

- \* 1:12 Ferrari SF70H
- \* The First ALFA
- \* Subaru Leone RX
- \* CMC Talbot Lago
- \* 1:18 Alonso Indy



**09-2017**

**£4.95**

# SMALL WHEELS



## Champions

As we were closing for press two more World Championships were settled over the weekend but a few more are still in the balance. The WRC this year saw revised regulations resulting in exciting new cars and the most unpredictable season for years. Seven drivers for four different manufacturers have been winners in the first twelve rounds, with three of those (Ott Tanak, Esapekka Lappi & Elfyn Evans) scoring maiden victories in the category, Sebastien Ogier eventually wrapped up the title in Wales, with one event remaining, becoming only the third driver in the history of the championship to win titles for more than one manufacturer and bringing home Ford's first driver's championship since Ari Vatanen in 1981! The cars of all of the winning drivers are being made, with models coming from both Ixo and Spark, so get your pre-orders in now.

There have been multiple winners in F1 too this season, with Hamilton, Vettel, Bottas, Ricciardo and Verstappen all having turns on the top step. This one was finally wrapped up with two races remaining, Lewis Hamilton added a fourth title to his carrier tally to date. We've already seen several of the 2017 F1 grid coming through with releases from Looksmart, Minichamps and Spark in resin/cast and BBR in hand built, and there are plenty more to come. Given the production numbers on the models that we have seen so far, pre-orders are imperative here!



The Le Mans winning Porsche crew appear to be in the box seats for the WEC, but with two rounds remaining Toyota's lead car is in with a mathematical chance and endurance racing can be unpredictable!

Another series which has seen multiple winners during 2017 is MotoGP and with the bulk of the wins shared between Marc Marquez and Andrea Dovizioso, the two go into the season finale to do battle for the crown. Spark again are modelling these machines.

## New books

It's that time of the year where an increasing number of new books are published, ideal for those Christmas lists!

Among the interesting titles to come there's a study of those most flamboyant of machines, the Docker Daimlers (ISBN9781445663166), a look behind the scenes of the famous Steve McQueen movie Le Mans, examining the friendship between McQueen and Siegfried Rauch, the man who played his main rival, (ISBN978366711112) and on the subject of Le Mans, the 2017 annual (ACO2017) is due in November.

The Haynes Workshop Manual series continues apace and the latest listing here is for a great rally machine, the Subaru Impreza WRC (ISBN9781785211102) Check our site for these and many more.



## Christmas

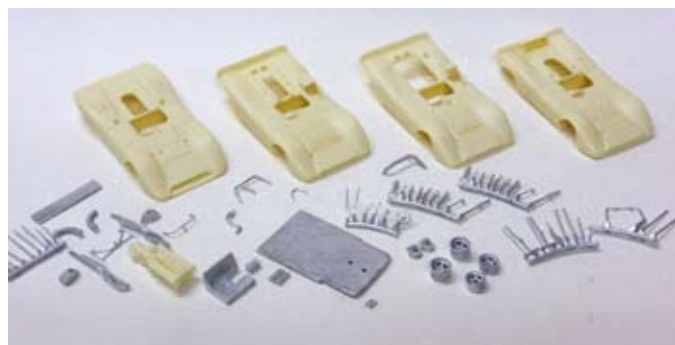
Summer seems like it was only a couple of weeks ago but here we are again, having to consider the Christmas holidays and the increased strain on the postal service that they bring. We will be working up until Friday 22nd of December and the phones will go off at 1pm to help us get the decks cleared. We will return in the New Year on Tuesday 2nd January at 9am. As always, the website will be available during this closure and you can email enquiries, which we will clear as quickly as we can when we return.

Last posting dates for items to arrive in time for the holidays are as follows:-

UK - Tuesday 19th December  
 Europe - Wednesday 13th December  
 Rest of World - Wednesday 6th December

## Can-Am Ferraris

Among the many older patterns that Midlantic are re-mastering, are their Ferrari 612 Can-Am machines. While updating the patterns there is also a new version added, which was not previously available. Test castings are shown in this group photo and there will also be etched parts for the cockpit floor and smaller exterior details. Models will be available in kit and hand built forms.



The versions offered are, from left to right; Amon, Las Vegas 1968 (MID43038 / MID43038M), Amon, Watkins Glen 1969 (MID43088 / MID43088M), Amon, Elkhart Lake 1969 (MID43046 / MID43046M) and Adams, Donnybrook 1970 (MID43041 / MID43041M).

## STOP PRESS

SilverLine are continuing the interesting sub-theme of debut appearances for Grand Prix cars with the Brabham BT49 as it first rolled out in Canada in 1979 (TMS110). There has been a redistribution of subjects which appeared under the MG Models umbrella, with several new Ferrari 250GTOs coming from Remember, including the car which ended up in a high school motor-mechanics workshop (REM43076)! Under the Rare Models range name we can look forward to hand built of the Auto Avio 815 and streamlined Lancia D50 and still using the MG name, there are several interesting hand built 250SWBs to look forward to.

## COVER GALLERY

We top our cover gallery this issue with two pre-war subjects. On the left is the Hibbard & Darrin-bodied Rolls Royce Phantom presented to Marlene Dietrich when she arrived in Hollywood in 1930, released as a resin cast by GLM (GLM43205201). Alongside is a very historically important subject, the first ALFA production car, the 1910 24 HP model, offered as a hand built in metal by Meri (MKSPL43007).

The white Can-Am machine on row two is from Marsh Models and is the McLaren M12 driven to third place at Mosport in 1969 by John Surtees, available as a kit (MM285) or hand built (MM285M7). Alongside is Sebastian Vettel's 2017 Monaco winning Ferrari SF70-H, coming soon as a resin cast by Looksmart (MRCLSF109).

More 2017 subjects on the next row too. On the left one of the subjects of the year, Fernando Alonso's Dalar-McLaren from the Indy 500, available as a 1:18 diecast from Greenlight (GRE11019). Another must have which we will see in several forms is the Larbre Competition from Le Mans, the first release of which looks like it will be a painted resin kit from JPS (JPS411LM).

A new maker next, Avenue 43 whose first 1:43 resin cast release (AVE60001) is this interesting Porsche-powered hillclimber built by Swiss coachbuilder Karkl Sauter in 1956. Finally we're back to modern machines with the 2016 McLaren P1 GTR, the model here a resin cast by TrueScale (TSM430253).



is published by  
**GRAND PRIX MODELS,**  
 4 Thorpe Close, Thorpe Way,  
 Banbury, Oxon, OX16 4SW, England.  
 Telephone 01295 278 070  
 Fax 01295 278 072  
 E-Mail - mail@grandprixmodels.com

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

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

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

\*\*\*\*\*  
 The titles *Four Small Wheels* and *What's New* are the protected copyright of *Grand Prix Models 2017*. All material appearing in the magazine is the copyright of the publishers and contributors. Reproduction is permitted **only** if written permission is sought & obtained.

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

# EDITOR'S CHOICES

## Our favourites from this issue's new releases



BBR - New 1:18 resin & metal hand built model

**BBP18128** Pagani Huayra BC Press 2016 1:18  
Alternative version [BBP18128C](#) Blue

£367.70



Pagani launched their lightweight version of the Huayra at the 2016 Geneva show. The show car was white with carbon but the most photographed example was the original press demonstrator finished in silver with carbon central panels and wings as seen here. Only twenty examples were made and they were all pre-sold (at \$2.5M each!), so a real one is out of the question for most but this very smartly finished hand built model will look very good in any collection of larger scale supercars. The exterior paintwork and decalling is excellent, with a deep lacquer finish in BBR's typical style. The windows fit snugly and inside we see a well detailed interior including a fire extinguisher which is colour matched to the seat trim!



Hiro - New 1:12 resin & metal kit

**HIR12608** Ferrari SF70H 1st Monaco 2017 1:12  
Alternative version [HIR12607](#) Australia & [HIR12623](#) Hungary

£515.50



Although kerbside, there are plenty of small parts in this kit to make the finer details on your completed model. Some are to allow for changes between race versions, while others are simply so that the complex wings and other aerodynamic parts can be replicated. That said, the major components of the front wing are in large chunks, but carefully designed to ease painting and decalling. The largest parts are in very clean resin, with white metal for many of the smaller components and plenty of photo-etch. The decal pack includes all sponsorship and numbers for either driver along with some of the smaller carbon components. For the larger carbon areas such as the floor and suspension there is some of Hiro's reusable carbon masking decal, which will provide a challenge to many.



Renaissance - New 1:43 resin & metal kit

**REN4354** Alfa Romeo Giulietta SZ LM/Sebring/TF 1962 £68.30  
Hand builds available [REN4354M39](#) & [REN4354M40](#) Le Mans, [REN4354M4](#) Targa Florio, [REN4354M61](#) & [REN4354M62](#) Sebring



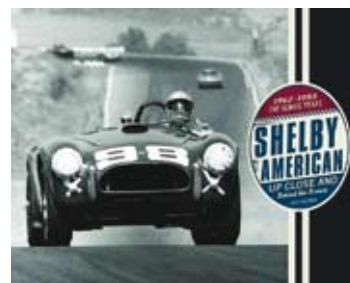
The parts in this kit are relatively simple but have been extremely well thought out and made. The main body casting has minimal flash but sanding will be needed for whichever of the five options you wish to make, as all of the possible i.d. light locations are moulded as raised positions. A table in the instructions, along with a clear diagram, then tells us which to drill prior to sanding and which to simply sand off completely. Shaped, etch inserts are included for the wheels and there is plenty more fine flat etch for window frames, fastener etc.



New book

**ISB9780760351987** Shelby American Behind the Scenes £35.00  
Weight 2.1kg by Dave Friedman

Dave Friedman was official photographer to the Shelby team in the early years and that access brings us a fantastic selection of images taken from the foundation of Shelby American in 1962 through to 1965 when they moved on from their original Venice, California workshops to larger premises. The text is relatively sparse but what there is is often in the form of anecdotes from those involved with the race team and the development of the Cobra and GT40 in those early days which increases the intimacy of the whole book. It is the photos that really do the talking though and these range from publicity shots, to behind the scenes in the workshop and at the race track. Most of the images (and there are plenty of them!) are in atmospheric black and white, although there is also a smattering of colour.



### INDEX OF REVIEWS IN THIS ISSUE

A & G Model	4	Marsh Models	5
Arena	6 & 7	Marsh Models Aerotech	5
Autocult	14	Matrix	14
BBR	3, 5 & 8	Meri	4
Books	3 & 11	Minichamps	15
Carbone	8	Modelers	15
CMC	8	Neo	11
DMC Decals	7	Oxford	8
GCAM	4	Renaissance	3
GLM	11	RGM Design	5
Greenlight	15	SMTS	5
Hiro	3 & 8	Spark	17, 18, 19, 20 & 22
Italeri	23	Studio 27	7
Ixo	14 & 15	Tamiya	23
Kyosho	15	TrueScale Miniatures	10
Looksmart	4 & 10		

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

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



**Looksmart - New 1:43 resin & metal hand built model**

**MRCLS457C** Pagani Huayra BC Carbon **£137.50**

Alternative versions [MRCLS457](#) silver/carbon & [MRCLS457B](#) white/carbon

The BC is a lighter, more powerful version of Pagani's supercar featuring extensive use of exotic metals and of course, carbon fibre. Here we see a naked carbon finish over the whole of the beautifully moulded body, just a few stripes breaking the colour up. Look Smart's model has a deep gloss finish all over which is perhaps slightly over the top but serves to highlight the weave of the carbon decal and the precision with which it has been applied extremely well. The real car is limited to just twenty examples, all of which were pre-sold.



**GCAM - New 1:43 resin & metal kits**

**GCAM43090A** Tiga GC284 Le Mans 1985 #98 **£69.95**

**GCAM43090B** Tiga GC284 Le Mans 1985 #99 **£69.95**

Hand built available [GCAM43090M98](#) & [GCAM43090M99](#)

These two Tigas were both Roy Baker Promotions entries at Le Mans and although similarly decorated, were different. The differences in the kits is only with the decals, which are varied enough to warrant a completely different sheet in each and clearly printed by Virages. These should be good to work with and look accurate too. The main body moulding will need a few feed tags and light areas of flash



removing and there are a number of bubbles in the underside, but the panel engraving is excellent. The smaller resin parts will need careful trimming and cleaning too, but nothing tricky. The castings in both kits are identical and the instructions show a modification to the headlight area if building the #98 car, but even with this done the area will not be correct for this car, but #99 is fine. It appears a re-think took place during the kit design as there are etched rear wing endplates included but the body also has these cast in place. The etched parts will look better, so you have the choice depending on your skills and confidence.



**Meri - New 1:43 resin & metal hand built models**

**MKSPL43010** Maserati 8CL 7th Indy 500 1946 #52 **£145.95**

Several Maseratis took the start at Indy in 1946, many of them cars which had raced there pre-war and a newly assembled example for Villorosi, built up from parts originally produced in 1939! The Italian's qualifying performance wasn't stellar, but he worked his way up through the field and eventually finished seventh, the last car on the lead lap. We are blessed with photos of the car from several angles and the overall shape and detailing on the model look very good. The paintwork has a sensible level of gloss for the period and a light wash has been applied to highlight vents and panel lines and add realism.



**MKSPL43007** Alfa Romeo 24HP 1910 Green Open **£149.95**

**MKSPL43009** Alfa Romeo 24HP 1910 Blue Closed **£149.95**

Alternative versions [MKSPL43006](#) Blue Open & [MKSPL43008](#) Green Closed

This rather staid-looking open four seat tourer is a very significant piece of automotive history. Technically we should be calling it an A.L.F.A. as it predates Nicola Romeo's purchase of the company by five years and it is the first car to be produced by the Anonima Lombarda Fabbrica Automobili. The blue car matches that preserved in the Alfa Romeo museum and a number of examples were built. The models are very old fashioned in many ways, with the vast majority of the parts including the tyres cast in white metal. The brass fittings, which include carriage lamps and a long snaking horn, are painted rather than plated and the main paintwork is a little heavy. The fine pinstriping is applied carefully as decal and one more modern touch is the inclusion of etch for the windscreen frame. Overall charming models and very important subjects.



**GCAM43091** Monopole Sport Le Mans 1955 #52/53 **£69.95**

Hand built available [GCAM43091M52](#) & [GCAM43091M53](#)

The streamlined body design of the Monopole lends itself to the creation of a very simple kit and that's what we have here. At first glance the main casting looks pretty good, with reasonable panel engraving and moulded in rivet detailing around the head fairing, but closer inspection on our sample shows some holes which will need filling on the lower body areas and when viewed from beneath, it isn't quite square. The small sheet of etch for the dash panel and body fasteners is very good and with the filler work done it will be an easy build.



