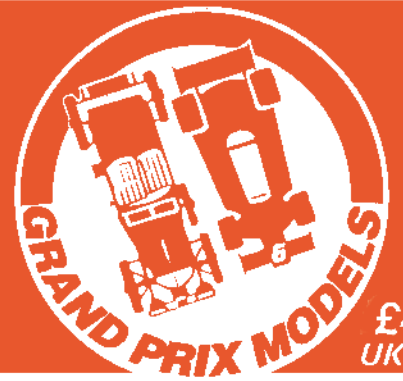


- * Lenin's Rolls Royce
- * Riley RM Series
- * 1:12 Brabham BT52B
- * "Blue Train" Bentley
- * Ford Falcons

07-2016

SMALL WHEELS



£4.50
UK Price



Alternative F1s

Formula 1 cars of the late 1970s and early 1980s are an area of interest which has a very healthy following at the moment and with the relative mechanical simplicity of these cars they were still viable as privateer entries. In addition to a number of small teams and self funded drivers appearing on the main GP stage, there were also national championships, the best supported being in South Africa and the UK. We've already seen a fair number of the South African cars as kits from This Way Up and as resin cast models from Spark. For the British entries, Minichamps have just released several Williams FW07s of drivers who were regular entries in the Aurora series (albeit these models are as they appeared as wild card entries in Championship GPs), such as the car driven by Desire Wilson in qualifying for the British GP shown below (see p22).



Studio 27 are also shortly to produce full 1:20 plastic kits and decal sets from the Wolfs of David Kennedy from 1979 ([STUTRK007/STUTRD004](#)) and Wilson's historic 1980 Brands Hatch winner ([STUTRK008/STUTRD005](#)).

Collections Wanted

Regular readers will be aware that from time to time we acquire collections of unbuilt 1:43 kits. We are actively looking for unbuilt Le Mans cars in particular from out of production ranges such as Starter and Provence Moulage, so if you have a loft full of kits that you realise that you are never going to get around to building and would be interested in parting with some, please send us a list of what you have either by email or post.



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

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

 This magazine is published ten times
 a year - subscription rates - UK £40;
 Europe inc Eire £44;
 Rest of the World £48

All the books and models described in this
 magazine are supplied by Grand Prix Mod-
 els from whom they are available by mail
 order. GPM's showroom is open to visitors
 on one Saturday per month from
 12 noon to 5 pm.

Other times by appointment depending on
 workload in the mail order department.

 The titles *Four Small Wheels* and
What's New are the protected copyright of
Grand Prix Models 2016. All material ap-
 pearing in the magazine is the copyright of
 the publishers and contributors. Reproduc-
 tion is permitted **only** if written permission is
 sought & obtained.

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

GT Variety

We're used to seeing the Le Mans grid modelled each year but there are many more GT series around the world. Ebbro have announced their first raft of Super GT GT500 entries from the 2016 season and have also said that they will be making GT3 Nissan GT-Rs from the 2015 Blancpain series and Nurburgring 24 Hours (no refs on these few yet).

From the German race there are a fleet of colourful Mercedes, Porsche and BMW entries to come from Minichamps for 2015 and Spark have announced nearly thirty machines from the 2016 running. These include the Glickenhau team entries and some very differently decorated Bentleys.



Stock Taking

Sitting here in the warm August sunshine it seems strange to be thinking of Autumn and our annual stock take. Keep an eye on our website and social media for pre-stock-taking sales.

We will be closed for the count from Wednesday 28th - Friday 30th September but we will be all finished and ready for the October showroom opening on Saturday 1st, so we hope to see many of you then.

LSR News



Among our Editor's Choices in this issue is a fine resin kit by Dwindle (DWI43003) of Don Garlits' Swamp Rat 33 Bonneville record car and there is more good news for LSR collectors to come. SMTS are resurrecting the classic masters from Western Models and reworking them to bring the models up to modern standards and adjusting a few accuracy issues along the way. The first kit release ([RLRC001](#)) will be the Spirit of America, which is the only one in the range not illustrated above as it has already gone away for resin body castings. The remaining subjects shown above are the original Westerns but will be (clockwise from front) [RLRC003](#) Bluebird CN7, [RLRC004](#) Thunderbolt, [RLRC005](#) Railton, [RLRC002](#) Golden Arrow, [RLRC007](#) 1933 Bluebird, [RLRC006](#) Sunbeam 1000hp & [RLRC008](#) 1935 Bluebird. Hand built will also be available ([RLRC001M](#) etc).

STOP PRESS

Yowmodellini's next batch of kits are of particular interest to Alfa fans with subjects including the stunning 1990 SE048 Group C prototype ([YOW43211](#)) and the 1940 Tipo 512 F1 prototype ([YOW43212](#)). Marsh Models are working on several previously un-modelled privateer Can-Am McLaren M6Bs in a multi-option kit ([MM278](#)) and are following their recently released 1971 Ferrari 712M ([MM261](#)) with 1972 ([MM280](#)) and 1974 ([MM281](#)) versions. Hand built of all will, of course, be available too. New kits in development in the SilverLine range. Next up will be the Ligier JS5 'teapot' from Long beach 1976 ([TMS101](#)) and this will be followed by Peterson's 1970 Monaco GP March 701 ([TMS102](#)) and Scheckter's Tyrrell 007 from Sweden 1974 ([TMS103](#)).

COVER GALLERY

The rather striking Porsche at top left of our cover this issue is made by Marsh Models as either a kit ([GRP43003](#)) or hand built ([GRP43003M](#)) in the Group 7 range and depicts Siffert's car as it appeared in unique livery at Edmonton in 1971. Alongside is the Token RJ02 modelled as the car in which Ian Ashley made his F1 debut in 1974, coming soon as a kit from This Way Up ([TWU084](#)).

The blue and yellow machine on row two is the Ford Falcon raced by Dennis Leech in the 1969 British Saloon Car Championship and is one of two options in a kit from SMTS ([RL121](#)), also available as a hand built ([RL121MB](#)). The extremely modern looking spider to the right is Norev's diecast ([NOR517846](#)) of the Alpine Vision Gran Turismo, one of many virtual concepts produced by car manufacturers for the Playstation game Gran Turismo.

The black streamliner is Swamp Rat 33, a machine built for legendary drag-racer Don Garlits to contest a class record at Bonneville in 1988, seen here as the car is preserved in the Garlits Museum and offered as a hand built by Dwindle ([DWI43003M](#)) or as an option in their kit ([DWI43003](#)) and alongside this is the GT300 R&D Sport Subaru BR-Z from the 2015 Super GT series, coming soon from Ebbro ([EBB45294](#)).

The unusual green convertible at bottom left is the very rare Renault Fregate Ondine Ghia, just released as a hand built by Esdo ([ESD107M](#)) with kit ([ESD107](#)) to follow. Finally we have a 1:20 kit from Studio 27 ([STU20331](#)) of the Brabham BT58 from the 1989 Monaco Grand Prix.





ABC Brianza - New 1:43 resin & metal kit

BRK43330
Hand built available **ABC330**

Rolls Royce Silver Ghost 1921 Lenin

£96.95



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

MRCLSBT010

Bentley Speed Six Blue Train 1930

£129.55



A Rolls Royce seems a rather unusual choice of vehicle for the man whose ideology included the 'classless society' but at the time the Silver Ghost was as much about robustness and reliability as it was luxury and following the revolution, Russia's industry was rebuilding. It was a local factory which converted the car for winter use at the Gorky dacha on the outskirts of Moscow, a Kegresse halftrack conversion being fitted at the rear and skis at the front. The kit parts are very well thought out with most of the mechanical parts in white metal, the resin body cast with the roof separate, resin tracks and some very fine photo-etch. The castings all have flash to remove but the overall quality looks good and with care this should be a fun project. The instructions show images of the real vehicle in the Gorky museum along with CAD images from the kits design and some sub-assembly photos to clarify fit. A great little project.



In recent years historians have cast doubt on exactly which Bentley Woolf Barnato used to race the 'Blue Train' back from Cannes but for many years it was assumed to be his one-off Gurney Nutting Speed Six and the name has stuck with this magnificent machine, even if it was more likely a less glamorous saloon that he was in! The coupe is a magnificent looking beast and comparing the model with photos of the restored machine the shape looks to have been very well captured. The main body was fabric covered and the model is subtly textured here contrasting with a deep gloss on the bonnet, mudguards and chassis sides. The rear view mirrors on the twin side-mount spare wheels are delicate etch and seemingly held in place with fine leather straps (also replicated in etch). A fine model of an exceptional machine.



Dwindle - New 1:43 resin kit

DWI43003

Swamp Rat 33 Bonneville 1988 Garlits

£85.30

Hand built available **DWI43003MA** Bonneville & **DWI43003MB** Museum



Don Garlits and his Swamp Rat series of machines were usually seen on drag strips but 'Big Daddy' had long wanted to compete at Bonneville, only time preventing him from building a suitable machine. This car was actually built away from Garlits' facilities, but he paid the bill, had his name on it and drove it on its first trip to the salt in 1988, setting a new class record in the process. After a few years in the hands of its builder Rich Venza, the car eventually found its way into the Garlits Museum. The car evolved quite a bit and apart from changes to decoration the museum version also has a large rear fin which wasn't present originally. This is supplied as a separate casting and all of the resin parts are extremely precise requiring minimal preparation and offering a good dry fit. Decals are very clearly printed and thoughtfully laid out to avoid any confusion and with the excellent instructions this simple kit will be a joy to build.



New book

ISB9780857337870 Ferrari 512S/512M Owner's Workshop Manual £22.99

Weight 900g by Glen Smale

The 512, initially in S form, was Ferrari's answer to the Porsche 917 and the 1970 season saw the prospect of the two great marques going head to head. Porsche had the upper hand throughout but the Ferraris brought plenty of glamour to the party both as works machines and the following season in M specification when they were mostly in the hands of private teams. The story of those two seasons is told here, along with that of the development of the cars. There is plenty of close detail shown in photographic form, ideal for modellers and the individual chassis histories of the twenty-two cars built are summarised. There are contributions from owners, drivers and engineers past and present making another fascinating addition to this excellent series of books.



INDEX OF REVIEWS IN THIS ISSUE

ABC Brianza	3 & 4	Midlantic	6
Auto Art	7	Mini Racing	6
Autocult	11	Minichamps	22
BBR	4	Neo	15
Books	3 & 15	Norev	22
Carbone	5	Oxford	10
CCC	5	Paragon	8
Dwindle	3	Premium ClassiXXs	14
Ebbro	6	Premium X	11
GB Models	5	Renaissance	6
GCAM	7	Schuco	11
GLM	11	SMTS	6
Hiro	7	Spark	17, 18, 19 & 20
Ixo	14	Studio 27	8
La Mini Miniera	5	Tabu Design	8
Look Smart	3 & 4	Tameo	4
Marsh Models	5	Top Studio	7
Matrix	10		

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.

Tameo

Tameo - New 1:43 metal hand built model

TMKTMB036 Lotus 99T Honda 1st Detroit 1987 Senna £168.30

Tameo's kits of the Lotus 99T were released many years ago but they have never offered Senna's Detroit winner seen here, this subject only available as this hand built which is limited to 137 pieces. The design of the model is typical of Tameo's subjects from this era with the suspension all in photoetch and thin castings used for the wings. The paint finish on the model is excellent and all of the decals have been lacquered in, with complete and correct sponsorship for the race despite what our photos may suggest!



BBR - New 1:43 metal hand built model

BBRC174A Ferrari SF15T 2nd Italy 2015 Vettel LAST STOCK £144.95
BBRC178A Ferrari SF15T 1st Singapore 2015 Vettel SOLD OUT

Sebastian Vettel was the only non-Mercedes pilot to win a race in 2015, the Malaysian GP being his third and final victory of the campaign. He was a regular podium finisher though and that included second at Ferrari's home race in Monza. The most obvious change to the car between the races is the layout of the front wing with far less downforce for Monza than in Singapore and this is highlighted with a change of colour on the front winglets too, with more red in Italy. Close inspection of the models also reveals very subtle changes to the floor. Fine carbon is applied to the floor and the heavily lacquered suspension parts, but the rear of the body is simply painted rather than having a diamond pattern carbon finish. Both models are presented on the prime tyre option, which means white lettering for Italy and yellow for Singapore. The overall finish on both models is, as we'd expect, excellent with neatly applied decals and flawless paint.



ABC Brianza - New 1:43 resin & metal kits

BRK43329 Alfa Romeo 6C 2300 Graber 1938 £89.15
Hand built available [ABC329](#)

We have found reference to there having been two Graber-bodied 6Cs built in the late 1930s and while one is well documented, the only reference for this example that we've seen is in the instructions, with four images of the real car in apparently unrestored condition, one including the coachbuilder's badge. The resin body is cast with the roof in place, so careful detail painting will be needed but the casting itself is very good with crisp panel lines. The white metal parts will need rather more careful clean up and there is plenty of very fine etch to finish things off. A very rare Alfa indeed.



