherwise nicely built, albeit with some rather generous plug wiring.



MEASPL022 Lotus 6 Aero 1953 - built £117.95

This one-off streamlined Lotus 6 special was built by Williams and Pritchard to a drawing by its owners, Ian and Alistair Kenyon and although always road registered, the MG-powered machine was originally intended purely as a race car and was built with no lights. These were fitted at a later date with the headlights hidden behind the grille and small tail-lights sunk into the rear quarters. MEA's model captures the shape of this unique car pretty well but the panel engraving which we can see traces of in the bodywork has been all but lost in the painting. Other details such as the wheel design, the double bubble Perspex windscreen and delicate mirror mounts are well done though, if a little crude. This makes another interesting addition to this series of rare Lotus subjects.



MEASPL023 Lotus 8 1954 Goodwood 2012 #26 - built £117.95

Modelled as it appeared for sale at Goodwood in 2012, the subject here is the second Lotus 8 chassis built and the first of the customer cars. The slightly bulged rear wheel spats are correct, as is the hard tonneau cover on the passenger side making the already streamlined machine more slippery still. The paintwork has a deep gloss on the model but again some of the panel engraving has been obscured. Very fine wire wheels are fitted and tubular exhaust tips poke out through the side.



Automodelli Studio - New 1:43 resin & metal kits

AUTAMS070C Lola T70 Mk3GT 67/68/69 Epstein/de Udy £82.70

At the heart of this kit is a set of excellent castings sourced from Marsh Models with their usual high-quality resin, white metal and photo-etch. Automodelli Studio has then added a few extra etched details for some versions and its own very clearly printed decals. There are ten race versions listed with detail of race number and base colour for each, although for decal placement you may find some additional information useful as this is quite basic. The car modelled started life in the UK painted BRG and was raced by Epstein and Hawkins before the latter bought it and repainted it dark blue, winning several races in the southern hemisphere. Perhaps the most interesting choice is the last though, Mike de Udy painting the car pale green with blue stripes and this is also the one best detailed in the instructions.



AUT43105 Porsche 956 Silverstone 1983 #21 £75.25

Automodelli's subject choices usually have an antipodean connection and here we see an all Australian crew of Alan Jones and Vern Schuppan. The kit parts are relatively simple and quite old fashioned with just a few resin castings, machined wheel rims, etch for brakes and wheel centres and vacuum-formed windscreen and light covers. It's all rather reminiscent of a Starter kit, which is no bad thing. The body in our sample kit has crisp panel engraving but there are a couple of small bubbles that will need filling during paint prep and there's the flash to remove before applying a two-tone finish. The decals have been sourced from DMC and are clearly printed.



AUT43106 Porsche 911 RS 1st ASCC 1977 Kodak £75.25

The Australian Sports Car Championship is not one that we're particularly familiar with but apparently John Latham tied the series with Alan Hamilton, both driving Porsches. Latham's car was an older 911 RS model wearing colourful support from Kodak. The kit is mostly resin with a well-proportioned and cleanly cast body and some smaller parts including a roll cage which will need very careful cleaning up. The real car image included in the instructions shows a slightly different oil cooler opening at the front than on the casting, so you may wish to trim this to match and pop a little mesh in the hole. A two-tone paint finish is needed and there are numerous stripes on the clearly printed decals in both red and yellow to match the colours to and blend the two colours, all of which is clearly illustrated. The wheels are from Tron and have etched centres to go with machined rims and there are various other small etched parts. An unusual subject and a very pretty one too.



AUT43107 Porsche 956 Silverstone 1984 #19 Swatch £75.25

Very similar in approach to the 1983 Silverstone car ([AUT43105](#)), this time we see a short-tail body matched with DMC decals. There are a few bubbles in the resin on our sample including on the delicate edges, so careful preparation will be needed before a simple white finish. The rest of the build will be straightforward and will produce an accurate, if not overly detailed, miniature of the car driven by Walter Brun and Vern Schuppan.



SMTS - New 1:43 metal hand built models

RL006M5 Lotus 33 UK 1965 #5 Clark £134.95

Alternative version [RL006M17](#) Belgium & [RL006](#) kit

This is the second hand built version of SMTS' recently upgraded and re-issued Lotus 33 and is, unsurprisingly, very similar to the first. With the upper bodywork removed there is plenty of engine and chassis detail to enjoy including wiring from the back of the dashboard, spark plug leads and brake lines. The decal placement checks out well with photos from the British GP, which saw Clark win despite a car with failing oil pressure which resulted in him killing the engine and coasting through the corners!



RL019M16 Lotus 25 Belgium 1962 #16 Clark £134.95

Kit available [RL019](#)

The Lotus 25 was a revolutionary design, it's monocoque chassis construction not only offering great rigidity, but also allowing unrivalled access to the mechanical components once the top bodywork was removed. On SMTS' model this means that we get an uncluttered view of plenty of detailing with plumbing and wiring throughout. On our sample the bodywork doesn't fit brilliantly, so open would be the best way to display the model and it would be a shame to hide all the work that has gone in anyway.





Renaissance - 1:43 resin & metal kit & hand built models, 1:24 kit & accessories

REN4362-18 Ferrari 250 GTO LM 1962 Serenissima - kit £71.70

Hand built available [REN4362-18M58](#)

This early GTO was originally delivered to Autosprint magazine publisher Conti and was subject of the first journalist's road-test of the type before quickly passing to Count Volpi and his Serenissima team. Even before Le Mans, the nose was adjusted slightly to recess the side lights and the specific body details for Le Mans are all correct on the clean main casting. The car can be replicated as a simple kerbside model, or for the more adventurous there are additional doors included should you wish to open the body up. Some race photos show the D vents on the nose covered, while others have them open, and etched parts again give an option here.



REN4354M40 Alfa Romeo Giulietta SZ Le Mans 1962 #40 - built £253.40

REN4354M4 Alfa Romeo Giulietta SZ Targa 1962 #4 - built £253.40

Alternative versions [REN4354M39 LM](#), [REN4354M61 Sebring](#), [REN4354M62 Sebring & REN4354 kit](#)

We were impressed with the way that Renaissance had approached the design of the body casting for these subjects (FSW 9/17 Editor's Choice), with multiple raised points to use for accurate drilling of i.d. lights etc, and looking at the flawless finishes of the hand built, there is no clue that these were all there. The surface preparation is excellent and the panel engraving nice and sharp beneath high gloss finishes. The etched Zagato badges on the flanks are on the large side, but the other small etched parts are well proportioned and fit neatly.



RENC2424 Ford Sierra Cosworth Ypres/Cevennes 91 1:24 kit £131.70

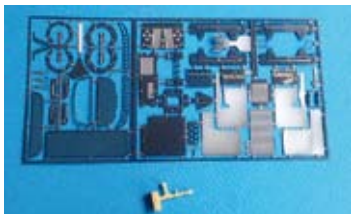
The two options offered in this kit are of the same car which appeared in the hands of different drivers, Patrick Snijers winning the Ypres rally in the ERC and Bernard Beguin taking the Criterium des Cevennes on his way to the French title. There are subtle differences between the two liveries due to the individual drivers' personal sponsors, which are well observed. Whichever driver you choose, a two-tone paint finish will be needed. We've seen the basic resin kit parts a few times before and the general proportions are pretty good, but a bit of work will be needed to remove excess material and get it all to fit. The model is kerbside but there is plenty of chassis and underside detailing and also a well-appointed cabin. The instructions are a bit hit and miss, with some details very well demonstrated, and others left to the imagination. There are a few options such as whether or not to use light pods or brake cooling fans and the latter certainly featured on the Snijers car for some stages of the event.



REN24442 Mitsubishi Lancer Evo4 PE Detail Set 1:24 £16.15

Made to fit Hasegawa kits

Some very careful folding will be needed on a number of the fine etched parts on this thin, stainless steel fret with seat mounting frames, a multiple-piece hand brake and gear shift (the lever actually supplied as a resin piece) and various foot-rests and pedals. There are plenty of exterior parts too with brake facings, grilles, wipers, door handles and mud flaps.



REN24443 Mitsubishi Lancer Evo3/4 Tarmac Set 1:24 £18.75

Made to fit Hasegawa kits

Hasegawa has released numerous variants of the Mitsubishi Lancer over the years, most of which are in either gravel or snow specification. For those looking for something different, this set contains shorter shock absorber units, larger brakes and suitably sized five-spoke wheels with realistic treaded slick tyres.



REN24444 Mitsubishi Lancer Evo4 Spot Lamp Set 1:24 £8.50

Made to fit Hasegawa kits

While you're modifying your Lancer to tarmac spec (REN24443), perhaps it's from a night stage on the Monte? In which case you'll need this cleanly cast four-lamp pod with clear resin lenses.



Bee Bop

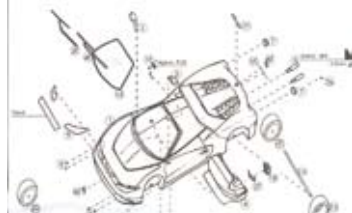
Tron/Bee Bop - New 1:43 resin & metal kit & hand built model

TRO328P Sergio by Pininfarina 2015 - kit £62.25

BEE155R Sergio by Pininfarina 2015 Red - built £188.20

Alternative versions [BEE155A Silver](#), [BEE155B Blue](#) & [BEE155G Yellow](#)

The original Sergio concept was displayed by Pininfarina at Geneva in 2013, the 458-based Barchetta having been produced to commemorate the death of the company's former boss. Two years later a revised design appeared with a little more practicality, such as a full windscreen, side windows and a removable roof panel. The car is modelled with the roof open and on the kit this will mean that a pair of bracing bars, cast in place to protect the shell in transit, will need to be carefully trimmed away during paint preparation. Six cars were produced for selected clients and four of these colour options are shown in the kit instructions, the other two cars being black and white, and whichever you choose will need a two-tone finish. Our metallic red hand built sample is very attractive with crisp masking between the main gloss colour and the satin black sections of the car. The windscreen and side windows, which are supplied as pre-cut flat acetate in the kit, fit flushly and the other small details are carefully placed.



TROTF083 Fuel Fillers - Photoetched 1:43/24/18 £3.90

This handy etched fret will be useful to modellers in three scales. There are single and double fillers offered with fourteen pieces in 1:43, ten in 1:24 and six in 1:18.



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

GCAM43090M98 Tiga GC284 Le Mans 1985 #98 £144.15

GCAM43090M99 Tiga GC284 Le Mans 1985 #99 £144.15

Kits available [GCAM43090A](#) & [GCAM43090B](#)

GCAM has used the same casting for both versions of the Roy Baker Promotions Tiga, but while they were similar they were not identical. The #99 car is correct here but the nose, specifically the headlight area, of #98 is not. Etched rear wing end-plates have been used and the overall finish of the models is not bad, with decent paint finishes and correctly placed sponsorship but there are a couple of niggles with very tall tyres (common with the cars of this era in this range) and sun-strip decals which don't fit in the corners.



Marsh Models Aerotech - New 1:32 resin & metal kit

MMAT32005 Supermarine S5 Schneider Trophy 1927 £179.95

The Supermarine S5 was built to contest the 1927 Schneider Trophy and as part of a strong British contingent in the Venice race, the type took the first two places. Both of these are offered as decal options in the kit along with a solitary entry from 1929 when one of the older Napier-powered machines was sent to back up the newer Rolls Royce-powered S6s, finishing third. The majority of the kit parts are cleanly cast in resin, with just a few feed tags to remove. The main fuselage casting includes some vent detail which is unique to the later version and will need filling on the 1927 ones. Some of the smaller parts are in white metal and there's a fair amount of photo-etch including surface radiators, exhaust trims, numerous fasteners and spokes for the wheels of the landing trolley.