**GCAM43092** Talbot Lago T150SS Le Mans 1938 #6 **£69.95**

Hand built available [GCAM43092M](#)

This was one of two Fignoni & Falaschi-bodied Talbots to take the start at Le Mans in 1938, this example being quite unusual for the coachbuilder in that it had a very conventional radiator. The basic shape of the car looks pretty good when compared with race photos, although the louvre detail on the bonnet is very heavy. The chassis plate appears to be from another kit and will need sections trimming off to fit which is detailed in the instructions. A two-tone paint finish will be required and there's plenty of etch for the finishing touches and quality wire wheels are included.



**GCAM43093C** Talbot 105 3rd Le Mans 1932 #6 **£69.95**

Hand built available [GCAM43093M6](#)

Tim Rose-Richards finished third at Le Mans for the second year in succession at the wheel of a Talbot, this time sharing the driving with Brian Lewis. The main body castings in the kit are generally well proportioned, although the driver's door opening should be a little lower, something easily adjusted during building. The instructions show that there are etched wing brackets to be shaped to fit, which will be a little fiddly, as will detail painting of the dark green coachline against the pale green base colour. The radiator is a separate casting and we're surprised to find that this is resin rather than metal, but careful wrapping in Baremetal Foil (BMF) should give a realistic finish here. Not one for the inexperienced builder.



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

**AGM43003M** OM Superba 1st Mille Miglia 1927 #14 **£114.95**

Alternative versions [AGM43001M](#) #12 & [AGM43002M](#) #13

The young Officine Meccaniche company had already proven the reliability and performance of their six-cylinder, two-litre 665 'Superba' with class wins at Le Mans in 1925 and 1926, but the major glory came in 1927 with a 1-2-3 finish overall on the Mille Miglia. The model is in a similar style to those of FB Model and we see a similar fit issue between the body and chassis as in that range, with a visible gap between them. A shame as otherwise the finish is very good with evenly applied paint and carefully placed decals. The fuel tank in the rear looks much like a regular barrel, which is correct, and there is also a toolbox behind the seats adding a little more character.





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

**BBRC181A Fiat 124 Spider 2016 Anniversary £98.30**

It's fifty years since Fiat released their first 124 Spider, a true sports car which enjoyed a long production life and almost cult following. For a new version, rather than starting from scratch, they chose to platform share with Mazda and used the core structure of the hugely popular and successful MX5, restyled with cues from the original Italian machine and with a Fiat engine. The car was launched in a special dark solid red to ape the original Rosso Corsa from the 1960s and BBR's superbly finished model in this special colour is from an issue of just 124 pieces.



**BBRC182A Ferrari F60 America 2014 Blue/White/Red £159.25**  
**BBRC182F Ferrari F60 America 2014 Red £159.25**  
**BBRC182H Ferrari F60 America 2014 Black/Red £159.25**  
**BBRC182L Ferrari F60 America 2014 White/Blue £159.25**

Alternative versions [BBRC182B](#) Blue/Red, [BBRC182C](#) Yellow/Blue, [BBRC182E](#) Blue/Italia & [BBRC182G](#) Blue

Ferrari launched this special roadster for the American market only and have kept sales limited strictly to ten examples. Many owners chose the original show-car's metallic blue and asymmetric interior detailing with one red and one black seat, but every car is subtly different, be that the colour of wheels, stripes or door mirrors. The interior trim obviously wasn't compulsory, as the red car has tan seats and on the metallic black example they are both red. BBR's models are all finished to a very high standard, as we expect, and the models are mounted on black Alcantara bases with red stitching and a numbered plaque. The editions are limited to 120 examples for the red and just 60 for the other colours.



**BBRC187AA Ferrari F150 LaFerrari Spider 2016 Black £157.60**

Alternative versions [BBRC187B](#) Yellow, [BBRC187D](#) Grey & [BBRC187E](#) White

When Ferrari unveiled an open-topped version of their LaFerrari hypercar at the Paris Motor Show in 2016 it caused quite a stir and with production limited to 150 units worldwide, exclusivity was guaranteed. BBR's model appears to be based on that launch car, flawlessly finished in metallic black with red trim and some small areas of carbon adding subtle contrast. The model is mounted on a matching black Alcantara base with red stitching and the overall effect is very attractive.



**BBR257A Ferrari 330GT 2+2 1965 Red £221.30**

Alternative versions [BBR257B](#) Black, [BBR257C](#) Gold & [BBR257D](#) Enzo Ferrari

Production of Ferrari's 4-litre 2+2 coupe was already well underway when it made its public debut in 1964 and in a three year run around a thousand examples were built. There were styling changes along the way and the car depicted here is one of the earlier examples with twin headlights. The shape of the car looks very good and the fit and finish is to BBR's usual high standards with crisp panel lines showing beneath flawless red paint, fine etched window frames and carefully placed brightwork.



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

**RGMCAR039A Ferrari 250GT Lusso Prototype 1962 £224.65**

Alternative version [RGMCAR038A](#) Restored

The pre-listing that we had for this model said it was from the Paris show and the packaging says Turin, but photos that we have captioned for each of these events suggest a metallic coloured car. There are period colour press images of this pre-production Lusso 'in the wild' though and these clearly show it in the fetching pale yellow with dark seats and a woodrim steering wheel. There are subtle changes from the final production cars, most noticeable the lack of fog lamps either side of the grille giving a much cleaner look to the front end, The model is beautifully finished as we're used to from BBR and makes a very interesting addition to any classic Ferrari road car collection. Production is limited to just 159 examples.



**SMTS - new 1:43 metal hand built models**

**RL129MD Ferrari Dino 246T Tasman 1969 #3 Amon £128.95**

Alternative versions [RL129MA](#) F2 Amon, [RL129MB](#) F2 Bell, [RL129MC](#) F2 de Adamich & [RL129](#) kit

We were slightly confused by which version was which when looking at SMTS' kit of the Dino, but this variant is perhaps the best documented, being Chris Amon's Tasman Series winner. Race photos suggest that the car is modelled as it appeared at Warwick Farm and in terms of decal placement and general layout the model matches well. There's a fair level of exposed engine and suspension detail and the overall finish of our sample is very good.



**RL006M17 Lotus 33 World Champion 1965 Clark £134.95**

Kit available [RL006B](#) UK & [RL006](#) Belgium

SMTS may have re-released the Lotus 33 using the same kit number as their original of many years ago, but this is a new pattern and much upgraded model. The most obvious change for those familiar with the first release is the separate top bodywork which can be removed to reveal plenty of engine and chassis detail. Not only is there spark plug wiring (Yippee!) but there are also cables running from the back of the dashboard to the engine bay. There are brake lines too and the suspension parts are very finely made, so fine that the rear trailing arms on our sample aren't quite straight. The level of detail in a hand built model at this price is superb and it will make a fine addition to your Lotus/Clark/World Champion collections.



**Marsh Models - New 1:43 resin & metal kit**

**MM284 McLaren M1C Can-Am 67/68/70 Privateers £71.95**

Hand built available [MM284M8](#) Courtney, [MM284M42](#) Da Mota, [MM284M47](#) Hansen, [MM284M77](#) Janke, [MM284M84](#) Wonder & [MM284M39](#) Heimrath

Six colourful options are offered in this kit, the most successful of which was Jerry Hansen's car from Mid-Ohio in 1967 where he finished second. The main castings are the same for all versions but there are detail differences in splitters and wings, so close attention will need to be paid to the instructions for the correct etched parts. Decals are clearly printed and include sill panels where these are a different colour to the main bodywork and for those body colours small paint chips are included along with the two-view decal placement drawings for each version.



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

**MMAT32021 de Havilland DH88 MacRobertson 1934 £179.95**

Three examples of the de Havilland DH88 'Comet' were initially built to contest the MacRobertson Air Race, an event which took the intrepid crews from Mildenhall in the east of England to Melbourne in Australia. The most famous of these aircraft is the bright red 'Grosvenor House' which won the race and it was backed up by the black and gold 'Black Magic', flown by Amy Johnson and her husband Jim Mollison and a third green aircraft was unnamed. After the race Grosvenor House was sold to the air ministry and painted silver with RAF markings and Black Magic went to Portugal and was renamed Salazar. All five liveries are offered as options on clearly printed decals and all will make attractive models. The colour of the striping on Grosvenor House has long been a bone of contention, some claiming they should be silver and others plumping for white and Marsh has gone with the latter. Resin castings are used for most of the components with white metal included for the undercarriage, propellers and a few other small details. The metal is used in part because the main fuselage and wing parts are quite heavy. There are a few areas of excess material to be cleaned off and some of the panel lines may need opening out of the material in these doesn't clean out when de-greasing prior to painting.





**Arena - New 1:43 resin & metal kits**

**ARE796C Porsche Carrera RSR Sebring 1975 #74 £67.95**

*Hand built available [ARE796CM](#)*

The colours on Ludwig Heimrath's Porsche varied subtly almost every race during the 1975 season and it can be quite confusing pinning the exact details down. From the race photos we've found, there was certainly more orange around the front and lower sides of the car than we see here on the test build images. This is fixable during build with reference to photos that can be found online and the cutting of a few of the blue decals. The overall shape is good and there is the usual level of fine detail we're used to seeing on Arena Porsches.



**ARE835 Lancia Stratos 1st Firestone Rally 1973 Munari £67.95**

*Hand built available [ARE835M](#)*

**ARE836 Lancia Stratos 2nd Targa Florio 1973 #4 £67.95**

*Hand built available [ARE836M](#)*

**ARE839 Lancia Stratos Giro d'Italia 1973 #524 £67.95**

*Hand built available [ARE839M](#)*

Arena has, over the years, made a huge number of variations of the Lancia Stratos and the latest part of the project is to go back to the early, pre-homologation cars. The Firestone Rally in Spain saw the car's first victory with Sandro Munari (who else!) at the helm. The body is much as it was for the 1972 aero tests (ARE848) but without any spoilers added at the rear and with a simple mesh panel in the front deck through which the spare wheel can be seen. The next success was second on the Targa Florio with Munari again. By now the spare wheel was hidden and the rear had sprouted spoilers with a kick up in the body and an additional aluminium piece, which is etched in the kit. For the Giro d'Italia we see a deep front spoiler fitted and also large rear spoilers blended into the bodywork and the front panel had become louvred, as was to be common on later cars. Each kit has a subtly different body casting to pick up these details, but much of the rest is shared. Although red is the dominant colour on the livery for all of these versions, the decal design includes it all so that the base finish is white. Sponsorship is complete with all logos and the decals are common to other kits, so there is plenty for the spares box. Like-wise the photo-etch.



**ARE848 Lancia Stratos Test 1972 Munari £67.95**

*Hand built available [ARE848M](#)*

Ignoring the Zero concept car, this is the earliest prototype version of the Stratos and was used to test bodywork configurations. At the front it looks very familiar but for a pair of basic lamps bolted on in place of the final pop-up headlights and the rear end has a slightly flatter deck and was fitted with small aluminium winglet either side. The one photo we've found is a rear 3/4 shot and this shows the model to be pretty accurate. For paint you will need to mask and paint the centre section bright red with the ends in bare aluminium.



**ARE857 Porsche 935 J Giro 1980 #595 Momo £67.95**

*Hand built available [ARE857M](#)*

**ARE858 Porsche 935 J IMSA 1981/82 de Narvaez £67.95**

*Hand built available [ARE858MM](#) Mosport, [ARE858MP](#) Portland & [ARE858MS](#) Sears Point*

**ARE859 Porsche 935 J 7th Daytona 1983 #30 Momo £67.95**

*Hand built available [ARE859M](#)*

**ARE868 Porsche 935 J 1st Daytona 250 1980 #30 Momo £67.95**

*Hand built available [ARE868M](#)*

The main body castings in these four kits are basically the same, with just small detail parts to change the race versions. This is logical as three of them are for the same car at various points in its career, the 1980 Daytona Finale winner being the odd one out. For the Giro d'Italia the extra parts include numerous additional lights. The de Narvaez kit offers three race options, each with very slight changes to the minor sponsors and supplier logos, with photos of each in the instructions to avoid confusion. The castings are, as usual, very clean and the shape of the Joest-built 935s is well captured. There is plenty of etch, some of which you won't need depending on version, and they should be fun builds.



**ARE864 Porsche 935 Daytona 1978 #3 Momo £67.95**

*Hand built available [ARE864M](#)*

Although Momo features prominently on this bright red 935, it was a Jolly Club-run machine and was usually raced in Europe. The sponsorship was because Moretti had joined the regular line-up of Finotto and Facetti for Daytona and they started from pole position, but retired with engine failure. Paintwork will be a simple single colour finish and the decals are clearly printed and look correct from the photos that we've found.



**ARE860 Porsche 935 Talladega 1978 #30 Momo £67.95**

**ARE863 Porsche 935 IMSA 1978 #30 Momo £67.95**

*Hand built available [ARE860M](#) & [ARE863M](#)*

These two kits offer the same ex-Max Moritz car from early and late season IMSA races. The main change is on the livery with the black centre panels disappearing. These are supplied as decal, as is the yellow bonnet top and the narrow yellow sections which run beneath the window and the roof will need painting to match this decal whichever option you choose. In typical Arena style the engine cover and rear wing are separate, which will simplify painting, and there is plenty of etch and other small details. Both are colourful subjects and the Portland race saw a second placed finish.



**ARE844 Subaru Leone RX Safari 1987 £67.95**

*Hand built available [ARE844M1](#) Vatanen, [ARE844M15](#) Eklund, [ARE844M21](#) Bourne & [ARE844M27](#) Tundo*

Prior to the arrival of the Legacy, Subaru only contested selected WRC events and having had a car finish fifth on the Safari in 1986 went all out with a four-car entry for the following year. Drivers were Ari Vatanen, Per Eklund, Possum Bourne and local champion Frank Tundo, so they were taking it seriously! The pattern for the kit was originally made by the late Jean-Pierre Lamy for his Made in Marseille series and as well as Arena's casting there is input from Renaissance who produced the decals. The general casting quality is as we would expect from Arena, but the instructions are not to Valerio's usual standards as they are from the original release. There are plenty of photos of the real cars included and with a little time spent it is perfectly buildable and will make an interesting addition to many rally collections.