BRK43331 Bugatti T44 Ghia 1929 Ch. 44477 £91.80
Hand built available [ABC331](#)

The Type 44 was one of the most numerous Bugattis produced but only two examples were bodied as open tourers by Ghia and the car modelled is the sole survivor. The two-tone brown machine has apparently spent its entire life in Palermo and photographs show it in aged original condition, the interior having a particularly lived in look. The main resin body casting is crisp and clean with just a little flash and a few feed tags to remove but at the rear we would get the files out to move the seat back a little as the rear panel is far too deep. Otherwise the shape looks pretty good and the kit should build well with very fine etch for the finishing touches.



Look Smart - New 1:43 resin & metal hand built & 1:18 resin cast models

MRCLSAUDITTC Audi TT Clubsport Turbo Concept 2015 £125.95

Every year VAG come up with something special for visitors to the Worthersee festival of all things VW related and for 2015 it was this brutal looking TT packing nearly 600 bhp. The angular styling and huge rear wing are very crisply modelled and there are plenty of small subtle details. Inside the bright red seats are rather less discrete, as is the polished roll cage, but they are neatly modelled. A shame it won't become more than a one-off, even in slightly detuned form.



MRCLSAUDIPRAC Audi Prologue AllRoad Concept 2015 £125.95
Alternative version [MRCLSAUDIPR](#) Saloon & [MRCLSAUDIPRSW](#) Avant

The Audi Prologue concepts hint at future Audi styling and are also suggested to be an idea of what a larger 'A9' might look like. This jacked up Allroad version was unveiled at the Shanghai Motor Show and boasted a 700+bhp hybrid drivetrain, so should go reasonably well despite its size! We've already seen the regular version of the car from Look Smart ([MRCLSAUDIPRSW](#)) and like that model this is smartly finished, this time in a fine metallic white, and matches press images very well.



MRCLSBT009A Bentley Mulsanne Speed 2016 Blue £129.55
Also available [MRCLSBT009B](#) Red, [MRCLSBT009C](#) Satin Grey, [MRCLSBT009D](#) Blue/Black & [MRCLSBT009E](#) Tungsten/Black

The Speed model is aimed at the Bentley owner more likely to drive himself than be driven and beneath the skin features more power, much more torque and tweaks to the air suspension to make it more fun. Externally the wheels are the most obvious difference to the normal Mulsanne, although there are a few other subtle differences. Our sample model has an excellent paint finish in a very attractive metallic blue which certainly suits the car and accentuates the panel lines. The trim on the lower flank is a little exaggerated but otherwise all is as we would hope.



MRCLSL8LM003 Ferrari TR61 1st Le Mans 1961 1:18 £199.95

The 1961 Le Mans race saw battle rage between the similar Ferraris of the Rodriguez brothers and this example, the Mexicans eventually retiring with an hour to go to hand Phil Hill his second Le Mans win and Olivier Gendebien his third. Plenty of thought has obviously gone into the model and we see heat shading on the exhausts, which end in the correct Ansa tips, the vac-formed windscreen is neatly trimmed and has a subtle support frame on the driver's side and there's plenty of cockpit detail too. The paint finish is, as we would expect in this range, excellent and the wire wheels are painted satin silver.



MRCLSL8LM005 Ferrari 330 TRI 1st Le Mans 1962 1:18 £199.95

Several drivers had won back to back Le Mans races prior to 1962 but Olivier Gendebien and Phil Hill were the first unchanged partnership to lift the trophy and the race also marked the last outright win for a front-engined machine. The TRI was a pretty brutal looking contraption and didn't have the elegance of its predecessors but it got the job done and the model captures its purposefulness. There are plenty of vents and intakes and lots of fine etched detail inside and out. One particularly characterful addition is a tool roll, fastened into the passenger seat with wire.



Carbone

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

CAR4391 Mercedes Tourenwagen 1936 Closed £292.35

Alternative version [CAR4390](#) Open

One of only ten open four seat tourers built by the factory on the 500K chassis, chassis 113696 has a unique body style. As is often the case, Carbone has modelled the car as it is today, a restoration having been carried out in the early 1990s. The silver paintwork has an extremely fine grain and contrasts smartly with the red interior and carefully applied coachlines. The fit and finish of the smaller parts is good too with particularly delicate etched parts used for the windscreen frame, rear roof struts and luggage rack.



CARCHR064 Talbot Lago T26 HT Grand Sport Saoutchik £292.35

The only photographs that we've found of this car are older colour images showing it outside what appears to be an American club, probably in the 1970s. That would fit with the history of chassis 110110 which has recently been modelled as rebuilt in open form and most of the body details are the same, except for the snug hard top. A spectacular and unique subject and finished to a high standard as usual.



CARCHR065 Talbot Lago T26 Cabrio Grand Sport Saoutchick £288.15

Many of Carbone's models are based on restored machines for which information is plentiful but this Saoutchik roadster, chassis 110120, survives in slightly battered but unrestored form, complete with dents and a little rust in places. This confirms that the pale beige colour is correct and photos of the car on display at the 1949 London Motor Show and soon after with its first owners show that the general detailing on the model is good too, right down to the clear rimmed steering wheel.



Marsh Models - New 1:43 resin & metal kit

MM276 McLaren M1B Can-Am 1965 #2/4/14/47 £71.95

Hand built available [MM276M2](#) Kent, [MM276M4](#) Riverside, [MM276M14](#) Mosport & [MM276M47](#) Nassau

Marsh made some M1Bs several years ago but they were 1966 cars and here we have four options from the 1965 season. In all cases the car was painted a simple bright red and the changes are in the smaller parts, with some ancillaries to add along with different decalling. Whichever option you choose to build, race photos will also be handy. Although the assembly instructions are clear, as are the decal placement drawings, there are one or two small decals that have been forgotten from some versions on our sample kit. No panic as those decals are there on the sheet so an easy fix. The parts all look excellent though (as usual!) and with the right references it will make for a simple build.



GB Models - New 1:43 resin & metal kit

GBM014 Auto Union P Wagen Avus 1934 £70.20

Hand built available [GBM014M](#)

The release of the hand built version of this subject was some months ago and experience of assembling those first builds led to their creator, Stuart Delf, to modify the parts so that they would be more builder friendly in kit form. The P-Wagen was the forerunner of the Auto Union Grand Prix machines, Ferdinand Porsche having designed it on spec having parted company with former employers Steyr. Early runs with the car concentrated on high speed tests and in March 1934 set new world records for 1 hour, 2 hours and 100 miles on the banked Avus circuit in Berlin, all at approximately 134 mph average. Details of those records are included in the instructions which are largely written but include close up photographs of the potentially trickier parts of the build. The parts are all very cleanly cast, the extremely fine wire wheels are pre-assembled for you and there is a small amount of etch for the final touches.



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

CCC180M2 Peugeot 174 Le Mans 1926 #2 - built £202.65

Alternative versions [CCC180M3](#) #3 & [CCC180](#) kit

The Peugeots at Le Mans in 1926 were serious competitors for victory but both were disqualified for illegal repairs, in the case of this car an attempt to fix the windscreen frame! The shape of the car looks good and the fine white metal wings have been very carefully cleaned up before painting and fitting. The finish is consistent and the windscreen with its photo-etched frame depicting the folded upper pane of glass is very delicate.



CCC185 Voisin C15 Petit Duc 1928 - kit £73.25

CCC185M Voisin C15 Petit Duc 1928 - built £218.70

The Voisin C15 was built on a shortened C14 chassis and usually had four-cylinder power, but the example modelled here was Gabriel Voisin's personal car and had a six-cylinder, three-litre power unit. One reason the extra power was needed was that Voisin liked to tow a caravan (of his own design of course) with the car, although the model is based on the restored machine which is devoid of the towbar! Specific details on the car included long storage boxes as running boards which were to carry fishing rods and two rear trunks, one for luggage and the other for firewood! These parts are all neatly moulded in the kit and once a few bits of flash and feed tags have been removed this should be an enjoyable build. The distinctive art deco graphics for the exterior are supplied as decals and there are also many panels for the unique upholstery. The hand built model is neatly assembled but the paint finishes are a little clumsy on our sample.



CCC202M Rolls Royce Phantom II 125 RY 1934 - built £218.70

Kit available [CCC202](#)

CCC describes this very elegant boat-tailed roadster as being bodied by Mulliner but all images that we've been able to find, including two separate sale advertisements from the 1950s, say that it was by Gurney Nutting and was one of their 1934 London Motor Show cars. Those ads state that the car was originally a rich cream but the car is modelled largely as it is today, with a deep burgundy paint finish. The rear deck is decalced with the planked effect and then neatly lacquered. The machined wheels are left plain, which they were when the car was first restored but now have fine pinstripes on which have been omitted.



CCC208 DB Panhard HBR4 1958 £57.25

Hand built available [CCC208M44](#) Le Mans, [CCC208M50](#) Rouen, [CCC208M58](#) Sebring & [CCC208M113](#) Planfoy Hillclimb

The instructions in this kit had us confused initially as the written assembly stages are obviously taken from another kit and refer to non-existent head rests. The build will be straightforward, there being a drawing to show where all of the well-cast parts go. There is no indication for decal placement though, so you will need to find images. Simple enough on the Le Mans version, a little more challenging for the others.



La Mini Miniera - New 1:43 resincast model

LAMPF007 Cisitalia 202 by Pininfarina 1947 £99.95

The 202 was Cisitalia's first road car and although very well received for its beautiful Pininfarina styling and sporting chassis, it was not a commercial success due to a very high price. The car modelled in La Mini Miniera's Pininfarina collection is, appropriately enough, the example in the Pininfarina museum and as such it has rather unsightly modern indicators fitted beneath the front bumper. These are well replicated, as is the overall shape and but for a slightly wonky rear wheel our sample is well finished.





SMTS - New 1:43 metal kit & hand built models

- RL121** Ford Falcon Sprint BTCC 1967/69 - kit £54.60
RL121M Ford Falcon Sprint BTCC 1967 Gardner - built £134.95
RL121MB Ford Falcon Sprint BTCC 1969 Leech - Built £134.95

Alan Mann Racing first prepared Ford Falcons for the 1964 Monte Carlo rally, the Sprint Futuras having lightweight panels and 289 engines. In 1967 the regulations for the British Saloon Car Championship were relaxed and the team saw an opportunity, upgrading the engine to a 302 and fitting GT40

brakes. Frank Gardner used the first of the cars to great effect in 1967, winning the championship and the cars continued in the hands of private owners for a few years after. It is slightly ironic that the version of Gardner's car offered is from Brands Hatch where he failed to finish, but this is the race that the clearest colour images are available from. The Dennis Leech version is from Silverstone where he finished second. The kit parts are well cast and will be relatively simple builds although the finished models show that care will be needed when fitting the side windows. Two tone paint finishes will be needed for both with the Gardner/Mann car in their traditional red with gold roof and side stripe, while the Leech car is metallic blue with a yellow stripe. Apart from the fit of the side windows, the hand built are very well finished and match race photos well. We were slightly concerned about the lack of any rollover bar, but that is correct!



RL121M



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

- REN4379MMC40** Maserati 250F Monaco 1955 Perdisa £291.90
 Kit available **REN4379**

This beautifully finished hand built is one of a huge number of variants of the 250F available from Renaissance and as with the others has plenty of fine suspension details visible. The windscreen is slightly tall on our sample when compared with race photos but otherwise the specifics for this race look very good with correctly placed numbers and the small driver's name on the right hand side. The main paint is excellent and the wheels and exhaust have a realistic satin finish.



- REN4372M** Ferrari 365 P2 Le Mans 1966 #16 £236.35
 Kit available **REN4372**

After the successes of the previous years, Ferrari's 1966 Le Mans was rather less joyous, with only two of the fourteen machines from Maranello making the finish. This car was entered by the UK importer, Maranello Concessionaires, and was the first of the 365P2s to retire, managing only a few slow laps before the water pump gave up. It was a handsome machine though and Renaissance's hand built model is typically well finished with some subtle detailing including an inclined radiator hidden away in the nose.



Midlantic - New 1:43 metal kit & hand built model

- MID43085** Riley RMC Le Mans 1950 #22 - kit £64.80
MID43085M Riley RMC Le Mans 1950 #22 - built £172.80

Riley's RMC was initially launched as a three seater aimed squarely at the valuable US export market. Despite reasonable performance and great practicality as a tourer with huge luggage capacity, it never really caught on. A slightly revised version with just two seats and a floor mounted gear shift was offered on the domestic market and one of these became the last Riley to take part at Le Mans in 1950, Beeton and Lawrie bringing it home seventeenth. The race car was a lightly modified production example and Midlantic's model is based on the road car that they released in their sister Minimarque range many years ago. The majority of the kit parts are white metal, a handful of these being plated. The car ran with very little brightwork and even the radiator shell was painted to match the matt green body. This is all done well on our hand built sample. The registration plates are a little small, but otherwise the details and decorations are well placed and matches race photos pretty well. One sure to be well received by many Le Mans collectors.



Mini Racing - Re-issued 1:43 resin & metal kits

- MRA633** Porsche 908/02 Le Mans 1969 #20 £49.70

Jo Siffert's decision to drive the 908 rather than a 917 at Le Mans looked to be a good one as the more fuel efficient spider led for much of the first four hours, but gearbox problems stopped the Swiss and his co-driver Brian Redman. Mini Racing's kit is very simple with a well-cast resin body and chassis and just a few additional parts including very clean metal wheels. The green nose and tail panels along with the fins are on the decal sheet, but you will need to paint match to these for the air filter housings, which are part of the base plate and poke through the body to simplify painting.



