

- \* 1:24 Ford GT kit
- \* Bugatti Chiron
- \* 1:12 Porsche 956
- \* Diana Dors Delahaye
- \* 1:20 MP4-31 kit

**01-2017**

# SMALL WHEELS



£4.95  
UK Price



## Le Mans Model Collection



Visitors to our previous premises in St Albans (was it really ten years ago that we moved to Banbury!?) may remember the rotating display of Le Mans models from Ron Peggs' huge collection. Ron is sadly no longer with us but before his untimely passing he successfully achieved his target of having every car reproduced in 1:43 that raced at Le Mans from its inception in 1923 until he was forced to stop in 2009. He was a prolific builder and a great many of the models featured came off his work bench and there were also special commissions from other modellers, 'factory' hand built from many of the leading makers, some diecast and later as Spark took over from Provence Moulage as the volume maker for Le Mans collectors, plenty of resincasts.

The models survive, albeit with the pre and post-war subjects in different collections, and the new custodian of the post-war collection has commissioned a very impressive three volume set of books ([ISB9781907085573](#)) showing the models in all of their glory. For most of us a collection of this size is but a dream, but for those who cannot accommodate such an array, they're all in here with multiple views of each to provide a one stop reference for all Le Mans collectors.

### 1:20 Mercedes W07

Great news for collectors of F1 World Championship machinery, Japanese resin kit maker Monopost has announced that they will be making the 2016 winning Mercedes W07. Three kits will be offered, all race winners, with the Silverstone (MNP20032), Spa ([MNP20033](#)) & Suzuka/Yas Marina ([MNP20034](#)) as the options.



Hopefully we'll see some 1:43 kits announced soon too!

### 2017 Racers

For many years race fans have been calling for the powers that be in F1 to increase mechanical grip and reduce wing size. It's good news in part for 2017 as the tyres are significantly wider and rear wings lower, although wings are wider too. It will be very interesting to see how they go and from a modelling point of view, they will make for a significant visual change in your cabinets which is always good!

In WRC too there are big changes with the new cars looking far more aggressive and also the rejoining of the series by Toyota, filling a gap vacated by VW.

With the Nurnberg Toy Fair in February, we will have the first indications of new models from both of these series and many more very soon.

## Signed editions

For many years we have been fortunate enough to be able to team up with numerous racing drivers to offer exclusive signed hand built models to our customers and we have two such new editions which arrived shortly before we closed for press. Both feature friend of GPM John Watson and are very different subjects.



For F1 collectors we have John's 1983 Long Beach GP winning McLaren MP4-2C ([GPS027](#), above), while for sports car fans we've teamed up with Home Made Models in South Africa to produce the Chevron B26 ([GPS028](#), page 9) that he shared with Ian Scheckter in the Kyalami 9 Hours, this one signed by both drivers.

Only ten numbered examples of each are available, so be quick.

## STOP PRESS

**TrueScale Miniatures** tell us that there is a delay in the production of their Formula E Jaguar models (originally due Jan/Feb 17) due to licensing negotiations. The good news is that this gives you a little more time to take advantage of our pre-order discounts! There's plenty of interest coming for builders of 1:12 kits. Unsurprisingly, **Hiro** have several new announcements for sports-car collectors with multiple versions of the Jaguar XJR9 ([HIR12554/HIR12555](#)) and Ferrari 412P ([HIR12562/HIR12563/HIR12564](#)). A little further off and as a kerbside model, **Profil 24** are working on a 1:12 kit of the magnificent Maserati Tipo 151/3. For rally fans there are five 1:43 Lancia 037s coming from **Hiro** too and in 1:24 plastic, **Aoshima** are working on a Delta S4 ([AOSDELTA4](#)). With **BBR** and **Looksmart** both racing to release the Ferrari LaFerrari Spider (or Aperta if you prefer), we're waiting with baited breath to see who will be the first to make the stunning limited edition Ferrari J50. Hopefully this is one of the many surprises we can look forward to at Nurnberg. On the subject of unusual Ferraris, **ABC Brianza** have announced kit ([BRK43336](#)) and hand built ([ABC336](#)) of a 250TR with hardtop fitted! Good news for British sportscar fans, **SMTS** have released a kit of the TVR V8S ([CL103](#)). Maybe we'll see a few more pieces of Blackpool machinery making a reappearance here too?

## COVER GALLERY

We start our cover images with a trip to the Alps and Red Bull's promotional stunt which saw Max Verstappen driving an RB7 on the ski slopes of Kitzbuhel, modelled here as a diecast complete with snow chains by Minichamps ([MIN410169933](#)). A little more serious is the very colourful class-winning Porsche from the 2016 Spa 24 Hours, released as a resincast model by Spark ([SPKSB130](#)).

The elegant 1930 roadster on row two is a Pierce Arrow Model B with coachwork by Fernandez & Darin, one of two colour options ([ES-VUS43006A](#)) released as resincast models by Esva. The familiar shape of a BMW M3 touring car is Johnny Cecotto's car from the 1991 DTM, one of the options in the Aoshima/Beemax 1:24 plastic kit ([AOS09819](#)).

A Formula 1 rarity next courtesy of JarMarK ([JAR099B6](#)), their hand built of the AGS JH27 with which Fabrizio Barbazza attempted to qualify for the 1991 Portuguese Grand Prix. A little more recent is the Super GT Honda NSX Concept, this diecast by Ebbro ([EBB45282](#)) depicting the 2015 pre-season test car of the Raybrig team.

We wind the clock back to the very early years of motoring next and Norev's charming diecast ([NOR519512](#)) of the original Renault Voiturette 'Type A' from 1899. Finally a rather unusual variant of the brutal Maserati T151 raced by Skip Hudson at Cotati in 1963 without its doors, the latest in J-F B Models' excellent series of very limited edition hand built models ([JFB43048](#))



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# EDITOR'S CHOICES

## Our favourites from this issue's new releases



**Profil** 24

Profil 24 - New 1:24 resin & metal kit

**PFL24103**

Ford GT Le Mans/Daytona 2016

£158.95



Ford's return to Le Mans as works-supported entries in 2016 has certainly generated lots of interest and this well thought out set of parts should be pretty popular. The resin parts are all cleanly cast and have been well thought out with various smaller body details made as separate pieces to create the more complex shapes, including the outer roof skin with rear buttresses. The most challenging aspect of the build looks to be the painting with a three colour masking job required, although that roof moulding will simplify this a little. The decals are clearly printed and offer the options of any of the four Le Mans entries or the type's race debut at Daytona with two more versions. The instructions could be a little clearer on some of the exact details for the various options, but with race photos ([AUTO2016](#)) it should be no problem to achieve a great model.

**Carbone**

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

**CAR18001**

Delahaye 175S Saoutchik 1949 Blue 1:18

£499.95



This spectacular machine was built by Saoutchik on the first post war chassis from Delahaye and was a regular feature on the concours circuit with its first owner, Sir John Gaul. The car then passed to the equally curvaceous actress Diana Dors and it is this connection which is perhaps the most famous. Externally the model is beautifully finished, those flowing lines wearing an excellent light blue paintwork with the extensive brightwork all very carefully fitted. It is the cabin that really impresses, with the crystal-rimmed steering wheel delicately reproduced, realistic carpet and upholstery textures and plenty of very fine detailing. The completed model is then mounted on a grey leatherette base with descriptive plaque to make a very impressive piece indeed.



Schuco - new 1:43 diecast model

**SHU08966**

Auwater Neoplan Bus Porsche Racing Team

£187.95



Gottlob Auwater's Neoplan designs have long been at the forefront of bus development and the introduction of rear engine chassis in 1957 saw a change to lower floors at the front and improved head room. Panoramic glass roofs were also popular and these machines made ideal mobile workshops for race teams, with plenty of light and space. In this example used by Porsche into the 1960s we see a machine shop in the front section with lathes, pillar drills and vices mounted on long benches, while the raised rear section has a saloon area with seating, a table and a small kitchenette. It's all neatly done and will make a great centrepiece to a service diorama.



New book

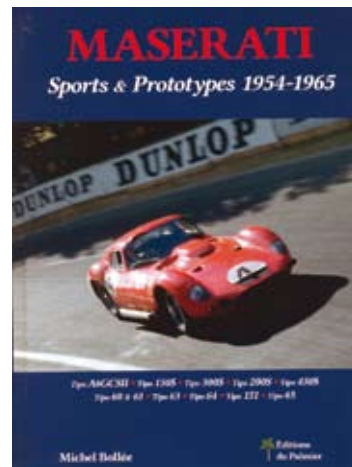
**ISB9782360591022 Maserati Sports & Prototypes 1954/1965**

£39.99

Weight 1.5kg

by Michel Bolleé

The text in this study of Maserati's glorious sports racers may be in French but the photos translate into any language and there are plenty of them! We start with Maserati's first participation at Le Mans with de Portago's A6GCS and follow through the various models from the conventional 150, 200, 300 and 450S models, the 'birdcage' Tipo 60 - Tipo 63, the brutal T151 coupes and the last of the line, the Tipo 65. The Camoradi team are inextricably linked with much of the story and we also see what happened to a number of the cars in private hands after their front-line careers were over, mostly in the USA but also elsewhere in lower level races. A large proportion of the images are in colour and there are plenty of unmodelled potential variants within. FRENCH TEXT.



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



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

**EID352 Porsche 935 3rd Le Mans 1977 #40 JMS £255.95**

First impression when opening this model was that the red looked a little dark, but digging into race photos shows that that was a false memory and the colours actually match very well. The finish of the model is, as usual for this range, immaculate with the decals all cut precisely into the panels before a deep gloss lacquer coat is applied. It's not an authentic finish, but it is beautiful and masked for a very attractive model of the class winning machine.



**EIDVM087 Porsche 917K Paris 1970 #2 Martini £235.50**

Porsche 917-021 was sold new to the AAW team and during its first season appeared in a number of liveries and under both the AAW and Martini banners. The livery here reflects both the AAW colours of yellow and red and the psychedelic livery layout used by the sponsor. An unusual feature is a top mounted periscope mirror and this along with the other small details is neatly modelled. Typically for Eidolon the finish is extremely precise and immaculate throughout.



**EIDVM101 Porsche 962 GTi Le Mans 1990 #43 £235.50**

*Alternative versions [EIDVM101B](#) white & [EIDVM101C](#) matt black*  
Richard Lloyd's much modified 962 appeared (alongside a more conventional 962) in the colours of Japanese clothing firm Italtya. The unique shape of the car is crisply modelled and the two tone pink and white paint is very neatly applied. Once again we see an immaculate finish with razor sharp panel lines beneath and at the rear of the model we see the wing mounted on an extremely fine etched structure.



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

**BBP18116 Ferrari 458 Le Mans 2015 #51 AF Corse SOLD OUT**

The liveries of the GTE Pro class AF Corse Ferraris were among the most colourful on the 2015 Le Mans grid and in 1:18 this 3rd in class machine makes for an impressive model. The blue is perhaps a little dark but the decals are very clearly printed and neatly applied. There is carbon on the rear spoiler and front splitter, with other unpainted composite parts of the car such as the mirror finished in satin black. The neatly fitted windows are perfectly clear and reveal a decent level of cockpit detail and a realistic looking engine in the rear. The model is smartly displayed on a leatherette base and if you would like to display it alone rather than in a cabinet, an optional case top is available (BBVET1802ITA).



**BBP18127 Ferrari SF16H 3rd Australia 2016 Vettel £395.40**

As we'd expect from BBR, this impressive 1:18 hand built of Vettel's 2016 F1 mount is smartly presented on an individually numbered leatherette base and very well finished. The bodywork looks well-proportioned and has crisp panel engraving beneath an excellent paint finish, with the lines around the cockpit so deep and precise it looks as if the head protector ought to be removable. The carbon on the suspension has a high gloss lacquer coat, which is not strictly accurate, but the other composite parts are a more realistic satin and we see multiple weaves used. On to our bugbear with modern F1 subjects, the rear wing endplates, all of the vents are open as they should be! Very nicely done.



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

**MRCLS442 Bugatti T57 Aerolithe 1935 £130.95**

The 'Elektron' magnesium alloy bodywork on Bugatti's lightweight 'Aerolithe' coupe couldn't be welded due to its flammability and so was externally riveted instead, creating very distinctive spines which divided opinion somewhat but became a famous feature of this car and the Atlantics that followed. This is the second model of this striking machine that we've seen in recent months and those seams are particularly delicately done here. Slightly disappointing is the use of flat etch for some of the trim such as door hinges and handles, which should be raised and the etched side window frames aren't really necessary. The general shape and panel engraving are good, with an excellent door line and the fine metallic paint finish matches photos well.



**MRCLSAUDIET Audi Q6 e-Tron Quattro Frankfurt 2015 £130.95**

Audi unveiled the concept for their all-electric SUV at the 2015 Frankfurt show and shortly afterwards announced that the car would be going into production in virtually unchanged form in 2018. The show car had no door mirrors, so that is probably one of the subtle changes to come! The overall shape of the model looks very good with crisp panel engraving and a roof surface decal and then lacquered to represent the range extending solar cells. The original renderings of the car showed it in a turquoise colour while the show car was a fine metallic blue. The colour of the model falls between these and has quite a heavy grain which reflects the light brightly but isn't strictly authentic.



**MRCLS18F104 Ferrari SF16H 3rd Australia 2016 Vettel 18 £239.95**

*Alternative version [MRCLS18F105](#) Raikkonen*  
The first thing that strikes with this model is just how bright the paintwork is, the main red finish being very neatly applied over a crisply sculpted body. The white and carbon highlights along with the sponsorship are all carefully fitted decals and the placement looks very good. There are changes in texture with the carbons used on the suspension, floor and insides of the rear wing endplates, although the 'raw' areas of the front wing are simply painted. At the rear the vents in the endplates are all open, which is good to see, and the driver figure is neatly decalced and wears a realistic harness.



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

**ALEAC080 Alfa Romeo 164 Spider £157.20**

Never heard of a 164 Spider? Neither had we. This unique vehicle was the vision of a Dutch enthusiast and was apparently built in just four days for a car show in 2008. As the time frame suggests, it was simply a case of cutting off the roof and tidying up the edges leaving the car not road legal. It certainly stands out from the crowd and the model matches photos from that show in terms of line and the paint finish is excellent. A bit of fun.



**ALEAC081 Audi Coupe Frua 1974 £157.20**

This functioning concept was unveiled at the 1974 Geneva Motor Show and was powered by a four-cylinder Audi 80 engine which was mid-mounted, the longitudinal layout and transaxle being ideal for such installations. The crisp lines are very much of the period and the model compares very well with period press photographs. There is a little puddling of pigment in the silver paint but the final lacquer finish is excellent and the small details are neatly fitted.