**ARE846 Datsun Sunny 120Y 747 Rally 1975 Vatanen £67.95**

*Hand built available [ARE846M](#)*

This ugly duckling is a very significant piece in the history of Ari Vatanen's career as the 747 Rally in Jamaica was his first event outside Finland. It's probably also the only model we've ever seen of a car that ran in the Caribbean! The pattern was not originally by Arena but the casting quality is as we are used to and there's a decent level of underbody detail. A simple roll-bar is included for the interior but in the photos included in the instructions and other images found online this is not visible. Vatanen's own account of the event was that they put in fresh oil and brake pads, changed two of the shock absorbers and went to play! Despite hitting a truck, he finished twelfth and there are plenty of photos of the damaged car, including ones with a miss-matched door, for the adventurous among you!



**ARE845 Datsun Sunny 120Y Monte 1976 Kojimoto £67.95**

*Hand built available [ARE845M](#)*

This is another subject based on a Jean-Pierre Lamy pattern and shares the core parts with the Vatanen 120Y. The subject this time is a private Japanese entry from the Monte Carlo Rally which didn't finish the event. The base paint finish will be in white with all of the blue stripes included on clearly printed decals and two decal sheets are included in our sample kit, allowing for errors during building.



**ARE865 Porsche Carrera RS Tour de France/Giro 1976 £67.95**

*Hand built available [ARE845M](#) Giro & [ARE845M332](#) TdF*

This kit offers two options for the same car, driven by Francis Rousselly on the Giro d'Italia and Tour de France and scoring consistent results with a thirteenth and fourteenth overall. There are subtle changes to the decoration



between the two events, although the main dark blue livery and Christine Laure sponsorship are consistent to both. Bodily it is a regular 3-litre RS, with large rear spoiler but there is a bull bar type front bumper added and we see additional spot-lamps for the Giro version. The kit parts are typical Arena 911 with well-proportioned resin castings and plenty of small etched details.

**ARE866** Trailer - Wide Axle £34.55  
**ARE867** Trailer - Narrow Axle £34.55

The load area on these two trailers is identical and as single axle trailers they are ideal for having a smaller competition car parked on them. Unusually for Arena all of the parts except the tyres are metal and whether you go for the more conventional wide axle or the narrower wheels-under version they will be very simple assembly. There are separate castings for the jockey wheels, winch and wheels and photo-etch is included for the tread plate on the main tracks and for lights. Loading ramps are not separate, so this is one to be hitched in place.



**ARE24861** Porsche 911SC RS Safari 1978 1:24 £188.40  
*Alternative version ARE24862 service car*

On checking the contents of this kit, at first we thought that the instructions had been omitted, but deep down at the bottom we find a CD and popping this in the computer reveals over 150 high resolution images to help with your build. If you've built any of Arena's previous 1:24 Porsches, the core parts are very similar with full engine and decent suspension detail. That suspension is a little different here as it is much higher for the rough Kenyan terrain and among the resin parts we also find the off-road tyres. There are various bits of exterior detailing too with additional lights, roof-bars and horns. Which is the best Martini livery is a discussion guaranteed to cause an argument in our office but this is definitely among them and two options are offered, that of local man Vic Preston who finished second, or the fourth-placed Bjorn Waldegaard. Either will make a cracking model.



## DMC DECALS *DMC - New 1:24 decals*

**DMC24325** Ford Escort RS1800 RAC 1976 #22 £8.95  
**DMC24327** Ford Escort MK2 RAC 1976 Cossack £8.95  
**DMC24328** Ford Escort MK2 Sweden 1978 Vatanen £8.25  
**DMC24329** Ford Escort MK2 Circuit of Ireland 1978 Andrews £8.95  
**DMC24336** Ford Escort RS TDC/MC80/81 Publmmo £8.95

*Made to fit Italeri kit ITA3655*

With the recent release of Italeri's Escort kit, the appearance of numerous alternative liveries was inevitable! Most of the sets reviewed here are re-issues from DMC and there are some all new ones to come as well. When we look down the entry lists for the rallies in the late 70s, in many cases Escorts make up half the cars and that's the case for the 1976 RAC. Pentti Airikkala was excluded in his #22 machine, while Roger Clark went on to win in the Cossack car. Both of these need a simple single colour paint finish and include all the stripes. Both 1978 cars will need masking, with Vatanen's fifth-placed Swedish mount red over white and Russell Brookes' Circuit of Ireland winner needing a three-colour finish of yellow, white and blue. The Publmmo machine is another single colour finish, a bright blue, and this time there are three options to choose from, Vatanen on the Monte in 1981, Waldegaard's 1981 Monte and Loubet for Corsica 1981. The decal print isn't quite as crisp as Studio 27 or Renaissance, but at these prices they offer great value.



**DMC24412** Ford Escort RS Finland 1973 Gulf £10.75  
*Made to fit Belkits kit BEL006 & BEL007. Accessory set available REN24428 Tarmac Conversion Set*

The Kemilainen brothers dominated the 1300 and 1600cc classes of saloon car racing in their native Finland and also made competitive trips overseas including to Brands Hatch. The two liveries are near identical and only one image is included by way of instructions showing Matti's #31 machine. There are a fair number of images online and whichever you opt to make, the Renaissance tarmac conversion (REN24428) will be needed and you will also have to scratch build a front spoiler. Worth the effort to make a great looking model car though!



**Studio 27 - New 1:12, 1:20 & 1:24 decals & accessories**

**STUCD24025** Toyota GT-One Templated Carbon Set 1:24 £25.95

*Made to fit Tamiya kit TAM24222*

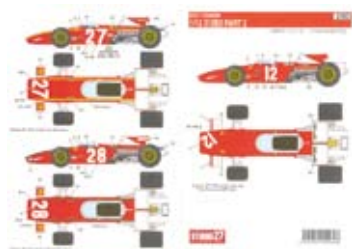
Three sheets of clearly printed composite decal are included in this pack, with a variety of patterns and textures depending on where on the car they are intended to go. There are parts for the wings, cockpit, engine bay floors and some of the external body panels. Whether you are building a kit in race trim or the clear-view option, this will add plenty of interest and detail.



**STUDC608** Ferrari 312B Belgium/Austria 1970 Decal 1:12 £18.75

*Made to fit Tamiya kit TAM12048*

Four options are offered on this decal for Tamiya's classic 1:12 kit with the choice of Ickx and Giunti from Spa or Ickx and Regazzoni in Austria, the latter being a 1-2 finish for Ferrari. All of the decals are clearly printed, as we would expect from Studio 27, and there are coloured stripes included for the Spa versions.

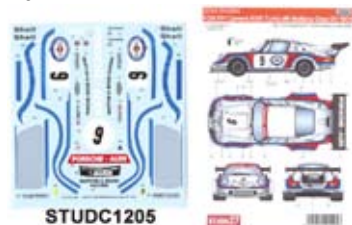


**STUDC1205** Porsche RSR Turbo Watkins Glen 1974 Decal 1:24 £15.85

**STUDC1206** Porsche RSR Turbo Daytona 1977 Decal 1:24 £12.95

*Made to fit Fujimi kit FUJ12648*

You'll need to get the masking tape out preparing your Fujimi kits for either of these latest decal sheets. The Watkins Glen version was a full works entry and like the Le Mans donor kit, the car finished second overall. The placement drawing shows that both silver and red must be sprayed. Silver door panels are included to simplify this a little (and give a colour match) and the blue stripes will cover the masking lines up and give a little lea-way. The car remained in the USA when the works had finished with it and by 1977 had passed to Interscope Racing. Some of the original livery still showed, but much of the car was painted matt black and the front bumper was white. This time the few remaining pieces of red are included on the decal, as are odd bits of stripe remnant and the door panels again, so this will be a relatively simple one to paint.



**STUFF038** Matt Black Stripes (Narrow) £7.15

Another handy one for the spares box. Six stripes each are included rising in width by increments of 0.1mm from 0.1 to 0.5. Each individual stripe is 127mm (5" in old money) in length.



**STUFF038** (above)  
**STUFF20157** (right)



**STUFF20157** Braham BT52 BMW PE Detailing Set 1:20 £24.45

*Made to fit Beemax kit AOS09823*

This is a relatively simple etched detailing set but still includes a fair amount. There are several grilles, brake parts, wing endplates, pedals, numerous fasteners, race number stencils and seat belt furniture, with ribbon also included to make the belts.

**STUFF24206** Porsche RSR Turbo 1974 Detailing Set 1:24 £55.95

*Made to fit Fujimi kit FUJ12648*

This is an interesting little detailing set and contains a selection of materials. Of course, there are etched parts for brake facings, fasteners, cockpit trim, wipers and a few other small details. Black ribbon is included to make the seat belts, there is fine mesh with a template set for various grilles and replacement windows with vac-formed front and rear screens and flat acetate for the side glazing.



**MFH**  
Model Factory Hiro

## Hiro - New 1:12 & 1:43 resin & metal kits

**HIR12617** Ferrari 488 GTE Le Mans 2017 #51/71 1:12 £545.50

Also available **HIR12618** #82

Except for a few modern F1s, the majority of Hiro's 1:12 subjects have been classic racers, so the announcement of Ferrari 488s and Ford GTs from the 2017 Le Mans race was a pleasant surprise. The 488 kit is kerbside but there is some engine detail as the motor is visible through the rear wind-screen and there is plenty to get stuck into in the cabin. A feature of modern GT cars are safety nets to protect the driver in the cockpit and these are provided as self-adhesive textured pieces which then have etched mounting buckles. The regular etched parts are relatively few in number, with much of the grille work included as proper mesh, some pre-shaped and other parts to be cut to templates provided. Disappointingly, very little carbon is included, the instructions suggesting satin black for spoilers, splitters and the rear venturi which at this scale doesn't really work. There are plenty of generic carbon sheets available from Hiro, Studio 27, MG Model and Scale Motorsport, search our website for 'carbon decal 1:12'.



**HIR43612** Porsche 917K 1st Le Mans 1971 £145.50

**HIR43613** Porsche 917K Le Mans/Monza 1971 Gulf £145.50

**HIR43614** Porsche 917K Monza 1971 Martini £145.50

**HIR43615** Porsche 917K Brands Hatch 1971 Martini £145.50

**HIR43616** Porsche 917K Austria 1971 Martini £145.50

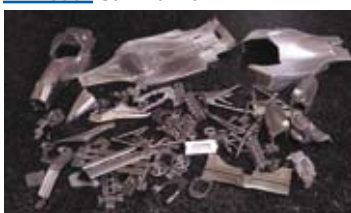
The core parts of these kits are all very similar with the extremely fine chassis frame 3D printed in resin and the majority of the other parts cast in very clean white metal. There's full engine and chassis detailing to enjoy and the body parts are in multiple pieces. This allows for plenty of variation and there are some pretty obvious changes on some versions and very subtle ones on others. The Le Mans winner and Austrian kits are single option, while the others all offer multiple team cars. On the Martini Monza and Brands Hatch cars, one example on each occasion ran with snorkel air intakes and the sister car was more conventional in appearance. These changes are all clearly shown in the assembly and decal placement instructions. Great projects, whichever you choose.



**HIR43620** Williams FW16 Pacific 1994 £128.75

Alternative versions **HIR43060** Brazil & **HIR43061** San Marino

Hiro's first versions of the FW16 were released a year ago and here we see the parts revised for the second round of the 1994 season at Aida in Japan. The big change for this race is a high downforce setup which included a rear wing which extended forwards with extra elements and dive-planes added to the nose. The endplates are very fine etch and the majority of the other kit components are in very fine white metal and multi-piece bodywork reveals plenty of chassis and engine detail, although as usual for Hiro's 1:43 kits you may wish to add some wiring. A two-tone paint finish will be needed and there are blue panels on the decal to match to and the decals also include carbon for the inner wing surfaces. The placement drawings for the decoration show politically correct logos but some easily found decals can correct that.



**B3R**  
MODELS

## BBR - 1:18 resin & metal hand built model

**BBRC18014A** McLaren 675LT 2015 Chicane Grey 1:18 223.85

Alternative version **BBRC18014B** Orange

Developed from the 650S, the 675LT is a more track-focussed version of McLaren's supercar, the LT standing for Long Tail and that revised bodywork adding much more stability and downforce. A dark solid grey isn't the most obvious colour choice for such a vehicle, but it works well and offers a subtle contrast with the many exposed carbon panels on the model. A deep gloss lacquer finish covers the paintwork but the carbon parts have been left a more natural satin and we also see multiple textures in the well finished cabin. The model is smartly presented on a road-effect base and this bears plaques with the model description and issue number.



## Carbone

## Carbone - New 1:18 resin & metal hand built model

**CAR18009** Mercedes 380S Torpedo Saoutchik 1927 £569.95

Alternative version **CAR18007** Grey/red

Carbone list this as a 1928 car but everything we have found about chassis 35971 suggests it was laid down in 1927, although it is possible the body wasn't completed until the following year. Saoutchik made several of these roadsters, each subtly different, and this one is modelled as it has appeared at various American concours events in recent years. First impression is that the interior looks a little odd, the seats and door cards covered with a red striped decal to emulate snakeskin or some other exotic hide. The real car has a finish like this, but it is in vertical stripes and not horizontal as on the model. Also, photos we've found suggest a highly polished aluminium dashboard not the very neatly done woodgrain we see here. Externally things are much better! The shape of the car looks very good and the black paintwork on our sample is flawless. The car has been restored with the chassis and under-wing areas finished in bright red and this is all neatly done, with the wheels in the same shade and highly polished brake drums (again a detail of the restoration) shining brightly behind. Not 100% accurate, but a beautiful thing nonetheless!



## CMC - New 1:18 premium diecast model

**CMCM145** Talbot Lago T150 Coupe SS Figoni & Falaschi £521.95

Also available **CMCM165** Red/Silver, **CMCM166** Black, **CMCM179** Aubergine & **CMCM167** Le Mans

The 'Teardrop' coupes created by Figoni & Falaschi on Talbot Lago chassis are among the most famous and most beautiful creations from that great era of coachbuilding, the 1930s. Every car was subtly different with changes to the lights, bumpers and sunroof designs. CMC describe their model as 1937-1939 and this is appropriate as they appear to have cherry picked the best of these features and combined them to make a very beautiful model but one which does not match any particular car. Most of the details match the example which lived for many years in the Rosso & Bianco museum in Aschaffenburg but at the front we see the low mounted, covered headlights seen on early examples and the pale metallic blue and red interior match the original colour description of one of the lost examples of these cars, but that was also described as having red painted wheels. Opening panels reveal plenty of mechanical and trim detail and underneath there is also a full chassis with realistic suspension.