- MRA667** Renault 4CV Rallycross 1971 £33.95

We know nothing of the provenance of these exact subjects but 4CV Cross was popular in France for many years, the cars having the bolt on wings and front panels removed, a few bits of reinforcement and then some off road racing. Three colourful livery options are offered and whichever you choose will be a simple, fun build.



- MRA668** Healey SR Climax Le Mans 1968 #47 £49.70
MRA669 Healey SR Climax Le Mans 1969 £49.70
MRA670 Healey Repco Le Mans 1970 #34 £49.70
MRACF049 Healey SR Le Mans 1968-70 3 Car Set £117.55

With the Austin Healey project coming to an end, the Healey Motor Company set themselves a new challenge late in 1966, to build a potential class winning pure racer for the following year's Le Mans. The car followed a tried and tested formula of a stiff folded sheet chassis with lightweight aerodynamic bodywork and power came from a 2-litre Climax engine mounted to a Hewland transaxle. At the first attempt, clutch problems stopped play after around 3 hours, but undeterred the car was modified slightly for the following year. This time debris from someone else's accident damaged the cooling system and another retirement beckoned. The most significant changes were for 1970 when a Repco V8 replaced the Climax unit and the roof was removed to make a spider. The car ran strongly and was in the top ten for much of the race, only to have a minor electrical component fail in the ignition system with less than 15 minutes remaining! The three cars are all simply and effectively modelled here, with very clean castings and clearly printed decals. Each kit is available individually or there is a set if you wish to build the entire history.



MRACF049

- MRA678** Porsche 935 Lola Le Mans 1982 Red Lobster £49.70

Contemporary drivers accounts of Bob Akin's Lola inspired 935 special describe it as ill handling and Akin himself is quoted as saying "Good, I wasn't looking forward to driving it for 24 hours" when it ran out of fuel in the third hour. This is a subject first modelled by Mini Racing back in the 80s and the decals appear to be from old stock so will benefit from exposure to sunlight for a few days to restore their whiteness. The main body is a new casting though and very crisp in resin as usual for this range.



Ebbro - New 1:43 diecast model

- EBB45357** Honda S660 2014 White £59.60
 Alternative versions **EBB45358** yellow, **EBB45359** red, **EBB45360** blue, **EBB45361** black & **EBB45362** silver

The S660 is the spiritual successor to Honda's Beat and there are several styling cues carried over from the older car. The new car has a targa style roof and on the model this is supplied as a separate panel. The overall shape looks good but the white paint on our sample is very thin in places with panel lines showing through.





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

GCAM43077M ADA C02 Le Mans 1989 #175 ADA £133.50
Kit available [GCAM43077](#)

The ADA team's entry was only confirmed by the ACO late in May 1989 as the team was only contesting British events otherwise. The car was very similar to that used the previous year and the overall shape of GCAM's kit body looks pretty good. The paint finish on the model has a good gloss but has obscured the panel lines in a few places as these are very shallow in the castings. The rear wing structure, made up of several etched supports, is strong and the decals well placed.



GCAM43078M Du Pont Continental G Le Mans 1929 #2 £133.50

In kit form (now sold out) this looked quite fiddly with fine wing stays to be fitted along with exposed suspension parts and other chassis details. These have all been very neatly done on the model though and seem to be good and secure. The fine wire wheels have been neatly painted and the few decals are well placed. The interior is rather rough and ready but externally it's an attractive model.



GCAM43079M Alba-Giannini AR2 Le Mans 1983 #63 £133.50
Kit available [GCAM43079](#)

The images that we had in advance of the release of this model showed it with the headlights taped over but on our hand built sample the lamps and vac-formed covers are exposed. The general fit and finish is fairly good and the paint finish has a realistic gloss, with the decals well placed over the top. The tyres look a little out of proportion and this affects the ride height, something that happens fairly often on this range.



GCAM43080M Spice SE89C Le Mans 1991 #44 Euroracing £133.50
Kit available [GCAM43080](#)

The general fit and finish here isn't bad but the rear wing is extremely delicate and so care will be needed when unpacking your model in this area and for the aerial which a small tag on the outside of the box warns of. This is more an issue of the packaging than the model though. The decals are well placed on our sample but again the tyres look rather deep in profile.



GCAM43081M Spice SE97C Le Mans 1989 #151 Lombardi £133.50
Kit available [GCAM43081](#)

The decoration on this hand built is neatly applied and it would appear that GCAM has opted to paint the green sections rather than apply the decals which are supplied in the kit, so there are no issues with decals not sitting in panel lines that there might have been otherwise. The clean-up of the wheel arches could have been better though and the small stall flaps that were in front of the nose vents have been left off.



AUTHENTIC DIE CAST MODELS

AutoArt - New 1:18 premium diecast model

AUA86597 Honda RA272 1st Mexico 1965 Ginther 1:18 £361.95

Although rather heavy, Honda's RA272 was an innovative design with its transverse engine and the motor provided plenty of power, the high point of the season being Ginther's flag to flag victory in Mexico. On Autoart's model the nose and engine cover are removable panels and reveal plenty of detail. At the front that means a radiator, coolant tank, master cylinders, suspension and steering (the latter functioning), while at the rear there is a plumbed and wired V12 engine. The overall finish is very realistic with the tyres and the riveted extension to the windscreen being particularly impressive.



Top Studio - New 1:12 detailing parts

TOPTD23164 McLaren MP4-6 Front Bulkhead Set £59.95

Made to fit Tamiya kit [TAM89721](#)

The first stage of fitting this detailing set is to carefully cut the front off the monocoque in Tamiya's kit. This is then reattached using tiny screws and brackets, the bulkhead within replaced with etched parts. There's a new steering rack, brake and clutch master cylinders, replacement suspension push-rods and complete shock absorbers with complex etched mounting brackets and bell-cranks. Plenty to keep the most avid builder busy, especially when combined with Top Studio's other sets for this kit. (TOPTD23150 exhaust clamps, TOPTD23152 trumpets, TOPTD23154 brakes, TOPTD23156 antenna, TOPTD23157 drive shafts, TOPTD23159 cockpit, TOPTD23160 engine & TOPTD23161 radiators).



Hiro - New & re-issued 1:12 resin & metal kits & accessories

HIR12524 Brabham BT52B Europe/RSA 1983 1:12 - kit £595.20
Also available [HIR12525 Italy](#)

Nelson Piquet took three wins from three in the final races of the 1983 season to clinch the World Championship and this kit offers the last two of those wins as well as the option for a test car from Paul Ricard which has slightly different front wings. Resin is used for the chassis tub, most of the body parts and some of the larger mechanical components, with white metal for the majority of the smaller parts. As usual from Hiro there is plenty of detail to get your teeth into, with full engine and suspension with plumbing and wiring. Sheets of carbon and embossed heat shield material are included and there are separate templates for cutting these. There are also some interesting looking bits of wrapping to be undertaken with thin aluminium sheet having to be formed around cast components. Nothing to worry the experienced modeller, on the contrary these parts are to be enjoyed! Etched parts are included for wing endplates and various fasteners etc. and the decals are clearly printed.



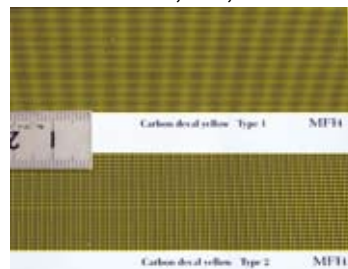
HIRKE003 Ford DFV Engine 1:12 - re-issued kit £127.95

One of Hiro's first engine kits to be re-released (originally part of their Lotus 79 kit) makes a welcome reappearance. Assembly starts with the crankshaft onto which we fit numbered and handed connection rods with separate big end caps! In order to ensure correct spacing there are flats and pins on the fittings for these parts, so for those wishing to make a rotating bottom end, you'll need to do a little more work! The block is in several pieces, there are separate camshafts within the cylinder heads and even an opening timing cover with a cast chain within. The engine is designed to be a separate display unit with a cast stand and there is even a drawing showing use of a clutch alignment tool for fitting the flywheel! Great fun...



HIRP1092 Kevlar Decal fine weave 1:12, 1:20, 1:24 £8.95
HIRP1093 Kevlar Decal course weave 1:12, 1:20, 1:24 £8.95
HIRP1094 Carbon Fibre Decal fine weave 1:12, 1:20, 1:24 £8.95
HIRP1095 Carbon Fibre Decal course weave 1:12, 1:20, 1:24 £8.95

These clearly printed decal sheets are what we would describe as a plain weave composite and the difference between the two sheets in each colour is the density of that weave, giving plenty of flexibility for uses across models in a variety of scales. The carbon is a silver pattern over a black base, while the Kevlar is yellow over black and slightly more open in design.





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

STUDX2048 Williams FW08 1st Swiss 1982 Kit 1:20 £259.95
 Also available **STUDX2046 Germany** & **STUDX2047 Austria**

The Swiss Grand Prix marked Keke Rosberg's only win of the season which put him to the top of the drivers' standings and ultimately the title. Studio 27's DX range offers far more detail than their normal kerbside kits and here we have removable body panels thinly moulded in resin which fit over a predominantly white metal chassis and mechanical detail. There's plenty to keep the keen modeller happy but the instructions leave a lot to be desired for the detail level of the kit, with just photos of unpainted sub-assemblies with arrows suggesting paint colours, although the decal placement drawings are good.



STU20330 Leyton House CG891 Japan 1989 Kit 1:20 £147.85

Alternative version STU20329 Monaco
 The results of the Leyton House March team in Japan pretty much summed up their season, with Gugelmin finishing seventh and Capelli failing to score. The kit is also fairly typical for a Studio 27 release with simple and well-cast parts in resin for the main body and metal for the suspension, brakes and wing elements. The nose is a separate piece to allow for race variations and potentially offers super-detailers the opportunity to add some reservoirs and detail to the bulkhead. The decals are clearly printed and include the green BP sponsorship panels, so the main paint finish is a simple single colour.



STUFD24013 Audi R18 E-Tron Quattro Le Mans 2015 Kit 1:24 £217.95

Looking through the parts and instructions for this kit it all looks to have been very well thought out to make things relatively simple for detail painting and decalling of the more complex areas, with separate castings for the small aerodynamic parts on the body. Some of these may need a small amount of filling where metal and resin meet, but the general casting quality is, as usual, excellent. Multiple photo-etched pieces make up the vents on the rear corners and there are plenty of other etched parts for the smallest details. Three decal sheets provide all of the stripes and sponsors and offer the choice of any of the three team cars. The instructions mention that the chrome stickers for the roof have 'very loose cutting' so a little trimming and adjustment may be needed to those. Take your time and this should build a really good looking model.



STUDC1159 Ferrari FXX-K Race 2015 B&W Decal 1:24 £15.95

Made to fit Tamiya kit **TAM24343**. Alternative version available **STUDC1157 Silver**, **STUDC1158 Yellow** & **STUDC1160 Red**

The several different sheets being produced by Studio 27 for Tamiya's FXX-K offer customer cars from the Ferrari Racing Days events and differ in the colours of the stripes as well as, obviously, the numbers. Here we see two similar liveries, car #17 which is a mid-blue with black and white separating stripes from the carbon roof. #27 is a darker blue with white stripes and two full cars can be decorated from the one pack.



STUCD20035 Williams FW13B Templated Carbon Set 1:20 £27.60

Made to fit Tamiya kit **TAM20025**

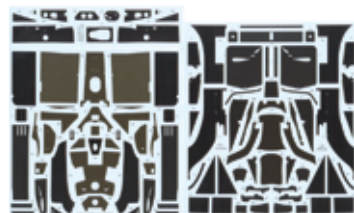
The two main decal sheets in this pack concentrate on the chassis tub, cockpit and wing parts and include a typical mix of textures and colours, all clearly printed. A third, much smaller sheet, has the splash tray for the top of the engine and a few tinier parts we can't identify without the kit in front of us!



STUCD20036 McLaren MP4-2B Templated Carbon Set 1:20 £27.10

Made to fit Aoshima/Beemax kit **AOS08191**

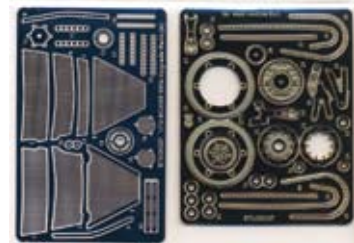
Two large and one small sheets of decal make up this pack and there is plenty to detail the chassis and floor on the kit. The texture of some of the panels is quite unusual, with an almost woodgrain pattern rather than a traditional carbon weave. This is deliberate and not a printing error and adds even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



STUFP1216 Honda RC213 V 2014 PE Detailing Set 1:12 £29.75

Made to fit Tamiya kit **TAM14130**

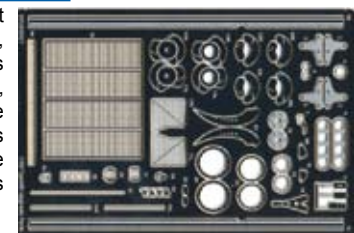
The two sheets of etched parts in this set are basically divided into frame and suspension. The frame sheet includes facings for radiators, numerous panel fixings, exhaust hangers and clutch details, while the suspension fret has chain trim, brake facings and fork details. All neat pieces to add a little extra to your build.