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

STUFD20005 Williams FW08C 1st Monaco 1983 1:20 £262.15

Alternative version **STUFD20006** European & **STUFD20007** Senna test

The quality and dry fit of the parts in this kit is, as usual from Studio 27, very good. There are a few feed tags which will need trimming, but very little flash will need to be cleaned up before painting. A two-tone finish is required but with the main body moulding split in two, this will be really straightforward. The shape of the nose doesn't look quite right, chamfered edges being a bit too abrupt but otherwise the proportions aren't bad. The top of the rear deck is moulded as a separate piece to simplify the variations between the kits and the specific changes in minor sponsorship between Rosberg and Lafitte at Monaco are correctly reflected on the clearly printed decals, although we suspect most will opt for Rosberg's race winner.



STUCD20046 Brabham BT52 BMW Templated Carbon Set 1:20 £20.25

Made to fit Beemax kit **AOS09823**

At first glance this appears to be a relatively simple set of carbon decals, with two sheets of clearly printed and variously textured panels to fit on the chassis tub. Many of these include raised rivet detail and here the instructions tell the builder to trim the moulded in parts from the kit components, which should be easy enough to do with a stout, sharp blade and some delicate sanding after.



STUCD959 Mazda 787B 1st Le Mans 1991 Decal 1:24 £15.75

Made to fit Tamiya kit **TAM24326**

Although intended for use with Tamiya's kit, the design of this sheet is very different to the kit's original. The main change is that there are no coloured panels, so you will need the masking tape on hand for a three-colour finish. The various sponsor logos, driver names, numbers etc are all clearly printed, as are the dotted white lines which separate the various body colours, but you will need the tyre sidewall decals from the original decal sheets.



STUCD1204 Porsche RSR Turbo Le Mans 1974 Decal 1:24 £21.60

Made to fit Fujimi kit **FUJ12648**

This decal is intended to replace that in the Fujimi kit and offers the choice of either of the factory Martini Porsches from Le Mans in 1974. The decals are brightly printed with all the correct sponsor logos and the various blue stripes included, but you will have to mask and paint the red in-fills on the side of the car. Silver door panels are included which will make this slightly less complicated and also offer a colour match for the main body.



Tabu Design - New 1:12 & 1:24 decals

STUTAB12045 McLaren M23 F1 1975 Decals 1:12 £18.75

STUTAB12046 McLaren M23 F1 1976/1977 Decals 1:12 £25.50

Made to fit Tamiya kits

These two brightly printed sheets offer full sponsorship for Tamiya's 1:12 McLarens but there will be two-tone paint finishes needed. The set for the 1975 season is best suited to the Yardley base kit and offers the choice of either Fittipaldi or Mass's cars with no race specified. There are a few more choices with the 1976/7 sheet, both in terms of driver, sponsors and body shape and for some versions you will either need to do some scratch building or mix and match parts between kits to get the right combinations of airboxes and side-pods etc. Driver options on this sheet are for regulars Hunt & Mass along with Giacomelli and Villeneuve.

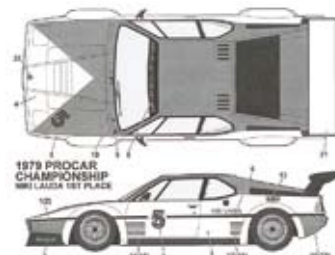


STUTAB12046

STUTAB24064 BMW M1 Procar/LM/Glen 79/80 Decal 1:24 £12.75

Made to fit Revell **REV07247** & Esci kits

Three options are offered with this clearly printed decal, all very similar liveried examples of the M1. The car was built for the Procar series and the first choice is Lauda's 1979 championship winning car, or from 1980 there is a Le Mans entry which featured Stuck, Berger and Lagaud on the driving line-up or the same car from the Watkins Glen 6 hours, where Stuck was joined by Hobbs. Whichever you choose will need a two-tone paint finish, for which there are multi-view images to help with the masking and the orange paint will need to be matched to the decal.



DMC DECALS DMC Decals - New 1:24 decals

DMC24413 Ford Escort MK2 Tour de Corse 1977 Works £10.95

DMC24414 Ford Escort Monte Carlo 1979 Waldegaard £10.95

DMC24415 Ford Escort RAC 1976 Waldegaard £10.95

DMC24417 Ford Escort Portugal/Ireland 1978 £10.95

Made to fit Italeri kit **ITA3655**

DMC usually include at least one image of the subject that they are offering decals for with the sheet but that is not the case on these offerings, at least not in the initial delivery. We can tell you that the base colour for all these precisely drawn and clearly printed versions is white and photos from the events are fairly easy to find online for the smaller detail placements. The Waldegaard cars from the Monte and RAC are single option but there are two driver choices (Nicolas or Brookes) for the 1977 Tour de Corse and two drivers each for Portugal and the Circuit of Ireland, Mikkola on both events joined by Waldegaard and Vatanen respectively.



DMC24413

DMCSP105 Classic and Vintage Fuel in various size £8.95

Whether you're building dioramas or modifying older subjects into unique versions, this selection of early fuel and oil signage will come in handy. Most of the branding is American, with Phillips 66, Mobil, Pure, Esso, Texaco, Standard, Union 76, Conoco and Flying A, but there are also early Shell and Wakefield-Castrol logos too, all in a variety of sizes, so they will be useful in numerous scales.



Matrix - New 1:43 resin cast models

MTX40103-031 Allard P2 Safari Station Wagon 1954 £94.95

Allard built only ten of these P2 station wagons and the car modelled is one of four survivors. They were practically sized machines and the elderly sisters who were the first owners of this one apparently bought it as they could fit sheep or goats in the back! The cream colour is not original but suits the car very well and offers a pleasing contrast with the wooden rear coachwork. The textures here are fairly realistic, the framing being a little better than the darker infill panels. The overall lines look very good and it makes for an interesting subject.



MTX40102-101 Alfa Romeo 2000 Sportiva Bertone 1954 £87.95

Although intended for production and based on standard Alfa Romeo mechanical components, the Sportiva never made it beyond the prototype stage with just two coupes and two spiders built. A shame as it was a pretty machine, the Bertone design being built in aluminium over a space-frame chassis. The car modelled is the one which survives in Alfa's museum and is smartly finished in silver. The wire wheels could be more delicate, but the other detailing is excellent, the fine etched window frames even including catch details on them.





CMC - New 1:18 premium diecast model

- CMCM165** Talbot Lago T150 Coupe SS F&F Red/Silver £529.95
CMCM179 Talbot Lago T150 Coupe SS F&F Aubergine £529.95
 Alternative versions **CMCM145** blue, **CMCM166** black & **CMCM167** Le Mans

In CMC's own description of the beautiful 'teardrop' Talbot Lagos they say themselves that no two were the same so it is rather frustrating that the same basic body casting has been used for all variants. The silver and red car seen here is the closest of all to being accurate, with the correct colour scheme for chassis 90103 as it is now, correct sunroof shape and lighting, although there is a fine chrome trim missed from the rear spine. The Aubergine coloured car is closest to 90106, but again missing the rear trim and also not having the correct sunroof. The colour on this one is very attractive and on all versions there are well appointed interiors with leather and realistic carpeting and in CMC's usual style, plenty of chassis and engine detail to enjoy.



Top Speed - New 1:18 resincast models

- TSMTS0020** Aston Martin DB11 2017 Gunmetal £119.95
 Alternative version **TSMTS0021** Orange, **TSMTS0022** Blue, **TSMTS0123** Yellow & **TSMTS0126** Silver

The DB11 is the first car of what Aston refer to as their 'second century architecture', a new aluminium chassis replacing the trusted DB9 platform and fitted with a mighty twin-turbo V12 engine. The first version of the car which we saw in this range was in the original press car's orange and our only real query was the scaling of the badges. Those V12 logos on the flanks are still a little large, but in silver against a darker gunmetal background don't look so obvious. The windscreen pillars and roof edges on this version have a satin aluminium finish which adds a flash of contrast to an otherwise very discrete finish. There's a little more aluminium on the bonnet vents and the well detailed interior is in a rich tan.



- TSMTS0038** Jaguar F Type R Convertible White £119.95

Jaguar's F Type may look relatively discrete, even in high performance R trim, but the supercharged V8 in this version makes a mighty noise and how better to enjoy that than in a convertible version? The car modelled is in left hand drive and has a deep red interior with seats which look like leather and proper flock carpeting. Crisp panel lines show through an excellent slightly off-white paint finish and there are a few subtle bits of carbon trim on the front and rear splitters, roll-over bars and sill panels, as well as on the centre console inside. Smartly done.



- TSMTS0035** Jaguar F Type Project 7 2013 £119.95
 Alternative versions **TSMTS0033** Green & **TSMTS0168** Black

With the F Type intended as a spiritual successor to the E Type, Jaguar's bare-bones, race inspired Project 7 is intended as a homage to the D Type and this is immediately obvious from the Ecurie Ecosse inspired livery and the head fairing behind the driver. It is the original launch car that we see here and the attention to detail is excellent. Contrasting with the fine metallic paint there is plenty of subtle carbon with most of the exterior trim including on the wheels having a weave of some sort showing. In place of a passenger seat, the interior has a small luggage box with a tray on top to store a crash helmet, held in place by a race-style strap. The strap is moulded on the model, which is a bit of a compromise, but then with the overall standard of finish at this price point, something has to give somewhere and it is a small detail.



Cult Scale Models - New 1:18 resincast models

- CML023-1** Bentley S1 Continental Fastback 1955 £174.95

H J Mulliner's fast-back coupe bodywork first appeared on Bentley's R Type Continental chassis and then in late 1955 a revised design appeared on the improved S Type frame. At the time it was probably the fastest four-seater available and certainly among the most expensive and exclusive cars on the market. It was also one of the most beautiful and became an instant classic. Those flowing lines are modelled very well here with crisp panel lines and sharp edges to the tops of the wings. The lower sill trims are painted rather than plated, which isn't ideal, but the rest of the brightwork has the right level of shine. The paintwork is excellent, and it isn't immediately obvious that it is metallic, but the right lighting brings out a very subtle fleck.



- CML006-1** Rover 3500 SD1 1976 Gold £155.95

The SD1 is considered by many to be the last 'real' Rover, designed by staff who had been with the company before its absorption into British Leyland and produced at the Solihull factory. Cult has not just chosen an early example of the car to model, but one of the original press cars from the launch brochure, which is handy for photos! The shape looks very good indeed and the body moulding has nice sharp panel engraving. The pale gold paintwork is excellent and the smaller details are neatly fitted. The front indicators don't look quite right, a little too much white showing at the edges, but otherwise it's all as it should be.



- CML070-1** Triumph TR7 Convertible 1980 Silver £155.95
CML070-2 Triumph TR7 Convertible 1980 Blue £155.95

Triumph's TR7 was first seen on British roads in 1977 (America got it the year before) and it took another three years before a convertible version was developed. The cars modelled are early examples with consecutive registrations and capture all the body details of the open car, including the bonnet bulge introduced on this version, very well. The wheels look a little small, but the measurements check out and this is down to a slightly generous ride height. Silver and pale metallic blue are both colours which often give issues to model makers but the paintwork on both of our samples is excellent.



Looksmart - New 1:43 resincast models

- MRCLSRC011** Ferrari 1512 2nd Monaco 1965 Bandini £95.95

As was often the case in the mid-Sixties, Ferrari hedged their bets a little at Monaco running different engine configurations for different drivers. In Monaco Surtees got the V8 and Bandini the flat 12 to score his best result of the season. Some of the engine is visible at the rear of the model, although much is enclosed by a short engine cover. There is plenty of transmission and suspension detail on display and a feature which helps this model stand out a little from other cars in the season is the short nose with large air intake. Definitely a case of function over form here, but well modelled nonetheless!