## OXFORD

## Oxford - New 1:43 diecast models

**OXFAMDB2003** Aston Martin DB2 Mk3 Red £24.95

Alternative version **OXFAMDB2001** Green

Production of the third generation DB2 (usually just called the DB MkIII) only lasted two years and the tail light design on this model marks it out as one of the later cars. The basic shape of the model is not bad and the specific details such as grille design have been well replicated, but some of the other details are quite clumsy and the paint is very thin around the panel lines with white primer showing. It's not quite as obvious here as on the green version we've seen previously but it does seem to be something Oxford struggles with on darker colours.



**OXF43XK150008** Jaguar XK150 Roadster Red £23.95

This is one of the better patterns that we've seen in the Oxford range and not only is the body shape very convincing, but most of the detailing is too. The wire wheels could be better but the windscreen frame is finely made and the chrome trim for bumpers, lights etc is all very good. The paint finish on our sample has a particularly deep gloss but the paint hasn't been so heavily applied as to flood any panel lines. Oxford at the top of their game.







Spark resin cast [SPK5611](#) - Peugeot 2008DKR 1st Dakar 2017 Peterhansel



Arena [ARE853](#) (kit [ARE853M](#) (built) - Porsche 911 RS Tour de France 1977



Looksmart resin cast [MRCLSRC011](#) - Ferrari 1512 2nd Monaco 1965 Bandini



Ixo diecast [IXOGTM114](#) - Mercedes AMG GT3 Nuburgring 24 Hours 2017



Remember hand built [REM43075](#) - Ferrari 250GTO Sebring 1963



Automodelli Studio kit [AUT43107](#) - Porsche 956 Silverstone 1984



Autocult resin cast [ATC04013](#) - Fiat 1500 Berlinetta Kompressor 1943



Matrix resin cast [MTX41302-121](#) - Mercedes Benz 770K 'Grosser' Cabriolet 1930



MG Model hand built [MGMSWB43008M](#) - Ferrari 250SWB Tour de France 1961



TrueScale resin cast [TSM430176](#) - Aston Martin Vulcan 2016

**TSM151803R** Brabham BT46B 1st Sweden 1978 Lauda 1:18 £219.95  
**TSM151804R** Brabham BT46B Sweden 1978 Watson 1:18 £219.95

The late 1970s were a period of great innovation in F1 and one of the most controversial developments was Brabham's 'fan car'. No one believed that the huge fan at the rear was for engine cooling and the amount of dirt it blew through was a concern for safety and it only ran the once, Lauda winning the race comfortably and Watson retiring with sticking throttles. The overall shape of TrueScale's model looks very good and the finish of the bodywork is excellent. The fan at the rear is finely made but the rather heavy braided cable for the rain light is a let-down, as are the plastic seat belts especially as these have excellent etched buckles. Frustrating when the other detailing is so finely done and the overall presentation, with the models sitting on carbon effect display bases, is very smart.



**TSM430178** Bentley Continental GT3 Spa 2016 #24 £89.95

This Pro-Am Cup entry in the Spa 24 Hours included a couple of very experienced drivers but was sadly one of the earlier retirements from the race. The layout of the livery is similar to that seen on factory supported entries but the shade of green used on the stripes is far more vivid and this certainly makes for a bright looking model. The basic pattern is one that we have seen many times now in both the TSM and Spark ranges and the proportions are good and smaller details all neatly fitted.



**TSM430225** Porsche 934-5 3rd Sebring 1977 #61 Brumos £89.95  
**TSM430226** Porsche 934-5 1st Laguna 1977 Interscope £89.95  
**TSM430227** Porsche 934-5 Mid-Ohio 1977 #44 £89.95

The basic body castings at the heart of each of these three IMSA Porsches are the same, although there are a few subtle details added. The overall shape looks very good and there is a distinct line marking the edge of each rear wheel arch extension, these being removable parts on the real things. On the Brumos Sebring entry we see additional spot-lamps on the front with their covers in place and also the headlights are convincingly taped over, matching photos from early in the race. Danny Ongais' Laguna Seca winner is from the first of two races at the circuit that season (the second won by a BMW) and again the model checks out well with race photos, as does the most colourful of the trio, the blue, yellow and red Holbert Racing machine driven by Doc Bundy and Roy Woods at Mid-Ohio.



**TSM430182** Bentley Continental GT3 ADAC 2016 #9 £89.95

With more and more Bentley GT3s running with private teams we're seeing some more interesting liveries than those based on the works white with green stripes schemes. This was one of several Abt team cars running in the German ADAC GT Masters series and we see an unusual satin dark green as the main body finish with bright green and white stripes, those on the side looking like a stylised British flag. The decals are all neatly placed and as usual for the Bentleys in this range we see finely moulded wheels, a delicate rear wing, plenty of fine carbon decal and the position indication lights in the front windscreen.



**TSM430197** McLaren 650S GT3 1st Donington 2016 #79 £89.95

We see very few subjects from the British GT Championship which is a shame as there are some excellent liveries to be seen. One such is the Ecurie Ecosse McLaren which won two races back to back in 2016 and is modelled here as it ran at a rather damp Donington. We would usually expect to see metallic blue on cars from this team but here it is a fairly bright solid shade and this appears to be correct looking at the team's walk-around video and also race photos. There's plenty of decoration on the model, all of which is neatly applied and there are a few fine detail touches hidden among the black and carbon parts in particular.



**TSM430102** Aston Martin DB11 2017 Blue £89.95

Alternative versions **TSM430100** Orange & **TSM430101** Gunmetal

The DB11 is the first car of what Aston refer to as their 'second century architecture' and along with the fresh aluminium chassis comes a mighty twin-turbo V12 engine. This is the second variant of the car that we have seen from TrueScale and as previously the chiselled styling is very crisply moulded. The bright 'Frosted Glass Blue' paintwork is an interesting finish, a fine metallic in the main colour then brightened up with fine glitter in the clear coat, presumably to suggest the frost. A very smart looking miniature.



Looksmart - New 1:18 & 1:43  
resincast models

**MRCLS18RC001** Ferrari 158 USA 1964 Surtees 1:18 £229.95  
**MRCLS18RC08** Ferrari 158 Italy 1964 Surtees 1:18 £229.95

The Italian Grand Prix in 1964 was a slip-streaming battle early with Surtees and Gurney in particular trading places for the first half of the race, but the Ferrari's superior reliability meant that Surtees came out on top and led the championship leaving Europe for the last two races of the season. Politics meant that the Ferrari team didn't officially enter the US and Mexican races, the cars appearing under the banner of NART instead and finished in a very smart blue and white livery. Second in the final two races was enough to secure the title for Surtees and Ferrari. The overall shape of Looksmart's 158 looks very good and the fine rivet detailing along the lower body sides is particularly crisp. The paint finishes on both models are excellent and there's plenty of fine suspension and transmission detail visible. The mesh filters over the intakes are replicated with vac-forms, which works OK in 1:43 but looks a little clumsy in this scale, otherwise very good indeed.



**MRCLSRC08** Ferrari 156 1st Austria 1964 Bandini £95.95

Having made occasional Grand Prix appearances over the previous few seasons, 1964 saw Lorenzo Bandini race for the full year for Ferrari with mixed success. His best results came in the V6 engined 156 and the high point of his F1 career was in Austria with his only win. For the fast Zeltweg airfield course (shaped like a giant hockey stick) the car was in low drag trim with a small radiator opening in the long nose and a full-length engine cover. The body shape is clearly modelled and well finished with the decals correctly placed and there's a modest level of engine detail if we look under the sides at the rear.



**MRCLSRC010** Ferrari 512 3rd Mexico 1964 #8 Bandini £95.95

Alternative version **MRCLSRC09** Monaco '65

Ferrari first ran their flat-12 powered 512 in practice at Monza with Bandini at the wheel. They opted not to race the car there but the Italian did have it for the final two races of the season in the USA and Mexico where it ran in NART colours. In Mexico Bandini was faster than Surtees in the V8 car, but allowed the Englishman past late in the race to help with his World Championship bid, the pair eventually finishing second and third. The two-tone blue and white finish on the model is excellent with neat masking on the body sides and a seemingly perfect colour match between the painted areas and the blue stripe decal. We can see parts of the twelve-cylinder engine in the rear and the suspension and transmission are well detailed.



**MRCLSRC012** Ferrari 158 4th Monaco 1965 Surtees £95.95

Alternative version **MRCLSRC09** Mexico '64

The Monaco Grand Prix was an eventful race in 1965 with numerous breakdowns, Paul Hawkins and his Lotus going for a swim and John Surtees running out of fuel on the penultimate lap whilst running third and pushing his car home to finish fourth. For the heat of the Mediterranean streets the car had plenty of cooling vents and these are neatly moulded on the well finished body. A short engine cover has the eight intakes poking through and these are covered with individual vac-formed domes to emulate the mesh filters. This works on larger panels, but not quite on pieces this small. The distinctive swirl pot oil cooler is neatly reproduced behind the driver's left shoulder and the suspension and transmission details are to a good standard.





## GLM New 1:43 resincast models

### GLM43205001 Rolls Royce 20HP Ice Cream Van 1923 £122.95

It's unclear when this Rolls Royce was converted for use as an ice cream van, but it is one of many unusual vehicles on the fleet of Scottish firm S Luca and the company itself has been going nearly a century. The lines suggest that it may originally have been a hearse, but it is in fact a purpose built vehicle for Luca Scappaticcio's company, having started life as a Hooper limousine. It's certainly a striking machine, the lower bodywork painted two-tone purple, the lighter of the shades being metallic. The model is very well finished and inside the rear we can see a selection of freezers and in the window alongside the serving hatch there is even a price list. A great fun subject which has been beautifully made.



### GLM43205201 Rolls Royce Phantom Springfield Open £119.95

This imposing 'transformable torpedo' body was one of only two built by Hibbard & Darrin and was mounted on a Phantom chassis built in Rolls Royce's Springfield, Massachusetts factory. The car was ordered by Paramount Studios and given to Marlene Dietrich as a gift when she arrived in the USA. With the roof down, we see plenty of interior detail and a very delicate etched-framed windscreen for the rear seat passengers. With the realistically textured roof up 'Dutch' Darrin's patented trapezoidal side windows are very well replicated, again with etched frames. The two-tone green and black paintwork is excellent and in either form it makes for an attractive miniature.



GLM43205201



## Neo - New 1:43 resincast models

### NEO46460 Chrysler Newport Sedan 1961 Red/White £74.95

The Newport name was used by Chrysler for the entry level models in their full-size range. This meant relatively simple trim both inside and out, so we don't see vast expanses of chrome as we are used to on cars of this era. The small side trims are applied as decal on the model, while we see etch for the door handles and chrome foil for quarter window frames and windscreen surrounds. The plated bumpers have just the right level of shine and the paintwork is to a high standard.



### NEO47160 Chevrolet Corvette Corvair 1954 Blue £74.95

One of three Corvette-based specials built for the 1954 Motorama, the fast-back Corvair is modelled as it first appeared in New York, finished in an attractive pastel aquamarine blue. The shape of the car looks good, the panel engraving is crisp and the paint finish is excellent but some of the trim lets the model down. This is one of an increasing number of subjects previously released in the sister Best of Show budget range and we see the same decal window frames and dull trim that was on that model.



### NEO46715 Dodge W200 Power Wagon 1964 Red £74.95

The Power Wagon series were 4x4 pickup trucks, effectively a military vehicle with a few creature comforts added with the first series becoming available to the public in 1946. The version offered here is from the third generation and the model is generally well finished. The door mirror mountings are rather over-sized but otherwise the trim parts fit well, the paintwork is excellent and the overall shape of the vehicle looks pretty accurate.

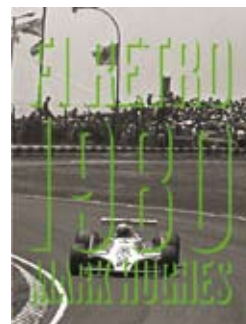


## New books

### ISBN9781999748104 F1 Retro 1980 £60.00

Weight 2.1kg by Mark Hughes

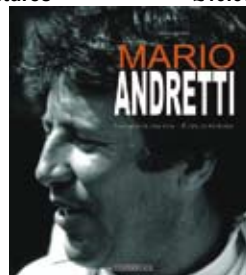
1980 was a significant year in the history of F1, with much political wrangling off track between FISA and FOCA often overshadowing some great battles on track. Turbo engines rose in profile and performance and ground effect was in full swing. This detailed study of the season looks at the main rivalries on and off track and of the changes in technology before dealing with the nitty-gritty of the season with race by race reports. Each car is compared technically, there are detailed results and also interviews with many of the drivers and other principle figures. The book is illustrated with many carefully selected photographs and also team documents which give an insight into race weekends.



### ISBN9788879116824 Mario Andretti, A Life In Pictures £40.00

Weight 2.1kg by Mario Donnini

With text in both Italian and English, this fine collection of photographs charts the career of one of the most successful drivers of all time. Although the introductory pages talk of the family's emigration to America in 1955 and early races on short ovals in the late 50s, the images actually start a decade later, which is a shame. It does mean that they cover the prime of Mario's career and follow right through to late entries at Le Mans into the 21st century.



### ISBN9781935007296 Shelby Mustang GT350 £40.00

Weight 1.7kg by Chuck Cantwell & Greg Kolasa

Chuck Cantwell started his automotive engineering career with GM and had been with them for around fifteen years when a meeting with Carroll Shelby resulted in him being recruited to project manage the development of the GT350. Who better to tell the story of these now legendary performance machines, ably assisted by Shelby Club registrar and fellow GT350 owner, Greg Kolasa. Cantwell's experience gives a unique angle to the development story and there are many previously unpublished photos. There are a few familiar ones too as we see the Mustangs in action in Trans-Am races. Cantwell remembers not just the cars but the people involved too, both behind the scenes and in the public eye on track.



### KOMUDG009 Brabham BT52b Ultra Detail Guide £18.95

Weight 400g

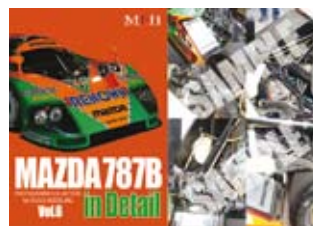
The latest in these A5 landscape format photographic collections is aimed at builders of the recently released Beemax 1:20 plastic kit release (AOS09823) but would be equally useful to those with one of the many Hiro kits in 1:12 and 1:43 awaiting construction. The car photographed is actually the late season BT52B, but mechanically most of the information is still relevant and there's plenty of it! Almost 80 individual full-page images are included, going methodically through the car from front to back showing close up details of suspension, brakes, cockpit, engine and transmission as well as bodywork.