STUFP20150 Lotus 88 Photoetched Detailing Set 1:20 £28.95

Made to fit Ebbro kits **EBB20010** & **EBB20011**

This relatively simple etched sheet includes parts to enhance the brakes, radiator grilles, suspension bell-cranks and wheels. There are also pedals, edgings for the side skirts and of course seat belts with etched and cast parts for the buckles and a choice of blue or black fabric material for the straps themselves.



STUFP027 White Stripes £6.50

STUFP028 Fluorescent Red Stripes £6.50

STUFP029 Black Stripes £6.50

The descriptions for these clearly printed stripes are self-explanatory. Each sheet contains a variety of width of stripe with four each at 0.5, 1, 2, 3, 5 & 8mm widths and all 127mm long.



Tabu Design - New 1:20 decals

STUTAB20144 McLaren MP4-2B 1985 Additional Decal £13.30

Made to fit Aoshima kit **AOS08191**

This typically well printed decal has a number of details omitted from the sheet in Aoshima's kit. There are tyre sidewall logos, Goodyear and Shell logos to go on the bodywork and, depending on which race you choose to model, either sponsor names or 'barcode' stripe decals.

STUTAB20145 McLaren MP4-30 Late Season Additional Decal £12.95

Made to fit Ebbro kit **EBB20015**

Ebbro's late season kit is based on the Japanese GP and this sheet offers some carbon detailing parts for the revised front wing along with a few small pieces of additional sponsorship covering the car as this design first appears in the UK, and also Hungary, Russia, USA, Singapore and Mexico. Plenty of options then!



Paragon - New 1:18 diecast model

PAR98204R Rolls Royce Silver Shadow Coupe 1968 RHD £126.95

Also available **PAR98204L Left Hand Drive**

Two two-door coupe variants of the Rolls Royce Silver Shadow were offered in the late 1960s, one by James Young and the other, far more popular, from Mulliner Park Ward. This was the official factory version and later renamed the Corniche. Paragon's model offers plenty of detail beneath its well-proportioned bodywork with full engine and interior. In the main cabin and the boot there are realistic carpets although the wood effect decals on the dash and door trims would benefit from a lacquered finish in this scale. Externally the paintwork is excellent and the larger brightwork all neatly fitted. To avoid damage, the mascot and door mirrors are packed separately, so will need carefully slotting into place.





Eidolon hand built [EID354A](#) - Porsche 959S 1986



Ebbro diecast [EBB45268](#) - Lexus RC F Super GT Okoyama 2015



GLM resin cast [GLM219001](#) - Kahn Flying Huntsman 6x6 2015



Matrix resin cast [MTX41705-141](#) - Rolls Royce Phantom II Continental Freestone & Webb 1933



Jolly Model resin cast [JOL6041](#) - Aston Martin DB2 1953



TrueScale Miniatures resin cast [TSM164330](#) - McLaren 650S GT3 International GT Open 2015



Minichamps diecast [MIN430791202](#) - Lancia Stratos RAC Rally 1979 Alen



CMC 1:18 premium diecast [CMCM155](#) - Ferrari 250GTO 2nd Le Mans 1962



Spark resin cast [SPKRS1511](#) - Porsche 962 Nurburgring Supercup 1989



Autocult resin cast [ATC04005](#) - Adler Trumpf Rennlimousine 1939



Matrix - New 1:43 resin cast models

MTX40102-071 Alfa Romeo 6C 2300 Jankovitz 1934 Blue £77.95

Many stories surround this mid-engined machine built by the Jankovitz Brothers in the 1930s. Was it a semi-official Alfa Romeo project; did Alfa even know about it; would it have had a V12? The mysteries add to the allure and we do know that in its early road trim the car was fitted with a rather ungainly full height windscreen but is now, thankfully, fitted with a small aero screen. When it appeared at Villa D'Este in 2008 there was no screen in place and this is how we see the well finished model. The shape looks very good; the three seat interior, with central driving position, is neatly done and the body-coloured wire wheels have very fine spokes.



MTX50205-031 Bugatti T57C Vanvooren 1939 Shah of Iran £83.95

One of the most dramatic pieces of coachwork to grace any Bugatti chassis, this imposing roadster was built by Vanvooren to a design by Saoutchik and presented to the Shah of Iran as a wedding gift by the French government. Among the streamlined features were a roof which is completely hidden when folded and a windscreen which could be wound down into the scuttle and it is in this form that the car is modelled. The larger chrome trims around the lower edges of the car and on the bonnet sides have shut lines for the wheel spats and doors neatly cut in but the finer upper trim is one piece, which is slightly frustrating. Otherwise the finish and detailing is excellent.



MTX51705-181 Rolls Royce Phantom III Sport Torpedo 1937 £93.95

Another addition to the magnificent collecting theme that is the Maharajah Rolls Royces. This very elegant open four seater with hidden roof was originally built for Hamidullah Khan, the Nawab of Bhopal and then in 1940 sold to another Royal owner, Yadavindra Singh of Punjab, the Maharaja of Patiala. Having been shipped to America in the 1970s, the car then began a lengthy and sympathetic restoration and looking at photos of the restored car, the model matches very well. The fine etched windscreen is posed in the folded position and this helps give an even clearer view into the interior of the car which has realistic looking carpeting and engine-turned dash.



MTX50806-021 Hispano Suiza K6 Chapron Coach Mouette 1935 £110.95

This Chapron-bodied coupe, chassis #16069, was the last K6 chassis built by Hispano and one of the last French built cars from the company too. The original owner was celebrated French pilot Marcel Doret and one reference source suggests that he used the car to tow his Dewoitine aircraft, which we find slightly unlikely! After languishing dry stored in a barn for many years, the car was subject to a sympathetic restoration in the last decade and when sold at auction a few years ago the catalogue claiming that the paintwork was still original! Most photos of the car are of it now and the model matches these well. The subtle two-tone paint finish is very neatly executed, the etched side trims have indentations for the door shuts and overall it is a very attractive model.



MTX41607-061 Porsche 356 Zagato Spyder 1958 £77.95

In 1958, Zagato built a unique lightweight 356 with sports-racing bodywork for accomplished French amateur racer Claude Storez. The body design looks a little like a 718 at the front and a 550 at the rear, although the rear wings have narrow fins on top (etched on the model) and the doors are much larger than on any of the factory racers of the time. The original car was destroyed in a fatal racing accident in 1959 but an American enthusiast commissioned an authentic replica in 2013 and that is what the model is based on. In general, the model looks very good when compared with the new car but one curious detail is that the tiny etched badges on the doors appear to say Turbo, something we could only see when processing our photos and that is not visible to the naked eye.



MTX51302-011 Mercedes 230 SLX Combi by Frua 1962 £77.95

This one-off shooting brake was built by Frua using a Mercedes 230SL 'Pagoda' roadster and was for a Swiss client. The original build card shows that the car was 'Weissgrau' with red leather but later photos of it (now in Spain) show that the interior has been re-trimmed in pale grey and the bodywork is now off-white. The interior on the model looks rather dark but the paintwork is very good, as is the unique shape.



MTX50408-011 Delahaye 235 Coupe Chapron 1958 £77.95

The 235 was the final model from Delahaye before they faced bankruptcy and this coupe by Chapron was built for the 1953 Paris Motor Show. Later on it was owned for many years by one of the judges at Pebble Beach and appeared there regularly. Unusually it is totally original. Unfortunately for Matrix the shape isn't quite there with this one, the rear windscreen being rather bulbous and pulled too far back and the front wing line not quite there either. The finish is very good though with contrasting ivory and metallic blue paint and neatly fitted trim.



MTX50303-021 Chrysler Imperial Custom Phaeton 1933 £83.95

With America still in recession, Chrysler only sold 131 of their Imperial luxury cars in 1933 and only a handful of those were convertibles. This car is believed to be the last 1933 CL Imperial chassis built and was given a stylish body by LeBaron, the order being from one of the partners in the coachbuilder as a gift for his wife. The car has been restored in the correct polychromatic blue paint with all original features and those details have been well observed here. The paintwork is very difficult to replicate and a slight compromise is a smart fine metallic blue, which matches most photos of the car in bright daylight.



MTX41311-051 Maserati 150GT by Fantuzzi 1957 £77.95

This unique Maserati spider has an interesting history, the chassis originally being an A6GCS which then became the test hack for the 150S (hence the 150GT name) and then converted to 200S specification before ending up at Fantuzzi where it was clothed as a road car. It was red for much of its life but has been restored in a subtle cream as seen here. The detailing on the model is good and the finish is, as usual, excellent but the overall shape doesn't quite work for us on this one, the model looking slightly heavy when compared with the real thing.



MTX41302-081 Mercedes G4 Kastenwagen 1939 Blue £83.95

The Mercedes G4 was a six-wheeled off road machine with drive to the two rear axles and originally built for the German military in the 1930s. They are most familiar as open topped parade cars but there were also closed limousines and a handful of more utilitarian variants. The car modelled is one of three offered for sale in the USA a few years ago (the provenance of which has been seriously called into question). The model matches the full sized vehicle in terms of shape and colouring, the main bodywork being in a suitable military blue/grey with black wheel arches and running boards.



Oxford - New 1:43 diecast model

OXF43RRP3001 Rolls Royce Phantom III Mulliner Sedanca £24.95

H.J.Mulliner created a number of Sedanca bodies on Rolls Royce's V12-powered Phantom III and there were a variety of different styles. The car modelled here, chassis 3AZ176, had a rather more private rear saloon with large pillars rather than quarter windows and the overall shape of the car is well captured. The windscreen wipers and other brightwork are a little heavy and the front number plate is completely obscured by the bumper, but the overall level of finish is, as usual, very good.





GLM - New 1:43 resincast models

[GLM43107201](#) Packard Twelve Model 1107 LeBaron Aero 1934 £115.95

Packard only made four or five of these Aero Coupes, to a design by LeBaron, and each was subtly different in the detailing. The car modelled was apparently badly fire damaged and lay in a scrap yard for many years before being rescued and restored and it is, of course, in restored form that we see it. The overall shape looks good with the teardrop side windows neatly recreated. Very fine gold pinstripes are applied along the flanks and around the front wheel arches and these stand out well against a smooth blue paint finish.



[GLM43204501](#) Rolls Royce Phantom III Sedan 'Copper Kettle' £115.95

In terms of the lines of the car, this Sedan built by Freestone and Webb in 1946 (their first post-war car completed) is a very elegant machine. The finish is rather less discrete and was designed to ensure that the car stood out in the European Concours d'Elegance events it was built to win with owner John Gaul. All of the chrome was re-plated in copper and the wings and running boards also received a burnished copper finish, the car earning the nickname "Gaul's Copper Kettle". The car has been restored with the tops of the front wings painted maroon to match the main body and that is how it has been modelled. What hasn't translated onto the model is that the sides of those front wings have an engine-turned finish, rather than the satin paint seen on the inside edges and all of the wing parts here. Still a very striking piece.



[GLM217001](#) Intercar Maserati Quattroporte Hearse 2010 £124.95

The first thing that we noticed about this rather unusual hearse conversion on a Maserati Quattroporte is the length of the model, it is huge and significantly longer than the Rolls Royce Phantom III (a big car!) which arrived in the same delivery. Checking the numbers this is correct, the wheelbase of the donor vehicle having been extended by nearly a metre adding the significant rear overhang giving a total length of 6.7m metres. A feature of Intercar's hearse conversions is significant brightwork around the rear window and into the roof and this is all neatly fitted as fine etch, as are the roof seam trims which run all the way down the front pillars. The paintwork is excellent too and inside we see plenty of sumptuous padding.



Autocult - New 1:43 resincast models

[ATC02005](#) Lightburn Zeta Sports Roadster 1958 £76.95

Lightburn & Co usually made cement mixers and washing machines in their Adelaide factory but in the late 1950s started making microcars too. The initial range was for saloons and even a Ute, with Villiers engines and these were complemented by the rather rarer and more powerful Sports model seen here, packing the same 500cc unit used in the Messerschmitt 'Tiger'. The finish of the model is, as usual from this maker, very good with excellent paint and the smaller detail parts are carefully applied with the rear view mirror flowing neatly from the etched windscreen frame.



[ATC03005](#) Volugrafo Bimbo 1946 £72.95

There were a number of very eccentric microcars created in the immediate post-war era, aiming to get people mobile for minimal cost. At the time of its introduction the Volugrafo Bimbo laid claim to being the smallest car in the world and its dimensions are not much larger than a fairground dodgem. The level of luxury was similar too! The 125cc engine was alongside the driver and drove a single rear wheel and with a range of only 50kms on its tiny fuel tank, luggage carrying capacity was deemed unnecessary. Some images show cars with fancy chrome trim and bumpers, but the car modelled is in pure form and appears to be the example in a Belgian museum. The paint finish is excellent and the few small details such as lights and windscreen are very neatly fitted.