- MRCLSRC013** Ferrari 1512 UK 1965 Surtees £95.95

His home race at Silverstone saw Surtees in the flat 12 Ferrari for the first time, the extra power being useful on the fast circuit. An incredibly tight qualifying shows him as one of three drivers on the same time and having started from the second row he enjoyed a race long battle with Spence's Lotus to eventually finish third. This is a far more attractive model than the Monaco version, with the bodywork having an elegant long nose with small intakes either side. The engine is mostly covered, but the parts we can see are well detailed and neatly finished.





BBR 1:18 hand built [BBP1887FP](#) - Bentley Continental GT V8S Convertible



TrueScale Miniatures resincast [TSM430235](#) - MINI All4 Dakar 2016 Terranova



CCC [CCC212](#) (kit) [CCC212M](#) (built) - Bugatti T19 'Baby' 1919



Autocult resincast [ATC05019](#) - Beutler Spezial Cabriolet 1953



Spark resincast [SPKMC079](#) - Porsche 911RSR 1st Macau 1979



Hasegawa 1:24 plastic kit [HAS20324](#) - Zakspeed 891 Yamaha F1 1989



KB Model resincast [KBMX001](#) - Maki 101 Press 1974



Looksmart resincast [MRCLSLM073](#) - Ferrari 488GTE Le Mans 2017



Matrix resincast [MTX51302-121](#) - Mercedes 600 Buchmann & Buchmann 1980



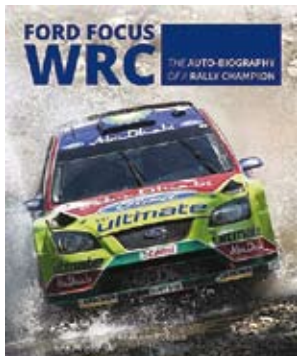
Spark resincast [SPK3675](#) - Courage C36 Le Mans 1997 Andretti



New books

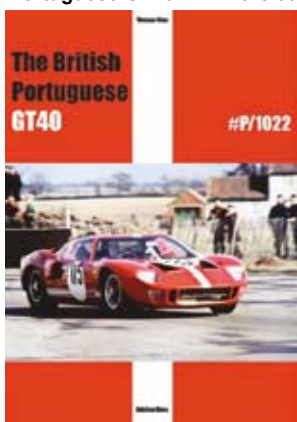
ISB9781787110205 Ford Focus WRC, The Autobiography £35.00
Weight 1.2kg by Graham Robson

The World Rally Car formula was designed to encourage more manufacturers to take part as it removed the requirement for expensive homologation and instead offered greater flexibility to manufacturers as they could incorporate turbo-charged, four-wheel-drive drivetrains into production bodysells. Ford's answer was based on the Focus and the first car made its debut in 1999. Over the subsequent twelve years there were several evolutions of the car and forty-four WRC victories along the way contributing to two manufacturers' championships. This well illustrated volume charts the development and competition histories of these cars, interviews with key personnel and plenty of technical information and results.



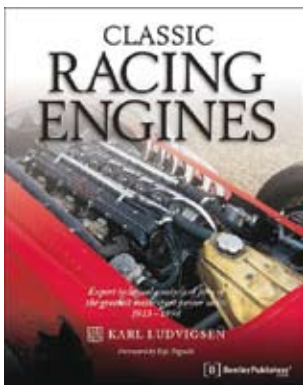
ISB9789729934384 Ford GT40, The British Portuguese GT40 £25.00
Weight 900g By Adelino Dinis

Written and researched in association with the current custodians of the car, the Ferrao family, this tells the slightly convoluted history of GT40 chassis P/1022. This wasn't a particularly famous car on the world stage, but its story is typical of many examples of the type, racing extensively with private owners in national events, initially in England, then Portugal where it was a national champion and then back to the UK for hill climb and road use. A twenty-five-year sabbatical in the USA was broken when 1022 returned to Portugal and was restored and prepared for historic events where she enjoys success today. The racing history is superbly illustrated with period photos and the story is accompanied by reproduction of many of the documents which make up the car's extensive service history.



ISB9780837617343 Classic Racing Engines £59.99
Weight 1kg by Karl Ludvigsen

First published in 2001, this welcome reprint highlights fifty of the most significant engines in the history of motorsport. We start in 1913 with the 3-litre Peugeot and finish with Mercedes' 1994 Indycar unit. There are one or two obvious omissions, BMW's M12 Turbo units for example, but there's no arguing with the choices that are included, from type 35 Bugatti, BRM V16, Mercedes straight-8, Climax FPF, Matra V12, Porsche flat-12 and of course the Cosworth DFV. Each engine has several pages dedicated to it describing specification and usage and there are photographs and technical drawings to illustrate each one. At the end there is a glossary of terms but if you need to look up what a shell bearing is or how the four-stroke cycle works, you probably wouldn't be reading this in the first place!



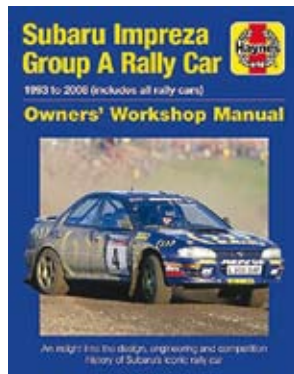
ISB978366711112 Our Le Mans, The Movie, The Friendship, £25.00
Weight 1.7kg by Siegfried Rauch

Much has been written over the years about Steve McQueen's cult movie Le Mans. Here we see a very different perspective as German actor Siegfried Rauch, who plays McQueen's main rival Erich Stahl in the film. On screen the characters were friends and two actors became so too. With a huge number of photographs, many previously unpublished, 'Ziggi' Rauch tells his story of the film and of the relationship between the two men off screen in the years following in a series of warm and often amusing anecdotes.



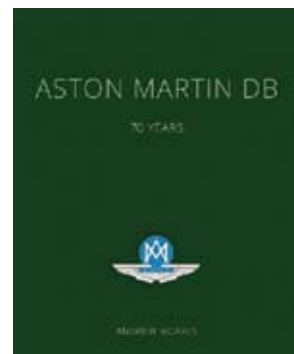
ISB9781785211102 Subaru Impreza Group A, Workshop Manual £22.99
Weight 1kg by Andrew van de Burgt

Haynes's series of reference resources for enthusiasts usually concentrate on the completely unattainable and this is an unusual subject in that if you actually wanted to do home maintenance on a normal Impreza, they offer a traditional manual for it. This of course concentrates on the rather more developed Group A versions which competed on the WRC for fifteen years between 1993 and 2008, carrying Colin McRae, Richard Burns and Petter Solberg to titles along the way. The history and development of the cars is covered in detail and there are a huge number of photographs showing the cars in action and in service, the latter being of particular use to modellers.



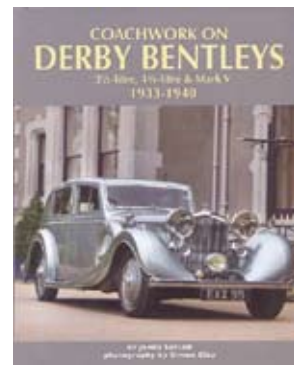
ISB9781781317136 Aston Martin DB 70 Years £45.00
Weight 2.3kg by Andrew Noakes

Aston Martin has had several saviours over its difficult history and in 1947, industrialist David Brown took the helm and presided over what many consider to be the golden era of the company. Produced by the Aston Martin Heritage Trust, this lavish slip-cased volume's focus is on the cars produced in the twenty-five years of Brown's tenure but there is also some pre-history and the legacy as the DB numbering continues into modern production. The text is well written and illustrated with carefully selected photographs. Many of these are high quality modern shots of restored cars but we also have period race and publicity images reproduced along with original posters and artwork.



ISB9781906133757 Coachworks on Derby Bentleys £40.00
Weight 1.4kg by James Taylor

With Rolls Royce's takeover of Bentley in the early 1930s, production was moved to their Derby factory and began with a new, smaller machine, the 3½-litre. These cars were supplied in traditional form as bare chassis and this clearly well researched volume details production from over fifty different coach-builders. The majority of these are British but there is a separate section for overseas designs too which features a few very familiar names. Every individual chassis number appears to be listed with completion dates for all and, while many cars are long lost and without any photographs available, there is a fine selection of images included showing a wide variety of designs.



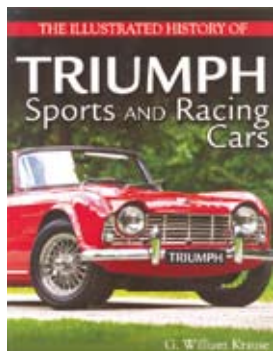
ACO2017 ACO Le Mans Annual 2017 £49.95
Weight 2.2kg By Jean-Marc Teissedre & Thibaut Villemant

The Le Mans annual is one of our perennial library essentials and the format is a pretty familiar one by now. The scene-setting features this year give brief summaries of the related championships such as the WEC, European and Asian Le Mans Series in which the main protagonists spend the rest of the year competing. We are then introduced to the teams and taken through the test weekend and qualifying sessions before concentrating on the race itself. And what a race 2017 saw! With the LMP1 cars plagued with unreliability, a shock LMP2 victory looked to be on the cards, only for Porsche to snatch the lead back with just over an hour remaining having fought back from 55th position. In LMP2 the second placed Vaillant entry was disqualified after the race, giving Jackie Chan's team a class 1-2 and overall double podium. The GTE Pro category was decided on the last lap which was like something from a sprint race and Ferrari dominated GTE Am. The race reports keep us informed of the ebb and flow of the action and there are a wealth of superb images capturing the action and atmosphere. Detailed results include hour-by-hour positions, overall class positions and full race records for the top three (top two in LMP1) finishers in each category.



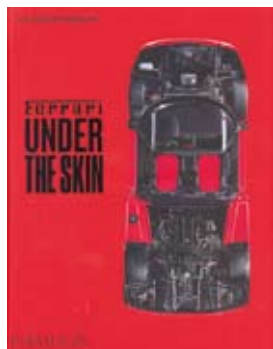
ISB9781613253397 Triumph Sports and Racing Cars £22.50

Weight 700g by G William Krause
The racing aspect of this soft bound publication is very brief, with a nod to the works TRs at Le Mans and the unique Macau Spitfire and the rest of the competition chapter dedicated to American racing, reflecting perhaps that the author is American. It is the two-seat road cars which are the main focus with some fine images of the various TRs, the Spitfire and GT6. The author is an enthusiast for British cars in general and Jaguars seem to pop up rather often too, whether it be demonstrating the close working relationship between the Standard and Swallow companies (which became Triumph and Jaguar respectively) before the war or to show off that a GT6 and E Type coupe look vaguely similar and both have straight-six engines.



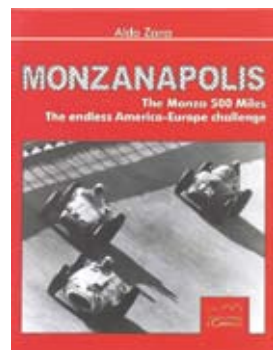
ISB9780714875187 Ferrari, Under The Skin £39.95

Weight 1.7kg by Andrew Nahum & Martin Derrick
Produced by the Design Museum to celebrate Ferrari's 70th anniversary, this is an interesting collection of photographs which takes a slightly different look at the marque. We start with a brief history of the man and his career before the foundation of the company. We see how production has changed over the decades to the clinical operating theatre which is the factory today. Given that this is a Design Museum publication form, of course, gets its own chapter celebrating some of the significant designs and a different style is featured in a chapter on celebrity clients. Then of course there is racing, lots of tracing, and finally we move on to look at Ferrari today with the latest models and new museums.