### HIRBOOK6 Mazda 787B In Detail £17.25

Weight 400g

Three different examples of the 787B are included in this excellent collection of photographs. We start with the most famous, the Le Mans winning chassis 002 and also include 001 and 003 which have changes to livery and bodywork. There are 38 pages, each of which has multiple images of the cars showing great levels of detail and there is no space wasted with captions, just the odd title overlay in the top corners.



## Postage rates on books

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



Arena [ARE863](#) (kit) [ARE863M](#) (built) - Porsche 935 2nd Portland 1978



MG Model hand built [MGM512S053](#) - Ferrari 512S Coys Festival 1999 Mason



Marsh Models [MM285](#) (kit) [MM285M98](#) (built) - McLaren M12 Mosport 1969 Eaton



Matrix resincast [MTX40102-101](#) - Alfa Romeo Sportiva Bertone 1954



GCAM [CGAM43090A](#) (kit) [GCAM43090M98](#) (built) - Tiga GC284 Le Mans 1985



Tron [TRO328P](#) (kit) Bee Bop [BEE155R](#) (built) - Pininfarina Sergio 2015



Spark resincast [SPK5156](#) - Citroen DS3 WRC Monte Carlo 2017 Breen



TrueScale Miniatures resincast [TSM430225](#) - Porsche 934/5 3rd Sebring 1977



RGM Design hand built (by BBR) [RGMCAR027D](#) - Ferrari 330 America 1963 Monterey 2015



Spark resincast [SPKTF052](#) - Lancia Aurelia B20 1st Targa Florio 1952



GLM resincast [GLM215302](#) - Rolls Royce Phantom II Brewster Newmarket 1932



Spark resincast [SPK4261](#) - Eagle Mk7 Olsonite 2nd Indy 1969 Gurney



Automodelli Studio kit [AUT43106](#) - Porsche 911 RSR Australia 1977 Latham



Ixo diecast [IXORAM638](#) - Citroen C3 WRC Monte Carlo 2017 Meeke



Greenlight 1:18 diecast [GRE11020](#) - Dallara Andretti 1st Indy 500 2017 Sato



Looksmart hand built [MRCLS426FM](#) - Lamborghini Gallardo Bologna Airport



JPS painted kit [JPS410](#) - Renault Clio RS Spa 24 Hours 2000



Remember hand built [REM43081](#) - Ferrari 250GTO Targa Florio 1963



Top Speed 1:18 resincast [TSMTS0168](#) - Jaguar Project 7



Norev diecast [NOR770221](#) - Fiat 1200 Spider 1959



## autocult

### Autocult - New 1:43 resin cast models

**ATC03013**

**Berkeley T60 1960**

**£91.95**

Berkeley Coachworks originally made caravans and they turned their expertise with fibreglass to start making lightweight sportscars in the mid-50s. These were originally four wheeled but the launch of the T60 in 1959 saw sales rocket and 1800 units of this little roadster were built before a collapsing caravan market put the company out of business at the end of 1960. The distinctive shape of the car is very well modelled and we see typically fine detailing with an etched windscreen frame and very delicate steering wheel. The separate seats identify the car as a later example and the standard of finish is excellent.



**ATC04011**

**Wikov 35 Kapka 1931**

**£96.95**

We had assumed from the bullet-nosed styling of this 1930s streamliner that a radial engine may be lurking behind, but the chassis beneath was very conventional, a 35hp 1800cc four cylinder driving the rear wheels. The Wikov 35 in standard form was a normal, high end car for the Czech market but this streamlined saloon looked to move the company forward. Kapka means droplet or pearl in Czech, but the design was a bit too outlandish for the buying public and it is believed only six were built. The model is based on a restored example (possibly the only survivor) and matches images of this and period shots of the original cars pretty well. The colour isn't the most obvious choice, but it is authentic and the overall finish is excellent as usual from Autocult,



**ATC12006**

**Horch 853 AS12 Lepil Fire Engine 1938**

**SOLD OUT**

This incredible looking contraption started life as a luxurious Horch roadster in the late 1930s. At the end of WW2, as the Germans withdrew from Eastern Europe in the face of the Russians, the high-ranking officer who owned it was forced to leave the car behind. Czech coachbuilder Lepil was commissioned to convert the large powerful chassis into something more useful for the city of Brno and with 100hp on tap, this may have been one of the fastest fire trucks in the region for many years. Already a big car, the chassis was extended significantly at the rear to accommodate hose reels and other fire-fighting equipment, with four crew sitting in front. The huge clear roof gives us a view of all these details and the glazing fits seamlessly onto the well painted resin body. Autocult certainly know how to pick weird subjects and they invariably execute them very well.



### Matrix - New 1:43 resin cast models

**MTX50102-071**

**Alfa Romeo 1900L Pininfarina Coupe 1953**

**£85.95**

The 1900 series were the first 'modern' Alfas produced post-war to an all new design and the standard model was of unitary construction. The same mechanical parts could also be ordered fitted to a bare chassis designated 1900L and intended for specialist coachwork such as this unique Pininfarina design. The car is modelled as it is today, with the radiator grille unusually painted red to match the interior trim. The body design has a very low roof line and this along with various crisp swage lines on the lower panels is well replicated.



**MTX41607-081**

**Singer Porsche 911 2014 Blue**

**£87.95**

Singer is a Californian Porsche restoration specialist which also includes plenty of modification into the process. Although it looks like an early 911 with slightly flared wheel-arches, the car modelled here was based on a 1991 964, with all the exterior panels other than the roof replaced with carbon fibre. Comparing the model with photos of the subject in a road test article, the front arches appear slightly overblown, but the overall finish is excellent and the custom interior has been particularly well done.



**MTX10304-022 Citroen SM Le Mylord Chapron 1971 Green**

**£85.95**

Henri Chapron's coachworks converted a wide variety of Citroens and on the SM they had a number of designs, mostly for limousines. The Mylord cabriolet retained the original wheelbase but was still a very involved conversion which doubled the price of the already expensive donor car and subsequently production was restricted to just seven examples. The metallic green on this example suits the elegant lines of the car extremely well and the detailing is all very neatly applied. We have found a photo of a car in this colour scheme at Avignon in 2009 and the model matches very well apart from the inclusion of a very fine radio aerial on the left front wing, which should be on the other side. A tiny detail on an otherwise fine miniature.



**MTX50206-061**

**Buick Series 40 Lancefield Drop Head 1938**

**£94.95**

This unique three-position drop-head coupe body was created by Lancefield of London on a Buick chassis for the Singer sewing machine company and was used extensively in the UK for many years before being shipped to America. It has survived unmolested throughout its life and is modelled here with the roof in the semi-raised position. The chrome side trim looks slightly thick but otherwise the detailing and finish are excellent, with the unusual swaged edges to the flowing wings and running boards and plenty of other subtle chrome detailing.



**MTX51904-021**

**Talbot Lago T26 Stabilimente Farina Cabrio 1951**

**£94.95**

The vast majority of Talbot Lago chassis were clothed by French coachbuilders but this unique roadster was commissioned from Stabilimente Farina by the Portuguese agent and unveiled at the 1951 Paris salon. Originally the car was white with colour coded wheels but it has been restored in black with chrome by the current American owner. When photographing the model, it looks very large and measuring key dimensions such as wheelbase, this works out correct for the larger T26 'Record' but the Grand Sport was 40cm shorter! The proportions are good but if we calculate the measurements based on the GS chassis length the model works out to around 1:38! A shame as it's beautifully finished.



### Ixo - New 1:43 diecast models

**IXORAM618**

**Ford Fiesta RS WRC Monza 2012 Rossi**

**£38.95**

The season closing Monza Rally Show is an event which Valentino Rossi has been competing in for over a decade now and one he looks forward to each season. In 2012 he scored a double victory, taking the stage rally title and also the 'Master Show' super-special which takes place on the pit straight. His Fiesta WRC for this event was largely satin black with vivid highlights in the form of sponsorship from Monster and Rossi's own VR46 merchandise range. The wheel colour changed over the weekend depending on which set was being used and Ixo have opted for black here. The decals are all well placed, there is carbon on the rear wing and a couple of other small areas and details such as the windscreen wipers are nice and fine.



**IXOLM1958**

**Ferrari 250TR 1st Le Mans 1958**

**£34.95**

We and many collectors have been awaiting the reissues of many of Ixo's Le Mans winners for some time. This isn't the most accurate rendition of the car driven by Gendebien and Hill that we've seen, the bonnet bulge being particularly oversized and it is fairly typical of older die-cast releases with thick mouldings for the glazing and slightly unconvincing wire wheels. It is very well finished though and the decals are accurately placed.



Ixo continued

[IXOLM1960](#)

**Ferrari 250TR60 1st Le Mans 1960**

£34.95

In terms of shape, Ixo's 1960 Le Mans winning Ferrari is far better proportioned than their 1958 car. Not perfect, but not bad. The paint finish is excellent, the jacking points front and rear are finely made and the interior detail is pretty good. Again, the glazing is very thick and the wire wheels are overly shiny, typical issues with low cost diecasts. On our sample the door number on the left-hand side was at an angle, which is frustrating as the time has been taken to make sure the decals fit into the panel lines.



**MODELER'S**  
We love motor sports, and we love motorcars.

**Modelers - New 1:43 resincast models**

[MDL43012](#)

**Mazda MZ 2.0T 2016 #55**

£97.60

[MDL43013](#)

**Mazda MZ 2.0T 2016 #70**

£97.60

June 2016 marked the twenty-fifth anniversary of Mazda's historic Le Mans victory and the closest race to this date on the calendar for Mazda's current top racing squad, running in IMSA races, was a couple of weeks later at Watkins Glen. The lead #55 car was decorated in a livery directly replicating the Le Mans winner, with bright orange and green dominating, while the sister machine shared the same layout but with the current colours of deep metallic red and grey. Both look very smart with the multiple colours neatly masked and sprayed before careful application of decals.



MDL43012

**KYOSHO**

**Kyosho - New 1:18 diecast model**

[KYO08901P](#)

**Land Rover Defender 90 Adventure 1:18**

£179.95

Alternative version [KYO08901CGR](#) *Autobiography* & [KYO08901GGR](#) *Heritage*

With the end of production of the traditional Land Rover looming after nearly fifty years, the company launched three special 'Final Editions'. The 'Adventure' was inspired by the cars built for the G4 Challenge and is painted in a bright metallic orange with the wheels, wheel-arch extensions and roof in contrasting black. A snorkel air intake is fitted to improve 'wading' ability and there is a roof rack with access ladder. The rack and ladder are packed separately and will need fitting upon receipt, a simple enough job as they click into place and instructions are provided. The engine, being a modern diesel, isn't the most exciting thing to look at but underneath the model there is a full chassis and drive line to enjoy too, including proper metal coil springs.



**GREENLIGHT**  
collectibles

**Greenlight - New 1:18 diecast model**

[GRE11019](#)

**McLaren-Andretti Indy 2017 Alonso**

£83.95

Alternative versions [GRE11010](#) *Chilton*, [GRE11016](#) *Mann*, [GRE11018](#) *Montoya* & [GRE11020](#) *Sato*

The profile of the Indy 500 was raised with a global audience in 2017 thanks to the much publicised participation of Fernando Alonso. Greenlight Collectibles have been producing official merchandise for Indy for a few years now and they are making several of the cars from this year's race. This is the first of their 1:18 diecast models that we have seen and it is a little different to our usual fare. Overall the shape of the car is pretty good but this is closer to the toy market than that of fine scale models. The paintwork is not consistent and many of the panels are quite thick. The decals are good and well placed (although as on the various McLarens of the past few years a couple of logos are omitted for contractual reasons) and we do see carbon on suspension, floors and some of the smaller aero parts. The tyres have the correct red lettering on the outsides, but the insides have not been decorated, which would have been easy enough to do. Certainly not to the standard of a Minichamps or similar, but quite a bit cheaper too and the only way you are able to add modern Indycars to your collection in 1:18.



**MINICHAMPS**

**Minichamps - New 1:43 resincast models & catalogue**

[MIN437736523](#)

**Porsche 917/10 1st Mosport 1973 Kemp**

£79.95

In a race of high attrition, Charlie Kemp won the opening round of the 1973 Can-Am Challenge by a full two laps from his nearest rival. Looking at race photos, the general shape of the car is well modelled and the decoration is all accurately placed. There are a couple of small details which are not quite right, such as plain silver rather than a reflective polished aluminium on the lower chassis sides and a small roll hoop extension for the driver's head which has been omitted. The general finish is very good though, the cockpit detailing is excellent and there's a fair level of detail sat the rear too.



[MIN537154420](#)

**McLaren 675 LT 2015 Grey**

£79.95

Also available [MIN537154421](#) *Orange* & [MIN537154422](#) *Green*

The 675LT (Long tail) is a lightweight, track-oriented version of McLaren's 650S and is certainly an imposing looking beast. The pale grey on Minichamps model shows the lines of the car off very well and we see very crisp panel engraving beneath. The mirrors, side vents and splitters are all carbon wrapped adding contrast to the gloss paintwork and with production limited to just 200 pieces, it won't be around for long.



[MIN417170055](#)

**Toro Rosso STR12 China 2017 Sainz**

£94.95

Alternative version [MIN417170026](#) *Kvyat*

When we saw pre-season photos the livery on the Toro Rosso was one which really fizzed with the bright metallic blue base. The paintwork is very light dependent and that is true on the model too, it looking quite dull under normal ambient light but really shines out when brightly lit. The red decals are also very vivid and the sponsorship and smaller trim details all look correct for the Chinese race. The suspension is finely made and carbon textured and while the main part of the front wing is made in one piece (we can't really see how else it can be done, mass produced in this scale) there are plenty of small turning vanes etc added.



[MIN417170018](#)

**Williams FW40 F1 2017 Stroll**

£94.95

Alternative version [MIN417170019](#) *Massa*, [MIN417170041](#) *Paffet test* & [MIN417170818](#) *Stroll Azerbaijan*

No race is specified for this first 2017 Williams release by Minichamps but the inclusion of the STR driver identifier on the rear wing endplate puts us at mid-season. As with the other F1s that we've seen so far this year, 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 elements. 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.