## JarMark

JarMark - New 1:43 metal hand built models

<a href="#">JAR075B</a>	Coloni C3 UK 1989 Moreno	£174.15
<a href="#">JAR075B2</a>	Coloni C3B Germany 1990 Gachot	£174.15
<a href="#">JAR075B3</a>	Coloni FC188B San Marino 1989 Moreno	£174.15

Tameo's Coloni FC188 (TMK075) is the base for all three of these interesting subjects. For the FC188B from San Marino the physical changes are quite subtle with revisions to the sidepods being the most obvious, but the colourful livery is significantly different to the base model and is generally well reproduced apart from the logos on the front wing endplates which are illegible. The C3 made its first appearance in Canada and we see it modelled in early form from its third outing at Silverstone. There's been plenty of new bodywork made here and the overall shape looks pretty good as is the layout and execution of the livery. Initially we thought there was an error on the rear wing endplate as the LPR logo is in white rather than green, but photos reveal the car wore both colours over the course of the weekend. For 1990 there isn't much physical change to the car but another new livery, this time with minimal sponsorship, is neatly applied. The rear wing on the model is far too big for the claimed German GP but does look OK for Hungary and some other races. All are rare F1 subjects and overall the finish is at the upper end of that seen from JarMark over the years.



JAR075B

<a href="#">JAR099B</a>	AGS JH24 Italy 1989 Tarquini	£174.15
<a href="#">JAR099B2</a>	AGS JH24 Brazil 1990 Tarquini	£174.15

The JH24 wasn't really what we'd call a success, Tarquini failing to qualify for any races in the chassis in either 1989 or 1990, most of the time not getting through pre-qualifying. At the 1989 Italian GP the two team cars were slightly different around the radiators and while the decoration is correct for Tarquini's car, the longer sidepod opening would only be accurate for Dalmas, a version not offered! The 1990 car was initially listed as the US GP, the box on our sample says San Marino (by which point the JH25 had made its debut) but the shape and decoration does match photographs from its final appearance in Brazil very well.



JAR099B2

<a href="#">JAR099B3</a>	AGS JH25 Monaco 1990 Dalmas	£174.15
<a href="#">JAR099B4</a>	AGS JH25 Brazil 1991 Johansson	£174.15

In terms of decoration both the black 1990 car and the pretty blue and white 1991 versions look very good for the races described, although a couple of logos on the later car are a little fuzzy in terms of printing. The shape is not so good, the nose profile having a distinct upsweep towards the cockpit when it should be flatter and the airbox, which looks good from head on, should extend slightly over the driver's head. A shame as the finishes are generally good.



JAR099B4

<a href="#">JAR099B5</a>	AGS JH25B UK 1991 Tarquini	£174.15
<a href="#">JAR099B6</a>	AGS JH27 Portugal 1991 Barbazza	£174.15

For later in the 1991 season the AGS team had an all new and very attractive livery. At Silverstone there were upgrades to the JH25 to create a B specification but still not enough to pre-qualify the car, while in Portugal the new JH27 failed to improve the team's fortunes. Again the decoration on both models looks pretty good but the same issues with nose and airbox shape appear on the JH25B as we saw on JarMark's JH25s. The JH27 is much better though.



JAR099B6

## SilverLine

SilverLine - New 1:43 metal kit

<a href="#">TMS103</a>	Tyrrell 007 1st Sweden 1974	£74.10
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Tyrrell had a few teething troubles with the 007 in the first few outings but all came good in Sweden with both cars starting on the front row and finishing 1-2 as well. Depailler had been the faster in qualifying, but a poor start let Scheckter get away initially and the pair held station throughout for Jody to take his first GP win. The kit offers either driver as decal options and the parts are typically cleanly cast. Etched parts offer much of the suspension and the wing endplates and there are plenty of cast small details too, with scope to add your own details such as engine wiring if you wish.



## MFH

Hiro - New 1:43 high detail metal kits

<a href="#">HIR43546</a>	McLaren MP4-5b US/Monaco 1990	£131.85
<a href="#">HIR43547</a>	McLaren MP4-5b Belgium/Japan 1990	£131.85

Two kits have been issued here as the pairs of races have quite different levels of downforce, with far more wing on the USA and Monaco versions. There are also other subtle detail changes to wings and sidepods for the options within the kits and these are clearly marked on the instructions for the correct small cast and etched parts to be used. The very thinly cast body is designed to be removable and beneath there is full engine detail as we would expect in this range. Wiring is not included, so there is still scope to personalise your model and there is a Joe Honda reference guide for the subject (HIRJH34) for additional detail information.



## HOME MADE MODELS

Home Made Models - New 1:43 resin kits

<a href="#">HMM43016</a>	Ecosse Ford 10th Kyalami 1974 LAST STOCK	£71.95
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The grid for the Kyalami 6 Hours in 1974 was a healthy mix of international entries and local machinery, this being very much in the latter camp. The instructions show several period images of the car and from these the shape looks pretty good. The main body casting is clean on the visible surfaces and have crisp panel engraving. The rear wing structure and a few other parts are etched and the decals are HMM's usual mix of inkjet and ALPS pieces, all of which are clearly printed. An unusual subject.



<a href="#">HMM43017</a>	Alfa Romeo GTV6 Turbo RSA 1990 LAST STOCK	£71.95
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We saw a later version of this Alfa Romeo as one of HMM's first releases and here we see a far more colourful variation. Or rather two as there are photos of the car from several races in the instructions showing a choice of bumper colours. The body casting will need quite a bit of work before painting and decalling but looking at the test build image, it will make a very good looking model after some effort.



<a href="#">HMM43018</a>	Chevron B26 Kyalami 1974 #10 LAST STOCK	£71.95
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While works Matras and a Mirage swept the podium at Kyalami, this locally run Chevron upheld South African honour with fourth overall and first in the 2-litre class. The panel engraving could be more precise but the bodysell is otherwise well-proportioned and the castings are clean. A two-tone paint finish will be needed on this one, with white decal edges provided to cover your masking. Assembly should be straightforward and the inkjet and ALPS decals include all of the correct sponsorship.



## ABC

ABC Brianza - New 1:43 resin & metal kit

<a href="#">BRK43335</a>	Alfa Romeo 6C 2500SS De Mola 1948	£91.95
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Hand built available [ABC335](#) black, [ABC335BR](#) Blue/red & [ABC335RR](#) red  
This striking roadster was apparently built by Belgian-domiciled Italian Umberto de Mola in 1948, using a pre-war 6C chassis. The body originally had concealed headlamps but these were replaced with more conventional units during one of many restorations that the car has undergone and there are photos of four different colour schemes in the instructions, all with the later body configuration. The main casting captures the spirit of the car but is lacking in some areas, the most obvious being the shape of the door. As usual for ABC, the white metal parts will need a little preparation but the plated parts are nice and clean and the photo-etch for the finest detailing is excellent.





**Jade Miniatures - new 1:43 resin & metal kits & hand built models**

**JAD4352** Ferrari 156 Dino 1957 - kit £64.50  
**JAD4352MB** Ferrari 156 3rd Naples 1957 Musso - built £168.20

Alternative versions **JAD4352M** Severi, **JAD4352M2** Trintignant, **JAD4352MD** Collins & **JAD4352MT2** von Trips

Ferrari's first V6 race car made its debut in the Naples Grand Prix, Musso qualifying the Formula 2 machine third in a mixed F1/F2 grid and finishing in the same position. Our usually reliable reference for races of this period lists it as race #13 but the photos included with Jade's kit clearly show that it was #24 as modelled. The kit parts are well proportioned and cleanly cast, with a small amount of etch for the suspension and other fine details. The hand built is neatly assembled and the paint finish has a realistic level of gloss. An important piece of Ferrari racing history.



**JAD4359** Heron Alfa Romeo RSA 1961/Goodwood 2005 - kit £63.70  
 Hand built available **JAD4359MA** Rand GP '61 & **JAD4359MB** Goodwood 2005

The Heron Formula Junior was designed and built by Les Redmond and 'Dig' Diggory who had previously worked on the Chequered Flag's Gemini race cars and was originally designed around a Ford 105E engine. The first owner of the car was Tony Maggs who added a Climax motor and took the car to his native South Africa for the GP in 1960. He didn't start due to mechanical issues and in the end sold the car to local racer Ernest Pieterse who fitted his favoured Alfa Romeo engine and won the Rand Trophy at Kyalami with the car. This is one option in the kit and the other is for the restored car which first reappeared at Goodwood in 2005 (after which the model was originally announced!). The instructions show the two versions to be physically the same but looking at the race photos also included, the roll-over bar is a modern addition and shouldn't be included for the original car. The decal sheet includes the gold stripes and there are also several other alternative race numbers, presumably for other South African races? A unique subject and an unusual addition to any single seater or Alfa Romeo collection.



**JAD4385** BRM P25 F1 1959/1960 - kit £63.70  
**JAD4385MF** BRM P25 1st Holland 1959 Bonnier - built £166.95  
**JAD4385MG** BRM P25 6th France 1959 Moss - built £166.95  
**JAD4385MI** BRM P25 2nd UK 1959 Moss - built £166.95  
**JAD4385MO** BRM P25 Argentina 1960 Hill - built £166.95

Many other hand built versions also available, refer to website for all options

No fewer than sixteen variants are offered on the decal sheet for Jade's well cast kit of the BRM. Most are works cars but we do see a little variation in colour with the cars of Hans Hermann and Stirling Moss. The main castings for the body, chassis, wheels and exhaust are all very clean and will require minimal clean-up for paint. The rest of the kit is typical Jade with neat fold up suspension, a few small ancillary parts and instructions which include some general assembly photos and race images of all of the options. From these we see that the decal placement and general detailing on the hand built is pretty accurate but we do have queries on the colours. BRM green is always a tricky colour and Jade's shade is close, but the Moss cars should be in a pale Linden green as we saw on the proto-build images, but the models in our delivery and on the assembly sheet are a bright apple green.



**JAD4395M7** Cooper Alta Crystal Palace 1953 #7 Moss - built £166.95  
 Alternative version **JAD4395M** France, **JAD4395M6** Goodwood, **JAD4395MC** Eifelrennen & **JAD4395** kit

The 1953 Coronation Trophy meeting was the first time that the Crystal Palace circuit was used post-war and for the main event the spectators saw a grid of mostly British drivers in primarily British machinery (there was the odd Ferrari). Moss was one of the most photographed in his Cooper, despite finishing fourth in his heat and fifth in the final, and from those images we see that Jade's model is pretty accurate. The paint finish has a realistic level of gloss and overall it makes for an attractive miniature.



**JAD43169MA** Talbot Lago T26C 1st Belgium 1949 Rosier - built £183.35  
**JAD43169MD** Talbot Lago T26C 6th Belgium 1950 Pilette - built £183.35  
 Alternative version **JAD43169MB** Entacelin Monaco, **JAD43169MC** Claes UK, **JAD43169ME** Levegh Express, **JAD43169MF** Hamilton Ulster, **JAD43169MG** Chiron ACF **JAD43169** kit

We've seen Jade's Talbot Lago previously as a kit and as Hamilton's green Ulster entry and here we see those well-proportioned parts nicely built as cars from the Belgian GP in 1949 and '50. Rosier was driving a factory entry when he won the race while the following year Pilette drove with his car finished in Belgian yellow. Both models are carefully assembled and the paintwork has a realistic slightly dull finish with crisp panel engraving showing through. As a bonus, on the Pilette car there is a neatly painted driver figure in the comfortable looking cockpit.



**JAD4371MZ** Aston Martin DB3-6/DBR2 - built £166.95

This unusual Aston Martin subject is also a very rare model with Jade making it in a limited edition of just 15 pieces. DB3 chassis #6 was originally fitted with a coupe body which became even more, errm, distinctive as the years passed. In 1965 it was fitted with a DBR2 body and DB3S engine (there had been a Jaguar unit in there before!) and it is from this period that the car is modelled, finished in an unusual solid pale green. The bonnet vent would be better shaded to highlight the opening, but otherwise it's all well finished. One for the serious Aston collector!



**JADAML43003MA** Aston Martin DBR4 Empire '61 Davison - built £166.95  
**JADAML43003MC** Aston Martin DBR4 NZ 1962 #6 - built £166.95

Alternative versions **JADAML43003ME** Guards Trophy, **JADAML43003MD** Sandown, **JADAML43003ME** Sandown Hawthorn, **JADAML43003MF** NZ Bulcraig & **JADAML43003** kit

Three of the four DBR4 chassis found their way 'down under' after the works had finished with them. The most campaigned was chassis DBR4/4 which Lex Davison brought back to the UK in 1961 to contest various non-championship races, the car by this stage fitted with a DBR1/300 engine and Maserati gearbox! The only photos we have are supplied with the model and most are black and white but show the shape is pretty good and decal placement accurate. Bib Stillwell had chassis DBR4/3 and this was painted red when raced in 1962, which makes for an unusual Aston racing subject.



**JADAML43010** Aston Martin DB3S Chevrolet Cotati 1957 - kit £63.70  
**JADAML43010M** Aston Martin DB3S Chevrolet Cotati 57 - built £166.95

Like so many 'exotic' European race cars which found their way to America, a couple of Aston Martin DB3Ss received local V8 engines. To feed the larger engine additional scoops were added to the bodywork at the front and Jaguar D Type inspired fin fitted behind the driver. These details are neatly modelled on the well-cast resin body and the kit parts look like a simple build. The hand built is neatly assembled with well-placed decals and a soft gloss to the paintwork, which on this subject should really be shinier looking at period images. Another interesting one for you many Aston collectors.



**JADC4308** Ford Surtees Transporter 1976 - kit £234.95

Hand built available **JADC4308M**

Jade list this truck as 1976 as that is the year that the reference photos are from, but it is actually a 1968 machine that Tyrrell had been using for some time. The kit parts are very well cast and will need only a small amount of clean up before painting and assembly of the fifteen resin parts which are finished off with vinyl tyres, brass axles and a number of small etched parts. The instructions include several photos of the real truck including some close up details, some of which such as the badges on the cab doors are then not included! The decals include team logos and gold striping but the builder is exacted to mask and spray the distinctive arrow motif along the sides of the vehicle. A colour chip is at least included for the main body colour.



**JADR4309 Monopole Panhard Formula Junior 1959/2009 - kit £64.50**

Hand built available [JADR4309MA](#) Goodwood 09, [JADR4309MB](#) Coupe du Salon 59 & [JADR4309MC](#) Montlhery  
This unusual front wheel drive Formula Junior machine was built by Monopole race mechanic José Carvalho de Oliveira as an afterhours project using parts from the recently abandoned Monopole-Panhard sports car projects. Jade's references are largely from the restored car which appeared at Goodwood in 2009 and the shape of the body is very good when compared with this but incorrect for the two options offered for the car in period. Photos of it in action at Montlhery are included and the shape of the windscreen and upper cowl is quite different, so if going for one of the originals the filler will need to come out and this area be built up. A shame, as it's a simple kit otherwise and an interesting subject.