ISB9788896796528 Monzanapolis, The Monza 500 Miles £49.99

Weight 2kg by Aldo Zana
The 'Monzanapolis' 500 Mile races of 1957 and 1958 were billed as the "The Race of Two Worlds" and saw many Indycars brought over to race against European machinery. These weren't the first trans-Atlantic clashes though, as many European teams and drivers had travelled the other way during the previous half century. This fascinating volume starts with the Vanderbilt Cup race of 1905 and takes us through subsequent runnings of that event along with several early Indy 500s when Peugeot did so well, Maserati's successes at the Brickyard either side of the war and also a few surprise results in Europe when the Americans visited France and Italy in the 1920s. It all culminates with an in-depth look at those famous Monza races and the story is superbly illustrated with carefully selected images throughout.



Postage rates on books

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TSM MODEL
SCALE MINIATURES

TrueScale Miniatures - New 1:43 resin cast models

TSM164350 McLaren P1 2014 Sticker City £89.95

Custom paint used to be popular but these days vinyl wraps seem to be taking over, a huge range of finishes are available and once you get bored, they're relatively simple to have changed. In 2014, one Californian owner decided that his McLaren P1 wasn't rare and distinctive enough, so had it delivered to Sticker City in Van Nuys. The result is this dramatic finish which sees most of the car covered in chrome, with satin silver graphics and more than a splash of orange. The carbon door and roof insert panels remain untouched adding more texture and contrast and the end result really stands out. On the model the rear wing is painted and the orange used here is slightly darker than that on the decals beneath. The all over decal finish is excellent though, with no hints of bubbles or creasing.



TSM430196 McLaren 650S GT3 Spa 2016 #60 £89.95

This was the most colourful, although not the fastest, of three Garage 59 team entries at Spa in 2016 and there was a fair level of experience on the driving roster with Bruno Senna, Duncan Tappy and Pipo Derani taking turns behind the wheel. The green details on the decoration look brighter in race photos than on the model, but this could be lighting and everything is clearly printed and well-placed and as we'd expect on a machine of this type there is plenty of fine carbon decal on the smaller details.



TSM430246 McLaren 720S 2017 Azores £89.95

With the replacement for the 650S, McLaren has made a significant styling change at the front end, moving away from designs around the headlights which reflect the company's badge and going for a far simpler, more aggressive approach, aerodynamics trumping aesthetics to a degree. Another interesting feature is a narrow valley which runs all around waist of the car and gradually deepens to incorporate engine air intakes. We can also see a few nods to the F1 road car of the 90s, with triangular vent panels on the sides and a very familiar roof line. The body details are very crisply sculpted on the model and that roof is largely covered in dark smoked panels flanked with very subtle carbon framing. The roof panels aren't a brilliant fit on our sample, which is a shame as everything else is well done. What really grabs the eye more than anything is the colour, a candy red/orange shade which McLaren call Azores and which really pops under bright light.



TSM430234 MINI Countryman All4 Dakar 2016 #304 Roma £89.95

TSM430235 MINI Countryman All4 Dakar 2016 #310 Terranova £89.95

TSM430236 MINI Countryman All4 Dakar 2016 #313 Garafulic £89.95

TSM430237 MINI Countryman All4 4th Dakar '16 #315 Hirvonen £89.95

TSM430238 MINI Countryman All4 10th Dakar 2016 #323 Hunt £89.95

Alternative version **TSM430233** #300 Al Attiyah & **TSM430239** #235 Malays

MINIs were plentiful on the entry list for the Dakar in 2016 and several of the drivers were in with a realistic shout of overall victory. 2014 winner Nani Roma was aboard #304, Argentinean driver Orlando Terranova in #310 and ex-WRC man Mikko Hirvonen in #315. These cars were all run by the same team and all wearing very similar liveries with changes to the chequered flag motif and bonnet stripes differentiating them, all of which are neatly reproduced on the decals. Chilean Boris Garafulic was a private entry and his #313 example of the car is rather more colourful but Englishman Harry Hunt's example with a stylised Union Jack colour scheme is probably the most eye-catching of the models in this group. The model beneath those decorations is basically the same in all cases, the shape of the car looking good and while large guards front and rear hide most possible chassis detail, there are shock absorbers visible in the wheel arches and very fine mud-flaps and towing loops are fitted front and rear.



TSM430237



TSM430238

Carbone

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

CAR43106 Rolls-Royce Silver Ghost Ceremonial Roof Down £299.95

CAR43107 Rolls-Royce Silver Ghost Ceremonial Roof Up £299.95

These two typically well finished miniatures from Carbone depict the same car with roof down and raised. The distinctive machine was built for the Maharaja of Mysore, who at the time claimed to be the second richest person in the world and one who was renowned for ordering his cars in multiples of seven! The fine detailing is very well done with extremely delicate wire wheels, realistic looking seating and plenty of plated parts including a snake's neck horn. Photographs of the restored car in recent years showed it with a very colourful umbrella on the rear, which was to shade the servants as they rode on a platform right on the tail. This was intended by Carbone to be included with the roof up version, but was so delicate that it sadly had to be abandoned, although there is a mounting there.



CAR43107



SilverLine kit [TMS108](#) - Brabham BT50 Silverstone test 1981
built by GPM customer Michael Kelly



Matrix resincast [MTX40406-031](#) - Duesenberg SJ 533-2582 Town Car LWB
Bohman & Schwartz 1935



Spark resincast [SPK5613](#) - Peugeot 3008DKR Dakar 2017 Sainz



Renaissance [REN4354](#) (kit) [REN4354M39](#) (built) - Alfa Romeo Giulia SZ
Le Mans 1962



Cult Model 1:18 resincast [CML070-1](#) - Triumph TR7 Convertible 1981



Fahr(T)raum 1:18 resincast [FAH18004](#) - Austro-Daimler 22/35 Maja 1908



ABC Brianza [BRK43341](#) (kit) [ABC341](#) (built) - Talbot Lago T26GS Coupe
Figni Falaschi 1949



Norev 1:18 diecast [NOR182770](#) - Ford Sierra RS Cosworth 1986



BBR 1:12 hand built [BBR1209D](#) - Ferrari LaFerrari Aperta 2016



Spark resincast [SPK4263](#) - Eagle Mk7 Indy 500 1069 Hulme



Looksmart hand built [MRCLS480SA](#) - Ferrari Portofino 2017



Beemax 1:24 plastic kit [AOS09825](#) - Volvo 240T 1st Macau 1986



Esval resincast [ESVEU43035B](#) - Trident Venturer 1967



Spark resincast [SPK2431](#) - Aston Martin DB6 Volante



Tamiya 1:12 plastic kit [TAM14132](#) - Ducati 1199 Panigale S Tricolore



Looksmart resincast [MRCLSLM072](#) - Ferrari 488GTE Le Mans 2017



Spark resincast [SPK2245](#) - Venturi TransCup 1990



Esval resincast [ESVEU43008A](#) - Invicta Black Prince by Charlesworth 1946



Ebbro resincast [EBB45379](#) - Toyota GT86 SuperGT 300 Champion 2016



Avenue 43 resincast [AVE60003](#) - VW 1500 Cabriolet 1961

Building Formula Models' 2008 Indy Winner by Wayne E. Moyer

2008 marked the beginning of a new era of Indy Car racing. All competitors had to use one of two specified chassis and a Honda engine. Obviously the Dallara chassis was the better choice, as the few teams attempting to qualify with the Panoz chassis didn't make it. All 33 starters used the same chassis and the same engine. Obviously racing would be closer and we would no longer see the winner finishing a lap or more ahead of the field but there would also be no innovation, long a hallmark of the Indy 500. Cars like Belond "laydown", STP turbines, or the rear-engine Lotus will not be seen under the present rules, nor will the scream of a Novi V-8 be heard again.

New Zealander Scott Dixon took the pole position in his Chip Ganassi Racing Target-sponsored Dallara-Honda and led the first two laps before being passed by teammate Dan Wheldon. The Ganassi teammates swapped the lead until Lap 94 when Tony Kanaan took the lead. Dixon took it back on lap 105. Marco Andretti took the lead, followed closely by Dixon, and held it until Meira passed them both on a restart at lap 159. After yet another long yellow, Dixon led the restart on lap 176 and proved to be un-catchable, taking the checkered flag with a lead of almost 2 seconds.

While models of almost all the pre-1990 Indy winners are available, there aren't many later ones, probably because of licensing costs. So when I saw Formula Models kit (FOR035) of Dixon's 2008 winner in FSW, I emailed my order immediately and soon found the FBB in my mailbox. Upon opening it, I found pretty much what I'd expected; one very clean resin body casting, 42 equally good white-metal parts, 64 photo-etched pieces (not all of which would be used), and enough other bits to bring the parts count to 113. There are also 3 decal sheets and two in-

struction sheets with a large exploded view and 4 photos of the finished model on one and drawings of the photo-etched trees with part numbers and some written instructions on the other. An improvement on previous Formula instructions, but as we'll see, there's still something to be desired.



Just a few small mould lines to clean up

The body needed very little preparation and the white-metal castings had just small mould lines on the edges. There are a lot of "drill here" dimples on both the body and white-metal engine/transaxle parts. The multi-piece wheels are easy to assemble and very realistic.



Several holes to be drilled with dimples marking the centre points



Multi-piece wheels easy to assemble

After the usual soak and wash in warm water with detergent, the parts



Scott Dixon's 2008 Indy 500 winning Dallara, built from Formula Models kit FOR035 - the end result is a well detailed and accurate model.

were taped to a piece of cardboard for primer and colour coats; most of them will be either matt or satin black. The instructions sheet calls for the brake discs to be painted "steel" but I used Chrome Silver instead. Photo-etched calipers are provided.



Smaller parts taped to cardboard for primer and paint



Chrome silver used for brake discs

European modelers will have to find the shade of red recommended in the instruction sheet but American builders can get the exact shade of Target Red (MCW 2026) from MCW Automotive Finishes. Formula provides black decals for the inside of the wing endplates, but I reasoned that the decal film might produce problems when gluing them to the wings so I sprayed the inside of the endplates Tamiya Satin Black. After the decals were applied (plan on multiple sessions) the body went back on the spray stand for several coats of clear gloss lacquer. Formula's decal sheet includes satin black decals for the lower body panels; I used them for the front parts of the body. Decals 3, 5, 12, and 13 aren't shown in the instructions but are apparently intended to go on the bottom of the body; I found it easier to paint the bottom, the large lower rear "tray", and parts of the rear body with Satin Black instead of trying to fit the several pieces of decal.



Body painted and decalated and then given several coats of gloss lacquer

Fitting the rear suspension was something of a problem. Formula does give the sequence as part of the written instructions (none is given for the front) and there are a few arrows that indicate the general location of some parts but exactly what goes where is best determined by what "pins" match which holes in the body; the photos are too dark to be much help. After getting everything in place I had a fair amount of touch-up painting to do.



Some paint touching-up to do after assembling suspension

Fitting everything is further complicated by the fact that the outside "pins" must match up to holes drilled in the hub/disc casting. Having gotten through the rear suspension, I found the front to be a bit more simple, though it was still a "match pin to hole" process. I'd anticipated a fair amount of tweaking to get all four wheels to touch the ground but was very happy to find that none was necessary. Wing endplates went on well and there are several very small etched and cast parts to fit; either some of these etched parts are simply not shown on the instruction sheet or are intended for future models. After looking at photos of the real car I decided that the upper surface of the etched "Gurney flaps" for the front wings should be white, not black.

Although Formula's instructions - and especially the exploded view - could be more explicit, once you've figured out what goes where, the parts fit very well and the end result is a well detailed and accurate model. The side view matches the post-race winner photo very precisely and the decals are accurate and complete; they were also easy to apply and completely opaque. While I wouldn't recommend this one to a novice builder, its excellent castings and good fit of parts make it a fine choice for the experienced builder and it fills a big hole in the Indy 500 story.