Premium X - New 1:43 resincast & diecast models

[PRX0466](#) Ford Mustang Mustero 1966 Black £49.95

Approximately fifty Mustangs were converted to pickups by Beverley Hills Mustang LTD and the completed machines, officially licensed by Ford, were known as Musteros (a contraction of Mustang and Ranchero, the name given to Ford's Falcon-based pickup). The model appears to be based on an example which was for sale a few years ago and the model is smartly finished in black with chrome wheels and tie down rails on the bed. The rear has a neatly textured tonneau cover in place and overall the shape of this unusual machine is well modelled.



[PRX0562](#) Chevrolet Corvette Stingray 1964 Red - diecast £34.95

1964 was the second year of the Corvette Coupe and cosmetic changes included a one-piece rear windscreen and losing some of the dummy vents on the original version. The details are right on this traditional diecast but the overall shape looks rather soft and doesn't have the crisp edges of the real car. The paintwork has a smooth finish and good shine but is rather thin over the panel lines. Not the best that we've seen in this range.



[PRX0475R](#) Range Rover Evoque Convertible Geneva 2012 £49.95

Also available [PRX0476R](#) Red
Range Rover first presented the Evoque Convertible as a concept at the 2012 Geneva Motor Show and a little over four years later you can buy a real one! The final production version differs a little from this concept, with vents and some other small details having changed over the years. The model matches show photos pretty well and we see fine seat belts inside and a subtle metallic grain to the black paint, although under the harsh lights of the exhibition hall the real thing looked a little paler.



[PRX0414](#) Porsche 934 4th Le Mans 1979 #81 £49.95

The weather during the 1979 Le Mans race rather favoured the closed cars with regular rain making life tricky and uncomfortable for drivers and electricians! This 934 was a fine fourth overall (behind three 935s) and also won the GT class. The shape of the car looks good and the decoration is neatly applied, with the small details during the race such as the front spoiler having been painted black and some race tape on the driver's door being well observed.



[PRX0482](#) Jaguar F Type Project 7 2014 Green £49.95

Also available [PRX0483](#) Blue
If Jaguar's F Type is the spiritual successor to the E Type, so the Project 7 programme is intended to evoke the D Type. The car first appeared as a concept at the Paris Motor Show in 2014 and created enough interest that a production run of 250 examples was agreed and they all sold in advance. This well finished model is based on the original prototype, painted in a deep metallic green with white highlights. It's all very neatly done and matches press photos. Something a little different for all you Jaguar collectors.



Schuco - New 1:43 resincast model

[SHU08996](#) Ford GT40 Camera Car £87.95

In order to capture the high speed race action during filming of Steve McQueen's film Le Mans, some very fast camera cars were needed. GT40 chassis 1074 had won the Monza 1000kms in 1968 and was acquired by the film company. With the roof removed various cameras were fitted at different times and here we see a pod above the cockpit which housed a remote control, gyroscopically stabilised unit. The modifications to the car are all neatly modelled and the overall finish is very good.





CMC 1:18 premium diecast [CMCM157](#) - Ferrari 250GTO Tour de France 1964



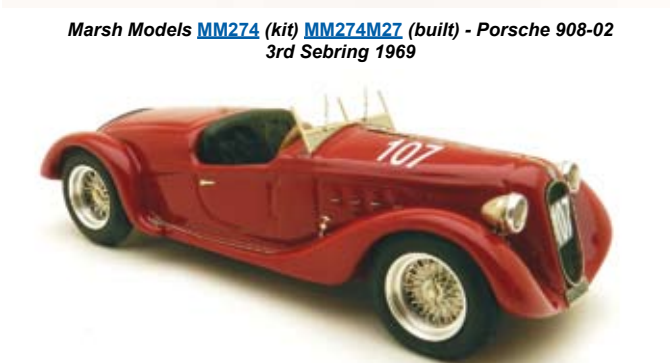
K Model resincast [KMD004](#) - Porsche 935 Mugello 1982 Wollek



Marsh Models [MM274](#) (kit) [MM274M27](#) (built) - Porsche 908-02 3rd Sebring 1969



Spark resincast [SPK5012](#) - McLaren MP4-31 Australia 2016 Button



Alfa Model 43 hand built [AM430356](#) - Alfa Romeo 6C 2300 Brianza Mille Miglia 1937



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



GLM resincast [GLM218001](#) - Aston Martin Lagonda



Esdo hand built [ESD108M](#) - Peugeot 402 Monoplace 1939 bodybuck



Minichamps 1:12 diecast [MIN122111127](#) - Honda RC212V Moto GP 2011 Stoner



SilverLine kit [TMS100](#) - March 701 1st Spain 1970 Stewart built by Michael Kelly



Eidolon hand built [EIDVM087](#) - Porsche 917K Paris 1000kms 1970



BBR 1:18 hand built [BBRC18020B](#) - Porsche 356A 1955



Matrix resincast [MTX50102-041](#) - Alfa Romeo 6C 1750 Gran Sport Aprilie Spider Corsa 1931



MG Model [MGMGTO031](#) (kit) [MGMGTO031M](#) (built) - Ferrari 250GTO Tour de France 1962 - Piper



Look Smart hand built [MRCLS451HTD](#) - Ferrari 488 Spider hard top 2015



J-F B Models hand built [JFB43046](#) - Maserati T151 Road America 1963 Skip Hudson



Minichamps diecast [MIN400064331](#) - Porsche 356B Cabriolet 1960



Autocult resincast [ATC02006](#) - Anadol A1 1966



TrueScale Miniatures resincast [TSM164323](#) - Land Rover S1 86 Oxford & Cambridge Far Eastern Expedition 1955 - Oxford



Mysterious [MYS43085](#) (kit) [MYS43085M](#) (built) - Ferrari 712 Road America 1972 Jarier



Ixo - New 1:43 diecast models

IXOCLC247

Facel Vega Facel 6 1964 Blue

£29.95

Facel Vega was already in trouble by the time the Facel 6 was introduced as a replacement for the ill-fated Facel II, but the smooth power and reliability of the Austin Healey engine was not enough and the company folded after just thirty or so examples were built, only eight of those convertibles. Ixo's model captures the shape reasonably well but some of the detailing, particularly the quarter windows, are rather out of proportion. The wire wheels aren't bad though and the light metallic blue paint on our sample is excellent.



IXOMGPC004

Nissan Skyline GTR Macau 1991 Hasemi

£31.95

Masahiro Hasemi had won the 1991 Japanese Touring Car Championship in his Skyline and lined up at Macau for the international end of season event in second place, eventually having to settle for fourth. The livery on the car is clean and simple and has been neatly applied. The packaging is Macau themed and shows the model off well.



IXOGTM068

Mercedes 190E 2.3-16V Nurburgring 1984 Senna

£29.95

To celebrate the opening of the new Grand Prix circuit at the Nurburgring, a one-off one-make race for Mercedes' new sporting saloons was arranged, the grid a who's who of the motor racing world. Twenty drivers took the start, half of them World Champions and among the others was a young Ayrton Senna who had stepped in at the last moment for an otherwise occupied Fittipaldi. His performance on a damp track to beat them all in identical machinery certainly did his reputation no harm. The model is well finished and the decoration placement looks good, but the photos of the car suggest that it should be a champagne colour rather than plain silver.



IXOGTM104

Ford GT40 Daytona 1967 #11 Gulf

£32.95

Grady Davis, vice-president of Gulf Oil, took delivery of his GT40 road car in 1966 and soon started entering it for local races. Realising the advertising potential for Gulf, a deal was done to underwrite a campaign for the 1967 season and this started with that road car being prepared for Daytona where it was driven by Ickx & Thompson. The colours were slightly different to the later full race cars as a dark metallic blue was the original finish, but the orange stripe and Gulf logos made their first appearance. The decoration on the model looks very good and the paint finish is excellent. The vent on the rear deck is the wrong design for this outing, it was a louvred panel, but the other details looks pretty good.



IXOGTM096

BMW 3.5 CSL 1st Nurburgring 1976 #7 Gosser

£31.95

Dieter Quester, with Albrecht Krebs, won the Nurburgring 1000kms on his birthday, this perfect present being the highlight of a tough season for the pairing when the car broke more often than finished. At Le Mans they were joined in the Schnitzer BMW by Alain Peltier but retired when the car caught fire. The differences between the two race versions are subtle changes to the minor sponsors, the obvious race numbers and anti-dazzle tape on the rear windscreen for the 24 Hour event. The decoration is well observed on both models, the paint finishes are excellent and we even have a fine etched windscreen wiper.



IXOMOC176

Lamborghini Estoque 2008

£29.95

When unveiled at the 2008 Paris Motor Show (was it really that long ago!?) the Lamborghini Estoque concept was finished in a dark metallic grey which gave the impression that the angular design had been hewn from granite. As far as we're aware it has never been any other colour, although there have been Photoshop images done including into white, which would probably have been a popular colour had the car ever gone into production. It takes away some of the menace of the original but the fine metallic finish on the model is very good.



IXOMUS058

Bugatti T57 Galibier 1935 Black/Blue

£31.95

The Galibier was the factory four door saloon offered on the T57 chassis by Bugatti and in original form was quite a conservative design at first glance, although it was a pillarless body allowing for very comfortable entry and egress. The car modelled would appear to be the first built and the general shape looks pretty good. The two tone paint finish is excellent but some of the small details, such as the spare wheel straps, are very chunky.



IXOMUS059

Buick Series 40 Special 1936 Bordeaux/cream

£34.95

The 1936 model saw a new beginning for Buick as their Series 40 cars made a bold step forward in styling and this was matched beneath the skin with independent front suspension, hydraulic brakes all round and a straight-eight engine offering 93 hp. The Special was actually the entry level model and here we see it in sedan form (there was also a coupe), neatly finished in a two-tone burgundy and cream. The lighter colour is very thin, with mould lines showing through in places, but overall the shape looks pretty good.



IXORAM573

MINI Countryman WRC 2nd Dakar 2012 #305

£31.95

Alternative version IXORAM572 #302 1st

Having won the Dakar on two wheels in 2004, 'Nani' Roma switched to four wheels the following year and his second place in 2012 was, at the time, his best result on the event with three stage wins to celebrate. The layout of the livery for his MINI is very well done and we see carbon texturing on the wheel arches and a few other panels, but the main yellow colour looks rather dark when compared with photos.



Premium ClassiXXs

Premium ClassiXXs - New 1:43 resincast & diecast models

PRE18410

VW T2a Transporter

£70.95

We suspect that the only actual VW elements of this subject are the bay window cab and hubcaps as it appears to have a front mounted engine with a prop-shaft visible to the middle axle and all on a typical truck type chassis. We've been unable to find images of the real thing but did find a similar four wheeled design on a Nissan chassis, which is an interesting idea giving reliability and modern running gear with classic VW style. The model is well finished and the shape of the cab looks authentic. All good fun.



PRE13603

VW LT28 Audi Sport Rally Service Van

£69.10

The only image that we've found of this box-bodied VW LT shows it as part of convoy preparing to set off from the factory in 1981 and there it is towing a four wheeled box trailer, so we're guessing it was one of the main spares mules? The decoration matches that photo very well and the truck is modelled with a diecast cab and resin rear body, both of which are neatly painted and decalced.



PRE11755

VW T2 Safari 1978 Martini Porsche - diecast

£44.50

This VW van has been modelled on one of the fleet of such machines used to support the Martini Porsches on the Safari rally. It was a locally supplied vehicle so is right hand drive but rather strangely the rear passenger door is on the right of the vehicle, whereas the left would be normal for a right hand drive machine. We've no clear images of the real van to say whether this is correct or an error.





Neo - New 1:43 resincast models

NEO46515 Chevrolet XP 700 Corvette 1959 £85.50

The XP700 started off as a one-off special built in 1958 for designer Bill Mitchell, using Corvette components and previewing what would become the rear end styling of the 1961 model. In 1959 it was modified with the tail and nose extended and a bubble canopy roof with periscope rear view mirror added on top and it is in this later form, unveiled to the public early in 1960, that we see the car modelled. The overall shape of the model looks very good and most of the body details are well done but the wire wheels could be a lot better, letting down an otherwise excellent model. There is also a query on the colour which was described as gold but looks silver in photos, maybe it should be more of a champagne shade?



NEO46525 Chevrolet Corvair Greenbrier Sportswagon 1963 £70.95

GM advertised their Greenbrier Sportswagon as a station wagon but it was very much what would now be called a Minivan and followed a very similar layout to the VW Microbus, which predated it by a decade, and there were a large number of layout options available. It was far more comfortable and powerful than the German opposition and saw the longest production for any of the Corvair variants. The example modelled here is the standard passenger version with three rows of seats, a large luggage area to the rear and rear side doors on the right only. The red and white two-tone paint scheme is neatly applied and the cream seats brighten the interior. The overall shape looks good and the finish is up to Neo's usual standards.