**Automodelli Studio - New 1:43 resin kit**

**AUT43010E Holden Torana A9X Bathurst/ATCC 78/79 £73.95**

They say time passes more quickly as you get older and it is rather alarming to look back and see that the first version of this set of parts was released by Automodelli Studio very nearly a decade ago! That original kit offered Bathurst winning versions of Brock/Richards and the decals for those are still included here with additional numbering to make the car driven by John Harvey as a solo entry in ATCC races or with Charlie O'Brien and Ron Harrop at Bathurst in 1978 and 1979 respectively. The kit parts are fairly simple, which is just as well as there is a colour guide but no assembly drawing. Once some flash has been removed from the main casting this should be a straightforward build.



**FB Model - New 1:43 resin & metal kits**

- [FBM046B](#) Alfa Romeo RLSS Mille Miglia 1927 #43 £43.35
- [FBM046C](#) Alfa Romeo RLSS Mille Miglia 1927 #49 £43.35
- [FBM046D](#) Alfa Romeo RLSS Mille Miglia 1927 #94 £43.35
- [FBM046F](#) Alfa Romeo RLSS Alps 1923 #25 Ferrari £43.35

Hand built available [FBM046BM](#), [FBM046CM](#), [FBM046DM](#) & [FBM046FM](#)

The parts in this series of kits are all near enough identical with just changes to the decals for the different race versions. The instruction sheet (if we can call it that) shows the three Mille Miglia cars in colour and for two of these a two-tone paint finish will be needed. Enzo Ferrari's Coppa delle Alpi machine is not shown at all but we have found an image from FB Model which shows the car finished in red and with no front doors, so some serious modification will be needed here and whichever kit you are building a certain amount of fettling of the castings will be needed, although the wire wheels and etched parts are very fine.



**Yowmodellini - New 1:43 resin kits**

**YOW43210 Alfa Romeo Disco Volante Spider Touring 2016 £94.15**

Touring's retrospective Disco Volante coupe design caused quite a stir when unveiled at the 2012 Geneva Motor Show and they stopped the show again in 2016 with this open version, commissioned by a British businessman. Like its closed predecessor, the car is based on the 8C and features very dramatic styling. Yow's kit is instantly recognisable but the shape is a little distorted, particularly at the front. The castings are clean though and with a few feed tags removed it should be a simple enough build.



- [FBM096B](#) Alfa Romeo 6C 1750 TT 1929 #41 £43.35
- [FBM096C](#) Alfa Romeo 6C 1750 TT 1929 #43 £43.35
- [FBM096D](#) Alfa Romeo 6C 1750 Brooklands 1930 #30 £43.35
- [FBM096E](#) Alfa Romeo 6C 1750 Le Mans 1930 #23 £43.35

Hand built available [FBM096BM](#), [FBM096CM](#), [FBM096DM](#) & [FBM096EM](#)

Once cleaned up the resin body and chassis castings in these kits are, by FB standards, pretty fine. The instructions show completed models for most versions and race photos for the Le Mans car from which the basic shape looks reasonable. A written guide tells us body colours and there are fine wire wheels and some very delicate looking etched pieces to finish things off.



**YOW43211 Alfa Romeo SE048 SP GrC 1990 £94.15**

With the introduction of the 3.5 litre formula in Group C for 1990, the Fiat Group looked at returning to sports car racing and with Lancia busy in rallying and Ferrari in F1, it was going to be under the Alfa Romeo banner. Abarth were entrusted with the project (hence the SE code number) and power was in the form of a V10 engine developed for the also still-born 164 Procar project. It's a good looking, if rather conventional, machine and the shape is crisply moulded. With enclosed rear wheels and a small cockpit, Yow's simple modelling style is ideally suited to the subject and there is a fair amount of etch for the smallest details. Decals include various logos from the Alfa Romeo museum and depict the car as it has appeared in recent years.



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

**GCAM43082M Alfa Romeo 8C 2900A Le Mans 1937 #4 £134.50**

Kit available [GCAM43082](#)

As a semi-official entry at Le Mans, this already well-used spider was painted black rather than traditional Italian red. For the first few hours of the race it was battling for the lead with Wimille's Bugatti before Sommer over revved the engine resulting in retirement. The model is well finished but the windscreen frame is set in a vertical position rather than being laid back as it should be and this accentuates the slightly short and stubby look of the model. Still, a rare subject for those Le Mans collections.



**MR Collection - New 1:18 resin & metal hand built model**

**MRCBUG006A Bugatti Chiron 2016 Blue 1:18 £417.95**

Also available [MRCBUG006B](#) Red, [MRCBUG006C](#) Black, [MRCBUG006D](#) Blue/White, [MRCBUG006E](#) Red/White, [MRCBUG006F](#) Turquoise/Silver, [MRCBUG006G](#) Brown/Beige, [MRCBUG006H](#) Blue Carbon & [MRCBUG006I](#) Brown Carbon

With a price tag of 2.4 Million Euros, a new Bugatti won't be a realistic purchase for most of us mere mortals, but a fine scale miniature is a more realistic proposition. MR Collection have captured the subtle detailing of the car superbly, from the traditional grille among the front vents through to the LED tail-light blades. In between we see an excellent two-tone paint finish which helps to accentuate the scalloped sides of the car, a traditional Bugatti motif in the 1930s. Another gesture to the past is the sharp fin extending from the roof and across the engine bay. There are subtle carbon details inside and out and in the cockpit the seating looks very realistic. The model is smartly presented in a leatherette-based case and will make a fine display piece.



**GCAM43084M ADA C03 Le Mans 1990 #105 Arquati £134.50**

Kit available [GCAM43084](#)

The 1990 Le Mans annual describes this car as being orange but the colour chosen by GCAM is a very bright and pale red, which certainly matches race photos pretty well. The shape of the car is not bad and the paint finish is very good with neatly placed decals over the top. The ride height is a little off but not desperately so. On the packaging there is a warning to be careful of the aerial and the box used is rather tight and has resulted in this being slightly bent on our sample.





## Tamiya - New 1:12 plastic kit

**TAM14131**

**Kawasaki H2R Ninja 2014 1:12**

£42.95 £38.66

As a road bike Kawasaki's super-charged H2 packs 200bhp but the track only H2R has a whopping 310bhp, making it the most powerful production bike on the market. It's a bare bones machine which means that the engine is clearly displayed and this and the spaceframe chassis will give the keen modeller plenty to get stuck-in to. There's a typically high level of detail in the kit and plenty of scope to get the carbon decals out too.



AOSHIMA

## Aoshima - New 1:12 & 1:24 plastic kits & accessories

**AOS05165**

**Yamaha VMAX 2007 1:12**

£32.95

Yamaha's 1200c.c., V4-engined VMAX cruiser was in production for over twenty years and changed very little in that time. The bike modelled here is one of the final examples and in the kit we have full engine detail to fit into a finely moulded frame. The bike was shaft driven, so the rear suspension is very clean and the bodywork was minimal, meaning that big engine can be clearly seen.



**AOS01376**

**Lamborghini Huracan LP610-4 1:24**

£46.50

**AOS01708**

**Lamborghini Huracan PE Detailing Set 1:24**

£16.95

There's plenty to enjoy in this kit of Lamborghini's smaller supercar. The rear deck is hinged to reveal a V10 engine and there's a fair amount of suspension and chassis detail beneath, although there aren't any front drive shafts which is a bit of an omission. There is a choice of wheel design included and if you choose the optional detailing parts these include etched grille and brake facings, etch and fabric seat belts and machined aluminium exhaust tips.



BEEMAX  
MODEL KITS • MIBICI

## Beemax - New 1:24 plastic kits & accessories

**AOS08579**

**Nissan 240RS New Zealand 1983 1:24**

£42.95

**AOS08580**

**Nissan 240RS PE Detailing Set 1:24**

£16.95

This is a relatively simple kerbside kit of Nissan's Group B challenger and offers a single decal option, that of Salonen's second placed car from New Zealand, the best WRC result for the car in its first season. There's a reasonable amount of suspension detail underneath and also the cockpit is well designed to ease assembly and painting. The decals include all of the red and blue striping, so the main finish will be white with a little detail work to add. The instructions highlight the optional etched parts and these include various cockpit components as well as brakes, wipers etc.



**AOS09819**

**BMW M3 (E30) DTM 1991 Cecotto 1:24**

£50.95

**AOS09820**

**BMW M3 (E30) Photoetched Detail Set 1:24**

£18.50

There have been plastic kits of M3 'race' cars made before but those have been based on road car kits and less than accurate. This all new tooling from Aoshima/Beemax is, much, much better. Opening the box, we were excited to see a separate bonnet but this is to be fixed with no engine beneath. There is plenty of detail on the underside of the car though, dampers within the wheels arches and a realistic cabin area. Decals are included for the cars of either Cecotto or Soper, both of whom were regular race winners during the 1991 season. The instructions include placement of the parts in the optional detailing set which includes etched towing eyes, grilles, brake parts and various small fixings and levers, along with buckles for the fabric seat belts and machined aerials.



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

**HAS20278**

**Lamborghini Miura P400 SV 1971/2016 1:24**

£31.95

The original Miura first wowed the crowds at the Geneva show in March 1966 and over the next few years the production versions became more refined and faster. The SV appeared in 1971, again at Geneva, and to celebrate fifty years of the original launch, Lamborghini displayed the restored 1971 show car at the 2016 Emelia Island Concours. The kit parts are intended to depict that anniversary car, finished in a vivid metallic green but you could of course paint the bodywork in any colour you wish. The completed model will be kerbside although there is some engine detail to be included which will just about be visible through the thinly moulded rear louvre.



**HAS20244**

**Nissan R89C JSPC 1989 1:24**

£32.50

This relatively simple kit is a re-issue of a set of parts from a number of years ago and will be a straightforward build once a two-tone blue and white paint finish is applied. Separate rear bodywork will make this a little easier and there are clearly marked drawings in the instructions. All of the red panels of the livery are included on the excellent Cartograf decals, which offer the #24 car of Hasemi and Olofsson from the Fuji 500 Miles, which was fastest in qualifying but failed to finish.



**HAS20280**

**Porsche 962 JSPC 1989 Omron 1:24**

£34.50

**HAS20283**

**Porsche 962 JSPC 1988 Trust 1:24**

£35.95

The parts in these kits have been released before by Hasegawa but the decal prints and instructions are new for these 2016 limited editions. Vern Schuppan's ex-works 962 is offered as it won the opening round of the JSPC at Fuji. A two-tone paint finish will be needed with the blue colour matched to the decal as the headlight covers were partially masked and these are included. The Trust Racing version is from the first race of the 1988 season and didn't finish. This will be a simpler paint job in plain white with the colourful stripes all included on the decals. For a little extra finesse, Studio 27's recently released wheel and etch set (STUFP24190) is just the ticket, or either will be an attractive build straight from the box.



**HAS20281**

**Jaguar XJR8 Sprint 1987 1:24**

£34.50

Another classic, limited edition re-issue, the original tooling dating back to when the car was current, and again with a new decal print. The decals this time include the coloured panels for the livery and so a simple white main paint finish is required. They also include all of the correct sponsorship, so no after-market decals are needed for missing logos! The purple looks rather dark on the decal sheet but on a white rather than blue background will hopefully brighten up. Either #4 or #5 car be built and the decals include the regular driver pairings of Boesel/Cheever and Lammers/Watson as well as occasional pilots Nielsen and Dumphries, all of whom were race winners.



**HAS20284**

**Honda Civic GrN Champ 1993 Castrol 1:24**

£35.95

James Thompson has long been an established Touring Car racer and this is the car which helped him make the step up to the BTCC in 1994 after a dominant season in the National Saloon Car Championship at the age of 19. Hasegawa's original Civic kit is a road car and so there are a few amendments to the interior including race seat and cage and also alternative brake parts which cleverly lower the model and add a little negative camber to the wheels. A two-tone green and white paint finish will be needed and this looks fiddly on the sides as the moulded in side rubbing strip must remain white. The decals do include the red stripes and all sponsorship.







Eidolon hand built [EID335A](#) - Lamborghini Diablo GTR 1999



GPM hand built [GPS028](#) - Chevron B26 Kyalami 1973 Watson/Scheckter  
Signed by both drivers



JarMarK hand built [JAR099B3](#) - AGS JH25 Monaco 1990 Dalmas



Kess resin cast [KES43014070](#) - Maserati 5000 GT Bertone 1961



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



TrueScale Miniatures resin cast [TSM164329](#) - McLaren 650S GT3 Spa 2015



Spark resin cast [SPK3208](#) - VW Golf GTI Monte 1977 Ragnotti



Neo resin cast [NEO46995](#) - Lancia Flaminia 3C Coupe Speciale 1963



SMTS [RLRC001](#) (kit) [RLRC001M](#) (built) - Spirit of America Sonic 1



GLM resin cast [GLM43205301](#) - Bentley 4.25 Roadster Chalmers & Gathings



## EBBRO

*Ebbro - New 1:20 plastic kit*

**EBB20018 McLaren MP4-31 Spain 2016 1:20 £59.95**  
 Also available **STUTAB20146** additional decals & **STUCD20042** carbon decal

It is a little odd that Ebbro have chosen the Spanish GP for their 2016 McLaren, a race in which Alonso failed to finish and Button was ninth, when there were better results during the year. We mustn't grumble too much though as all modern F1 plastic kit releases are most welcome! The kit parts are relatively simple offering a kerbside completed model, but there's a fair amount of detail in the wings etc. The decals offer the choice of Alonso, Button or Vandoorne (although the latter didn't feature in Spain) and are mostly complete except for the omission of Chandon from the cockpit sides, for which the additional sheet from Tabu will be needed.



## FUJIMI

*Fujimi - New 1:24 plastic kit*

**FUJ03960 Honda NSX, NSX-R £32.50**

Honda's NSX is rapidly becoming recognised as a modern classic and interest has been refreshed in these technically advanced machines with the new NSX's release. This kit offers a relatively simple build of a kerbside model but there are plenty of alternative parts so you must choose whether you are building the normal version or the R version and this changes which bumpers, bonnet, spoiler and seats you use.



## Revell

*Revell - New 1:24 plastic kit*

**REV07028 Mercedes AMG GT 2015 £22.95**

The Mercedes AMG GT is a true GT car with powerful front engine/rear drive layout and decent luggage capacity for its two occupants to travel long distances. Revell's kit captures the shape of the car very well and thoughtful kit design packs in plenty of detail. The bonnet is a separate panel and beneath there is a full engine, although by the time this is assembled there is only a plastic cover visible, just like on the real car. There is some fiddly painting on the moulded in battery and fuse boxes under the bonnet, but otherwise it all looks pretty straightforward. Hopefully we'll see a GT3 soon!