Formula Models kit FOR035 parts count totals 133 resin, white metal and etched components

MINICHAMPS®

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

[MIN117820005](#) Williams FW08 F1 1982 Daly 1:18 - resin £179.95

[MIN117820006](#) Williams FW08 Champ 1982 Rosberg 1:18 - resin £179.95

With the exception of race numbers, crash helmet decoration and a couple of other small driver specific decals, these two models of the FW08 are identical. No race version is specified for Derek Daly's car but Rosberg's is described by Minichamps as the Swiss GP winner and looking at race photos, both are a good match for this event, although we have to be careful as the cars ran with no front wings in practice. The paintwork is excellent with a precisely masked two-tone finish separated by extremely fine gold pinstripes. On the Rosberg version there are a couple of personal sponsors missing on the helmet and overalls but the decoration is otherwise correct and accurately placed.



[MIN530761831](#) McLaren M23 RSA 1976 Hunt 1:18 £169.95

Alternative version [MIN530761832](#) Mass

McLaren started 1976 with their cars wearing a tall airbox similar to that used the previous year and in the second race of the season Hunt redeemed himself for his Brazilian crash with second place. The body shape on Minichamps' model looks pretty good and the airbox and cockpit surround can be removed to reveal a decent level of detail, particularly on the engine. The orange sections of the livery have a satin finish and the chevron designs of the sponsor have been deliberately rounded as we often see so, for accuracy, additional decals will have to be sourced.



[MIN110160644](#) Mercedes W07 1st Brazil 2016 1:18 £149.95

A very wet Brazilian Grand Prix saw Hamilton win in treacherous conditions to take the title fight to the final round. The winning car is modelled on realistic wet-weather tyres and the small sponsors are also race correct. The general finish is very good and the smaller wing parts are extremely fine, particularly on the front wing. Only 300 examples have been made, so this is one that won't be around for long.



[MIN412154406](#) Mercedes W06 World Champ 2015 2 Car Set £129.95

We've already seen several versions of Mercedes dominant 2015 F1 machines and here we see a pair of well finished diecast models to depict both cars from the team's 1-2 championship finish. The display includes race stats with the number of wins for each driver, their final points tally and their championship positions, along with an image of the whole crew celebrating. It's all presented in a large case and makes for an impressive display piece.



[MIN410170003](#) Red Bull RB13 Australia 2017 Ricciardo £69.95

Alternative versions [MIN410170203](#) China, [MIN410170303](#) Bahrain & [MIN417170803](#) Azerbaijan

[MIN410170033](#) Red Bull RB13 Australia 2017 Verstappen £69.95

Alternative versions [MIN417171533](#) Malaysia, [MIN417171733](#) USA & [MIN417171833](#) Mexico

Red Bull didn't have the best start to the 2017 season, Ricciardo having a rare accident in practice and then retiring on the way to the grid, while Max Verstappen started and finished fifth. Ricciardo's broken car gave us a great rear three quarter view of the subject and with this and the more conventional front and side shots we usually have from the races the model looks very good. The dorsal fin is in satin black contrasting with the blue of the rest of the car, the rear wing structure is very delicately made with vent detail in relief on the inside edges to match the indents on the outsides and the inner surfaces and elements of both the front and rear wings have very subtle carbon finishes.



[MIN417170019](#) Williams FW40 2017 Massa - resin £94.95

Alternative version [MIN417170041](#) Paffett, [MIN417170018](#) Stroll &

[MIN417170818](#) Stroll Azerbaijan

No race is specified for Massa's 2017 Williams but the inclusion of the 'MAS' driver identifier on the rear wing endplate puts us after the Spanish GP as this is where they were introduced. The main elements of the front wing are moulded as one but there are turning vanes above and from the trailing edge of the front wing we also see some extremely delicate pieces. There are tiny separators on the back of the floor too, these made visible thanks to varying shades of carbon being used on the aerodynamic components and on the suspension parts.



[MIN410161006](#) Mercedes W07 Trophy 2016 Rosberg £79.95

Alternative version [MIN417160206](#) China, [MIN417160306](#) Monaco,

[MIN41716506](#) Japan & [MIN417160906](#) Abu Dhabi

Minichamps are creating many race versions of Rosberg's 2016 championship winning car but here we see his last ride in the car as part of the end of season celebrations at the main Mercedes factory in Sindelfingen. At the end of a demonstration run on the factory test track the championship trophy was placed on top of the car as he slowly cruised in and this is how we see it modelled. Wet tyres were fitted for the low speed running and all of these special details are well replicated and the model is finished to the usual high standard. A fun and slightly different addition to an F1 Champions collection.



[MIN436920005](#) Williams FW14B Champ 1992 Mansell £69.95

Despite three retirements in the last four races, Nigel Mansell comfortably won the 1992 F1 title with nine wins from sixteen starts. Those victories are detailed on the display case with this well-proportioned model along with a brief specification of the car. The three main body colours appear to be paint rather than decal and the masking between them is neatly done. The sponsorship as applied looks to be well placed and can be completed with some easily found decals.



[MIN437736559](#) Porsche 917/10 Ohio 1973 Haywood - resin £79.95

For the Mid-Ohio Can-Am races in 1973 Hurley Haywood's Brumos Porsche carried extra logos promoting the US Navy. It also went pretty well, finishing third behind Follmer's similar machine and the dominant 917/30 of Donohue. The shape and specific decoration on Minichamps' model looks very good; the finish is to a high standard and there is plenty of fine detailing under the rear and even drilled brakes disks visible in the wheels.



[MIN437736103](#) Porsche 917/20 Interserie 1973 Weisberg - resin £79.95

[MIN437756100](#) Porsche 917/20 Interserie 1975 Vaillant - resin £79.95

Officially only one 917/20 was built, the famous 'Pink Pig' Le Mans car, but the number is also used to describe 917/30 #001 which was an interim car looking much like a 917/10 but using mechanical parts from the 917/30. The car had a busy competition life, first with Vic Elford, then Helmut Kelleners and finally Herbert Muller. Here we see the car in the orange and blue of Felder Racing/Weisberg Tools as Kelleners drove to fifth at Hockenheim in 1973 and then for its last hurrah at the same circuit, where Muller won the opening Interserie race of the 1975 season, this time wearing the striking colours of Vaillant. Both liveries are well replicated and the models beautifully finished, the Kelleners car having various strips of decal to replicate race tape holding panels closed and the Muller version showing some particularly vivid colours. Numbers are very limited on both, with just 250 and 300 examples respectively.





Carbone hand built [CAR43112](#) - Mercedes 680S Rennsport Sindelfingen 1927



BBR 1:18 hand built [BBP18139A](#) - Ferrari F40LM Press 1989



Spark resincast [SPKSG314](#) - Mercedes AMG GT3 Nurburgring 24 Hours 2017



Looksmart resincast [MRCLSLM069](#) - Ferrari 488GTE Le Mans 2017



Ixo diecast [IXOLM1956](#) - Jaguar D Type 1st Le Mans 1956



Spark resincast [SPK5663](#) - KTM X-Bow GT



Matrix resincast [MTX41904-011](#) - Talbot Laqo T26 Grand Sport by Franav 1947



TrueScale Miniatures resincast [TSM430234](#) - MINI All4 Dakar 2016 Roma



Cult Model 1:18 resincast [CML028-1](#) - Aston Martin DB5 Shooting Brake



Ebbro resincast [EBB45411](#) - Toyota Prius SuperGT 300 2016

NEO46126 Humber Sceptre 1963 Red/White £68.95

Launched in 1963, the Humber Sceptre was marketed as a luxury sports saloon and with 80 bhp on tap and a decent level of equipment it was competitive in its market sector for the time. The styling included wrap-around front and rear windscreens and small fins on the tail and all these details are neatly modelled. Two-tone paint schemes were a popular option and here we see the car in a very fetching red and cream. The masking of the two colours is very neatly done, with the lighter colour correctly filling the scallops within the rear fins and the small detail parts are neatly fitted.



NEO46340 Maybach SW35 Streamliner 1935 £75.95

This advanced streamline coupe design was drawn by renowned aerodynamicist Paul Jaray and it is believed that three examples were executed by Spohn, each in a different colour scheme. The pale yellow and black chosen by Neo for their model matches period colour drawings and the overall shape of the model matches photographs from the time. The fit of the windows is very neat but again we see a dull printed decal used for framing rather than etch, which is disappointing. The remaining brightwork for the bumpers, grille etc. is better with fine plated parts used and overall it is still a good-looking model of an interesting subject.



NEO46131 Morgan Plus 4 Plus 1964 Red £68.95

We think of Morgans as very traditional, bare bones roadsters for the diehard but in the mid-Sixties the company made an attempt at something a little more luxurious. The Plus 4 chassis with its Triumph-based mechanical parts was clothed in a slippery fibreglass coupe body. Sadly, this streamlined coupe wasn't a success and only twenty-six examples were built during a three-year production run. From the front and the rear it's a good-looking machine but the very short glasshouse gives a slightly odd profile view. As so often with this range, the wire wheels aren't the best but the rest of the detailing on our sample was neatly placed and the bright red paintwork is excellent.



NEO46775 Buick Series 66 Sport Coupe 1933 £91.95

The Sport Coupe was one of several body styles offered on Buick's full-size chassis in 1933 and like its roadster sibling included a rumble seat at the rear. Neo has opted to model this open which adds life to an already attractive subject. The main two-tone paint finish is neatly applied, as is the brown coach-line which runs along the belt-line of the body. There's plenty of neatly fitted brightwork including very fine trim on the spare wheel covers and running-boards, but the side window frames are printed on the clear material in a dull silver in place of nice, fine photo etch. This is creeping in to too many Neo models of late and should also really be chrome on this subject.



NEO47105 Packard 902 Standard Eight 1932 Red/Black £103.95

Alternative version **NEO47107 Roadster**
Neo released their model of the Packard Roadster Coupe a few months back and it is now joined by an equally elegant fixed head version of the car. The rich two-tone burgundy and black colour scheme suits the lines of the car very well and the fine wire wheels with brighter red paint, white-wall tyres and chrome rim edges brighten and add contrast. There's plenty of chrome on bumpers, the radiator, numerous front lights and the rear luggage rack and a few fine etched details finish things off.



NEO49544 Jaguar MkV 1950 Blue/Silver £68.95

Jaguar's MKV saloon was somewhat overshadowed on its launch by the XK120 which arrived at the same time, but it was a strong seller with over ten thousand units built in just over two years. The colours used by Neo appear to be from a restored car, a vivid metallic blue over most panels contrasting with a far subtler champagne coloured side panels which are a close match to the interior trim. The front axle on our sample is a little wide pushing the tyres right to the outer edges of the wheel arches, but otherwise everything is well fitted and the general finish is to a high standard.



NEO47020 Mercedes C111-IID 1976 £68.95

Mercedes built several experimental cars under the C111 name to investigate various engine technologies. This version was fitted with a turbo-charged 3-litre diesel motor derived from the production 240D unit and was used to set several class speed records at Nardo. The shape of the car looks good and the bright orange metallic paint really pops. The very plain, flat rear deck looks odd but matches photos of the restored car but there is one detail that we cannot find photos of. Every image we have of the car either in the museum or doing those speed runs shows it fitted with five-spoke alloy wheels and not smooth covers as seen here, although having the wheels covered would have been logical.