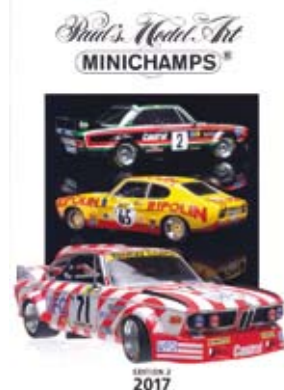
[MINCAT17-2](#)

**Minichamps Diecast Colour Catalogue 2017**

£1.99

Weight 300g

This is a supplement to the main Minichamps catalogue released early in the year and includes updates on some previously announced items plus plenty of new release information. Most of the new items are for current subject matter, so we see 2017 F1 and Moto GP machines and a raft of colourful GTs from Daytona, the VLN and Nurburgring 24 Hours which will be coming over the coming months. The motorcycles will all be 1:12 and we see a few 1:12 cars too alongside the more numerous in 1:18 and 1:43.





# NEW & SOON



Norev diecast [NOR350092](#) - Triumph TR6 1974



Autocult resincast [ATC02012](#) - Veritas RSII 1964



Spark 1:18 resincast [SPKUS18004](#) - Dodge Viper GTS-R Lone Star 2014



Looksmart resincast [MRCLSF1010](#) - Ferrari SF70H 2nd Monaco 2017  
Raikkonen



Arena 1:24 kit [ARE24862](#) - Porsche 911 SCRS Safari 1978 Support Car



Matrix resincast [MTX40103-031](#) - Allard P2 Safari 1954



Top Speed 1:18 resincast [TSMTS0020](#) - Aston Martin DB11 2017



Remember hand built [REM43078](#) - Ferrari 250GTO Paris 1000kms 1964



Spark resincast [SPK0860](#) - Chevrolet Monza IMSA Champion 1976 Holbert



Ixo diecast [IXORAM639](#) - Citroen C3 WRC Monte Carlo 2017 Lefebvre





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

**SPK2429** **Aston Martin DB4 Series 4** **£53.95**

Alternative version **SPK2426** & **SPK2430** Convertibles

For 1961 Aston Martin introduced a number of subtle styling changes to the DB4. The most obvious of these are the lowering of the bonnet scoop and removal of its grille, a redesign of the main radiator grille with seven vertical bars and nine horizontal and a standard oil cooler with a prominent intake beneath the front bumper. All of these details are neatly modelled and the overall shape looks pretty good. The metallic paintwork has a very fine grain and the subtle pale gold chosen suits the car superbly.



**SPK3209** **VW Golf GTI 1800 4 door 1976** **£49.50**

Alternative version **SPK3213** silver

The Golf GTi was usually built on the three door bodysell and later as a convertible but for special order on the German market it could also be had with five doors as seen here. Black was a standard colour and hides the lines a little, but the overall shape looks good and the unique red chequered seat fabric is reproduced using decal.



**SPK4187** **Porsche 924GTS Monte Carlo 1979 Barth** **£51.95**

Jurgen Barth's entry for the 1979 Monte Carlo rally was originally to have been the competition debut for the 924 Turbo, but metal supply problems meant that Porsche hadn't been able to homologate the car in time and it ended up running with a standard engine producing just 125bhp. The front wheelarch extensions on the car look like something of an afterthought, but they are fairly accurately reproduced! The model is slightly over-tyred but otherwise the finish and detailing is to the usual standard.



**SPK4790** **Brabham BT49 1st USA 1980 Piquet** **£53.95**

Alternative version **SPK4791** Zunino

Brabham started the 1980 season struggling with set-up on the BT49 but by round four in Long Beach, Nelson Piquet was obviously fairly happy with his example, qualifying fastest and winning the race, his first Grand Prix, from pole position. The car did change between practice and the race and the model has the correct wing and sponsorship arrangements for the actual competition. The mirrors are rather oversized, but otherwise very good.



**SPK4838** **Martini Mk23 France 1978 Arnoux** **£51.95**

Alternative version **SPK4839** Holland

It's interesting that of the four races which Rene Arnoux managed to qualify the Martini for during the 1978 season, Spark have chosen to model the two worst results! With a French team and driver we suppose this is a logical one and it is also a race with plenty of images available, which helps. We see a few changes from the recently released Dutch GP version, the engine this time mostly covered and no ground effect skirts fitted to the lower bodywork. The details are all correct when compared with race photos and the overall finish is good.



**SPK4844** **McLaren M14A 6th France 1970 Gurney** **£51.95**

Alternative versions **SPK4843** McLaren & **SPK4845** Oliver

Dan Gurney made only occasional appearances in F1 races during 1970 and his only point of the season came at Clermont Ferrand, a tally he almost doubled having hunted Pescarolo down in the closing stages only to finish a fraction of a second behind. The wing setup and the decoration on the model all checks out well with race photos and at the rear there is a generally well detailed DFV beneath the low rear wing.



**SPK4897** **Lotus 3-Eleven Race 2017** **£51.95**

Alternative version **SPK4896** Press

Spark describes this as a race version of Lotus's fastest and most expensive ever road car, but the car modelled does have a two-seat interior and full width aeroscreen rather than a single seat and wrap around cockpit. It does match one of the press cars we have found images of though and the satin black main finish has very discrete and neatly applied gloss black striping to add contrast. There is subtle carbon on the front splitter and rear wing and the wing supports are delicate etched parts.



**SPK4971** **VW Polo WRC World Champ 2016 Ogier** **£53.95**

Having dominated the WRC since their arrival with the Polo in 2013, VW announced a shock withdrawal from the series just a couple of weeks before the final event of the 2016 season in Australia. Sebastien Ogier won all four championships for VW but only finished second on this final event, following home team-mate Andreas Mikkelsen. We see Ogier's car modelled with the correct high ground clearance, narrow gravel tyres and reflective film on the side windows for the heat of the outback. The decals are all neatly applied and at the rear we see a carbon wrap on the fine wing parts.



**SPK5073** **Chevrolet Corvette Le Mans 1970 #1** **£51.95**

This Corvette had finished second on the Tour de France in 1969 and proved its performance at Le Mans as fastest qualifier in the GT category, although an accident eliminated it from the race. Our first impression of the model is that it looks a little long and while there is no obvious area the dimensions are vastly out, there is the odd millimetre here and there. The front bumper being mostly painted black doesn't help as this accentuates the nose. The overall finish is good though and the decals are accurately placed with the correct sponsorship for the race (the practice livery was quite different).



**SPK5148** **Porsche 919 Hybrid 6th Bahrain 2016 #2** **£53.95**

The highlight of the 2016 season for Porsche may have been winning Le Mans, but there was also a championship up for grabs and this was sealed at the final round in Bahrain, sixth place enough to give the title to Dumas, Jani & Lieb. These LMP1 cars will never be pretty but in high down-force set-up they are a lot better looking than in low drag Le Mans trim, the nose area being much shorter around the lights and featuring various aerodynamic trim additions. The overall finish of the model is very good, the specific body details well replicated and the paint and decals all carefully applied.



**SPK5271** **BRM P115 Germany 1967 Stewart** **£51.95**

BRM's original H16-powered P83 was a vastly overweight machine and the P115 looked to address this, using magnesium extensively in the construction. It was still some 20% heavier than much of the opposition but Jackie Stewart managed to give the car a front row start on its race debut at the Nurburgring, only to retire with one of the team's five transmission failures over the weekend! The body shape was much squarer in cross-section than the earlier car and much cleaner overall, with coolant pipes etc hidden away. The main body casting looks very good and at the rear the H16 engine is well detailed, our only query is, as with so many BRM models, the shade of the fine green metallic paint which looks a little light.



**SPK5273** **BRM P160 Monaco 1971 Rodriguez** **£53.95**

Alternative version **SPK5274** Siffert

The BRM P160 of Siffert and Rodriguez qualified close together at Monaco and both made excellent starts, the Mexican running in fourth until a puncture led to two pit stops and dropped him way out of contention. The BRM V12 engine is exposed in the rear of the model and neatly detailed, although like most of Spark's exposed engines would benefit from some plug wiring. The suspension parts are reasonably fine and the overall shape of the car and the decoration all look very good.





Spark continued

## **SPK5340 Lotus 16 UK 1958 Hill**

£53.95

*Alternative version **SPK5341** Halford*  
With Colin Chapman's obsession with light weight and Frank Costin's aerodynamic abilities, the Lotus 16 was a quick car, but was also fragile. On original form Costin designed it with the exhaust almost completely exposed and at Silverstone the exhaust routing appears to have been the cause of Graham Hill's retirement, the official records showing the engine as overheating but the unofficial records saying it was the driver's backside which became too hot! The very clean lines of Costin's original design are well modelled and with just a few suspension parts visible, it is a relatively simple miniature.



## **SPK5342 Lotus 18 Holland 1960 Stacey**

£51.95

*Alternative version **SPK1823** Flockhart*  
Alan Stacey was an early Lotus customer and raced the company's sports cars for a number of years scoring some successes. His Grand Prix outings were few but in a works car at Zandvoort he was running in third place when a transmission problem stopped play. Two weeks later he would be killed at Spa. We've seen plenty of privateer Lotus 18s from Spark but few works cars and this is well proportioned and well finished. The few decals are neatly placed and overall it matches race photos pretty well.



## **SPK2222 Lotus Seven S2**

£51.95

The S2 version of the Lotus 7 was designed to be faster and cheaper to manufacture, with changes to mechanical components, a few tubes removed from the chassis and the nose cone and wheel arches in fibreglass rather than aluminium. Spark's model sits a little low and the fine etched windscreen frame is mounted in far too upright a position, but the shape of the body looks good and the finish is excellent.



## **SPK2426 Aston Martin DB4 Convertible Grey**

£53.95

*Alternative version **SPK2430** Aston Martin DB4 Convertible Blue*  
*Alternative version **SPK2429** Coupe*  
Aston Martin launched the convertible version of the DB4 at the same time as the Series 4 coupe, so the small body trim details are the same. The most obvious of these are the lowering of the bonnet scoop and removal of its grille, a redesign of the main radiator grille with seven vertical bars and nine horizontal and a standard oil cooler with a prominent intake beneath the front bumper. All of these details are neatly modelled, the overall shape looks good and the finish is up to standard, with the dark metallic blue version being particularly attractive, the pale grey interior offering a pleasing contrast.



## **SPK2428 Aston Martin DB6 MkII Silver**

£49.50

*Alternative version **SPK2431** Convertible*  
The DB6 MkII was the last of the cars, starting with the DB4, which shared the same core architecture. The new DBS would make it obsolete and many DBS parts were used, including wider wheels necessitating subtle flares added to the wheel arches. The bodywork details are very well replicated and the model is finished in an extremely bright shade of silver. As we often see with silvers, the pigment has pooled in a couple of corners on our sample, but you have to be looking for it.



## **SPK4684 Porsche 904 Le Mans 1965 #62**

£51.95

All seven Porsche entries at Le Mans in 1965 were 904 variants, this four-cylinder car being entered by Christian Poirot who shared driving with Rolf Stommelen. Their race was short, with the gearbox failing in the second hour. Decoration is very simple with just race numbers and coloured pit indication lights on the roof breaking up the silver paint. As we've seen on several Porsches of this era from Spark, the finish has a very soft sheen which is authentic for the period.



## **SPK4722 Lancia D20 Le Mans 1953 #31**

£51.95

## **SPK4723 Lancia D20 Le Mans 1953 #32**

£51.95

*Alternative versions **SPK4720** #63 & **SPK4721** #30*  
Lancia entered four of their D20 coupes for Le Mans, fitted with supercharged engines developed for the race. Unfortunately, these motors were to be a weakness and all retired with various power-plant maladies. They were brutal looking machines and the shape of Spark's models looks very good. The deep blue of the lower bodywork and pale beige of the roof are evenly applied with neat masking separating the two colours and the smaller details are all carefully placed. The cars each ran with a different colour on the bonnet scoop and these are applied as decal. The wire wheels and narrow tyres are excellent and slightly open side windows bring a little life to the models.



## **SPK4725 Lola T92/10 Le Mans 1992 #4**

£53.95

*Alternative version **SPK4724** #3*  
Lolas had been a regular sight at Le Mans for many years but usually would be running in the smaller prototype categories. The Euroracing entries in 1992 were in the top C1 class though, power coming from a 3.5 litre Judd V10. The engine was strong and reliable, something which unfortunately the transmissions were not. The #4 car of Matsuda, Kasuya and Frentzen was the more successful of the two, making it to the finish despite several pit-stops for gearbox and bodywork repairs. The shape of the car is crisply moulded and at the rear we see a large rear wing, finely made in etch and carbon wrapped. The sponsorship all looks accurate when compared with race photos.



## **SPK4745 Porsche 907 Le Mans 1970 #61**

£51.95

Andre Wicky's race in his self-prepared 907 ended abruptly in the seventeenth hour when he arrived in a braking zone to find the throttle jammed wide open and, un-surprisingly, crashed. The car was simply decorated and the few decals are neatly placed over a smooth white paint finish. The red outlines on the headlamp covers, not visible from all angles, are correctly included and the small body details such as the semi-covered front wheels are also spot on.



## **SPK4759 Porsche 996 GT3 RS Le Mans 2000 #79**

£51.95

Having finished third in the GT Category in 1999, the Perspective Racing team were issued an automatic entry for Le Mans in 2000. Two pit stops to repair damage from separate accidents dropped them down the order, but the car still finished the race and did so in a solid mid-field position. Spark has chosen to model the car as it appeared at scrutineering, with the tyres wearing rather unusual red sidewall decoration. This certainly adds visual interest to a car which already has an attractive livery. The decoration is all neatly placed and the finish is to Spark's better standards.



## **SPK4761 Porsche 996 GT3 RS Le Mans 2001 #75**

£51.95

After successful outings at Le Mans the previous two years, Perspective Racing returned with a brand-new car in 2001 and again had a good weekend, finishing third in class. The livery really makes this one stand-out, the sponsorship from Hermes watches laid over a bright orange and dark blue main paint finish. On the model the orange is mostly applied as decal but the colour match with the painted sections is bang on. The white outlining on some of the sponsorship wording is slightly exaggerated, but still an attractive model.



## **SPK4803 Cooper T60 2nd France 1962 Maggs**

£53.95

*Alternative versions **SPK4802** McLaren & **SPK4804** Bonnier*  
Cooper only had one T60 ready at the start of the 1962 season, but a second was completed for Tony Maggs by the third race and at the fourth he scored his best result for them, with second at Rouen, albeit a lap down on Gurney's winning Porsche. The T60 was a pretty car and the shape of the model looks excellent. The paintwork is evenly applied and the decals are all neatly placed.