## Museum collection

*Museum Collection - New 1:20 & 1:24 decals*

**MUSDC20815 Ligier JS41 F1 1995 1:20 £19.95**

**MUSDC20816 Ligier JS43 1st Monaco 1996 1:20 £19.95**

*Made to fit Academy kits*

The small amount of Japanese instruction with these clearly printed decals appears to mention a Lotus 99T which is a bit random. The obvious base is Academy's Benetton B195 kit as there are distinct similarities. Some real modelling will still be needed but these decals give all of the sponsorship and striping and the white side panels for the JS43.



MUSDC20816

**MUSDC24819 Alfa Romeo 155 V6 Ti 1996 Wilson/Hattori 1:24 £19.95**

*Made to fit Tamiya kit TAM96357*

This clearly printed decal sheet offers two options, both for the JAS Motorsport Alfa Romeo usually driven by Jason Watt in the ITC. The final two rounds were in Brazil and Japan and local drivers Max Wilson and Naoki Hattori got the drives respectively. Wilson finished second in a wet race two in Sao Paolo but otherwise they didn't trouble the regulars.



**MUSDC24820 Sauber Mercedes C9 LM/Suzuka 1989 1:24 £17.95**

**MUSDC24821 Sauber Mercedes C9 Suzuka 1990 1:24 £16.50**

*Made to fit Tamiya kit TAM24310*

The first of these sheets officially offers five race options of the Sauber C9 and potentially a few more from the 1989 season if you have photos. You'll need references anyway as the layout of the decal sheet is slightly confusing and the placement drawings aren't the most helpful. Also for the Suzuka race the driver pairings are wrongly laid out, so will need separating and applying properly. The decal layout for the 1990 car is correct, but the single placement drawing manages to show the wrong driver pairing and race number combination.



MUSDC24820

## GILLES & SPIRITS Ltd STUDIO 27 SINCE 1993

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

**STUFD24014 Porsche 919 Hybrid 1st Le Mans 2016 1:24 £244.55**

With five sheets of decals as well as adhesive chrome parts for the roof, it is quite obvious where much of the build time will be spent on this kit, especially when we see that the application is a four stage process. The main cast components are typically clean with the body and under-tray in resin and then smaller white metal pieces for smaller body parts, wheels and brakes and plenty of etch for the finest details. The primary paint finish is black and although the white panels for the roof and sides are included on the decals the instructions also suggest painting these areas, which is slightly confusing and presumably due to the thickness of the decals.



**STUFP24190 Porsche 962 6 Spoke Wheel Set 1:24 £56.95**

**STUFP24191 Porsche 962 BBS Wheel Set 1:24 £56.95**

*Made to fit Hasegawa kits*

These two sets differ in the designs of the wheels included, the six-spokes being cast in one piece while the BBS set has cast rims and centre hub with etched spokes to sit between. In both packs there are optional outer cooling fans and brake detailing parts including cast callipers. In addition to the wheel parts there is a general etched detailing sheet for the bodywork and cockpit and there are ribbons included for making seat belts with the etched buckles.



**STUCD20040 Lotus 102D Templated Carbon Set 1992 1:20 £26.95**

*Made to fit Tamiya kits TAM20033 & TAM20034*

Two sheets are included in this pack, each with several clearly printed and realistically textured decals. There are varying weaves of composite represented and many of the decals have fastener detail included too. The larger parts are mainly for the front and rear wings but there's plenty to go in the cockpit and engine bay too, all adding to the realism of your build.



**STUDC1172 Ford Escort RS1600 Monte 1972 Makinen Dec 1:24 £15.95**

*Made to fit Belkits BEL006 & BEL007*

We'll admit that this was a version of the Escort unfamiliar to us, despite the star driver and the event that it's from. That we've not previously seen it could be because Makinen finished nineteenth. It's a great looking livery with Pepsi as the main sponsor and looking at event photos the stripes and sponsors look to be accurately reproduced. The instructions don't show the rear mud flaps, which should be fitted from the kit but you can leave the front stone guards off. This was a left hand drive machine (again not noted in the instructions) and had a large spot lamp (to act as a reversing light and handy for when the car is off the road!) fitted on the left rear as a reversing light which will need scratch building.





## CMC - New 1:18 premium diecast model

**CMCM144 Mercedes LKW LO 2750 Transporter £698.95**

Used by the Mercedes team through the 1930s, this superbly detailed truck could be used to transport any of CMC's pre-war Mercedes Silver Arrows, from W25 to W165. CMC tell us the component count for the model is 2,365 individual pieces and seeing the level of detail, we don't doubt that for a moment! At the front and with the spring catches released, the three-piece bonnet can be removed to unveil a realistic looking engine. Open the doors to the cab and the handbrake lever can be moved, the windscreen can be opened and lifting seat squabs reveal battery and tool storage. There are opening oil fillers and radiator cap, the belly lockers can be opened and spare wheels removed. Under the canvas tilt cover, which is secured with rope and eyelets around the lower edge and leather straps on the vertical seams, there are ramps located in the rear and these can be posed for loading the race car of your choice and separate tie-down straps are included to hold a car in place. An instruction booklet is included showing all of these details and warns that putting the rear cover back on is a time consuming and fiddly process. Once again, we don't doubt that for a moment!



Car not included!



## Cult Models - New 1:18 resincast models

**CML014-1 Aston Martin Lagonda 1985 Green £128.95**

With its wedge shaped styling and electronics packed interior, the Lagonda caused quite a sensation when launched in 1976. Much of the interior gadgetry disappeared during the first few years of production, largely as it was quite unreliable, and this later first series car was slightly more conventional in the dashboard area, although the external styling was little changed. The shape of the model looks good and the paintwork is a deep metallic green with an excellent fine grain. The large windows are neatly fitted and show plenty of interior detail, most of which looks convincing although the decals used for the wood veneers are a bit garish.



**CML026-1 VW 181 Yellow £128.95**

VW's Type 181 was originally developed in the 1960s for the German military but in the early '70s it became available as a civilian vehicle aimed at the leisure market and had many names depending on the market (Kurierwagen in German, Trecker in the UK and Thing in the US). It's an extremely utilitarian vehicle as we might expect and the interior trim is minimal with simple seats and exposed painted panels on the dashboard, doors and footwells. The bright yellow paintwork is suitably jolly for a beach car and is well applied.



**CML027-1 Porsche 718 RSK Monoposte 1958 £142.95**

Porsche's first single seater was based on an RSK sports racer with the driving position relocated to the centre and the rear deck and tonneau panels redesigned to enclose the driver. A handful of cars were configured this way and the model matches very well Behra's original car as it survives today, having been kept in the Collier Collection for many years. The paintwork is excellent and the panel engraving beneath very precise, while in the cockpit there are realistic looking finishes and a decent level of detail.



## Top speed - New 1:18 resincast model

**TSMTS0008 Jaguar F Type R 2015 White £119.95**

Also available **TSMTS0007 Firesand**  
At the time of its launch the F Type R was the most powerful in Jaguar's sports car range, although it has recently been usurped should 500ps not be enough for you. It's relatively subtle too with clean lines and discrete front spoiler and rear diffuser picked out in black to contrast with the excellent white main body finish on our sample. The interior is well appointed and visible through a large clear sunroof panel, all adding up to make an attractive model.



## KK Scale - New 1:18 diecast model

**KKSDC180061 Ferrari 400 Superamerica 1962 Red £88.95**

Also available **KKSDC180062 Dark Blue**

The makers don't claim any particular chassis number for this covered-headlight Superamerica, but looking through photos of the various cars, it closely matches the original Geneva showcar. The overall shape of the car looks pretty good and the main paint finish is excellent, but the smaller details give away that this is an inexpensive diecast. The larger pieces of brightwork are smartly plated but the smaller side trims and vent details are painted on. The wheels are also quite chunky. Not bad for the money though.



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

**NOR181568 Citroen DS23 Pallas 1973 Red 1:18 £69.95**

Citroen's DS was extremely futuristic when first unveiled in 1955 and with some restyled front end on the late 1960s remained a modern looking machine into the mid-70s. This very well finished diecast depicts one of the later cars with fully enclosed headlights at the front. The bonnet and front doors on the model open to reveal a decent level of engine detail and the interior which has the more comfortable Pallas trim level. The radio aerial is very chunky but rest of the trim is generally fine and the overall finish is very good.



**NOR513181 Renault Floride 1959 Bardot £39.95**

The Floride (or Caravelle in the UK and USA) was a stylish coupe and cabriolet designed by Ghia and based on the running gear of the popular Dauphine. To create a little extra glamour, Renault enlisted the help of Brigitte Bardot with the launch and she was seen driving a white example with red interior. This traditional diecast is well proportioned and the main finish is very good, although some of the smaller details are a little heavy. A choice of display options is included with either a folded or raised roof, both of which are thinly moulded and fit neatly.



## Bizarre - New 1:43 resincast model

**BIZ1009 Double Duesenberg 1920 Milton £64.95**

Duesenberg had designed a new overhead-cam straight-eight engine with a view to resuming racing after WW1 ended but a change to Indianapolis capacity rules left the units obsolete almost immediately. Unperturbed, Duesenberg and their lead racing driver, Tommy Milton, built a record car with two of the 300ci motors mounted side by side, each driving one rear wheel. After poor conditions caused Milton's first record attempt to be abandoned, he eventually set a speed of 156 mph but as the car was in flames as it crossed the line, neither man nor machine were in a fit state to make a return run and so it remained an American rather than World record. The car was clothed in a very narrow streamlined body, with both exhausts exiting to the driver's right and this shape is pretty faithfully replicated. Many photos show the car with exposed wire wheels but there are images of it after a run with disc covers on and that is how it is modelled. No period images show much in the way of reflections on the bodywork, so the finish is an authentic satin.



## Premium ClassiXXs Premium ClassiXXs - New 1:43 diecast model

**PRE13002 VW T3B Audi Sport rally service van £55.95**

The livery on the VW Transporter service van places it in the mid-1980s and we have found one image of a near identical vehicle at a service halt in the 1985 Swedish rally. It's modelled here as from a tarmac event with two pairs of wide wheels and low-profile tyres on the roof-rack is on the sturdy side but otherwise the overall shape of the model looks very good and the livery is well replicated and, surprisingly, wears complete sponsorship.





Spark resincast [SPK3383](#) - Eiffelard-March 721 Germany 1972 Stommelen



JarMarK hand built [JAR075B3](#) - Coloni FC188C San Marino 1989 Moreno



Kess resincast [KES43036001](#) - Monteverdi 375/4 High Speed 1971



Spark resincast [SPK5193](#) - Peugeot 208 WRX 1st Latvia 2016 Loeb



Ebbro diecast [EBB45481](#) - Nissan GT-R Nismo GT3 Nurburgring 2015



GLM resincast [GLM215201](#) - Rolls Royce Phantom II Croydon Victoria 1932



Jade Miniatures [JADAML43003](#) (kit) [JADAML43003MA](#) (built)  
Aston Martin DBR4-300 Empire Trophy 1961 Davison



Cult Models 1:18 resincast [CML042-1](#) - Porsche 356-2 Gmund Coupe 1948



Norev diecast [NOR519510](#) - Renault Type K 1902



TrueScale Miniatures resincast [TSMCE154315](#) - Mercedes SSK 1930  
Count Trossi



Dwindle [DWI43005](#) (kit) [DWI43005M](#) (built) - Cisitalia 202 record 'Bill Burke'



Looksmart hand built [MRCLS466A](#) - Ferrari GTC4 Lusso T Paris 2016



Eidolon [EIDVM115B1](#) - Porsche 930 1988



Paragon 1:18 diecast [PAR98322R](#) - Jaguar Mk2 3.4 1962



Alezan hand built [ALEAC082](#) - Bugatti EB 110 Bertone Concept N°2 . 1990



Spark resincast [SPKSG234](#) - Mercedes AMG GT3 4th Nurburgring 2016



Esva resincast [ESVUS43005B](#) - Stutz Black Hawk Boattail Speedster 1928



TrueScale Miniatures resincast [TSM164350](#) - McLaren P1 2014 Sticker City



Minichamps resincast [MIN437161124](#) - Audi R8 LMS ADAC 2016 APR



Ebbero diecast [EBB45383](#) - Nissan GT-R SuperGT 1st Sugo 2016



# BOOK REVIEWS

## **ISBN9780760351895 Ferrari, 70 Years**

Weight 1.9kg

by Dennis Adler

Ferrari is as famous for racing as building road cars but it is the latter which are the primary concern in this history. In the early days there was a certain crossover and so we see the 166MM, 250TR and of course 250GTO in race and road preparations. With so many unique coach-built cars having been produced, space dictates that the author has concentrated on the 'factory' versions and the well written text is lavishly illustrated with some fine photographs, many of preserved cars in America. The publisher describes this as comprehensive, we'd say it was fairly brief but it is pretty and offers very good value.

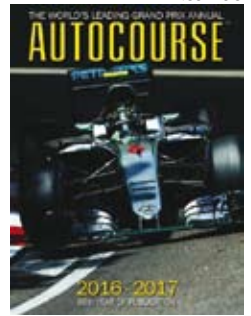


£24.99

## **ISBN9781910584224 Autocourse 2016/2017 (#66)**

Weight 2.9kg

At 408 pages this is the largest edition of Autocourse to date and there's plenty of quality in the quantity. A twenty-one race F1 season which went to the wire accounts for most of the content, with detailed reports from each round along with several articles and profiles on key individuals including Ron Dennis and new boy Max Verstappen and a look at the take-over of the rights holding. It's not just F1 though, there are also reports on Le Mans and other major sports car races, the feeder single seater series such as GP2, GP3 and Formula V8 3.5 and we have a roundup of Formula E's rise, the top Touring Car series and the action in the USA. A perennial library essential.



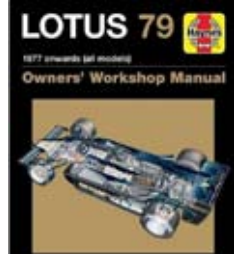
£54.95

## **ISBN9781785210792 Lotus 79 Owner's Workshop Manual 1978**

Weight 1kg

by Andrew Cotton

The Lotus 79 was one of the most significant designs in the history of F1 as it showed the benefits of ground effect aerodynamics to devastating effect, dominating the 1978 season. Here we see the development and race history of the cars along with a fair number of images of the other machinery that made up the competition. There are plenty of close up photos of a car under restoration and detailed original drawings, all of which will be of great benefit to modellers.



£22.99

## **ISBN9781907085277 Ferrari 250 GTO, Autobiography of 4153GT**

Weight 2.5kg

by Keith Bluemel

Chassis 4153GT was one of the more famous 250 GTOs, the car making its competition debut at Le Mans in 1963, two weeks after delivery to Pierre Dumay, finishing fourth overall. The car continued to be campaigned by Ecurie Francorchamps through 1963 and '64, winning the Tour de France along the way and then passed to another new owner in Spain who continued to compete in a wide variety of events. The specific build and race history of the car is fully documented here and is combined with the stories of other GTOs racing alongside, to give a lavishly illustrated history of the type in general.