Autocult - New 1:43 resin cast models

ATC04013 Fiat 1500 Berlinetta Kompressor 1943 £92.95

The origins of this car are a mystery and this is something that the model maker acknowledges. The real thing has been offered for sale as being a 1943 Fiat special built for Baroness Maria Antonietta Avanzo, a pioneering racer in Italy in the inter-war years. Slight problems with this story are that she retired from racing in 1940 and that the chassis and engine appear to be from an early post-war machine. Several other details such as the supercharger are from the 1950s. It is a very elegant machine though and if it is a pastiche, we can see styling cues from various Lancia, Fiat, BMW and other racers from either side of WW2. The model is authentic to photos of the car as it exists today, with a realistic satin paint finish over the crisply moulded body and plenty of fine etched detailing for the grille, window frames atc, the side windows including open slider vents.



ATC05018 Playboy A48 1948 £92.95

The Playboy Motorcar Corporation was founded in Buffalo, NY in 1947 to produce high quality, sub-compact cars. A former Chevrolet assembly plant was obtained and 97 cars had been built before the company ran into funding issues and folded. The convertible version seen here had a folding steel hardtop and it is in the lowered position with the front section forming a tonneau cover. The car modelled is a restored example and probably the best of the fifty or so surviving cars. The metallic blue paintwork is excellent, the detailing carefully placed and the model matches images of the real thing superbly.



ATC02012 Veritas RSII 1964 £92.95

The unique body on this Veritas chassis is not the original, that was a rather less sleek Spohn design from a decade earlier. This design is credited to Meisterschule Kaiserslautern and was apparently built for an American customer. There are obvious styling cues picked up from other makers, such as Jaguar and Alfa Romeo and the overall look is very pleasing. The model is based on the restored car and, as usual with Autocult, it is well finished with a fine grain to the silver paint, neatly fitted smaller parts and compares favourably with photos of the real thing.





Spark - New 1:43 resin cast models

SPK4261 Eagle Mk7 Olsonite 2nd Indy 1969 Gurney £53.95

Alternative version **SPK4262 Leonard & SPK4263 Hulme**

Dan Gurney's Eagle was one of only three starters in the 1969 Indy 500 to not have a turbocharged engine and his stock-block Ford V8 powered the wedge-shaped machine to second overall. The top of that engine is visible through the bodywork and the filters on top of the intakes aren't the best we've seen from Spark. The off-set suspension is finely made though and the driver figure is also well done. The overall shape of the car looks good and the paintwork and decals are to the usual high standard.



SPK4391 Lancia Aurelia B20 6th Le Mans 1952 #39 £53.95

SPK4392 Lancia Aurelia B20 8th Le Mans 1952 #40 £51.95

Following a class win at Le Mans with a privately entered B20 in 1951, the factory entered two cars in 1952 and the two-litre machines not only finished first and second in their category, but also an impressive sixth and eighth overall. The positioning of the additional windscreen wiper on the right a-pillar looks rather odd on the models but looking at the race photos, it is correct (not quite sure how it would have worked mind!). The paint finishes on both are well applied with sharp panel lines showing beneath and the few decals and small amount of trim are all accurately placed, the side windows being partially open to add a little life too.



SPK4391

SPK5156 Citroen DS3 WRC 5th Monte Carlo 2017 Breen £51.95

Citroen's manufacturer entries in 2017 have been with the new C3 but they have also run an older DS3 and Craig Breen was entrusted with it in Monte Carlo. He did well, finishing fifth and best of the Citroen pilots, resulting in a switch to the C3 for most of the rest of the season. In terms of decoration the car is very similar to the previous years and a neat two-tone red and white paint finish is applied before plenty of carefully placed decals. The rear wing is thinly moulded and has a carbon finish and there are a few neat small detail touches including etched trims around the open side window vents.



SPK5346 Lotus 72D UK 1972 Charlton £53.95

We usually associate Dave Charlton and his privately-run Lotus with races in South Africa, but in 1972 he embarked on a limited programme of European races too, having collected his freshly rebuilt, ex-Works Lotus 72D from Hethel. Brands Hatch saw his best performance (to be fair he was ill in France and Germany!) but mechanical problems curtailed his race. A few small, easily found decals will need to be added to complete the livery on the model but those that are applied are well placed and the overall shape and decoration looks good. As usual on Spark's 72s, there is a well detailed DFV visible in the rear, just lacking plug wiring and for this version we see large oil tanks and coolers out back beneath the rear wing.



SPK5612 Peugeot 3008DKR Dakar 2017 Despres £53.95

SPK5613 Peugeot 3008DKR Dakar 2017 Sainz £53.95

Alternative versions **SPK5610 Loeb**, **SPK5611 Peterhansel** & **SPK5614 Du-mas**

Both Cyril Despres and Carlos Sainz were former winners of the Dakar, the Frenchman having been victor on two wheels several times and the ex WRC champion having won on four wheels in 2010. 2017 was Despres' best result in a car, finishing third overall behind teammates Peterhansel and Loeb, but Sainz retired in spectacular fashion after rolling his Peugeot down a ravine. Visually the two models are near identical with just numbers, driver names and coloured identification stripes above the windscreen to differentiate them. The livery is neatly applied with plenty of carbon and chrome foil decals included and there's a good level of details too, the rear drive-train being particularly fine.



SPK5612

SPK4360 McLaren M23 2nd South Africa 1976 Hunt £51.95

James Hunt started his first two races for McLaren from pole position and having crashed out in Brazil, did rather better in South Africa, eventually claiming second after an awful start. In early season form the M23 had a very distinctive large airbox and this, along with the wings and other body details are generally very good, although the mirrors are a little large. The orange sections of the livery are a mix of decal and paint and have an excellent colour match and with a few easily found decals this makes for an accurate miniature.



SPK3863 Renault 5 Turbo 1st TDF 1984 Ragnotti £51.95

The Tour de France abandoned its multi-discipline format in the late 1970s and by 1984 had become an established event on the calendars of both the French and European rally championships. Using what was described as a Tour de Corse specification Renault, Jean Ragnotti was victorious by a margin of just 21 seconds after five days of competition. His factory car is smartly finished here with excellent white and yellow two-tone paintwork split with neatly applied black stripe decals. A couple of easily found decals will need to be applied to the doors and that done it makes an authentic replica.



SPK4652 BR01 Nissan Le Mans 2015 #37 SMP £51.95

Alternative version **SPK4644 #27**

For those who collect full Le Mans grids each year, this will be a very welcome release as two years after the event, the 2015 grid is now tantalisingly close to being complete with just the Dome to come. For those who aren't completists, it's a great looking subject and has been smartly modelled. The white, lighter blue and some of the dark blue is painted with the rest of the livery applied as decal and the colour match between paint and decal is spot on, only the texture being a give-away. There are several different carbon finishes too, with printed plastics, textured resin and decal all used and there are subtle details such as the multiple tiny winglets in the side exit vents which we can see fairly clearly on the model but are almost invisible in many race shots and could easily have been missed.



SPK2425 Aston Martin DB4 S3 1961 £49.50

Alternative versions **SPK2426 convertible silver**, **SPK2429 S4 saloon silver** &

SPK2430 convertible blue

The Series 3 DB4 is one of the rarest with production only lasting a few months in 1961. Externally the main visual change from the Series 2 was the design of the rear lights, three individual lenses replacing a combined unit on either side, although there were various upgrades beneath the skin. The specific bodywork details have been well replicated and the light metallic blue paintwork is another great colour choice, as with the other recent classic Astons in this range.



SPK4683 Porsche 904 Le Mans 1965 #38 £51.95

Seven Porsche 904s took the start at Le Mans in 1965, fitted with a variety of engines, and this four-cylinder customer machine was visually the most interesting with its two-tone silver and yellow paintwork. The two colours are neatly applied and the main silver has the now familiar, fine grain low gloss finish that we have become used to on Spark's Porsches from this era. The decals are all carefully applied and the model matches event photos.



SPK5344 Lotus 72B UK 1970 Miles £53.95

Although John Miles' best result of the 1970 season came at Zandvoort, Spark has chosen to model the entry from his home race, where he retired with engine problems. At the rear of the model we see a rather heavy bar wrapping around the engine which is supposed to depict coolant pipes but spoils an otherwise well detailed motor and transmission. The body shape is very good, with the rear wing having the correct layout and a suitable angle of attack. A few easily found decals will need to be applied to complete the livery.



SPK5392 McLaren M23 1st Sweden 1973 Hulme £51.95

Denny Hulme's win in Sweden was his first for over a year but more significant, it was the maiden victory for McLaren's M23. The first of many. The race specific details on the car are, as is usually the case from Spark, accurately recreated. The semi-exposed DFV engine would benefit from the addition of a few plug wires but otherwise looks good, the suspension and wing parts are finely made and the decoration all accurately placed.



SPK5421 Porsche 906 5th Daytona 1967 #55 £51.95

Alternative version SPK5422 #56
There were two Swiss entered long tail 906s in the 1967 Daytona 24 Hours, this machine of Spoerry and Steinemann running under the Squadra Tararuga banner being the better looking and the more successful, finishing a fine fifth overall and first privateer. We've seen a few 906 derivatives lately and on all the etched catches for the rear bodywork are very crude, which is a pity as the overall shape looks good, the paintwork is excellent and the decals are all neatly placed.



SPKUS022 Porsche 911RSR 1st Petit Le Mans 2015 #911 £53.95

Dreadful conditions at Road America saw the 2015 Petit Le Mans race eventually stopped early due to poor visibility and the conditions played into the hands of the GT crews, this Manthey Porsche taking overall honours having started a lowly 35th ahead of a BMW, with the best placed prototype third. Photos from later in the race show a fair level of dirt on the car, the red Georgia clay leaving orange deposits on the bodywork and Spark has tried to replicate this. Not terribly successfully in our view, which is a shame as otherwise it is a well-proportioned model and the sponsorship and other decoration is all accurately reproduced.



SPKSA110 Porsche 911 GT3R 2nd Macau 2016 Estre £53.95

Kevin Estre spent much of his early career in Porsches and returned to the fold in 2016 after a couple of years away driving for McLaren. In Macau he was in a factory supported Manthey car and was running in third position when the flag fell prematurely following Vanthoor's race stopping accident and was promoted to second when Earl Bamber in the sister car was relegated by a penalty. For the twisty Macau circuit we see a very prominent front splitter on the car and also a significant rear diffuser, both neatly modelled. The decoration on the model is neatly applied with the green for the front spoiler, rear wing, mirrors and stripes being particularly vivid.



SPK1982 Porsche 908/02 Le Mans 1972 #67 Poirot £51.95

A number of 908s took the start at Le Mans in 1972 and this was the only open example still running at the end, albeit unclassified. The livery is a smart combination of white, metallic blue and a solid darker blue and has been very well replicated. The pinstripes at the front don't quite frame the blue on the corners and this, although looking odd, is correct. The drivers were obviously of quite different heights as there are stacked rear view mirrors and this along with the other small detailing is neatly done.



SPK2736 Bugatti T57G Le Mans 1937 #1 £53.95

Alternative version SPKLM037 #2
For the two-tone finish on their 1937 Le Mans Bugattis, Spark has opted to mould the bodies with 'cheat lines' in place, which can be seen if we look very closely but does result in a very crisp join of the two colours. That paintwork has an authentic satin finish which helps to show off the crisp panel lines on the well-proportioned body. There's plenty of fine detailing fitted, with the distinctive wire wheels being particularly well done and another nice touch is the central spot lamp just poking through the etched grille.



SPK4262 Eagle Mk7 City of Daytona Beach Indy '69 Leonard £51.95

Alternative version SPK4261 Gurney
Although these two Eagles were running the same basic chassis and engine installation there are a fair number of bodywork differences between the pair. Joe Leonard's car was run by Smokey Yunik and features full length rear bodywork which surrounds the engine, a flat fuel tank side pod on the driver's left and a fairing around the coolers on the right. Hulme's Olsonite machine has the engine and coolers completely exposed and a raised section towards the rear of the fuel cell pod. Both are very neatly modelled and from the left the decoration matches race shots very well but on the Leonard car, we can see that at least some of Spark's reference material is modern as it has a Goodwood Festival of Speed number on it!