**SPK4780 Brabham BT24 Germany 1968 Ahrens** £51.95  
*Alternative versions [SPK4337 Rindt](#) & [SPK4779 Gurney](#)*  
 Kurt Ahrens was a regular and successful F2 racer and had taken part in the German GP in both 1966 and 1967 in his F2 machine. His only taste of F1 power in competition came at a very wet Nurburgring when he was loaned Brabham's old car and he finished the race. The car is in Brabham's colours but with additional sponsorship from his regular Caltex team. The decals are all well placed and the general standard of finish is good, but a couple of details look a little odd. The inlet trumpets are rather exaggerated and the lower rear suspension trailing arms are at a very steep angle and should mount much lower on the chassis.



**SPK4807 Cooper T81 6th Italy 1967 Ickx** £51.95  
 The Firestone tyres used by Cooper in 1967 were of larger dimensions to the Goodyears used by most other teams but do look a little odd on Spark's models, with a very square shoulder and slightly too low a profile. We had concerns when we saw pre-production images of this subject that the model looked dark blue, but it is finished in the correct very dark green and the general shape and detailing (apart from the tyres) looks good.



**SPK4842 McLaren MP4-1C 2nd USA 1983 Lauda** £51.95  
*Alternative version [SPK4841 Watson](#)*  
 Long Beach saw McLaren's best result of the 1983 season with Niki Lauda following John Watson home for a 1-2 finish. The shape of the car and the wing configuration look correct for the race and the main orange and white paint finish is neatly applied. The model does look rather naked and we are told this is a part of the licensing agreement. With sponsorship completed (ask us for suitable decals), it will be a pretty accurate miniature.



**SPK4845 McLaren M14A 7th Italy 1971 Oliver** £53.95  
*Alternative versions [SPK4843 McLaren](#) & [SPK4844 Gurney](#)*  
 The McLaren team usually ran the M19 in 1971 but Jackie Oliver made a handful of appearances in the previous season's M14A, including as a sole factory entry for the Italian GP. The team were clearly experimenting with different aerodynamic configurations over the weekend as there are photos of the car with several wing setups. Spark has picked the right one for the race, with conventional nose wings, a small rear unit and a tall airbox mounted above the otherwise exposed DFV. Our usual gripe about lacking plug wires aside, the finish is very good and the model matches the race photos.



**SPK4851 Osella FA1 France 1980 Cheever** £51.95  
 Osella had enjoyed plenty of success with smaller sportscars and in F2 during the 1970s and for 1980 stepped up to F1. Their first season wasn't showered in glory and on most occasions the car failed to finish races if Eddie Cheever had managed to qualify it. The French GP is a slightly strange choice of race as it was one of the worst outings, the previous event in Spain having seen the car show some decent performance (until it broke)! The shape and the wing set up is all correct for France on the model though and the decoration is neatly applied. There will be some easily found decals to apply to complete the sponsorship and one anomaly between the model and the race photos we have found is with Cheever's crash helmet. On the model it is in his usual design but in all photos we've found from Paul Ricard he appeared to be wearing a much plainer, mostly white one.



**SPK5037 Red Bull RB13 China 2017 #33 Verstappen** £53.95  
*Alternative version [SPK5036 Ricciardo](#), [SPK5047 Ricciardo 1st Azerbaijan](#) & [SPK5050 Verstappen 1st Malaysia](#)*  
 Max Verstappen started the Chinese Grand Prix in sixteenth position but a stunning drive in tricky damp conditions early in the race, including passing nine cars in just two minutes, saw him climb to second for many laps, only to drop behind Vettel later to finish third. His car is modelled as it appeared at the start, wearing intermediate tyres. The complex wings and barge boards are finely made, as are the suspension parts and the finishes, with a deep satin blue on the main bodywork and various grades of carbon elsewhere are all excellent.



**SPK5147 Audi R18 2nd Bahrain 2016 #7** £53.95  
 A month before the final race of the 2016 season, Audi announced that their LMP project would end and they bowed out on a high with a 1-2 finish in Bahrain. It's rather odd that Spark has chosen to model the second of those cars rather than the winner, but the differences between the two are subtle. Compared with the hammerhead nose seen at Le Mans, this is relatively attractive and the shape of the model looks very good. There are plenty of very fine aerodynamic detail parts and the livery is correctly replicated including the mis-matched goodbye messages on either side of the rear fin.



**SPK5290 Cooper T81 France 1966 Amon** £53.95  
*Alternative versions [SPK3518 Ginther](#) & [SPK5291 Rindt](#)*  
 Only seventeen cars took the start at Reims for the French GP and at the flag just eight were classified. Amon was the last of those, his and the sister Cooper-Maseratis all struggling with overheating fuel pumps in the stifling heat. For this race we see an extended nose on the car and small body-coloured covers over the intakes. The general shape of the model looks good and there is a typical level of exposed engine detail, no wiring but plenty of well painted fine castings.



**SPK5412 Matra MS1 Goodwood F3 1965 Stewart** £53.95  
 This reference was initially listed as an MS5 F2 car but is the previous year's MS1 in F3 guise. We've been unable to find photos of Stewart's Goodwood test in the car, but the general shape looks good compared to other photos of the type and at the rear we see the carburettor and exhaust from the 1000cc Ford Cosworth engine poking through the bodywork. The exposed gearbox and suspension parts are finely detailed and the paintwork is excellent.



**SPK5504 Porsche 956 Le Mans 1983 #2** £51.95  
*Alternative versions [SPK5503 #1](#) & [SPKLM083 #3 winner](#)*  
 Porsche had a three-car factory entry at Le Mans in 1983 and each car had a strong driver pairing capable of victory. This one, with Bellof and Mass sharing the driving was the only one not to finish, the engine failing after around twenty hours. The long tail shape of the car is well captured and the two-tone blue and white paint is evenly applied with crisp panel engraving showing through. As presented the model looks rather naked but this will soon be rectified with some easily found decals.



**SPK4426 Porsche 935 L1 Le Mans 1981 #69 Tuff** £51.95  
 The L1 designation on this 935 was for Jan Lundgardh, who had the space-frame chassis machine built with a 1425c.c. 'baby' engine to contest the DRM. At Le Mans it was in place to try and upset the similar engine capacity Lancias in the smaller Group 5 class but mechanical failure drew a premature close to its race. Externally the car looked like a K3 (it used Kremer body panels) and is crisply moulded with the correct small vent detailing etc. The livery is relatively simple and the decals are clearly printed and accurately placed.



**SPK2388 Toyota Supra GT/LM Le Mans 1995 #27 Sard** £53.95  
*Alternative version [SPK2389 1996](#)*  
 Toyota's GT category Supra may have looked like a mildly modified road car, but only the tub was production based. The outer panels were all, unsurprisingly, carbon, the suspension and brakes were derived from the Group C TS010 and a four-cylinder IMSA engine replaced the original six-cylinder unit. Problems with the undertray and the need for a gearbox change delayed proceedings in the race, but it kept going to the finish. The shape of the model looks very good and the decoration is clearly printed, neatly applied and matches race photos.



Spark continued

**SPK4644 BR01 Nissan Le Mans 2015 #27 SMP £51.95**

Alternative version **SPK4652 #37**

We're assuming that the delay in the release of the SMP team cars from the 2015 Le Mans race is due to licensing, as we had the rest of Spark's subjects from this event by the following year's race (just). This straggler makes a welcome appearance and has been very well executed. 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.



**SPK4941 Porsche Cayman GT4 Silver £49.50**

Also available **SPK4939 Yellow**

Production of Porsche's Cayman GT4 was strictly limited and the short run was completely pre-sold, leading to cars being offered at a premium of 50% over list price almost immediately. The car nearly didn't get built at all, many at Porsche not being keen on the idea of the 3.8 litre 911 Carrera S motor being fitted to the mid-engined platform and fearing it would take sales from the 911. In addition to the upgrades beneath the skin, there are a fair few styling changes with wider bodywork covering larger wheels and an aggressive rear wing. Spark's model is well finished in a dark silver, with a subtle contrast to the anthracite coloured wheels. These are particularly delicate and behind we see drilled brake discs. These and the other fine detailing is well done and overall the model looks very smart.



**SPK5040 McLaren MCL32 Australia 2017 #14 Alonso £53.95**

**SPK5041 McLaren MCL32 Australia 2017 #2 Vandoorne £53.95**

Alternative version **SPK5046 Button**

It's fair to say that the McLaren hasn't been the most competitive car on the F1 grid in 2017, largely due to the Honda engine, but it is a good looking one with a bright metallic orange and black livery. The two main colours are well painted, the black having a satin finish and bright white decals provide separation. McLaren didn't start the season with a mid-wing, so on these version there are none, but the other wing parts are well made with a very fine DRS activator visible in the centre of the rear one. The ever more complex front wing horizontal elements are made up of one solid casting using decal to simulate the tiny gaps between each and dressed with tiny etched vertical supports. Whilst separate parts would be preferable, it is probably not practical at this price. Texture castings are used to replicate the carbon suspension and floor and there is carbon decal in other places. A few sponsors are missing, as has been the case on all McLaren F1 models from the past couple of years, and hopefully there will be some aftermarket decals to fill these gaps.



**SPK5500 Porsche 935 K3 Le Mans 1980 #85 Sun £51.95**

The Whittington Brothers' team arrived at Le Mans with high hopes, bringing the same car with which they had won the race the previous year and finished third at Sebring. A broken differential at just over half distance stopped play. In terms of shape and decoration, Spark's model is very good, the paintwork all being evenly applied and the decals carefully placed. One detail we cannot find any race photos matching is the driver's door window area. On the model it is open with a safety net in place, while in all images we have found there is a sliding window in partially open position, as we see on the passenger side.



**SPK5420 Porsche 906 Sebring 1967 #42 £51.95**

The Porsche of Ed Hugus and John Cannon at Sebring is one of the more interesting liveries to have been seen in the races of the 1960s and could be considered bumble bee striped or hazard tape. It requires the model to be decaled all over and with such a complex shape to the car this have been expertly done, with no visible creases, kinks or bubbles. The spring catches that hold the rear bodywork down are replicated just as strips of etch, which could have been better, but otherwise a pleasing model of a good-looking subject.



**SPK5201 Benetton B188 3rd UK 1988 Nannini £51.95**

Alternative version **SPK5202 Boutsen**

McLaren totally dominated the 1988 F1 season, winning all bar one race and more often than not finishing 1-2, but the Benetton's were usually best of the rest with several thirds. Nannini scored the first of his podiums at Silverstone in a race which was mostly wet but with dry periods. The car is modelled on slick tyres, which it appeared on briefly, and the overall shape and finish look very good. The multiple body colours are masked and painted, with very fine and perfectly matched decal stripes to cover the masking and hide any colour bleed. A few small decals will need to be applied on the driver's helmet and the engine cover to complete the otherwise accurate looking decoration.



**SPK5422 Porsche 906LH Daytona 1967 #56 £53.95**

Alternative version **SPK5421 #55**

There were two Swiss entered long tail 906s in the 1967 Daytona 24 Hours, the one of Dieter Spoerry which finished fifth and this one entered by Charles Voegelé, which retired having crashed and caught fire! The best images of the car from the race weekend are before the start and the model matches these very well with the few small supplier logos, race numbers and stripes all neatly applied and the correct small rectangular pit identification light mounted on the nose. The very basic etched parts to represent the rear body catches could be better detailed, but otherwise a fine model.



**SPK5614 Peugeot 3008DKR 8th Dakar 2017 Dumas £53.95**

Alternative versions **SPK5610 Loeb**, **SPK5611 Peterhansel**, **SPK5612 Despres & Sainz**

Multiple Le Mans winner Romain Dumas' career seems to get more and more varied as the years go by, with LMP and GT drives to the fore but also wins at Pikes Peak, occasional WRC entries and, for the last three years, runs on the Dakar. Spark is often partners in these activities and their sponsorship features prominently on this colourful machine. As we would hope with a car sponsored by the model maker, the shape and decoration all look excellent.



**SPK5249 Brabham BT7 France 1963 Brabham £53.95**

Alternative versions **SPK4333 Gurney**, **SPK5250 Gurney & SPK5251 Brabham**

The first thing we noticed on this miniature of Brabham's fourth-placed car from Reims is a rather strange looking gap on the nose between the radiator intake and the start of the stripe, rather than the gold beginning right at the front. Checking race photos, this is correct as the car has a slightly longer nose, it just looks odd! The suspension parts look quite robust but the overall shape and layout on the model is good. The megaphone exhaust pipes have hollow tips, there's a well detailed transaxle with inboard brakes and the driver figure is well painted, if looking slightly undernourished.



**SPKSA113 Bentley Continental GT3 Macau 2016 Fong £53.95**

The Absolute Racing Bentley of Hong Kong driver Adderley Fong was arguably the most colourful of the entries for the Macau GT World Cup and was the sole entry for the Crewe marque. The vivid 'tennis ball' yellow certainly stands out and is broken up with charcoal grey and chrome highlights. The latter are self adhesive foil, which is slightly uneven at the edges but the pieces are so small this doesn't detract overall.



**SPKSA120 Dallara VW 3rd Macau 2016 Sette-Camara £53.95**

Brazilian youngster Sergio Sette-Camara had a mixed season in European F3, showing plenty of pace but also having many penalties and problems. He arrived at Macau with a new team, Carlin, and was quick from the off. He led half of the race but was beaten by more experienced drivers after a safety car restart. With Red Bull sponsorship, his VW-powered machine looked very smart and the livery is carefully replicated. The metallic paint has a fine grain, there's a fair amount of carbon and the smaller parts are delicately made.





RGM Design 1:18 hand built (by BBR) [RGM-CARS1813A](#) - Ferrari 330 GT 2+2 Jay Leno



MG Model hand built [MGMSWB43009M](#) - Ferrari 250SWB 1st Tour de France 1960



Arena [ARE854](#) (kit) [ARE854M](#) (built) - Porsche 911 Carrera RS Tour de France 1973



Spark resincast [SPK3863](#) - Renault 5 Turbo 1st Tour de France 1984



Remember hand built [REM43072](#) - Ferrari 250 GTO Laguna Seca 1964



Automodelli Studio kit [AUT43105](#) - Porsche 956 Silverstone 1983



GLM resincast [GLM215301](#) - Rolls Royce Phantom II Brewster Newmarket 1932



Looksmart hand built [MRCLS443D](#) - Ferrari F60 America 2014



Spark resincast [SPK5380](#) - Matra MS10 1st Germany 1968 Stewart



Top Speed 1:18 resincast [TSMTS0170](#) - Pagani Huayra Roadster 2017

Spark continued

**SPK43MF14 Dallara F312 1st Macau 2014 Rosenqvist £53.95**  
The Macau GP has long been a blue riband event on the F3 calendar and 2014 saw Felix Rosenqvist take the first of two back-to-back victories. With most teams using Dallaras in recent years, Spark has a suitable base pattern for many more winning cars in recent years. Brown and gold aren't generally considered the most racey of colours in Europe, but we've seen a few similarly decorated cars in the far east. The finish and decoration on the model looks very good and there is plenty of carbon on the smaller parts including the prominent airbox. If Spark continues this series and goes a lot further back, there will be many famous names to add to a collection.