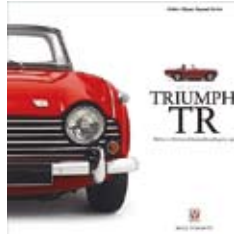
£60.00

## **ISBN9781845848545 Triumph TR2 to TR6**

Weight 1.3kg

by Bill Piggott

First published in 2003 to celebrate fifty years since the launch of the TR2, this well illustrated history takes us through Triumph's traditional post-war sports cars up to the muscular TR6, the last of which left the Canley factory forty years ago. The text is very informative, as we would expect from an author who has been archivist of the TR Register for many years and includes plenty of technical data and production information along the way. Specials such as the Dove GTs are included and the colourful images are a mix of period advertising and competition photographs, along with modern studio shoots.



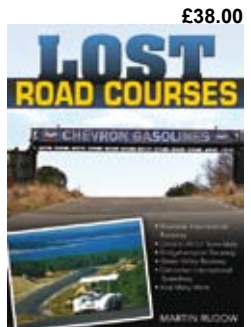
£40.00

## **ISBN9781613252222 Lost Road Courses**

Weight 800g

by Martin Rudow

This fascinating soft bound edition takes us around seventeen now defunct circuits in the US and Canada. Some, such as Bridgehampton, Edmonton and Riverside were famous as Can-Am venues, while other names are less familiar today but played an important part in the early SCCA races etc. The fates of the sites vary, some sections we see today that were fearsome jumps or corners are now quiet residential suburbs, while others are lost completely beneath freeways and shopping malls. Excellent period images including plenty of early colour show how things were and there are maps showing the original layouts, while the modern day is illustrated with the authors images. Fascinating and a little sad too.



£38.00

## **ISBN9780750965279 Earls Court Motor Show, An Illustrated History**

Weight 1kg

by Russell Hayes

Opened in 1937, Earls Court soon became one of London's premier exhibition spaces and the London Motor Show in October that year was one of its first major events. Using period images the author shows us how the shows evolved over the years and also takes a look at some of the other events hosted here, from agricultural shows to the London Boat Show, the vessels floating on a central swimming pool concealed beneath the regular floor. In the 1970s the Motor Show moved to Birmingham and the much larger NEC, but other motoring events were still held at the London venue and it also became popular for rock concerts. Sadly, in 2015 redevelopment of the site started and that magnificent Art Deco facade has been lost forever.



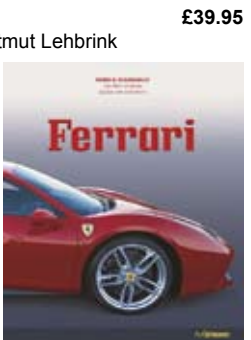
£25.00

## **ISBN9783848010493 Ferrari**

Weight 3kg

by Rainer Schlegelmilch, Hartmut Lehbrink & Jochen von Osterroth

When we see the name of Rainer Schlegelmilch on any book we know that we're in for a visual treat and this does not disappoint. The preface states that it is not intended in anyway to be a comprehensive history of the Ferrari marque and that the authors have taken a subjective approach. That means that the most beautiful road cars and brutal race cars have generally been chosen and each subject is photographed in detail. The text consists of a brief introduction to each model covered and captions to the images and the text are in both French and English.



£39.95

## **ISBN9788879116565 F1 Technical Analysis 2015/16**

Weight 900g

by Giorgio Piola

The main focus of Giorgio Piola's in-depth technical analysis is the cars of the 2015 season. The author's inspired technical drawings take us through the regulation changes and compare the cars of each team with their predecessors and then show us the developments team-by-team through the season. There is also a look forward to the regulation changes for 2017 and beyond and we have a preview of the next edition with brief details of the 2016 cars and the significant changes that happened there. A must for the diehard F1 fan!



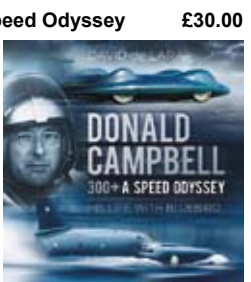
£32.00

## **ISBN9780750970082 Donald Campbell, 300+ A Speed Odyssey**

Weight 1.5kg

by David de Lara

There have been many books written about Donald Campbell and his Bluebird record cars and boats but this has to be the most lavishly illustrated. The majority of the images are in colour and while some are very familiar, there are many others that are previously unpublished. Much of the narrative comes from Campbell himself, taken from numerous notebooks, letters and manuscripts he had written and there is also plenty of insight from key members of his record breaking team, the Norris brothers and Leo Villa, all giving a first-hand account of the events and locations covered.



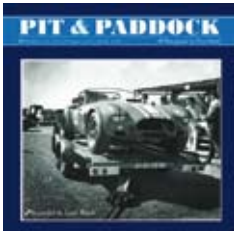
£30.00

## **ISBN9781902351605 Pit & Paddock, Behind The Scenes**

Weight 3kg

by Peter Darley

This beautifully presented, slip-cased volume brings us around three hundred previously unpublished images from the camera of enthusiast Peter Darley, photographs which superbly capture the off track atmosphere at race meetings in the 1960s and early 1970s. The photos are all black and white but detailed captions describe colours where necessary and bring an insight to what is happening. Ten circuits are featured, the principle UK tracks of the time at Goodwood, Brands Hatch, Crystal Palace, Silverstone, Snetterton and Oulton Park, while travelling further afield there are also visits to Clermont Ferrand, Monaco, Monza and Jarama.



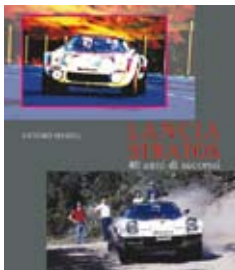
£75.00

### **Postage rates on books**

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

**ISB9788888939575 Lancia Stratos - 40 Anni di Successi £39.95**

Weight 2.3kg by Antonio Biasoli  
From the competition debut in 1973 through to cars running in historic events four decades later, this abundantly illustrated volume charts the history of one of the most iconic of all rally cars. The image quality is variable, with some shots appearing to be amateur snaps taken by spectators but it is these that are often the most interesting as they show lesser known liveries. Detailed results show the participations in major events through the heyday of the 1970s and there are profiles of some of the better known protagonists who have kept these machines going in competition. The main text is in Italian but there is a separate English supplement included.



**TSM151206 Porsche 956 1st Le Mans 1982 1:12 £299.95**

**TSM151209 Porsche 956 1st Le Mans 1984 1:12 £299.95**  
**TSM151210 Porsche 956 Le Mans 1983 #8 1:12 £299.95**  
After the errors on their recently released 917K, we were a little nervous when opening these models but are pleased to report that things are much better. Thanks to the aerodynamic nature of the cars the models are relatively simple and the overall shapes look good. The paint finishes are excellent and the liveries this time are clearly based on race photos rather than preserved cars. The panel engraving on the main bodyshell is excellent and there are etched inserts in the body for the radiator outlets and a few other smaller details. The decals on the 1982 winner are slightly untidy on the red stripes around some of the edges on our sample but all of the decals fitted are well placed. On this one there are some easily found logos which will need to be applied to complete the livery. The 1984 winner has sponsorship which can be reproduced without compromise and here everything is well placed. The Joest #8 machine from 1983 looks a little naked and again will need a few easily found decals fitted to complete the decoration. This car is an interesting one in that it started the race in long tail form and finished with a short tail after an accident and the car is modelled as it was at the start.



TSM151206

**TSM164362 Mazda RX7 GTO Laguna Seca 2015 #62 £79.95**

Mazda's quad-rotor IMSA GTO contender was a regular podium finisher during the 1991 season in the hands of Peter Halsmer and is modelled wearing the 1991 livery but with a few additions as it appeared in an IMSA reunion event at Laguna Seca in 2015, driven by Mazda PR man Jeremy Barnes. The model is neatly finished and matches images from that retrospective event, but we would have preferred to see a proper, period correct, race version.



**TSM164383 Alfa Romeo 4C Spider 2016 Yellow £79.95**

**Alternative versions TSM154313 Red Proto & TSM154314 White Proto**  
Alfa Romeo first showed the open topped version of their lightweight 4C sports car in 2015 and for the 2016 model year it went into production. There are a few subtle differences between the final version and those 2015 show cars, most obvious being the addition of small intakes behind the doors and a change in wheel design. The basic styling remains and there is plenty of exposed carbon fibre around on the windscreen frame and roll-hoop, which is subtly applied on the model and contrasts with the fine bright yellow paint finish.



**TSM154371 McLaren 570S 2015 Red LHD £79.95**

**Alternative version TSM154372 Silver LHD, TSM154373 Red RHD & TSM154374 Silver RHD**  
The 570S is McLaren's entry level machine at a mere £140K but it still provides plenty of drama and performance. The shape of the car is well replicated on the model and the main paint finish on our sample is a vibrant metallic red, which really suits. A satin carbon finish is applied to the roof, floor edges, door inserts and engine cover with satin black tail panels adding contrast. We see carbon brake discs behind the very finely cast wheels, with the callipers picked out in red to match the bodywork and the overall effect is to produce a very attractive model.



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



**New DVD - Region 2 PAL**

**VIDDM3734 Formula One Season Review 2016 £14.95**

Also available **VIDDM3735N Blu-ray**  
With a running time of over 300 minutes, this is a pretty comprehensive review of the F1 season and requires two discs! There are highlights of all twenty-one races including the atmospheric new street circuit in Baku. There is race and technical analysis and plenty of bonus on-board footage to put you in the thick of the action. At the front it was all about the Mercedes drivers but there's plenty more besides with a new generation of drivers coming through and a couple of the old guard retiring (or not!).



**TSM MODEL TrueScale Miniatures - New 1:12, 1:18 & 1:43 resincast models**

**TSMCE154312 Alfa Romeo 8C 2900B 1st Mille Miglia 1947 #230 £89.95**

This Alfa Romeo was nine years old when it won the Mille Miglia in 1947, the first post-war running of this event. The model wears an Alfa Romeo Museum license plate on the rear, which is interesting as the car is preserved in road trim and in private hands, so the model hasn't been based on the restored car. The decal placement and style of the race numbers is correct and the paint finish on the model is excellent, as are the wire wheels. The ride height is very low at the front and this isn't just our sample as TSM's own photos show the same. The bonnet line is also a little low which is accentuated by the lack of tyre and ground clearance.



**TSMCE164314 Rolls Royce Phantom I Jonckheere 1925 £89.95**

The original body on this 1925 Phantom chassis was a traditional Hooper convertible but in the mid-1930s the car was reclothed by Jonckheere in Belgium in this most dramatic style. The bumpers were probably not original, but they were on the car in a photo dated 1938, by which time the car was in the USA. The shape of the car and those (ugly) bumpers match the period photos very well and the gold paintwork has a fine grain. For some reason the bonnet sides are painted silver but there is no contrast visible in the early black and white images and the first colour shots of the car from the 1940s as well as those from the '70s show it to be all gold.



**TSMCE151806 Mercedes SSK 1930 Count Trossi 1:18 £229.95**

**TSMCE154315 Mercedes SSK 1930 Count Trossi £89.95**

The chassis for this SSK was built in 1930 but having been to Japan and back unsold and then sent to Italy it was initially clothed as a race car before its then owner, Count Trossi, sketched a design for a road car that he wished to be made. Who the coachbuilder was has been lost in the mists of time but this magnificent piece of bodywork eventually saw the light of day in 1934. In terms of shape, both models look very good and the black paint finishes on our samples are flawless. Slightly confusingly, in some photos of the real car the leather bonnet straps are black and in other they are brown (they've presumably been replaced a few times over the years!) and on the 1:18 model TSM has gone for the former but they are omitted altogether on the 1:43 which is rather lazy. The photo etched dash panels in both scales are neatly fitted but rather than being simply bright and polished should be engine turned. Small details that are easy to get right as wrong.



TSMCE151806

**GLM215201 Rolls Royce Phantom II Croydon Victoria - open £129.95**

**GLM215202 Rolls Royce Phantom II Croydon Victoria - closed £129.95**

This stylish open four seat tourer was built by Brewster for Jessie Woolworth Donahue, heiress to the Woolworth retail chain. We've no period photos to check the colours with but the car has been a regular on the concours scene for a couple of decades and the decoration has been consistent in this time! The olive green and pale yellow is an unusual combination but works very well and is neatly applied on the models. There are very fine pinstripes along the flanks of the car which is well done and this is echoed on the wheels. The windscreen is etched, as are the treads on the running boards and a few of the smallest trim details, with the remainder of the brightwork as neat plated mouldings. Roof up or down, a fine looking machine.



GLM215202

**MINICHAMPS®**

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

**MIN400830035 Toleman TG183B Holland 1983 Warwick £69.95**

The TG183B is best known in 1984 trim when Senna drove it, but Derek Warwick had spent most of the previous season in the car. After numerous DNFs, he scored the Toleman team's first points in Holland and followed that with three more. It's not the most elegant of machines but the purposeful lines are well replicated and the smaller details quite finely moulded.



**MIN410140244 Mercedes W05 1st Bahrain 2014 LAST STOCK £69.95**

The Bahrain Grand Prix was one of the more exciting races in the modern era with a race long battle between the two Mercedes of Rosberg and Hamilton, the latter eventually emerging victorious to take his second win of the season. The model is, as expected from Minichamps, well finished and the smaller details appear correct when looking at race photos. The rear wing endplates don't have the vents open but the front wing detailing is excellent.



**MIN400700014 Lotus 72 Mexico 1970 Hill £69.95**

Engine temperatures and crowd control (or rather lack thereof) were major factors in the 1970 Mexican GP and the teams did what they could about the former while the organisers did the latter. Graham Hill's race was very short lived with his engine starting to overheat after just two laps and he retired after four. For the most part the model matches race photos but the rear wing, while correctly positioned well forward, is the wrong shape and should have more angle.



**MIN400720029 Lotus 72 UK 1972 Charlton £69.95**

Dave Charlton was the man to beat in South African F1 in the early 1970s, winning the domestic series six years in succession. He also ventured abroad occasionally and entered three European GPs in 1972, failing to qualify in France and retiring with mechanical failures in the UK and Germany. It's the Brands Hatch car that we see here and the body and airbox shape are good and all is well painted. The rear wing should have two ribs running along it which are missing. Charlton's main Lucky Strike backing is not included, which is understandable, but his name on the sides of the car is among the decals, something we can't see in any race photos!