SPK4424 Porsche 934 Le Mans 1978 #68 Jagermeister £51.95

With colours usually seen on the cars of the Max Moritz team, Kremer took over the Jagermeister sponsorship for Le Mans in 1978, the car officially entered by Herve Poulain whose BMW deal had fallen through for this race. This is one of the most familiar of the orange machines with its mismatched race numbers helping it stand out. The decoration is all precisely applied and the paint work is flawless on the well-proportioned body.



SPK4685 Porsche 906-6 Le Mans 1968 #42 £51.95

French Porsche specialist Christian Poirot was the entrant and one of the drivers for this pretty 906, joined in the race by Pierre Maublanc. We've seen a few 906s from Spark recently and the shape is, as with all the others, very good. The tinted rear screen fits very neatly, the paintwork and decal placement are excellent and the etched body catches, which we have been critical on some of the other models, are much improved here.



SPK4688 Porsche 911 Carrera 8th Le Mans 1973 #45 £53.95

This Kremer-prepared 911 was looking well used by the end of twenty-four hours but kept going to finish eighth overall, second in the GT category behind a Ferrari and won the Index of Efficiency. The model is in immaculate start of race appearance and looking at race photos we notice one small error on the striping behind the door on both sides when it should just be on the right, with Paul Keller's name on the left. Otherwise the decoration is all accurately placed and clearly printed.



SPK4824 Lotus 24 Mexico 1963 Sharp £53.95

Alternative version SPK4825 Hall
The only colour image that we have been able to find of Hap Sharp in the Mexican GP is a very grainy still from a film of the race and it would appear that Spark has seen the same as the model of his BRM-powered Lotus has a subtle metallic finish. The car was a Parnell entry and so should be in Parnell's usual solid shade, which is very close to the colour used. The shape of the model does look very good and the decals are accurately placed.



SPK5509 Porsche 962 Le Mans 1987 #2 Fortuna £53.95

This Brun team Porsche started well at Le Mans and was sitting in a comfortable seventh overall and second of the privateer Porsches when disaster struck in the early evening, the car being involved in a violent accident which saw it roll repeatedly and be completely destroyed. Pre-accident it was a good-looking machine and with the addition of a number of easily found decals this will be an attractive miniature. We particularly like the Spanish flag colours on the front wheel fans.



Spark continued

SPK5252 Brabham BT11 3rd Austria 1964 Anderson £53.95

Austria hosted its first World Championship Grand Prix in 1964 and the harsh tarmac surface of the Zeltweg airport meant it was a race of attrition. Privateer Bob Anderson was one of the few survivors and was rewarded with third overall. Looking at race photos we were a little unsure about the model's colour as in colour race photos it looks much darker, but we also have period colour references for many teams and the British Standard colour listed there is a very close match for the model. The shape is also good and the decals are well placed making for a good-looking model.



SPK5670 Embassy-Hill GH1 Monaco 1975 Hill £53.95

Alternative version **SPK5671** Stommelen, **SPK5673** Brise & **SPK5674** Schuppan

We often see models from Spark marking an F1 debut either for driver or chassis, but here we see the end of a driving career, Graham Hill having problems with his car in practice and failing to make the grid. He would put faith in Tony Brise to do the driving for the rest of the year. Thankfully there was plenty of interest in 'Mr Monaco' so there are numerous images of him in the car during practice. These show the slightly unusual shape of the car to be well replicated and we see the familiar 'wireless' DFV engine in the rear ahead of a very fine etched wing support. A few easily found decals will need to be fitted to complete the livery and those that are already in place make where the missing ones go obvious.



SPKLM004 Audi R8 1st Le Mans 2004 £53.95

We were slightly confused with the arrival of this one. We were sure that it is a reissue but the part number hasn't existed previously. The internal packaging takes us back to an older logo style etc, and eventually (thanks John!) we realise that it was issued when the car was current, but under a different number as there was no dedicated Le Mans winners' series back then. Some of the detailing shows that this is an older pattern too with the seat belts being simple tape with no buckles and moulded parts used for the rear diffuser etc. There are etched parts for the rear wing supports and the covers for the exit vents behind the front wheel are also in a thinness only etch can safely replicate. The general shape of the car matches photos well, as does the decoration with sees brightly printed decals against a smooth white paint finish over crisp panel engraving.



SPK43MF15 Dallara F312 1st Macau 2015 Rosenqvist £53.95

Alternative version **SPK43MF14** 2014 & **SPKSA119** 2016

In 2015 Felix Rosenqvist joined an elite few drivers to have won back to back Macau Grands Prix and like a couple of his predecessors, he did so with his car wearing the colours of Theodore Racing, the name having been resurrected by Teddy Yip Jr in 2013. The red, white and gold makes for an attractive livery which is neatly reproduced on the model and if you're a Gulf collector, this one fits in that collection too. As with the other recently seen Dallara F3s from Spark, there is plenty of fine detailing and carbon decal to enjoy too.



SPKSE078 Porsche 935 1st Sebring 1978 £53.95

Although they had been racing in Europe for a couple of years, Porsche 935s only made their Sebring debut in 1978, and they dominated filling the top three places with other examples having led before accidents or breakdowns. This Dick Barbour car was perhaps the least likely winner from the assembled Porsche teams, crewed by event promoter Charles Mendez, Brian Redman who was racing for the first time in nearly a year due to injury and Bob Garretson making his first major race appearance for a decade! Sponsorship on the car was fairly minimal and the few logos are clearly printed and carefully applied. The white paint finish is excellent and the bright red highlights on the wheel centres and lower body parts are well colour matched.



SPK5331 Lola Mk4 Italy 1963 Hailwood £53.95

Alternative version **SPK1814** Surtees, **SPK4268** Salvadori, **SPK4269** Trintignant, **SPK4820** Amon & **SPK5330** Bianchi

Mike Hailwood was very much at the height of his motorcycling career in 1963 but managed to make a couple of Grand Prix appearances, in a Lotus at Silverstone and a Lola in Austria, both cars run by Reg Parnell. The shape, colours and bodywork details for the Lola look very good here, including the small vent added to the top of the front bodywork, presumably to duct some cool air into the cockpit. The placement of the number on the nose is slightly off (it should be nearer the centre) but otherwise the decoration is all well done.



SPK5345 Lotus 72C 1st USA 1970 Fittipaldi £53.95

Alternative version **SPK4280** Rindt & **SPK4281** Hill

Following the death of Jochen Rindt at Monza, Lotus missed the Canadian Grand Prix and made their next appearance at Watkins Glen, with the young Brazilian Emerson Fittipaldi suddenly finding himself as team leader in only his fourth F1 race. He did well, scoring a surprise victory and ensuring that Rindt's points tally could not be passed. As usual, the semi-exposed DFV engine would benefit from some plug leads but otherwise the detailing looks good and the specific body details for the race are correctly replicated. The two-tone paint finish is neatly applied and with an easily found decal added to each side, the decoration will be accurate.



SPK5507 Porsche 936J Le Mans 1983 #15 Belga £53.95

With customer Porsche 956s not yet available in 1982, Joest built their own Group C machine based on 908 and 936 components and a revised version of this car appeared the following year too, with an all-Belgian crew of the Martin brothers along with Duez and Belgian sponsorship. The shape of the unique machine looks very good and the two-tone red and white paintwork is neatly done, with an excellent colour match to the fine red stripes on the decals. The decoration will need completing with some easily found decals and with that done, it will be an attractive and pretty accurate miniature.



SPK5180 Ford GT40 Le Mans 1966 #3 £53.95

Alternative version **SPK4075** #1 & **SPKLM066** #2

Driven by Gurney and Grant, this GT40 was the fastest car in both practice sessions and having started from pole position was in the battle for the lead for several hours of the race, Gurney setting a new lap record in the cooler Saturday evening air. Unfortunately, the engine didn't like the pace being set and broke in the eighteenth hour. The bright red livery is smartly reproduced over a well-proportioned body on the model, the decals are all carefully placed and the small details such as filler locations and the bubble fitted to the driver's door to clear the tall Gurney, all correctly observed.



SPK5617 Peugeot 405T16 2nd Dakar 1989 Ickx £53.95

Alternative version **SPK5616** Vatanen

Having already enjoyed success on the Paris-Dakar with the Group B-based 205T16 Grand Raid, Peugeot gave a new machine based on the styling of the 405 its debut in 1988, with one car for Vatanen which was stolen during the event! The following year there were two 405s running and Jacky Ickx led for the first few days until Jean Todt decided to enforce team orders based on a coin toss and Ickx had to settle for second behind his Finnish team-mate. The coupe body shape is very well modelled here and we see deep crisp panel engraving beneath an even white paint finish. The blue sections of the livery are mostly decal and these have been cut into the panels where necessary. A hint of engine detail is visible through the tinted rear screen and there's plenty of cabin detail too.





Spark resincast [SPK4392](#) - Lancia Aurelia B20 Le Mans 1952



Looksmart resincast [MRCLSLM071](#) - Ferrari 488GTE Le Mans 2017



RGM Design hand built (by BBR) [RGM015-1](#) - Ferrari 250 Lusso Long Nose



Hasegawa 1:12 plastic kit [HAS20321](#) - Jaguar XJS V12 HE



Matrix resincast [MTX10108-022](#) - Aston Martin DB6 Vantage 1965



Autocult resincast [ATC07008](#) - VW T1 Doublecab LWB 1963



BBR hand built [BBRC198RCC](#) - Ferrari 812 Superfast



Spark resincast [SPK5091](#) - Porsche 934 Le Mans 1978



Fahr(T)raum 1:18 resincast [FAH18002](#) - Austro-Daimler Sascha 1922



Ebbro diecast [EBB45378](#) - Lexus RC F SuperGT 500 Champion 2016



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

[IXO18CMC001](#) Toyota Celica (ST165) 1990 Red 1:18 £59.95

Ixo have, for many years, concentrated primarily on 1:43, so this first 1:18 release is an interesting new departure. The pattern used is for a rally car rather than a road car, although the model is finished in street trim, some small details such as the deletion of the standard fuel filler flap in the side and the fitting of a competition filler in the top of the wing giving this away. The wheels also look rather large. The paint finish is good though, the general shape not bad and it is a very inexpensive piece.



[IXOLM1932](#) Alfa Romeo Figoni 1st Le Mans 1932 £36.95

Ixo are certainly cracking on with its reissues of Le Mans winners, many of these subjects having been unavailable for years. The tail of their 1932 Alfa is a little wide, but otherwise the shape is reasonably well replicated and the paint finish very good. The model has rather too much chrome on the radiator shell, the real car having just a thin lip around the edge and some of the detailing such as the moulded bonnet straps and thick windscreen parts belie the low cost, but the wire wheels are very fine.



[IXOLM1966](#) Ford GT40 Mk2 1st Le Mans 1966 £35.95

Most images of the winning Ford from Le Mans in 1966 show it on Goodyear tyres, but here it is rolling on Firestones. Although Ford were contracted to the former, Bruce McLaren had a Firestone deal and opted to start the race on their wet tyres as they offered better performance. Once the track began to dry, it was back to normal. What is not correct are the wheels, once again we see an Ixo Mk2 wearing the wheel design of the following year's MkIV. The shape is instantly recognisable but the roof-line is a little low in proportion to the body. The decoration is excellent though, with a deep gloss paint finish, well placed decals and neat quick lift points front and rear.