**SPKDA003 Porsche 911 GT3 RS 1st Daytona 2003 £53.95**  
The Racers Group arrived at Daytona in 2003 having won the GT class there the year before (as well as at Le Mans in a successful season) and though it was suggested that a GT car might be in contention for the outright win, the margin of final victory was impressive, nine laps ahead of the second placed Ferrari and sixteen from the fastest prototype in fourth. Our eye is immediately drawn to the wheels and the very (overtly) shiny rims surrounding finely moulded centres. The rest of the detailing is subtler with machined exhaust tips, delicate wing parts, wiper and aerials. The paintwork is excellent and the clearly printed decals are all carefully positioned.



**SPKSB120 Jaguar XKR G3 Spa 2016 #114 Frey £53.95**  
**SPKSB121 Jaguar XKR G3 Spa 2016 #14 Frey £53.95**

The Emil Frey Jaguars are unusual entries in the Blancpain series in that the cars are developed entirely by the team. Jaguar was chosen because the Emil Frey company is the marques oldest importer, the relationship going back to the 1920s and Swallow Sidecars! Unfortunately, as a small team the resources aren't huge and the cars are somewhat outclassed, but they are reliable and the five year old machines both finished the Spa 24 Hours, albeit 49th and 53rd of 54. The liveries are near identical, with the colour of the Jaguar silhouette logo being the main change. As we expect from a GT3 machine, the wheel-arches are much extended and there are plenty of splitters and diffusers for Spark to have modelled finely. Unusual subjects and made in limited numbers, with 500 pieces of the #14 car and just 300 of the slightly more successful #114.



**SPKJ044 Porsche 962 Suzuka 1989 Repsol £53.95**  
Several teams using Porsche 962s added their own body modifications and most of these are fairly well documented, but the Brun Motorsport car seen here is a real rarity. The short tail and separate wing was used in several races but the unique nose treatment of this version appears to have only been used in the Suzuka 1000kms. The area between the headlights is raised rather than the usual concave shape on the 962 and with large exit vents in the rear of this panel and a deep splitter it would have been a high downforce set-up. Presumably it didn't work! We've only been able to find one photo of the real car and the model matches this very well. All wing parts are finely made, the paint and decals are excellent and that unique shape is smartly reproduced.



**SPKLM038 Delahaye 135S 1st Le Mans 1938 #15 £53.95**  
For most of the 1938 Le Mans race an Alfa Romeo led and when it broke with around an hour to go, this Delahaye, which had run for most of the distance in top gear only, was twelve laps down, but it kept going to the end and just pipped the Alfa's distance. Another Delahaye finished second and seeing photos of the two together, we have a problem. Colours are very difficult to gauge from black and white images when a subject is in isolation, but there are several photos of the two Delahayes together and this car was clearly painted a darker shade than its sibling. The overall shape of the model looks good (apart from the windscreen which isn't quite right) and the paint finish is excellent, but it is in a pale French blue whereas the photos and a period painting by Geo Ham suggest a darker shade.



**SPKSG027 Porsche 935 J 1st Zolder 1980 Stommelen £53.95**  
There were two Zolder races in the DRM in 1980 and in both the same Joest Porsche ran with race number 6, but with different drivers. Rolf Stommelen took victory in the first of these and the subtle differences between the decoration on his car and the later version of Manfred Winkelhock are all correctly observed here. The overall shape of the car is well captured and crisply moulded, the paintwork is excellent and the decals are brightly printed and accurately placed.



**SPK18161 Lancia LC2 Le Mans 1985 #4 1:18 £134.95**  
*Alternative version SPK18235 #5*  
Porsche dominated at Le Mans in 1985 but the Lancias were best of the rest, coming home sixth and seventh, this car the first of the pair to cross the line. The overall shape of the model looks good and the finish is excellent. There are a few minor errors on the decals, which are all well placed but some are slightly mis-sized. The rear wing is packaged off the car for safety during transport and there are four distinct mounting points with indentations on the underside to take them, so this will be simple enough.



**SPK18224 Brabham BT24 Mexico 1967 Hulme 1:18 £134.95**  
Consistency was the key to Denny Hulme's 1967 World Championship, only one of his scores counted for the title being off the podium. Spark has chosen to model his car from the final race of the season where third place was enough to clinch the title by five points from the boss Jack Brabham. The finish on the model is very good with excellent paint and carefully placed decals. The suspension parts are finely made and we see brake flexis and a fair amount of plumbing and wiring around the transmission and exposed areas of the engine. The driver figure's overalls even look suitably grubby.



**SPK18222 Benetton B188 Canada 1988 Boutsen 1:18 £134.95**  
*Alternative version SPK18221 Nannini*  
There was no catching the McLarens in Canada (or for most of the rest of the season) but Thierry Boutsen recorded the first of several third places. The multiple colours of his Benetton are all painted on the model and the masking is a little uneven in places, which is a shame as the overall shape of the car looks very good and the casting and panel engraving is excellent. The rear floor, wing and the brake ducts all have a subtle carbon finish and there are very fine bracing wires for both the front and rear wings. A few easily found decals need to be added to the driver's crash helmet and to the airbox to and with that done, you will have an attractive and accurately decorated model.



**SPK18260 Porsche Cayman Clubsport White 1:18 £134.95**  
Porsche's Cayman GT4 is a hugely capable road car but for those looking for something even more hard-core, there is a track only version, the Clubsport. Externally it looks very similar to the road car but beneath the skin there is 911 GT3 Cup derived suspension and a stripped interior with single seat and full roll cage. We can also see a fire extinguisher, battery box, various wiring and plumbing in the rear and on the exterior a realistic looking tow strap and the essential emergency cut off and extinguisher pull switches.



**SPKUS18003 Dodge Viper GTS-R Sebring 2014 #93 1:18 £139.95**  
**SPKUS18004 Dodge Viper GTS-R Lone Star 2014 #93 1:18 £139.95**  
The factory Vipers started the 2014 IMSA season wearing the yellow and silver of Pennzoil, as they had done the previous year. Mid-season a new deal was announced with TI Automotive and after a one-off livery at Indy, the cars reverted to a traditional red and white stripes scheme. The Pennzoil colours look particularly smart and the two-tone finish on the Sebring car is neatly applied. The models beneath the livery are virtually identical and we see plenty of cabin detail, fine etched parts for dive planes and the rear wing supports. The castings are all very crisp and the wheels are particularly impressive. The listings for the models show the Sebring car as second place, but that was in class (behind a Porsche). The Lone Star race at Austin did end in a class victory though, the sister car following home in second for a perfect weekend.



## Hotchkiss and the Monte

by David Blumlein

What have Amilcar, Delaunay-Belleville and Hotchkiss all got in common? They all had factories in the suburb of Saint-Denis in northern Paris, known to the wider world as the site of the Abbaye de Saint-Denis, the original home of the pointed Gothic arch, so prevalent in Europe's finest cathedrals.

Hotchkiss started life as an armaments firm, world renowned for its quality guns, rifles, machine-guns etc. Benjamin Hotchkiss made his way from America to Europe in 1867 in search of new outlets for his weaponry. Cars were made from 1903 and many parts were manufactured for motor companies in those early days. Hotchkiss, fearful of the advancing Germans constituting a threat to their factory, set up a branch in Coventry for producing machine-guns but once hostilities had ceased, this was converted to engine manufacture. We can note that engines were produced for William Morris, and Hotchkiss developed an air-cooled V-twin, a prototype of which was fitted in an old pre-war Morris chassis with encouraging success in the 1921 Land's

End Trial. This V-twin was adopted by B.S.A. for their small cars. Eventually this Coventry branch was swallowed up by Morris's increasing empire and became known as Morris Engines.

Meanwhile in Paris, ordinary, well-built cars were being made and in January 1928, Vincent Bertarione was engaged as chief engineer. Soon came the AM 80 model, at that year's Paris Salon, with a 3,016 c.c. seven main bearing six-cylinder engine, complete with a Lanchester-type vibration damper. The AM 80S of 1931 had the same engine bored out to 3,485 c.c., raising output from 65 b.h.p. to 80 b.h.p. with a top speed of over 70 m.p.h. Various styles of bodywork were available, identified by names of well-known resorts: the basic Cabourg was a coach, Deauville and Monaco saloons, Basque a coupé, Biarritz a cabriolet etc.

Hotchkiss cars were good, solid touring cars with no aspirations to be racers or competition cars. Yet good cars invariably find their way, albeit often unofficially, onto the tracks and into rallies etc. As early as 1923 a 2½-litre AM won its class at the Gaillon



CCC [CCC165](#) (kit) [CCC165M](#) (built) - Hotchkiss 20CV 1st Monte Carlo 1950

hill-climb and in 1929 a team of drivers, led by Maurice Vasselle, took an AM80 to Monthléry where they covered 40,000 miles at 66 m.p.h. As the Thirties unfolded, we find Hotchkiss cars competing successfully in different branches of motor sport. In 1931 Vasselle and Helaers won the under 3-litre class in the Spa 24 Hours race and Jean Trévoux and Vasselle ran a 3½-litre 620 in the Ten Hours race at Spa, which replaced the 24 Hours in 1934, and won the 4-litre class. In that year Trévoux scored a second place in the Algerian Grand Prix de Tourisme.

But it was in the world of rallies that Hotchkiss made its competition reputation. Trévoux won the Paris-Nice event in 1934 which spawned the Paris-Nice model at the Paris Salon, a car with raised compression and twin-Solex carburettors yielding initially 115 b.h.p. In the 1934 Alpine Trial, 3-litre cars were used and Duhamel, Gas and Bradley won their class. Two Glacier Cups were also obtained, Trévoux in a 3½-litre and René Carrière in a Type 615.

However, we associate the name Hotchkiss with the important and prestigious Monte Carlo Rally, an event the French car won outright no fewer than six times. By the Thirties, this event was gradually building up a serious reputation with the manufacturers and success in it was widely exploited by their advertising departments to boost sales, as much in the

same way as Le Mans, a race incidentally Hotchkiss never participated in.

Maurice Vasselle was the key driver in the company's early successes and he drove a four-cylinder 17CV AM2 to victory in the Monte Carlo of 1932. He repeated this success in the following year with the AM80S model. In 1934 Jean Trévoux and Louis Gas (the pair shared a Bentley at Le Mans in 1932) did well against strong opposition from Chenard-Walcker, Triumph (Donald Healey) and Raiton to bring their 3½-litre Type 620 to victory. In 1936 Hotchkiss introduced their Type 686 Grand Sport with a shorter wheelbase and this model, a GS3 Cabriolet Riviera, accounted for Trévoux and M. Lesurque's shared victory (with a Delahaye) in 1939. Jump ten years and the same crew won in 1949 with a Grand Sport Modane and M. Worms and E. Mouche coming second in a similar car. Marcel Becquart (with M. Secret) gave the Grand Sport Modane Hotchkiss's final Monte Carlo victory in 1950.

Hotchkiss, like the other Grand Routiers, did not survive the French government's motor tax laws in the Fifties, but mention must be made of their efforts with the Amilcar Compound just before the war and the front-drive Hotchkiss-Gregoire, of which only 247 were produced. Once production ceased, lorries and Jeeps (under license) were made, the last trucks in 1971.



CCC [CCC207](#) (kit) [CCC207M](#) (built) - Hotchkiss AM2/80S 1st Monte Carlo 1933

## REVIEWS



Italeri - New 1:24 plastic kit

[ITA3652](#) Renault 5 Alpine Monte Carlo 1978 £27.50  
Transkits available [REN24448](#) Cup, [REN24449](#) Alpine & [REN24450](#) Turbo

Like the recently released Mk2 Escort from Italeri, this basic pattern has previously appeared in Esci and Revell packaging. The kit offers excellent value with plenty of engine and chassis detail, including the correct offset torsion-bar rear end which results in slightly different wheelbase left to right. The main body is moulded in standard form, with the wheel arch extensions for the rally version supplied as additional parts. The trickiest part of the build looks to be around this area as the original arches need to be cut back to patterns included in the instructions. A three-colour paint finish is needed but this is relatively simple with the roof and lower sides to be masked, the bumpers and arch extensions as separate pieces. Two decal options are included for Ragnotti and Frequelin, who finished second and third respectively on the Monte.



Tamiya - new 1:24 plastic kit

[TAM24345](#) Mercedes AMG GT3 2016 £49.95 £44.96

Mercedes unveiled the race version of their AMG GT at the 2015 Geneva Show, with deliveries beginning in time for the 2016 season. The car modelled is a 2016 show version and decals are for a car finished in satin grey with yellow striping. Given the success of these cars in numerous competitions around the globe, we have no doubt that many alternative decorations will be along soon from the aftermarket suppliers. The kit parts are for a kerbside model but there is still a fair amount of detail with double wishbone suspension front and rear and a well equipped cockpit. The internal door cards are separate mouldings which will ease painting and various intakes and ducts such as the main radiator mounting are also individual parts, so will be relatively easy to add carbon to should you so wish. A well thought-out kit which should be fun to build.





# NEW & SOON



Spark resincast [SPKSE077](#) - Porsche 911 RSR 1st Sebring 1977



Ixo diecast [IXOLMM247](#) - Ford GT Le Mans 2017 1st GTE Pro



Looksmart resincast [MRCLSRC013](#) - Ferrari 1512 UK 1965 Surtees



BBR hand built [BBR052A](#) - Ferrari 250GTE 1959



Arena [ARE857](#) (kit) [ARE857M](#) (built) - Porsche 935 J Giro d'Italia 1980



Marsh Models [MM285](#) (kit) [MM285M11](#) (built) - McLaren M20 Mosport 1969 Motschenbacher



Autocult resincast [ATC05018](#) - Playboy A48 1948



Spark resincast [SPK4652](#) - BR01 Nissan Le Mans 2015



TrueScale Miniatures resincast [TSM430226](#) - Porsche 934/5 1st Laguna Seca 1977



MG Model hand built [MGMSWB43007M](#) - Ferrari 250 SWB 1st Tour de France 1961