**MIN537831808 McLaren MP4-1C US GP West 1983 Lauda 1:18 £199.95**

*Alternative version* **MIN537831807 Watson**

Although Watson, Lauda and McLaren were all used to winning races, none expected a 1-2 finish at Long Beach as the drivers lined up in 22nd and 23rd positions on the grid, but a combination of the right tyres, plenty of overtaking and a few collisions ahead of them saw an unlikely victory. The shape of Minichamps' model looks pretty good when compared with the many race photos available and some details such as the lack of tyre decals is correct. The livery is compromised by legislation and so they look rather plain but there is no real excuse for the satin tampo printed finish on the orange areas these days, especially not at this scale. The lacking sponsorship can at least be addressed (**MUSDC18825**) and that will improve things significantly.



**MIN410169933 Red Bull RB7 Kitzbuhel 2016 Verstappen £89.95**

F1 drivers and teams are faced with tyre choices at every race meeting, but it's not usually a decision between using studs or show chains! As part of the opening to the (Red Bull sponsored) Hahnenkamm skiing festival at Kitzbuhel, Max Verstappen took to a section of the piste onboard Vettel's 2011 championship winning car, initially wearing studs and later chains. It is with the chains that we see the car modelled and these are done very neatly in etch. The unique decoration on the car promoting the Austrian GP is well replicated and there are even blanking plates inside the radiator intakes. Great fun and well done.



**autocult**

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

**ATC03007 Triver Rana 500 1958 £86.95**

In many European countries in the post war era, low cost transport was focussed around micro-cars, often with motorcycle power. The Italians and Germans had the most successful designs but in Franco's Spain imports were heavily restricted and so a domestic product was designed. Built in Bilbao, this quite pretty little machine with twin-wheels closely set at the rear was to be the solution but with only seventy-five examples sold in five years, it was abandoned. The example modelled is a preserved museum piece and is smartly finished in two-tone yellow with the small details all neatly fitted.



**ATC05014 Gatso 4000 Aero Coupe 1948 £96.95**

Maurice Gatsosides found fame as a rally driver, is infamous as the inventor of the speed camera and also can claim to have been the first post-war car manufacturer in Holland. His streamlined coupe and roadster used Ford V8 running gear under lightweight Dural panels and a claimed top speed was over 170km/h. Only eleven were built due to production problems and the styling probably didn't help either! It's very distinctive and has been well captured here, but pretty it is not!



**ATC07005 Ford Thames 400E Lotus Transporter 1957 £96.95**

Lotus, like many British companies in the late 1950s, used Ford's 400E Thames vans for transport of various materials including racing cars. The example modelled here is not an original though, but a modern recreation used to carry a historic racer and this differs from the original factory machine in having a far simpler rear deck. We have images of the vehicle modelled and it looks very convincing but we are unsure why the model is finished in dark blue and not green.



**ATC01002 Walter WZ 1500 Hills 1924 #8 £81.95**

Josef Walter was one of the pioneers of the motor industry in Czechoslovakia, beginning like many early manufacturers repairing bicycles before moving on through motorcycles to full motor cars. His car engines were water cooled and produced impressive power outputs for their small capacities. The car modelled here is a hillclimb special which has survived the past century unmolested. The simple body is well modelled and the sharp pointed wings (pedestrian safety was decades away) and wire wheels are extremely fine.



**ATC03008 Gutbrod Superior Sport Roadster 1951 £90.95**

The Superior 600 was the first postwar car produced by tractor and motorcycle manufacturer Walter Gutbrod the later versions are perhaps best known as being the first production car with fuel injection. This coachbuilt roadster version pre-dates the injected cars and was produced in limited numbers (between 12 and 20 examples depending on sources) with bodies by Wendler. The design appears to have been heavily influenced in style by the Jaguar XK120, although as a much smaller vehicle the proportions aren't quite as elegant! The model does match period photos though and the overall finish is to Autocult's usual high standards.



**ATC05009 Bizzarrini 1900GT Europa 1969 £96.95**

Bizzarrini's 1900GT shared similar styling to its larger sibling the 5300GT and also had a GM engine, although this one was a four cylinder Opel unit rather than a Chevy V8. The car was unveiled at the 1966 Geneva show and the original design was without the vertical vents seen on the example modelled here, but they were a common feature on the later cars. The model matches well with one of many survivors and really stands out with its bright orange paintwork. As with most subjects chosen by Autocult, production of the real car was extremely limited.







## Matrix - New 1:43 resin cast models

### **MTX50806-011 Hispano Suiza K6 Cabriolet Brandone 1935** £100.95

The design of this extremely elegant Hispano Suiza roadster has been attributed to many coachbuilders over the years including some of the most famous names in France, but it was the work of the small Cannes-based carrosserie of Etienne Brandone. The rear parcel area behind the seats had been modified to accommodate extra passengers but has been restored to factory drawings in recent years, albeit not in the original colours judging by period images. The restored car appeared for sale a couple of years ago and the model matches the images in the sale catalogue very well. The black paintwork on our sample is flawless and the trim details are sympathetically recreated.



### **MTX51302-101 Mercedes 600 SWB Landaulet 1970** £107.95

Several long wheelbase Landaulet bodies were built but this short wheelbase example was unique. It was created for German aristocrat, banker and racing driver Phillip Graf von Berckheim and is modelled here with the rear roof section lowered. This reveals plenty of interior detail and the short chassis design means that unusually there was no driver partition on this example, the owner presumably driving himself. It's all very neatly done.



### **MTX41205-021 Lea-Francis 2.5 Litre Sports 1949** £104.95

Like many of the early motor manufacturers, Lea-Francis started making bicycles before progressing to cars in 1903. They were always a specialised maker with relatively low production numbers and the 2.5 Litre sports and saloons launched in 1949 would be the final new production models with fewer than eighty examples built over four years. The open 'Sports' model had a decent power output but was more of a tourer and struggled against the cheaper and faster Jaguar XK120. The lines of the car are well captured and there are some nice fine detail touches on the model such as an etched windscreen with small wind deflectors to either side but the otherwise excellent interior is let down by sloppy paintwork on the seat backs.



### **MTX40102-111 Alfa Romeo Disco Volante Spider Touring** £101.95

Touring's retrospective Disco Volante coupe design caused quite a stir when unveiled at the 2012 Geneva Motor Show and they stopped the show again in 2016 with this open version, commissioned by a British businessman. Like its closed predecessor, the car is based on the 8C and features very dramatic styling. The blue chosen to finish the car is an unusual choice for a one-off Alfa but is well matched on the model and the paintwork is excellent with a very fine grain and reveals crisp panel engraving beneath. The wrap-around windows have a clean flush fit and the interior is well appointed.



### **MTX50108-091 Aston Martin Jet 2 3-door Bertone 2013** £101.95

The Vanquish-based Bertone Jet 2 was first shown in 2004 and was then finished in a bright silver. For the Aston Martin Centenary celebrations in 2013, the car reappeared now painted gold and with a few subtle changes and was shown at the Geneva show along with various concours events. That gold paint really shows off the lines of the car and the finish on the main body of the model is excellent. The fit of the large glazed roof panel and side windows on our sample isn't the best, but the rest of the detailing is well done.



### **MTX41705-041 Rolls Royce Phantom II Barker Boattail** £121.95

This striking boattail roadster was, according to the build sheet, ordered by a Mr Andre Mertzanoff of New York but he apparently never took delivery, the car instead finding its way to India and the ownership of Gulab Singh, Maharaja of Rewa. It was designed to be used as a two seat roadster, with an occasional rear set being revealed by a folding panel in the wood-planked rear deck. The model depicts this seat exposed, a detail that has been neatly done. The main paint finish is in a deep burgundy, with the bare aluminium bonnet top in a satin silver colour. A very imposing machine and nicely done.



## Neo - New 1:43 resin cast models

### **NEO46045 Ford Fairlane 500 Convertible Blue 1957** £70.95

When we think of open topped 1957 Fords, the Skyliner retractable hardtop is the most famous one but there was also a conventional soft top named the Sunliner which we see here. The 500 series cars were the highest trim level and are identified by a gold coloured side trim on the front wing and door top.



This is neatly applied as a decal on the model and contrasts tastefully with the excellent, period correct, two-tone pale blue and white paint finish. The interior echoes the exterior for colours.

### **NEO46455 Chrysler Newport Wagon 1961 Beige/Brown** £71.95

Having initially used the Newport name on a show car in the 1940s and resurrected it for the entry level models in 1961. The station wagon had 'hard top' styling (no B-pillar for those who aren't American) and a fin starting from the front door swept up at the rear partially obscuring the side window.



Neo's model is well proportioned and smartly finished in a two tone cream and caramel, which suits the car. The trim details on our sample are neatly fitted to make for an attractive model.

### **NEO46680 Rolls Royce Phantom II Continental Windovers** £97.95

This very elegant two-door coupe (chassis 81JS) was originally supplied to Robert E McAlpine, a third generation member of the British construction firm and unusually the car survives in unrestored form. The shape of the model and the two-tone paint finish that adorn it are very good, although on our sample a couple of small details, most obviously the trim stripe along the side of the scuttle and bonnet, could be neater. The brightwork is all well fitted and the unusual peaked roof has the correct blue tinted insert.



### **NEO45260 Cadillac S&S Superior Landau Ambulance 1959** £81.95

It would appear that the 1959 Cadillacs were popular among American coachbuilders as the basis for both ambulances and funeral cars. One of the oldest conversion firms was Sayers & Scovill of Ohio (who had apparently made the first petrol-engined ambulance in the country) and this is one of their conversions. The base vehicle's styling is complemented by a high roof body and through the large expanses of window, inside we see a stretcher in place with a medic's seat alongside. It's all neatly done and the two-tone red and white paint is excellent.



### **NEO44277 Daimler Majestic Major 1959 Grey** £66.95

The important upgrade for the Majestic Major over the normal Daimler Majestic was the introduction of a 4.5 litre V8 engine, but the new car was also slightly longer with an enlarged boot. The overall shape of the model is not bad but the proportion of the rear quarter window and pillar is off. The side trims look odd at the rear when viewed from behind but are neatly fitted on our sample, so we're not quite sure what's going on there! The paint finish is, as usual from Neo, excellent.



### **NEO45877 Mercury Turnpike Convertible 1957 Red** £73.95

The Mercury Turnpike Cruiser originally appeared as a show car in 1956 with many technically advanced details fitted such as push button transmission and electrically adjustable 'memory' seats. These made it to the production model but the cars soon gained a reputation for the unreliability of these gadgets. The car modelled has the optional three-colour paint finish and that paintwork is all neatly applied and the shape looks good. On our sample some of the smaller trim on one side isn't quite as precisely placed as it should be, but the other side is fine.





# NEW & SOON



Norev diecast [NOR155177](#) - Citroen C-Elysee WTCC Champion 2016 Lopez



Esval resincast [ESVEU43003B](#) - Austro Daimler ADR 8 Alpine 1932



Spark resincast [SPKSB125](#) - Mercedes AMG GT3 5th Spa 24 hours 2016



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



Matrix resincast [MTX41311-081](#) - Maserati 3500GT Spider Vignale Prototype



GLM Resincast [GLM43204901](#) - Rolls Royce Phantom II Hooper Allweather Tourer 1934



JarMark hand built [JAR099B5](#) - AGS JH25B UK 1991 Tarquini



TrueScale Miniatures resincast [TSM164357](#) - Porsche 910 Bergspider 1st Oillon-Villars 1967



Neo resincast [NEO46830](#) - Desoto Custom Club Coupe 2-door 1949



Top Speed 1:18 resincast [TSMTS0007](#) - Jaguar F Type R



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

**SPK1875 Porsche 718 RSK 4th Le Mans 1958 #31 £50.95**

Alternative versions [SPK1869](#) #29 & [SPK1874](#) #30

Porsche entered three RSKs at Le Mans in 1958 and this was the second of them home. The car differed to its siblings mechanically in having a slightly smaller engine, with which Edgar Barth and Paul Frere won the 1500cc class, and also featured stabilising fins on the tail. Between those fins we see fine etched vents for the engine and these are neatly fitted into a well painted body. The overall shape of the car looks good and as with the sister cars, the carefully trimmed vac-form has red taped edges around the tonneau cover.



**SPK1338 Autobianchi Abarth A112 Monte Carlo 1976 #50 £50.95**

There was a fleet of A112s on the Monte Carlo rally in 1976 and four finished in a group together covering 22nd to 25th positions, this car driven by Malcher being the best placed. The shape of the model looks good and the paintwork and decal placement are accurate as we expect. The fitting of the side windows on our sample could be better, but otherwise a charming little model.



**SPK4058 Sunbeam Alpine Monte 1960 #111 £50.95**

Rune Backland and Nils Falk were class winners on the Monte Carlo rally in their left hand drive Sunbeam Alpine. Their car was well photographed and in terms of body shape and decoration the model looks very good, right down to the navigation lamp inside the windscreen. Rally plates of this period were metal fitted to the bonnet and boot lid and these are decals on the model but one error is that the rally car had three-eared spinners, while the model has two.



**SPK4057 Sunbeam Tiger Mk1 Hard Top 1966 £48.50**

Alternative version [SPK4056](#) Convertible Red

In concept the Sunbeam Tiger was brilliant. Take the well liked but under-powered Sunbeam Alpine and fit a small-block Ford V8 to give the performance needed for the American market. Unfortunately, the hybrid looked too like its little brother for the target audience and sales were very poor. Spark's model appears to be based on a restored car offered for sale in Texas in the recent past and is fitted with non-standard Minilite wheels (a common upgrade) and with the rear license plate mounting relocated beneath the bumper. The finish is very good and the model is well proportioned, which is what matters.



**SPK3812 Bentley Brooklands 1992 £52.95**

Bentley launched the Brooklands in 1992 as a slightly less expensive option for the sporting driver. The car shared the styling and suspension with the Turbo R but had a normally aspirated engine. The shape of the model looks pretty good and in profile we see a slight droop to the front bumpers, which was a common issue on these cars! The paintwork is excellent in a very attractive metallic red and the red theme continues on the dash top and centre console, with the seats contrasting in cream.



**SPK4377 Alpine Renault A442 Le Mans 1978 #3 £50.95**

Alternative versions [SPK1552](#) A443 #1, [SPK4376](#) A442 #4 & [SPKLM078](#) A442B #2

Renault entered three subtly different types at Le Mans in 1978 and this was the oldest of the pure factory sponsored chassis. The bright yellow paintwork is neatly applied over a well moulded body with very precise panel lines. The decals are all clearly printed and carefully applied and match race photos well. In the cockpit we see the mirrors mounted on the forward diagonals of the roll cage and there is even a tiny aerial to the driver's left.



**SPK4407 McLaren F1GTR 5th Le Mans 1996 #34 £50.95**

Alternative version [SPK4406](#) #33

This car may have been the second Gulf entry at Le Mans in 1996 but the drivers had plenty of experience in endurance racing and with the McLaren GTR. There were a few incidents during their race but they held on to finish fifth overall. The decoration is neatly applied with the wheels matching well to the orange stripe decals and the smaller details are carefully placed.