NEO44828 Chrysler D Elegance 1952 £83.50

The Chrysler D Elegance (or D'Elegance depending on your sources) was a joint styling project by Virgil Exner and Ghia on a shortened New Yorker chassis fitted with a Hemi V8. The car made its debut at the 1952 Paris Motor Show and remained a one-off, although the front end styling influenced other Exner designs and the side window profile and swage/rear wing line look awfully like the VW Karmann Ghia which debuted a year later. There are plenty of photos of the restored car from the past few years and the model matches these very well, with metallic red paint, delicate trim and whitewall tyres on decent wire wheels.



NEO44670 Hudson Hornet 2 door Hardtop Coupe 1957 £70.95

Having built a great reputation for performance and ride quality in the early 50s, this 1957 model was the last car to bear the Hudson Hornet name, based on a Rambler chassis since the merger of the companies to create AMC. The car modelled is the top of the range Super 'Hollywood' Hardtop Coupe, identified by its three colour paint finish and unusual twin fin trims above the headlights. The model is well finished with the three shades of beige, bronze and cream working well together and the etched side trims are neatly marked to include the door shuts.



NEO46295 Alfa Romeo Tipo B P3 Aerodinamica 1934 £85.50

This special aerodynamic version of Alfa Romeo's P3 Grand Prix car was built for the high speed Avus race in 1934 and it worked, Guy Moll winning with Varzi second. The car is modelled on the restored machine as it is in Alfa Romeo's museum, complete with the museum logo on scuttle. The overall shape looks very good, the fine wire wheels have a suitable dull finish and the paintwork is excellent.



NEO45235 VW Golf Gr2 Nurburgring 1977 #63 Kamei £70.95

Although it didn't enjoy a great amount of success, the Golf GTi sponsored by accessory firm Kamei is one of the better known of the smaller German saloon car racers from the 1970s, largely because it was so vividly decorated. Here we see the car as it took part in the Nurburgring 1000kms, where it was classified thirtieth overall, the penultimate finisher. The decoration on the car is very neatly applied and the shape looks good too when compared with race photos.



NEO43115 Rolls Royce Silver Ghost 1907 £91.25

Originally built in 1907 this car was fitted with an open tourer body in the Roi des Belges style, finished with aluminium paint and silver fittings and nicknamed the Silver Ghost to highlight its quietness. The young Rolls Royce company then used the car for a gruelling 15,000-mile demonstration tour to prove the quality of their products and it was during this that "The Autocar" dubbed the machine "The best car in the world". The lacquer finish is perhaps a little over the top on Neo's model but the silver paint beneath has a fine grain and the general shape of the car and the detailing all look good. Unusual for a 1:43 resincast, there is even felt carpet inside!



New books

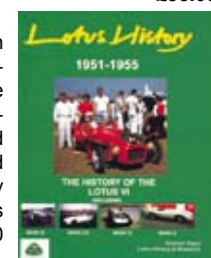
HIRS13 Joe Honda Sportscar Vol13 Sports 1968 (pt1) £26.95

Weight 700g
Four events are covered in this edition of the Joe Honda photo series. We start at Brands Hatch for the 1000kms with the works Ford, Porsche and Alfa Romeo teams joined by the Alan Mann Ford F3L, Jo Bonnier's Lola T70, Lotus, Chevron, some privateer Ferraris and the most detailed images that we've ever seen of the Howmet. Then to Monza with the GT40s and Porsches again, this time joined by Alpine and numerous privateers. On to the Targa Florio and it's Porsche Vs Alfa along with a broad selection of the smaller machinery which typified the event. Finally, there's a visit to the 1969 London Racing Car Show where there are many machines that you may never have heard of on display, along with a few that are more familiar. The final section is black and white only, while the race coverage is a mix of monochrome and colour.



ISB9780952573204 Lotus History 1951-1955 £35.00

Weight 1.3kg
The main focus of this history of early Lotus production machines is the first of them, the Lotus VI, but also included are the Mark III which gave rise to the VI and the VIII, IX & X which were pure competition machines derived from it. There is a huge amount of well researched information included and this is backed up with period photographs and reproduced documents. The quality of these is rather variable with many looking like scans and with this being a very low volume publication (1000 numbered editions) all of the images are black and white, although most would have been to start with anyway. Very interesting for Lotus fans and those interested in the British racing scene in the 1950s.



KOMFG004 McLaren F1 GTR Short-tail Fast Detail Guide £7.95

Alternative version **KOMFG002 Long-tail**

KOMFG003 Toyota Corolla WRC Fast Detail Guide £7.95

Weight 300g each

These handy photo guides consist of approximately thirty full page images in a postcard sized landscape format. These are all very close up with engine, suspension, interior and bodywork details all highlighted. Very handy if you're building either plastic kits or, in the case of the McLarens, high detail resin offerings from Profil 24 or Hiro.



AUTO2016 Automodelisme Le Mans 2016 £6.95

Weight 500g
The must have guide to every car from the Le Mans 24 Hours has arrived. A record sixty cars took the start this year and each of those has a page dedicated to it, with multiple exterior views and close up details, all selected with modellers and collectors in mind. As usual, the cars are grouped by class with the category identification colours used on the headers to make searching for specific subjects nice and simple.
At time of going to press we also have a small number of back issues available if you've missed previous editions of this excellent series ([AUTO2001](#), [AUTO2004](#), [AUTO2006](#), [AUTO2011](#), [AUTO2012](#), [AUTO2013](#), [AUTO2014](#) & [AUTO2015](#))



Postage rates on books

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



Spark resincast [SPKRS1510](#) - BMW 3.0 CSL 1st Nurburgring DRM 1975 - Krebs



BBR 1:18 hand built [BBP18120A](#) - Ferrari 488 GTB Spider 2015



Look Smart hand built [MRCLSBT009B](#) - Bentley Mulsanne Speed 2016



Ebbro diecast [EBB45274](#) - Honda NSX Concept-GT Super GT Okayama 2015



Eidolon hand built [EIDVM096A](#) - Porsche 911 (993) Carrera RS 1995



TrueScale resincast [TSM164368](#) - Porsche 356 Cabriolet



MG Model [MGMGT0033](#) (kit) [MGMGT0033M](#) (built) - Ferrari 250GTO
1st Paris 1000kms 1964



Autocult resincast [ATC06013](#) - Leichtbau Maier 1935



Minichamps diecast [MIN400800034](#) - Williams FW07 Spain 1980 Villota



Matrix resincast [MTX50206-051](#) - Buick Series 80 Opera Brougham
Fernandez & Darrin 1938



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

SPK4050 Sunbeam Alpine 15th Le Mans 1962 #32 £50.95

Alternative version [SPK4051](#) #33

After an absence of thirty-six years, the Sunbeam marque returned to Le Mans in 1962 with a two car effort. Mechanically the Alpines were close to the production versions but the bodywork featured a squared off 'Kamm' tail. Some pre-race photos draw nose colours into question but an image of the pair of cars on the grid show that Spark has got them right. The rest of the decoration is good too and there is even a tax disc in the windscreen (although this is a little large).



SPK3813 Bentley S2 Standard Steel Saloon £51.95

While it is the more glamorous Continental that we maybe first think of when the Bentley S2 is mentioned, the vast majority were steel bodied saloons to a factory design. It's still an elegant machine and in the two tone blue seen here looks particularly smart. Both colours have a fine metallic grain and the masking between the two is very neatly done, as is the application of the fine trim and brightwork.



SPK3903 Arrows A1 Argentina 1979 Patrese £50.95

Alternative version [SPK3904](#) Mass Monaco 1979

It is the plain gold Warsteiner livery as seen on Stommelen's 1978 version of the car which is the more familiar but Patrese's entry from the first race of the following season which is the visually more exciting, even if it wasn't seen in the race after a practice accident. Beyond the decoration there are subtle changes to the bodywork between the two races and these have been neatly replicated. The gold paint is evenly applied with a fine grain and decals are all well placed and clearly printed.



SPK4280 Lotus 72C 1st Holland 1970 Rindt £50.95

Alternative version [SPK4281](#) Hill Mexico

Although the Lotus 72 made a slightly premature debut at the Belgian Grand Prix, it was fully race ready by the time Jochen Rindt stepped into it at Zandvoort and he dominated the meeting. The overall shape of the car looks good and there's a fair level of detail with exposed engine and very fine stays for the rear wing, although the wing itself would be more convincing if it wasn't one piece. The decoration is neatly applied but you will need to apply a number of easily found decals to complete the sponsorship.



SPK4459 Audi RS7 2015 Red £48.50

Also available [SPK4496](#) Matt Grey

The RS7 is intended for those who fancy the performance of the RS6 but would rather have it in a sleek four-door coupe than an estate car. The bright red on the model is not a common colour seen on the roads over here, but it was used in many of Audi's publicity images and the shape of the model matches these well. The wheel style marks this out as the more powerful Performance option, with 605 PS in case the 560 of the regular version isn't enough...



SPK4787 Brabham BT44B 1st Germany 1975 Reutemann £50.95

The German GP marked the only win for Carlos Reutemann during the 1975 season, but consistent podium positions saw him finish third in the standings and help Brabham to second in the manufacturers' title. Some photos from the Nurburgring, including the excellent full page image in Autocourse, show the car with small front winglets which are not on the model, but other shots including one of him taking the chequered flag confirm that the shape and decal placement on the model are correct.



SPK2304 Zivko Edge 540 Red Bull Air Race £65.95

We've seen a few Lotus team support aircraft from Spark in the past but this is a new departure. Kirby Chambliss was one of the first to use the lightweight Zivko Edge in the Red Bull Air Race series and is appropriately enough sponsored by them too. No year is specified for the model but looking through photos it would appear that this particular very pretty livery variation is from 2015. The exterior finish is very good and through the windows in the sides and floor as well as the bubble canopy, there's a fair amount of cockpit detail visible. With this being one of the most popular aircraft types in the competition, there's plenty of potential for more versions.



SPKSE087 Porsche 962 1st Sebring 1987 #86 £51.95

With an extended season for IMSA in 1987, many teams chose to skip Daytona and Sebring but the pull of a new circuit layout saw nine examples of the Porsche 962 at the head of the field, this car driven by Mass and Rahal qualifying second and beating the pole sitting Holbert/Rahal entry by two laps at the finish. The Budweiser livery is clean and simple with the very fine pinstripes over the centre of the car all nice and straight on the model. Subtle vent detailing is neatly cut in beneath the decals and the overall look of the model is excellent.



SPK1876 Porsche 695GS 7th Le Mans 1962 #34 £50.95

Alternative version [SPK1877](#) #35 & [SPK1878](#) #30

Whether you wish to call them 695GS or 356 Abarth, the shape of the lightweight Porsche coupes from Le Mans has been very well captured by Spark. This car, driven by Barth and Hermann, was the most successful of the trio entered, finishing a very respectable seventh overall, winning its class in the process. The paint has a very fine metallic finish and subtle gloss and the decoration matches race photos.



SPK4173 Porsche 962 9th Le Mans 1985 #11 Kenwood £50.95

This Kremer run 962 ran reliably during the Le Mans race and was consistently in or around the top ten, eventually finishing in ninth position overall. In practice it was seen with an unusual engine cover featuring a central fin, similar to those which are now part of the regulations thirty years later, but for the race a more conventional rear deck was fitted. From the race photos that we have available, the body details and decal placement all look good and the paint finish is excellent.



SPK4425 Porsche 935 K2 Le Mans 1981 #57 £50.95

One of the more unusual 935s, Claude Haldi's example raced with this shovel nose a few times during the 1980 and 1981 seasons before being converted to a K3 after crashing out at Le Mans. The unique body details are crisply moulded and the rear wing parts are particularly fine. The decals are nice and bright and applied over a smooth white paint finish.



SPK4757 Porsche 956 3rd Le Mans 1982 #3 £50.95

Alternative version [SPK4756](#) 2nd & [SPKLM082](#) 1st

The blue and white works Porsches are a familiar sight having been made by many makers over the years in a variety of formats but there's something a little odd about this particular example. Looking at the right hand side of the car the number roundel looks to have been badly placed but when we take a look through race photos it becomes clear that at some point the door on that side was changed and the bottom of the roundel and the main sponsor's logo didn't line up on the replacement panel. The roundel and number are therefore correct and the sponsorship will be too once a few easily found decals have been fitted.



Spark continued

SPK4423 Porsche 930 Le Mans 1978 #62 Bravo £50.95

The decoration on this Porsche was very complex with an airbrushed finish fading the edge of each panel. Spark has managed to replicate this with the dark brown fade on a decal laid over the paler base colour and then another layer of decals over the top for the numbers and sponsorship. The main sponsor logos are particularly vividly printed and all looks to be well placed.



SPK4440 Porsche 911 Le Mans 1993 #48 Foxhound £50.95

There's little doubting the country of origin for this team at Le Mans, the black Porsche adorned with Belgian flags as part of its livery. Team Paduwa had won their class in the Spa 24 Hours the previous year and had plenty of experience on the driver strength, but a damaged engine after just an hour put them out of the race. The black paintwork on our model is flawless and the decals have excellent density with bold colours and clearly printed logos.