[IXOLM1971](#) Porsche 917K 1st Le Mans 1971 £35.95

The 917K is one of Ixo's better patterns and while not perfect, this is a very good representation of the winning car from 1971. The overall shape is pretty good, the decoration is accurately placed and well observed including team branding on top of the engine. The paintwork is evenly applied and hasn't flooded the precise panel lines. The windscreen wiper is a fine etched part and the glazing itself fits snugly. Not the most sophisticated model, but very good value.



[IXOGTM112](#) Mercedes AMG GT3 1st Ring 2016 #4 AMG £34.95

The 2016 Nurburgring 24 Hours looked to be going the way of the #29 Mercedes but a flying final stint from Mauro Engel saw the two AMG GT3s cross the line nose to tail with 30 seconds left on the clock and into another lap, Engel forcefully snatching the lead in the Grand Prix circuit section. The overall shape of the car looks good and the decoration is all neatly applied, but on our sample the rear wing is at a very strange angle, leaning right back.



[IXORAM619](#) Ford Fiesta RS WRC Monza 2013 Rossi £38.95

In the 2013 Monza Rally show Valentino Rossi was beaten by Dani Sordo, but with all of Rossi's race cars, it is the decoration that is of more interest than the result. The base colour for this one is satin black and then there are significant areas of dayglo yellow and other bright colour flashes for sponsorship from Monster and Rossi's own clothing line. It's all neatly applied and brightly printed adding another great looking subject to the line-up of Rossi rally cars.



[IXORAM601](#) Ford Fiesta RS WRC Spain 2014 Block £37.95

Ken Block chose to concentrate primarily on rallycross for the 2014 season but did make one WRC appearance in Catalunya, where he was running in the top ten for most of the event before being dropped to twelfth on the final stage by a puncture. As usual his car was very colourfully decorated, with the green of Monster energy, the bright blue of GoPro and the pink of Block's own Hoonigan branding over a black and white base. The decals are all neatly applied over a well-proportioned body casting, the side and rear windows have reflective foil applied and the overall effect is a very attractive miniature.



Norev - New 1:43 diecast models

[NOR770221](#) Fiat 1200 Spider 1959 Red £39.95

Fiat built approximately 15,000 of these pretty 2+2 spiders between 1959 and 1963 and the car modelled appears to be a later example, missing the Pininfarina badging of the earlier cars. The grille looks a little shallow when compared with real car images, which improves the looks, but otherwise the shape is pretty good and the paint finish is excellent. The windscreen is delicately made and the interior well finished.



[NOR350092](#) Triumph TR6 1970 Red £39.95

Alternative version [NOR350093](#) Green
The shape of Norev's TR6 is excellent and here we see it presented in deep Carmine Red, a popular colour for Triumph's last six-cylinder sports car. As we commented when we saw this model in green, the tyres look perhaps a little wide but otherwise the smaller details are all very good and it makes a convincing miniature and great value.



[NOR350098](#) Triumph Spitfire Mk4 1970 Red £39.95

Throughout the 1960s Triumph's baby sports car received several subtle changes and upgrades but in 1970 came a significant restyle by Michelotti including a cut off tail bringing it into line with several other models in the Triumph range at the time. Norev's model captures the new body shape very well but it does look a little odd, the tyres being rather oversized and distorting the whole view. The luggage rack fitted on the tail is also on the chunky side, which is a shame as other details such as the windscreen frame are very fine.



[NOR778508](#) Fiat 850 Sport Spider 1968 Red £39.95

Based on the rear-engined 850 saloon platform, Fiat's 850 Spider was launched in 1965 and while it had much smaller capacity to the competition from MG and Triumph, the power output and performance were similar. In 1968 revisions were made, the most obvious externally being a change to the nose creating more upright headlights and relocated turn signals. The specific details for the face-lifted car look good here and the fine detailing is generally well done. The paintwork on our sample is excellent and overall it offers excellent value.



OXFORD

Oxford - New 1:43 diecast model

[OXF43RUB001](#) Austin Ruby Saloon Maroon/Black £17.95

Alternative version [OXF43RUB002](#) Blue/Black
The Austin Seven had enjoyed twelve years of bringing motoring to the masses when, in 1934, the far more modern Ruby saloon was introduced. The most obvious change is a longer, faired in radiator and the whole body was also far more flowing in its lines. At the rear the spare wheel was behind a metal cover and on the inside of this was a folding luggage rack. This is modelled in the lowered position with a suitcase strapped to it, adding a little life to a generally well-proportioned model. The wheels on this and many other pre-war subjects made by Oxford are clear discs with the spokes printed on, which is not ideal but at the price something must give.



The O.M. and the Mille Miglia

by David Blumlein

Brescia, Brixia in Latin, is an industrial city in the valley of the Po to the north of the Lombardy plain in Italy. At the turn of the Twentieth Century it was a centre for precision engineering and soon became also a centre for Italian motorsport. Its first Speed Week was held as early as September 1905 and on a 10.7-mile flat triangular course outside Brescia the first Italian Grand Prix was run - a win for Jules Goux on his Ballot. It was here also that on September 8, 1921 took place the Italian Voiturette Grand Prix over 20 laps for 1500c.c. cars. This is remembered for the victory of Bugatti's cars which duly took the first four places, with 1½-litre four-cylinder O.M.s fifth and sixth. This success resulted in the Type 13 and Type 22 and 23 Bugattis acquiring the name Brescia for these splendid models which became available for the 1922 season.

It was in 1906 that the firm of Brixia-Züst was first registered in Brescia. The cars, called Züst after the Swiss hydro-electric engineer who founded the enterprise, were produced from 1907, six models being offered. The Züst factories and business were taken over by Officine Meccaniche, a vast heavy engineering company, founded in 1899 and which possessed large foundries and manufactured locomotives, railway equipment, ships etc. During the Great War the company also made aeroplanes for the allied forces.

After the conflict, with aero contracts cancelled, the company

searched around to keep their factories and workforce occupied and, like so many others, turned to car manufacture; in 1918 the marque O.M. was registered. Their first product, the S.305, was very Züst in concept but the first 'new' O.M. cars were the work of an Austrian called Barattouché, who had a predilection for side valves and, in the thirteen years or so that O.M. cars were in production, no O.M. left the Brescia factory with other than side-valve engines except for a team of three twin-overhead camshaft straight-eight supercharged Grand Prix cars in 1927.

The first production O.M. was the Tipo 465 (4 cylinders and 65mm bore) and this became the 469 1½-litre, setting out the general design for all subsequent models. There followed the six-cylinder 2-litre Tipo 665, being a stretched version of the 1½-litre four-cylinder engine but, of course, still with side valves. Over the coming years O.M. cars accumulated much success in competitions, mainly in national events. Examples include the first three places in class in the 1923 Coppa del Alpi, the first two places in class a year later, a class win in the 1926 San Sebastian GP and a fourth and fifth overall at Le Mans in 1925 and 1926. In fact, between 1921 and 1931 O.M. cars scored 119 first, second and third places in 124 events entered.

It was the construction of the autodrome at Monza, north of Milan, which led not only to the 1922 Italian Grand Prix being staged there but



A&G Model hand built [AGM43003M](#) - OM Superba 1st Mille Miglia 1927

also heralded a decline in Brescia's position at the heart of Italian motor racing. This in turn prompted four friends to do something about it. They were Count Aymo Maggi, vice-president of the Brescia Automobile Club, Franco Marzotti, president of the club, Giovanni Canestrini and Renzo Castagneto. They came up with proposals that finally established a 1,000-mile race (the Romans, don't forget, used miles) around Italy, starting and finishing in Brescia. One might question such a concept in view of the banning of city-to-city races after the tragic Paris-Madrid race in 1903, but Mussolini was in charge of Italy and his Fascisti followers warmed to the scheme. It is no exaggeration to say that there would have been no Mille Miglia at all without the support of Mussolini and the huge organisational work of the Fascist Party.

The first race took place in 1927 and was expected to be a walk-over for Alfa Romeo. Their RLSS cars certainly set the pace for much of the race but they suffered failures when in the lead, leaving the race to the reliable O.M. 665 Superbas which finished in the first three places, thanks to Minoia/Morandi, T. Danieli/Balestrero and M Danieli/Rosa; the best Alfa Romeo could do was a seventh place for Arturo Mercanti, "Frate Ignoto". He was an airman, racing

driver and a main instigator of the Monza circuit, so was not popular in Brescia!

O.M. never repeated this Mile Miglia triumph, their cars soon rendered less competitive with the advent of Vittorio Jano's series of twin-cam Alfa Romeo cars, which went on to dominate the Mille Miglia races until the post-war period. But the Brescia cars scored second places in both 1928 (Rosa/Mazzotti) and 1929 (Morandio/Rosa), the latter time using a supercharged 665 Superba. In 1930 the factory had three supercharged cars but with enlarged capacities of 2,327c.c. and the fifth place of Bassi/Gazzabini brought with it a 3-litre class win. Third place for Morandi/Rosa repeated the class win in 1931 but this was the last works entry for O.M. in the Mile Miglia - not unworthy achievements considering those side valves!

O.M. concentrated more on commercial vehicles in the Thirties, their market share boosted by a license to build Saurer diesel trucks and buses. Their car production faded away but those aforementioned straight-eight Grand Prix cars did manage a second and fourth in the 1927 Italian Grand Prix at Monza!

REVIEWS



GLM - New 1:43 resincast models

[GLM215301](#)
[GLM215302](#)

Rolls Royce Phantom II Newmarket open
Rolls Royce Phantom II Newmarket closed

£119.95
£119.95

Brewster's Newmarket Convertible Sedan was a popular body on the Phantom I with 67 examples produced but a much rarer proposition on the Phantom II, with just three examples built alongside the same number of Permanent Sedans. Each was subtly different and the example modelled here has a raked, split windscreen and sporty sloping tail. The two-tone red and black colour scheme matches a surviving car seen in recent concours events and the paintwork on the model is excellent. There is plenty of fine trim, the side spears with their red inserts being particularly attractive. In both open and closed formats the makers have chosen to show the windows in the lowered position with the tops of the rears just showing.



GLM215301



Avenue 43 - New 1:43 resincast models

[AVE60001](#)

Sauter-Porsche Bergspyder 1956

£91.95

Swiss coachbuilder Kurt Sauter built two lightweight Porsche-powered Spydres for the 1956 European Hill Climb Championship, one with 4-cam 1500cc power for Heini Walter and the other for Walter's less-experienced friend Werner Brandli whose car had an 1100cc engine. In original form the cars had a very low nose with small, manually raised headlights, but at some point one has been restored with more conventional lights mounted higher in the front wings. It is the surviving restored car which is depicted here. This new range is distributed by Autocult and the style and quality of the model is very similar to their own production, which is definitely a positive. The shape looks very good, the paintwork is excellent and there are some very delicate fine details.





Spark resincast [SPK5674](#) - Hill GH1 Sweden 1975 Schuppan



Looksart resincast [MRCLSLM076](#) - Ferrari 488GTE Le Mans 2017 1st GTE Am



Renaissance [REN4354](#) (kit) [REN4354M4](#) (built) - Alfa Romeo Giulia SZ Targa Florio 1962



Hasegawa 1:24 plastic kit [HAS20316](#) - Jaguar XJR9 IMSA 1988



Autocult resincast [ATC09005](#) - Johnson Wax Motor Home 1939



Fahr(T)raum resincast [FAH43010](#) - Austro-Daimler 6 Sport Torpedo 1929



Minichamps 1:18 resincast [MIN117820005](#) - Williams FW08 Swiss GP 1982 Daly



TrueScale Miniatures resincast [TSM430236](#) - MINI All4 Dakar 2016 Garafulic



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



Spark resincast [SPKSB140](#) - Mercedes AMG GT3 3rd Spa 24 Hours 2017