**SPK4335 Brabham BT11 Austria 1964 Rindt £50.95**

Alternative versions [SPK4334](#) Siffert Germany & [SPK4336](#) Taylor France

Rob Walker entered two BT11s at the Austrian Grand Prix, one for Bonnier with Climax-power and this BRM-engined example for Rindt, who failed to finish. The model matches race photos very well with the low-line shape of the car well replicated, carefully placed decals and hints of engine visible around the edges of the upper engine cover panel.



**SPK4142 MG B C Sebring £50.95**

MG's wide-arched bodywork on an MG B was first seen on the 1967 Targa Florio and this experimental lightweight car became one of the works MG Cs the following season, starting with a class win at Sebring. Replica 'Sebring' kits have long been a popular modification and this would appear to be based on a road car thus upgraded. The proportions of the model look pretty good, although the nose is possibly slightly long. The dark green paint finish is excellent and the wide Minilite wheels are finely detailed and fill the arches well.



**SPKLM088 Jaguar XJR9 1st Le Mans 1988 #2 £52.95**

**SPK4716 Jaguar XJR9 4th Le Mans 1988 #22 £50.95**

**SPK4719 Jaguar XJR9 Le Mans 1988 #21 £50.95**

Alternative versions [SPK4717](#) #1 & [SPK4718](#) #3

Jaguar had five cars on the grid at Le Mans in 1988 and the first few hours of the race saw a battle royal between these and four works-supported Porsches. The target was of course the outright win and this was achieved by car #2. #22 was the slowest of the Jaguar engines but a reliable run saw it finish fourth overall with #21 the third of the Jaguars home, albeit well down the running order after several stops. There were subtle changes to minor sponsors on the otherwise very similar Jaguars and those small decals are all correct here. The title sponsorship is not fitted, so a number of easily found decals will need to be applied to complete otherwise very well finished models.



**SPK4785 Brabham BT42 Monaco 1974 Watson £50.95**

In 1974 John Watson drove in his first complete season in F1 starting with a year old BT42 and scored his first points finish at Monaco with the Goldie/Hexagon machine. The mirror mountings on the model are very thick but otherwise the specific detailing and the decoration is all very neatly and accurately placed on our sample. There were many fine pinstripes on the car and these are applied as decal panels with the sponsors in the centre, so much of the excellent paintwork is cover with carrier film. As usual on these subjects, the exposed engine offers the option of adding a little wiring if you wish.



**SPK4856 Surtees TS19 Japan 1976 Takahara £50.95**

Alternative versions [SPK4007](#) Lunger & [SPK4855](#) Andersson

Several local drivers took to the grid for the Japanese Grand Prix in 1976, Noritake Takahara behind the wheel of the Surtees usually driven by Brett Lunger. The basic colour scheme for Lunger's livery remained but with sponsor logos removed and replaced with those more pertinent to the Japanese audience. The overall fit and finish of the model is very good, as have the previous variants of this chassis been, and the semi-exposed engine offers the option to add plug wires if you feel so inclined.



**SPK4931 Porsche Boxster Spyder 2015 Silver £48.50**

Alternative version [SPK4932 Red](#)

The Boxster Spyder is a lighter, more powerful, fewer frills version of Porsche's popular mid-engined sports car. The roof structure is rather more basic and needs manually fitting, but is more substantial than that on the first Spyder released a few years ago. With the roof off as we see the car here the most obvious difference is the rear deck with twin head-fairings incorporated. The shape of the model looks very good when compared with press images and the deep red interior is well appointed and contrasts smartly with the fine dark silver paintwork.



**SPK4946 Triumph TR3 Hard Top £48.50**

Alternative version [SPK0500 Roadster Black](#)

Introduced in October 1955 the TR3 was little different to the TR2 that preceded it, the most obvious external difference being an 'egg box' radiator grille insert and a change in badging. Here we see the car fitted with the optional hardtop, which made it into a fairly effective GT machine for the time. The modelling of the seal joining the roof to the body is a little clumsy here but otherwise the model is generally well proportioned and the interior and hardtop have been coloured to match each other and contrast with the main bodywork.



**SPK4356 Matra MS11 Monaco 1968 Beltoise £50.95**

Alternative versions [SPK4357 Beltoise Holland](#) & [SPK4358 Pescarolo Mexico](#)

For their first season in F1, Matra's efforts were split between Ford-powered machines usually driven by Stewart, and the MS11 with their own V12 engine for Beltoise. The V12 car made its debut at Monaco but it was one of a large number of retirements, the cause being driver error rather than a mechanical issue. The model is neatly finished as we expect, with the contrasting dark blue nose painted, as is the main lighter blue and then the red and white parts of the livery all on carefully placed decals. At the rear the very prominent exhausts are plated and we even see some heat discoloration represented.



**SPK4706 Courage C36 Porsche Le Mans 1996 #3 £50.95**

Alternative versions [SPK3668 #4](#) & [SPK4707 #5](#)

Three Courage C36s took the start at Le Mans in 1996, two works cars and one under the Elf-La Filiere banner. This was the lead works car and as the sun rose was lying a comfortable third until a minor off caused a slight delay and a few laps later, a major one forced retirement. The livery is such that most of the well proportioned bodywork is covered with decals and these are clearly printed and carefully placed with no obvious distortion, which unfortunately can not be said of the rear wing on our sample which is drooping slightly.



**SPK4835 Lotus 72E 1st Monaco 1974 Peterson £50.95**

Alternative version [SPK4834 Race of Champions Ickx](#)

Monaco saw the first of three wins for Peterson in 1974 driving the Lotus 72E, the well proven machine being chosen for reliability and that choice paying off as much of the serious competition faltered. As with the recently released model of Ickx's Race of Champions winner, the yellow used for the decals is very strong, rather than being in the subtle 'printer's oatmeal' that it should be. The decals are all correctly printed though and a few easily found logos will finish things off nicely.



**SPK4947 Alpine A60 Celebration 2015 £50.95**

Renault unveiled this concept, celebrating sixty years since the first Alpine road car, at the 2015 Le Mans race. Technical information was not provided but it appeared to be a mid-engined two-seater. The styling is a homage to the famous A110 series which enjoyed many successes on track and rally stages and we see the older car referenced from most angles. The metallic blue paintwork is excellent and orange decals add splashes of colour.



**SPK5114 Ligier JS P2 Nissan Le Mans 2016 #30 £50.95**

Alternative version [SPK5115 #31](#)

Extreme Speed Motorsports ran two near identical Ligiers at Le Mans and as is often the case with multi-car teams, they enjoyed mixed fortunes. This started the race very slowly and a long early pitstop dropped it way down the running, but a consistent run saw it gradually climb through the field to sixteenth overall at the end. The main sponsorship on both came from Paul Mitchell hair products and the livery represents long flowing hair. The car may basically be black and white, but this design really works well and is very neatly applied over parts large and small.



**SPK5118 Alpine A460 Nissan Le Mans 2016 #35 £50.95**

Alternative version [SPK5119 #36](#)

This Alpine was effectively the teammate to the class winning #36 car but they appeared under different team names in the programme, this one as Baxi DC Racing. The Franco-Chinese driver line-up had plenty of experience between them but it was an accident which eliminated the car. The shape of the car looks very good and the metallic blue paint is nice and bright and is near perfectly matched by the blue decal on the left side of the cockpit. The sponsor decals (of which there are many!) are all clearly printed and neatly applied and there's plenty of fine carbon detailing.



**SPK5127 Oreca 05 Nissan Le Mans 2016 #46 £50.95**

In partnership with Rebellion, the Thiriet TDS team was one of the stronger LMP2 outfits on paper and matched two of the best gentleman drivers in Beche and Thiriet with a rising Japanese star, Hirakawa. Interestingly Toyota's protégé being placed in a Nissan-powered machine! The car crashed out but was one of the more colourful machines on the grid and we see several different textures on the model. The red is (mostly) painted, with smoothly applied chrome foil on the roof and decals for the white, yellow and most of the carbon, with other carbon parts being printed on the material. The carbon decals are a little exaggerated close up, but are fine from shelf distance.



**SPK5143 Porsche 911 RSR Le Mans 2016 #89 £50.95**

Spark's first GT release from the 2016 Le Mans is a car that looks very familiar as it was wearing almost identical decoration to the Prospeed entry from 2014 which was forced to switch from GTE Am to Pro due to a driver injury. No such issues this year for the Weathertech machine, which ran this time under the German Proton Competition banner. The decoration is relatively simple and is neatly applied over an excellent white paint finish. The small details are all very neat and overall it matches race photos well.



**SPK5013 Manor MRT05 Australia 2016 Wehrlein £52.95**

Alternative versions [SPK5014 Haryanto](#) & [SPK5021 Ocon](#)

Having won the DTM for Mercedes in 2015 and driven as a test driver for the German firm's F1 team, Pascal Wehrlein was team leader for Manor Racing for their 2016 F1 campaign, scoring the team's only point. His car is modelled here from the opening race of the season in Australia and is smartly finished with a fine metallic blue main paint finish contrasting with a vivid orange decal on the upper surfaces. On the airbox this includes a very subtle shadow Manor logo and the smaller sponsorship is all clearly printed. The wing surfaces and rear of the bodywork are carbon decalced and there is the now familiar carbon textured parts used for the very fine suspension.



**SPK4752 Porsche 934 Le Mans 1976 #69 HCC £50.95**

Schiller Racing's HCC Skiwear-sponsored Porsche was one of the most colourfully decorated cars on the Le Mans grid in 1976 and was third fastest of the many GT class Porsches in practice, but unfortunately fell by the wayside. The vivid violet and orange stripes over a white base are neatly replicated here with good bold colours and the small sponsors are accurately placed, including those that appear to have been added just before the start.



**SPK4483 Benetton B194 3rd Belgium 1994 Verstappen £50.95**

Alternative versions [SPK4481 Schumacher Monaco](#), [SPK4482 Lehto Monaco](#) & [SPK4484 Herbert](#)

Jos Verstappen was officially Benetton's test driver for the 1994 season but made several race appearances when Lehto was initially injured and then later 'rested' by the team. The highlights were third placed finishes in Hungary and Belgium, the latter depicted here. The overall shape of the car matches race photos pretty well (these cars look so dumpy compared to the much longer modern machines) and the race specific details are correct including a camera on the right rear endplate. There are a fair number of easily found decals to be added and race photos will be essential here.



**SPK4773 Benetton B193A Monaco 1993 Patrese £50.95**

Alternative version [SPK4774 Schumacher](#)

Many photos of the Benettons from the Monaco Grand Prix in 1993 show the cars fitted with a double rear wing extending forwards over the wheels, but this was used in practice only and for the race there was a shorter, steeply angled three tier arrangement and the model here correctly replicates that. There are some easily found decals to be fitted and for these there are good visual guides on the model for most of these, so it should be a simple enough job. The rest of the decoration is well placed and the finished model will be pretty accurate.



**SPK4810 Ensign N174 Sweden 1974 Schuppan £50.95**

Alternative version [SPK3955 Belgium](#)

For Vern Schuppan's third Grand Prix start his Ensign had been much modified aerodynamically but although an improvement, it was still slow and he lined up at the back of the grid as a reserve in-case any of the twenty-five qualifiers dropped out. They didn't but he started the race anyway and not having been black-flagged continued to the end, only to be disqualified for unofficial participation! The centre of the car is much as it was in Belgium but we see a new nose and rear wing, both of which are neatly modelled including crisply folded etched endplates at the back. The exposed engine is missing plug-leads, as is normal, but is otherwise well detailed.



**SPK4816 Ligier JS9 Monaco 1978 Laffite £50.95**

Alternative version [SPK4267 Spain](#)

In the search for downforce, the bodywork on the Ligier almost created a seamless wing-car, just a small gap between the rear deck and the very long wing element, attached by long curved endplates which extended as fences from the main body. This is all neatly done with those fences and the abrupt Gurney flap all in very thin material. The surface finishes of the wings are satin, rather than a polished aluminium effect, but the decoration checks out otherwise and a few easily found and positioned decals will finish things off nicely.



**SPK5113 Morgan Nissan Le Mans 2016 #28 £50.95**

This brightly decorated LMP2 entry received plenty of TV coverage during Le Mans, largely due to spins and off rack excursions. The team's primary target was to make the finish but a puncture late on and the ensuing fire caused by the flailing tyre forced retirement, although it was listed among the unclassified finishers. The bright blue paintwork on the model is excellent and provides a fine backdrop to the red and white highlights and minimal sponsorship.



**SPK5122 Ligier JS P2 Nissan Le Mans 2016 #40 £50.95**

The green and blue of Krohn Racing appeared for the eleventh consecutive time at Le Mans in 2016 and team leader Tracy Krohn has been joined by Niclas Jonsson for all of those outings, Joao Barbosa taking the third place in the car. The green looks rather dark on the model when looking at race photos and we suspect that it may actually be the correct shade, but not quite working in this scale. The shape is good though and the few decals are all neatly placed.



**SPK5102 Toyota TS050 Hybrid Le Mans 2016 #5 £50.95**

Alternative version [SPK5103 #6](#)

With five minutes of the race to go, we were thinking that when the models were released, we'd be reviewing this one as the winner. A late problem saw the car grind to a premature halt as the lead Porsche swept by and to add insult to injury, the final lap for the Toyota was so slow it was unclassified in the results despite being several laps ahead of the other finishers. The shape of the car looks pretty good here and the decoration is carefully applied and matches photos well. The black sections are actually carbon effect and through the vents above the wheels we see that this first of Spark's LMP1 releases is, like the LMP2 cars, on wet weather tyres as it was at the start of the race.



**SPK5146 Morgan LMP2 Nissan Le Mans 2016 #84 £50.95**

Although an LMP2 machine, this car run by OAK Racing was entered in the special innovation category as it was adapted to be driven by quadruple amputee Frederic Sausset and we can see the specially modified controls in the cockpit. Looking from slightly further back, the black paintwork is excellent and the decals are very clearly printed with extremely vivid colours. The car wasn't eligible for overall ranking but finished thirty-eighth on the road.



**SPK5141 Porsche 911 RSR Le Mans 2016 #86 £50.95**

The Gulf Racing team was a reserve entry at Le Mans in 2015 but made the grid in 2016 as part of a full WEC campaign, reuniting the famous colours with the Porsche brand in the 24 Hour race for the first time in many years. The livery is carefully reproduced on the model and the small bodywork details all look to be well observed. The blue used looks very pale, but it does in race photos too.



**SPKSG234 Mercedes AMG GT3 4th Ring 2016 #9 Bilstein £52.95**

**SPKSB122 Mercedes AMG GT3 2nd Spa 2016 #88 Akka £52.95**

**SPKSB125 Mercedes AMG GT3 5th Spa 2016 #86 HTTP £52.95**

Although many teams ran the AMG GT3 Mercedes during 2016, most wore the same basic livery layout with adjustments just made for colours and sponsor placement. At the Nurburgring the cars filled the top four places and the blue and yellow Bilstein backed, Black Falcon machine was the last of the quartet, missing the podium by less than a minute after the twenty-four hours. At Spa the results were a little more evenly spread between car makers with the red AKKA Mercedes the filling in a BMW and Audi sandwich on the podium and the pale yellow and black HTTP car was the second Mercedes home and fifth overall. The models are physically identical with plenty of neat detailing added and the finish and decoration on all is very well applied.