SPK4334 Brabham BT11 4th Germany 1964 Siffert £50.95

Alternative version [SPK4335 Siffert Austria](#) & [SPK4336 Taylor France](#)

We only have black and white images of Siffert's privately run Brabham at the Nurburgring but from these we can see that the shape and the decal placement on Spark's model are good. There is the now familiar gauze-patterned vacuum to depict the mesh over the intake trumpets, those pieces of drivetrain that are visible are well detailed and overall it is a good looking miniature.



SPK4264 Ligier JS19 3rd Austria 1982 Laffite £50.95

Alternative version [SPK4265 Cheever Las Vegas](#) & [SPK4817 Lafitte Monaco](#)

The JS19 is an excellent example of the Ground Effect era, seen here with narrow front wings and tunnelled bodywork tapering towards the rear outlet, with the wing supports forming the very rear of it. The white and the lighter shade of blue are both applied as smooth paint finishes, with the rest of the livery as decals. Most of the sponsorship is in place, with just a few small, easily found decals to fill in a few letters.



SPKIN076 McLaren M16 C/D 1st Indy 1976 Rutherford £51.95

Alternative version [SPKIN074 1974](#)

The Indy 500 was almost halved in distance in 1976 due to rain and when the flags came out Johnny Rutherford was perfectly poised to take his second and McLaren's third win in the race. The bodywork details for the car are well done and we see some fine etched parts for wing endplates front and rear and for stabiliser fins on the rear element. The paint finish is excellent, with neat detail painting around the engine area, and decals are well placed.



SPK4904 Mercedes 320A Convertible 1937 Red/Black £51.95

Alternative version [SPK4905 Blue & Black, Roof Down](#)

The 320A was a relatively small, six-cylinder model from Mercedes and the open topped bodywork by Sindelfingen allowed potential owners the glamour of the larger cars without the cost. The shape of the four seat convertible has been well captured and the model is smartly finished in red and black, the wheels matching the red side panels. The roof is realistically textured and features fine etch for the external braces and the side window frames.



SPK4701 Alpine A220 Le Mans 1969 #31 £50.95

Alternative version [SPK4700 #30](#)

The Alpines at Le Mans in 1968 were consistent across the team, qualifying in a group in mid-field and all unfortunately retiring with engine failures. The long sleek shape of the car is well captured here, with a subtle and very finely moulded rear spoiler grafted on before painting. The metallic finish has a realistic grain and gloss and the decals are carefully placed.



SPK3441 Porsche 904 Le Mans 1964 #35 £50.95

Alternative version [SPK3439 #33](#) & [SPK3440 #34](#)

Porsche's official works entries at Le Mans in 1964 were 908s with a new eight-cylinder engine and these were supported by five more cars with more conventional four-pot power units. This Filipinetti entry was one of those and finished eleventh overall, fourth of the five Porsche finishers. We've seen plenty of 904s from Spark now and the shape and the fine detailing such as the etched grille above the engine are all very good. The livery is smartly replicated and matches race photos.



SPK4746 Porsche 908L 2nd Le Mans 1969 #64 £50.95

Alternative version [SPK4747 #22](#) & [SPK4748 #23](#)

The 1969 running of the Le Mans 24 Hours is still the closest genuine finish on record (ignoring Ford's stage management in 1966) with the winning margin of just one second. The Porsche seen here had lost half an hour having a hub changed due to a wheel bearing failure and battled back superbly to trade the lead over the last laps, only to be pipped at the end. The shape of Spark's long tail 908 is very good, as we've seen several times before, and the simple decoration is neatly applied over a fine white paint finish. A good looking model.



SPKSE054 Osca MT4 1st Sebring 1954 #56 £51.95

The entry for the third annual Sebring 12 Hours saw the arrival of Lancia to battle the works Astons and privateer Jaguars and Ferraris for overall honours, but the final result was something of an upset. Driving a 1500c.c. OSCA entered by Briggs Cunningham, Stirling Moss and Bill Lloyd took the win by a margin of five laps! The slightly ungainly shape of this effective little racer has been well moulded, with crisp panel engraving. On our sample the edge of the hard tonneau cover is a little uneven, but otherwise the finish is very good with a soft gloss on the white paint and the few decals and detail parts neatly fitted.



SPK4963 Citroen DS3 WRC Monte 2016 Lefebvre £50.95

Alternative version [SPK4968 Meeke](#)

Stephane Lefebvre is a young driver to watch, having won the JWRC, WRC3 and Junior European titles in 2014 with coaching and mentoring from one S Loeb. His WRC debut came on this year's Monte and in the second Citroen he finished a very respectable fifth. His car from that maiden outing is well captured here and what at first we thought was a mismatch in decal colour behind the doors, appears to be correct for this event, although the red along the sill has been a more consistent shade on other rallies. Excellent attention to detail.



SPK4764 Sunbeam Alpine Le Mans 1963 #32 £50.95

Alternative version [SPK4765 Sunbeam Alpine Le Mans 1963 #33](#) £50.95

Having won the Index of Performance in 1962, Sunbeam returned with the same car and a near identical sister machine. Their outings weren't as successful though, both cars retiring with engine problems. The shape of the cars looks good on the models, with the cut off tail neatly done and the deep green finish with matching wheels is well applied. Decals are correctly placed as far as we can see and the #33 has the correct orange nose.



SPK4960 VW Polo R WRC 1st Monte Carlo 2016 Ogier £50.95

Alternative version [SPK4961 Mikkelsen](#) & [SPK4966 Latvala](#)

Sebastien Ogier traded fastest stage times and the lead of the Monte Carlo Rally with Kris Meeke for the first half of the event but settled into an unassailable lead for the latter half. The livery for the 2016 version of the Polo is little changed from the previous year and is applied on the model using a combination of a two-tone paint finish and a lot of carefully placed decals. The overall effect is to create a striking miniature.



SPK4825 Lotus 24 Germany 1963 Hall £50.95

Alternative version [SPK4271 Siffert UK](#) & [SPK4824 Sharp Mexico](#)
The Lotus 24 was the last spaceframe Grand Prix car from the company, the 25 launched soon after revolutionising designs in the sport. Most race entries were with private teams and UDT Laystall were a regular entrant with Jim Hall joining the team for the 1963 season. His best result came in Germany with fifth place in the BRM-powered machine. The overall shape of the car looks good and the decal placement is accurate but there are a couple of details omitted, such as the small extension on the windscreen and cooling scoops in the front suspension.



SPK4448 Porsche 911GT2 Le Mans 1998 #68 Girlie £50.95

For a number of years, the cars of roof tile manufacturer Jean-Luc Maurie-Laribiere brought plenty of colour to Le Mans with imaginative decoration advertising his business. One of the most memorable was the 1998 Porsche, commonly referred to as the "Girlie Car" for fairly obvious reasons! The design came from the fruitful mind of celebrated French cartoonist Georges Wolinsky killed on 7 January 2015 in a terrorist attack on Charlie Hebdo in Paris. The livery requires pretty much a full car wrap and this has been neatly done with no creases or bubbles on our sample. A light hearted addition to any Le Mans collection!



SPK3884 Nissan NPT90 IMSA 1993 #30 Momo £50.95

Spark haven't specified a race for this very smart looking machine but going through race photos it would appear that Mid-Ohio is the most likely as the model has a red front splitter whereas in all other races that we have images for it was unpainted, also the wheels are correct for this race as are the other small details. The overall finish of the model is, as usual, excellent with the decal fit around the complex nose vents being particularly noteworthy.



SPK4336 Brabham BT11 6th France 1966 Taylor £50.95

Alternative version [SPK4334 Siffert Germany](#) & [SPK4335 Siffert Austria](#)
Leicestershire driver John Taylor made his first Grand Prix appearance of 1966 in France, his two-litre Brabham entered by David Bridges. The race marked the best result of his career with sixth overall, albeit three laps behind the leading three-litre machines. The livery on the car was a smart pale metallic blue with white striping and wheels and this has been well finished on the model with the now familiar vac-form 'filter' over the intake trumpets and a fair level of detail.



SPK4249 BRM P261 Monaco 1967 Courage £50.95

SPK4794 BRM P261 UK 1967 Hobbs £50.95
Alternative version [SPK4248 Stewart Monaco](#) & [SPK4795 Irwin UK](#)
We've queried the green used for BRMs by Spark before and it is a tricky colour to match. Here we have a larger question with the Piers Courage car though as the only colour photos that we have found are very dark and the car was a Reg Parnell rather than BRM entry, which would suggest dark blue to go with the correct red nose band. The David Hobbs eighth-placed car from the British GP was definitely a private entry and this was dark blue with white stripes as seen here, matching race photographs very well.



SPK4294 McLaren M19 3rd Canada 1971 Donohue £50.95

Alternative version [SPK4293 Hulme Monaco](#)
The McLaren team struggled with suspension set up on the M19 throughout the 1971 season and although Denny Hulme had recorded some respectable results, the best came for Mark Donohue in Canada when he finished third on his F1 debut, the wet conditions allowing him to show his skill without needing the ultimate performance of the car. The body details and decoration of the Penske-run machine match race photos pretty well, but the slick tyres suggest practice rather than the race.



SPK4295 McLaren M19C 2nd Canada 1972 Revson £50.95

Alternative version [SPK4292 Hulme South Africa](#)
After strong Can-AM performances, Peter Revson was promoted to McLaren's F1 team for 1972 and with him he brought sponsorship from Yardley. Having run for much of the season in the previous year's chassis, he had a second M19C for the latter few races and his best result came with second in Canada. Most of the changes to the car were technical and weight saving, but comparing with the earlier car driven by Donohue which arrived in the same delivery, the rear wing is mounted far further back and there are subtle aerodynamic changes too. These are neatly modelled and the overall finish is up to standard.



SPK2292 Lotus Elise 220 Cup £48.50

Not to be confused with the race only Elise Cup R, this variant of Lotus' lightweight coupe features the same engine and suspension as it's competition counterpart, but with slightly more comfortable seats, no FIA roll cage (although it can be added as an option) and tedious legal requirements such as airbags and number plates. The styling is pure racer too with a prominent rear wing with natty Union Flag endplates and plenty of small aerodynamic details. The main white paint finish on our sample is very good and the few decals are clearly printed and carefully placed, but it's really crying out for some carbon decals rather than satin black on all of the aero parts.



SPK0385 Iso Grifo A3/C 9th Le Mans 1965 #3 £50.95

The designation of the cars built by Bizzarini and ISO can be rather confusing and on the packaging for this well-proportioned miniature, Spark calls it a Bizzarini, whereas the books generally refer to it as an Iso. The brutal Chevy-powered coupe finished ninth and won its class and from most angles the model matches photographs very well. Our only real query is the rear windscreen frame which is picked out in bright green, something not obvious from any photos that we've found.



SPK4690 Porsche 935 Le Mans 1977 #39 Gelo £50.95

Alternative version [SPK4428 #38](#)
Driven by Schenken, Hezemans and Heyer, this was the more successful of the Gelo Porsches at Le Mans in 1977, running seventh before the injection pump failed with under two hours of the race remaining. The specific details of the decoration for this car are, for the most part correct, the only error we can see being one small decal which is placed far more precisely on the model than it was on the real car!



SPK4805 Cooper T81 2nd Belgium 1966 Rindt £50.95

Alternative version [SPK3518 Ginther](#)
Jochen Rindt's second place at Spa was one of two finishes in that position that he enjoyed during the 1966 season, although the race itself wasn't enjoyed by many, half of the field being wiped out by a rain storm over one part of the circuit on the opening lap. The details of his car seem to be well observed here, with the rather untidy application of the nose number being particularly authentic and a well detailed Maserati V12 engine on show in the rear.



SPK4823 Lotus 24 USA 1962 Schroeder £50.95

Alternative version [SPK2137 Clark Aintree](#), [SPK4270 Ireland UK](#), [SPK4272 Taylor Holland](#), [SPK4273 Brabham Monaco](#) & [SPK4822 Hill France](#)
Rob Schroeder was better known as a sports car racer in the US, but he made one Grand Prix start in 1962, driving John Mecom's Lotus 24 to tenth overall, his seven lap deficit to the winner belying his reputation as a competent, if rather 'steady' driver. The simple decoration of the car is neatly applied and the pale metallic blue paint finish is excellent, with a very fine grain. Race photos show that he was sitting very high in the car, but the figure in the model looks rather more comfortable!



Spark continued

SPK4793 **BRM P57 Germany 1965 Gregory** £50.95
Alternative version [SPK1153](#) Baghetti Germany & [SPK1627](#) Trintignant Rouen
 Masten Gregory was the last of the classified finishers for the German GP, his Scuderia Centro Sud-entered BRM being a lap down. The general detailing of the car and the decal placement all match race photos pretty well and the bright red paint finish is excellent.



SPK5011 **McLaren MP4-31 Australia 2016 Alonso** £51.95
SPK5012 **McLaren MP4-31 Australia 2016 Button** £51.95
SPK5017 **McLaren MP4-31 Bahrain 2016 Vandoorne** £51.95

The McLaren-Honda partnership started 2016 much as it had run in 2015, with the cars off the pace despite their very experienced and fast drivers. In the opening race of the season their woes were further compounded with Alonso breaking ribs in an accident and having to miss the following race in Bahrain. Reserve driver Stoffel Vandoorne made his F1 race debut, scoring the team's first point of the season for tenth position. The models are all very well finished in a very fine metallic black/dark gunmetal with subtle carbon texture on the floor and slightly more obtrusive weave showing on the suspension and some wing surfaces. The rear wing sponsors changed between the two races and these are correct, but there are alcohol related logos missing on the mirrors and front cockpit sides for Australia and on the cockpit for Bahrain and the rear wing endplates are moulded with the vents closed.