**SPKSB130 Porsche 911 GT3R 10th Spa 2016 #76 IMSA £52.95**

Raymond Narac's IMSA Performance team contested a full season of the Blancpain Endurance Series with their very attractive Kodak sponsored Porsche and the highlight came with tenth overall and a class win in the Pro-Am cup in the Spa 24-Hours. The livery is very complex and the model appears to have been completely decaled and this means that some of the panel lines have been obscured. The placement of the livery is excellent though and the end result is an extremely good looking miniature that really stands out.



**SPKSE066 Ford GT40 X1 Spider 1st Sebring 1966 #1 £52.95**

Ken Miles and Lloyd Ruby looked set for a solid second place at Sebring behind the more conventional Ford MkII of Gurney and Grant, but with just 250 yards to go, Gurney's engine seized and Ruby swept by to take a surprise win. The car was an experimental open version of the GT40 and so used as we to seeing the regular coupes, looks a little odd. The model does a very good job of replicating the car though and there are various small pieces of race tape that were added during the race included as decals which adds plenty of life.





## **SPKSE080 Porsche 935 K3 1st Sebring 1980 #6 £52.95**

Porsche K3s filled the top five positions in the 1980 running of the Sebring 12 Hours and the main battle for the race was between this car which had started from pole position and the Bayside machine which hit transmission trouble just before half distance, leaving Dick Barbour's team to take a third consecutive win in the race. That classic Kremer-Porsche shape is neatly reproduced and the decoration is carefully placed from the angles that we have.



## **SPKSE082 Porsche 935 JLP3 1st Sebring 1982 #18 £52.95**

One of the more radical of 935 variants, the JLP3 built for John Paul Sr & Jr was a spaceframe racer using the minimum of Porsche body parts to create the correct cockpit profile. The purposeful shape of the car is crisply moulded on the model and neatly fitted decals contrast well with the excellent pale blue paintwork. There is a deliberate difference in tone of the decal over the lights to replicate race tape and the other small details are all thoughtfully done.



## **SPKTF063 Porsche 718 1st Targa Florio 1963 #160 £52.95**

Following on from Spark's popular Le Mans, Sebring and Daytona winners, this is the first in a new series celebrating victors of the Targa Florio. The shape of the eight-cylinder 718 GTR has been well modelled with neat etched vents rolled into the recesses at the rear and the correct deep lower edges to the side window frames. The paint finish has a very fine grain and a slightly higher gloss finish than most Spark Porsches of this era and if the race numbers look a bit odd, it's because they were! Nicely done.



## **SPKSF098 Porsche 911 Carrera RS TDF 1973 #108 £52.95**

Ballot-Lena and Morenas were challenging for the overall lead of the Tour de France for most of the event in this pretty Porsche, despite the fire extinguisher deciding to set itself off early on, but were eventually forced to retire on the final day when the clutch plate broke up. The colourful livery is clearly printed and carefully applied over the complex curves of the bodywork. A good looking addition to any Porsche collection.



## **SPKUS012 Porsche RS Spyder Rennsport 2015 Donohue £52.95**

Gunnar Racing have a history of reworking iconic Porsche liveries on more modern machines and they came up with this beauty for the Rennsport Reunion event in 2015. The inspiration was of course Mark Donohue's Penske-Porsche 917-30 and who better to demonstrate the car than Donohue's son David, an accomplished racer in his own right. The finish on the model is excellent with the yellow around the cockpit painted and the other sections being decals with a very good colour match. The foil on the flanks of the body is neatly applied and we see carbon on the front splitter.



## **SPKM43019 Honda RC213 V MotoGP 2016 LCR Crutchlow £27.95**

Alternative versions **SPKM43026 Silverstone & SPKM43029 Malaysia**

## **SPKM43020 Honda RC213 V MotoGP 2016 VDS Miller £27.95**

The 2016 Moto GP season saw a number of records fall including that for the largest number of individual race winners in a season with nine different riders tasting the champagne, many riding for satellite teams. Both Cal Crutchlow and Jack Miller were among the first time winners, both showing their skill in wet conditions. The bikes are well modelled in terms of shape and livery and are supplied with a paddock stand and small display base.



## **SPK18240 Red Bull RB12 1st Spain 2016 Verstappen 1:18 £134.95** **SPK18241 Red Bull RB12 2nd Monaco 2016 Ricciardo 1:18 £134.95**

In addition to the obvious race numbers and names, there are quite a few differences between these two race versions of the Red Bull and they have been well observed. The main paint finish is a fine satin and the decals are neatly placed. On the rear wing endplates all of the vent detail is included inside and out, but the paint and decals on our samples do block much of it. There are glimmers of light visible through them though and careful application of some decal solvent should open them up better, although it shouldn't be necessary. The carbon finishes on the suspension, floors etc are all very neatly applied to the upper surfaces only, the models obviously not intended for inspection underneath!



## **SPK18242 Mercedes W07 1st Australia 2016 Rosberg 1:18 £134.95** **SPK18243 Mercedes W07 1st Monaco 2016 Hamilton 1:18 £134.95**

With the two Mercedes drivers sharing the bulk of the wins in 2016, Spark have had plenty of options to choose from and have decided on the first victory for each driver. Physically the cars are near identical, but there are small changes to the sponsorship between the two models and also different tyre compounds depicted by the sidewall markings. As soon as we opened the models for photography we were pleased to see open vents in the rear wing endplates and these and the other fine details are all neatly done. There's realistic looking carbon on the top surfaces of the suspension and floor, as well as a few other more subtle places too.



## **SPK18248 McLaren MP4-31 Monaco 2016 Alonso 1:18 £134.95** **SPK18249 McLaren MP4-31 Monaco 2016 Button 1:18 £134.95**

With both of these models depicting the McLarens from the same race, it is little surprise that they are near identical apart from driver specific details. The paint finishes are very good and the smaller details all neatly fitted including rear end plates with open venting. The decoration as applied is very good but there should be Chandon logos on either side of the bodywork ahead of the sidepods which are not included.



**Ebbro - New 1:43 diecast models**

## **EBB45271 Honda NSX Concept-GT Okayama 2015 Raybrig £69.35** **EBB45282 Honda NSX Concept-GT SGT Test 2015 Raybrig £63.70**

The Hondas from the 2015 Super GT series are slow coming from Ebbro but here we have two very good looking variants of the same car. In the opening race at Okayama the car was finished in the familiar purple/blue colours of Raybrig and this bright paint finish is lifted with several chrome highlights. For the pre-season tests the car was in raw carbon with grey and white trim and here we see the whole model decalced to a high standard with those decals sitting snugly into all of the panel lines. There are plenty of very fine etched detailing parts for the complex aerodynamics and again these are carefully fitted.



## **EBB45381 Nissan GT-R SuperGT Okayama 2016 #12 Calsonic £55.60** **EBB45382 Nissan GT-R SuperGT Okayama 2016 #46 S Road £55.60** **EBB45398 Nissan GT-R SuperGT Fuji 2016 #12 Calsonic £55.60** **EBB45399 Nissan GT-R SuperGT Fuji 2016 #46 S Road £55.60**

Here we see the same cars from the first two races of the season. The decoration is virtually unchanged between the two races but the bodywork is modified. This is most noticeable at the front where a fairly conventional set up of dive planes over a deep splitter replaced a longer wraparound design which presumably offers less drag and was used in the opening round. These small details are all neatly modelled and the overall standard of finish is good across the board, right down to the correct ballast weights showing in the side windows.



## Some thoughts on Panhard and the 24CT

by David Blumlein

It was on a sunny day in 1968 and I was driving the family Triumph 2000 along a straight empty open road in Normandy when suddenly there was a 'whoosh' as a car raced past at a rate of knots to disappear from sight just as quickly. It was Panhard 24 CT, powered by Louis Delagarde's remarkable flat-twin, the motor that was in every post-war Panhard car. This was my first experience of the attractive 24CT Coupé and I have wanted one ever since!

Panhard was a name from the very start of the motor industry and very early on gave the world the famous "Système Panhard", the concept by which a car has its engine in the front driving the rear wheels. This is how it has been through most of history until front wheel drive became supremely popular. Panhard made good solid cars and even went record breaking but by the Thirties they were strong advocates of the sleeve-valve engines. We find these in the dignified Panoramique models with their long bonnets, the work of the other Panhard outstanding engineer, Louis Bionier, who looked after the design and styling.

It was the 1936 Paris Salon that Panhard came up with their most sensational car, the Dynamic. Bionier had created a streamlined six-seater, three abreast in front and rear but with the highly unusual feature of a central driving position. The car bristled with advanced ideas and used a unitary construction body, torsion bar suspension (independent at the front) and dual circuit hydraulic brakes; the only traditional feature were the six-cylinder sleeve-valve engines of 2516c.c and 2861c.c. It was a stunning large car and a 3834c.c. engine replaced the smaller one for 1939. Also at this time, the driver's position was changed to the left hand side - apparently the French did not want to have to slide across to the middle each time! Only the advent of the war put a stop to further production cars and development of this unusual model.

War also drove the Panhard passenger car drawing office and staff to transfer from the Avenue d'Ivry in Paris to Tarbes down by the Pyrenees. Paul Panhard envisaged carrying on with the Dynamic

after the hostilities but his son Jean had an altogether more realistic view of what would be France's real needs once the conflict had stopped. He saw that there would be a pressing need for small economic cars, and his engineers set about conceiving such a vehicle. Concurrent with their thinking, the engineer J.A. Grégoire (of Tracta fame) created in collaboration with Aluminium-Français, a prototype of a small car, the AFG, with flat-twin engine driving the front wheels and a two-door saloon body. Grégoire sought to offer his concept to the French manufacturers and Panhard showed initial interest. Although taking inspiration from this design, Bionier and Delagarde eventually came up with their own entirely independent version, Delagarde creating from scratch his own air-cooled flat-twin, complete with torsion bar valve springs, and this appeared at the 1946 Paris Salon in a car which Bionier had drawn up with four-doors, this Dyna-Panhard being a 613c.c. mini-limousine.

This engine was partly redesigned in 1949 with the torsion bar valve springs under cover, and giving 28b.h.p. and later the engine was of 745c.c. giving 33b.h.p. The car's bodyshell was produced by Facel-Métallon at Colombes, and Parisiens got used to seeing special trailers carrying a dozen car bodies hauled by Panhard tractor units on their way to the Avenue d'Ivry main Panhard plant.

At the 1951 Paris Salon the public saw the little two-seater Panhard Dyna Junior which came into production in 1952, and the French racing world had become by 1950 very aware of the potential of Delagarde's unburstable twin as a basis for Index of Performance-chasing machines. Chassis by Monopole (of Poissy) and the DB cars of Charles Deutsch and René Bonnet were now starting to make a big impact in handicap races, especially at Le Mans (where France could offer little hope of outright wins) and this superb little engine went on to win the coveted Index no less than ten times up to 1962.

From 1954 Bionier had devised a much more aerodynamic Dyna Panhard, the Dyna Z, still spacious with three abreast seating front and rear with bodies now contracted

out to Chausson; Delagarde had extracted 42b.h.p. from an 850c.c. version of the engine.

The bombshell of 1955 was that Citroën bought 45% of Panhard shares and started to impose its will on all aspects of activity at Avenue d'Ivry. Junior production was stopped and a 50b.h.p. Tigre 850c.c. engine was introduced. The Dyna Z was given a facelift in July 1959 and renamed the PL17 while the Tigre engine was boosted to 60b.h.p. Enthusiasts will recall the PL17 taking the first three places in the important Monte Carlo Rally in 1961, a cause of controversy in the French handicapping after Mercedes Benz had mopped up the previous year.

For some time Bionier had been thinking in terms of a coupé but this attracted no support from Citroën's chief, Pierre Bercot, who did not want Panhard competing with any Citroën model. He declared that a coupé must occupy its own niche in the market and that no new engine must be contemplated, the existing mechanicals only to be used. In 1963 the 24 series was announced with a 2+2 all-steel Chausson-built body on the PL17 platform with a choice of 42 b.h.p. (24C) and 60 b.h.p. Tigre M8S (24CT) engines. The PL17 was renamed 24B and 24BT according to engine size.

Bionier's monocoque body/chassis unit was torsionally very rigid giving the cars very good roadholding and, while the 24C had a dashboard similar to that of the PL17 and an arc-speedometer, the 24CT had a proper sports-car style set of instruments with large round dials for speedometer and rev. counter. The official launch took place on 23rd June 1963 for the press at the rose-garden of Jardinerie Truffaut at Versailles, the day after the Le Mans race so as to attract the international press. At the Paris Salon Jean Panhard showed the President of the Republic, Charles de Gaulle, the new 24CT, a model soon to be upgraded with a floor gear change for the all-synchromesh four-speed gearbox and

within a year Bendix disc brakes were fitted all round. By 1965 the 24CT had the M10S motor.

On 2nd April 1965 Citroën took full control of Panhard and a full merger of the companies took place - effectively Paul and Jean Panhard's company slipped away from them as all decisions concerning Panhard were taken by Citroën who intended to continue with Panhard's military vehicles and phase out passenger car production completely. The end came on Friday 20th July 1967 when the last car came off the assembly line at Avenue d'Ivry, destined for a Panhard dealer in Besançon, although another fifty cars were made up from spare stock of bodyshells and running gear, the last one leaving the factory on 19th September 1967.

The 24CT had a short but successful competition career in rallies. In the 1965 Tour de Corse (6th November) Jean-Claude Ogier/Lucette Pointet won the 850c.c. class, coming eleventh overall and sixth in the Touring class. Later that month they again scored in the 850c.c. class in February's Rallye du Nord, March's Rallye Lyon-Charbonnières - Stuttgart and May's Rallye du Lorraine. In 1967 Houel/Presume took 850c.c. honours in the Rallye des Routes du Nord and a 24CT came an admirable ninth overall in that year's Marathon de la Route on the Nürburgring. It is interesting to note that the MEP single-seater racing cars from Albi all had 24CT motors too.

Despite the production cessation, the Panhard engineers "played" secretly with two prototypes: a stretched 24CT using a Citroën DS as a basis, and a car with experimental 1987c.c. twin o.h.c. sixteen-valve engine designed by Walter Becchia giving 143b.h.p. and with steering from a Citroën SM. Alas Pierre Bercot stopped everything.

This ended the story of Panhard cars, their wonderful history killed off by Pierre Bercot. But I still yearn for a 24CT!



Norev 1:18 diecast [NOR184501](#) - Panhard 24CT 1964



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