SPKSJ037 **Audi R18 E-Tron 3rd Fuji 2015 #7** £51.95

The lead Audi arrived at Fuji at the head the WEC standings and with a third place finish left in the same position, albeit with a reduced margin to the chasing Porsche. It was a wet race and we can see the treaded tyres through the front wheel well vents on the model. The other race specific details also look good with subtle changes to the decoration and significant changes to the front aerodynamics from the cars as they appeared at Le Mans.



SPKSJ038 **Toyota TS040 Hybrid 5th Fuji 2015 #1** £51.95

In 2015 Toyota weren't able to repeat their Championship win of the previous year, the Porsche and Audis being too strong everywhere. Made for the Japanese market, this model depicts the lead car as it appeared on home ground with Kazuki Nakajima joining the defending champions Buemi and Davidson to finish fifth. There are subtle changes to the car between this race and Le Mans, most notable the higher downforce front splitter which is neatly modelled. The overall finish is good and the decals match race photos.



SPK18232 **Lotus 25 1st France 1965 Clark 1:18** £131.95

Alternative version [SPK18119](#) Holland 1962
 The French Grand Prix was Clark's third win from three starts in 1965 and put him very much in the driving seat for a dominant year. That winning car is smartly modelled here with some fine detail touches including brake lines, a realistic anodised finish to the intake trumpets and a fine mesh filter over the top of them. Unusually for the Spark 18th scale historic F1 series, there is a driver figure included. In the race Clark wore an open face helmet with a fabric face covering and on the model this is replicated by painting the lower half of his face matt white, which shows rather too much detail, but that's our only gripe.



SPK18235 **Lancia LC2 Le Mans 1985 #5 1:18** £131.95

Alternative version [SPK18161](#) #4
 Le Mans was a Porsche benefit in 1985 but the Lancias were best of the rest, coming home sixth and seventh. This was the second home with Pescarolo, Baldi and Cesario sharing driving duties. The overall shape of the model looks good and the finish is excellent. There are a few minor errors on the decals, which are all well placed but some are missized. The rear wing is packaged off the car for safety during transport and there are four distinct mounting points with indentations on the underside to take them, so this will be simple enough.



SPKSB079 **Bentley Continental GT3 Spa 2014 #8** £51.95
SPKSB109 **Bentley Continental GT3 Spa 2015 #7 Bentley** £51.95

There were no obvious physical differences between the factory Bentleys at Spa in 2014 and 2015 and it is the decoration which separates these two well finished models. The liveries on both are well replicated with carefully placed decals over smooth white paint finishes and there are various areas wrapped in fine carbon decal. 750 examples of the Leclerc/Tappy/D'Ambrosio have been made, this car finishing the race 17th, while the car from the following year of Smith/Meyrick/Cane, who failed to finish, is one of just 300 examples.



SPKSF092 **Renault RS01 GT Tour 2015 #88** £51.95

Renault's RS01 was designed as a one-make racer as part of the Renault World Series, but with that programme winding down, two teams entered their cars in the final round the French GT Tour to see how they compared with the GT3s. This example run by Duqueine Engineering was tenth in the first race of the meeting and won its class, but failed to finish race two. The black, white and red livery isn't the most inspiring, but it has been well applied on the model, the lighter colours all as neatly fitting decals. Only 300 examples of the model have been made.



SPKSF096 **Matra MS5 1st Reims F3 1967 Jabouille** £51.95
Alternative version [SPKSF094](#) Servoz-Gavin, [SPK4307](#) Beltoise & [SPK4873](#) Ickx

The Matra MS5 was a very successful machine in F3 races during the 1966 and 1967 seasons, particularly in France where it was used to great effect by a number of rising talents and these have given Spark plenty of subject matter! One such was a 23-year-old Jean-Pierre Jabouille who took victory in a privately entered example against a very healthy field at Reims. As usual for these MS5s, we see fine machined parts for the intake and exhaust, an etched mounting for the latter and the paint finish is very good.



SPKSF097 **Porsche 911 Supercup 2015 #51 Loeb - diecast** £51.95
SPKSI003 **Porsche 911 Supercup '15 #12 van Lagen - diecast** £51.95

The basis for these Supercup Porsches is diecast rather than Spark's usual resincast but apart from the weight there's nothing obvious to mark them out, with fine etched rear wing supports, crisply moulded wheels and a decent level of finish. Sebastien Loeb was a guest entry for the Spa round of the series and impressed not only with the colourful Red Bull livery on his car but also his overtaking making up seven places against the regulars in the race. Jaap van Lagen's Momo backed car appears to be from the Monza rounds of the championship, and the race number and decal placement certainly matches images from this event and that would make sense as it's in Spark's Italian series.



SPKSJ036 **Porsche 919 Hybrid 1st Fuji 2015 #17** £51.95

Alternative version [SPKLM015](#) 1st, [SPK4638](#) #17 & [SPK4639](#) #18 all Le Mans
 We've seen Porsche's 919s from Spark as the Le Mans versions and here we see the car of Bernhard, Webber and Hartley as it won in Fuji, the third of four consecutive wins for the car and team on their way to the World Endurance Championship. Away from Le Mans the Porsches all had a white base colour and there are some subtle changes to the minor decoration. Not so the bodywork which here is in the high downforce configuration with most noticeable changes to the profile ahead of the front and rear wheels, the vents on the sides of the car, large winglets extending inwards at the rear and some of the smaller trim parts too. At Fuji the weather was changeable over the weekend and looking through race photos, the car is in correct race trim, complete with wet weather tyres.





Barchetta 1:18 hand built [MGMBAR118036](#) - Ferrari 118 LM Mille Miglia 1955 Taruffi



Studio 27 1:24 kit [STU24115](#) - Mercedes C291 Autopolis 1991



Spark resincast [SPK4249](#) - BRM P261 Monaco 1967 Courage



Jolly Model [JOL6042](#) - Maserati 200S Le Mans 1957



Marsh Models [MM261](#) (kit) [MM261M](#) (built) - Ferrari 712 Watkins Glen 1971 Andretti



Dwindle [DWI43003](#) (kit) [DWI43003MA](#) (built) - Swamp Rat 33 Saltliner Bonneville 1988



Minichamps diecast [MIN436860001](#) - McLaren MP4-2C World Champion 1986 Prost



Matrix resincast [MTX41205-021](#) - Lea-Francis 2.5 Litre Sports 1949



Kyosho 1:18 resincast [KYOHL0841](#) - Lancia Stratos Sanremo 1975 Waldegaard



TrueScale Miniatures [TSM164328](#) - McLaren 650S GT3 1st Silverstone 2015

MINICHAMPS®

Minichamps - New 1:43 diecast models

[MIN400736303](#) Porsche 911 RSR 2.8 IROC 1973 Revson £59.95

In order to ensure that there was no machinery advantage, the cars in the initial IROC race weekend at Riverside meeting were allocated by ballot and then swapped around for each of the three races. Here we see the lemon yellow car driven by Revson in the opening encounter, a race he finished third. This is an older Minichamps pattern but the basic shape is good, the paint finish is excellent and the decals well placed.



[MIN540854312](#) Lotus 97T F1 1985 Senna £59.95

Ayrton Senna's first win in F1 came at the Portuguese Grand Prix and in terms of wing design and endplate decoration, this being a rare occasion there were neither numbers nor main sponsor logos on the outsides. The rest of the decoration is in politically correct laurel leaf form, as seen in Britain and Germany.



[MIN540914301](#) McLaren MP4-6 World Champ 1991 Senna £59.95

This diecast celebrating Senna's third World Championship is a slightly confused mix of two races. Most of the decoration is correct for the British GP, with barcode markings instead of the main sponsor, but the rear wing is the narrower item used in the other 'no smoking' race, Germany. This is a subject that Minichamps have made before and the detailing belies the age of the original pattern.



[MIN400800034](#) Williams FW07 Spain 1980 Villota £59.95

[MIN400800043](#) Williams FW07 UK 1980 Wilson £59.95

[MIN400800150](#) Williams FW07 Austria 1980 Keegan £59.95

The main components in these three models are all basically the same and they are presented with the top bodywork removed to reveal a fairly well detailed engine, radiators and coolant plumbing. If you wish to display the models closed, this can be done and the top bodywork clips into place with a hole in the top of the chassis just behind the front axle and a lug on the inside of the body. Emilio de Villota and Desire Wilson were regular competitors in the British F1 series in 1980 and Villota won the title. His outing in his home GP was less successful, as he tangled with Lafitte and Reutemann while being lapped and took them both out of the race while they were fighting for the lead! Wilson had won a round of the UK series but the Williams was not her familiar mount and she failed to qualify. Rupert Keegan entered the second half of the regular F1 calendar with mixed results and in Austria finished fifteenth, his car wearing a particularly vibrant yellow and black livery for this race. The decoration on all matches photos from race weekends and these are quite small production numbers from Minichamps with 504 each for Villota and Wilson and only 396 for Keegan.



[MIN436800027](#) Williams FW07B World Champion 1980 Jones £59.95

As with the privateer versions of the FW07 here we have a similarly well detailed version of the FW07B. This is in their World Champions range and as usual no race is specified but looking through race photos for the season the car changed very little race-to-race but for endplate sizes and this looks pretty accurate for the end of season. The top bodywork takes a little persuasion to fit but it seems a shame to close up anyway and hide all of the chassis and engine detail.



[MIN400810002](#) Williams FW07C 1st Belgium 1981 Reutemann £59.95

Alternative version [MIN400810001](#) Jones

The most obvious visual change between this and the FW07B is at the front of the chassis where the front wing mounting and subsequently the tub, are very different. There are changes to the mechanical parts too and the separate top body section means that the chassis, engine and cooling system are all shown off.



[MIN417150244](#) Mercedes F1 W06 1st Belgium 2015 Hamilton £89.95

Alternative versions [MIN417150044](#) 1st Australia, [MIN417150144](#) Monaco,

[MIN417150344](#) 1st Japan & [MIN417150444](#) 1st USA

Minichamps are making multiple versions of the 2015 Mercedes for both drivers and here we see Hamilton's Spa winner. The minor sponsorship all looks correct from race photos and we see the small vent detailing by the cockpit neatly moulded. On our sample the rear wing is leaning back rather and there's our common bugbear of moulded wing endplates with the stall vents blocked up, but the rest of the detailing is nice and fine with thin suspension components and plenty of carbon.



[MIN400766311](#) Porsche 935 1st Dijon 1976 #1 Martini £59.95

The final race of the season marked the third win for Ickx and Mass and the fourth for the Porsche team to take the World Championship of Makes from BMW. The specific details for this race are generally well observed, although the intakes on the front edges of the rear wings are decal rather than moulded as all of the others on the model are. The paint finish is excellent and the decals are clearly printed with the orange being particularly vivid.



[MIN400808410](#) Ford Escort RS 1st Acropolis 1980 Vatanen £59.95

Although Ari Vatanen and Dave Richards scored a few podium finishes in their Escort during 1980, the rough stages of Greece saw their only victory. Looking at the model from the front the track looks very narrow but from all other angles the proportions seem to be fine. The decoration is neatly applied and is correct as far as it is allowed to be, with a fair number of sponsor logos left off which will need aftermarket decals (VIR014) to complete the model.



NOREV

Norev - New 1:43 diecast models

[NOR519511](#) Renault Type NN Torpedo 1927 Yellow £34.95

The four door 'Torpedo' was one of four standard designs available on Renault's NN series and Norev have created a charming miniature here. The Renault badge on the front is very large compared with real car images, but otherwise the coal scuttle nose typical of Renaults of the period is well sculpted, the convertible roof and frame are neatly done and the windscreen is a reasonable thickness.



[NOR479988](#) Peugeot Exalt Concept 2015 Blue/Black £34.95

Peugeot originally unveiled the Exalt concept at the 2014 Beijing show (NOR479985) and then in revised colours in Paris (NOR479987). A year later they let the press loose on a rather more discretely finished version of the plug-in hybrid and that is what we see here. The model actually has a very subtle two tone finish with most of the car in a very dark blue and the tail in black. This is neatly done and the overall finish of the model is very good with neatly moulded small details.



[NOR158508](#) Citroen SM Presidentielle 1972 Pompidou £39.95

To replace the aging Simcas which had been used as state cars since the late 1950s, two special long wheel base convertible SMs were built by Chapron and pressed into service in 1972 for then President Georges Pompidou to host Queen Elizabeth II. Remarkably the cars were still in use by Jacques Chirac and in terms of small details such as the white banded tyres, it is images from 2005 which closest resemble the model. Norev has done an excellent job and the only details that really give this away as an inexpensive diecast are the thickness of the windscreen and the wipers.



The Riley RM Series by David Blumlein

Riley of Coventry, one of the oldest names in the industry, came to prominence with the advent of their famous "Nine" model, which was first shown to the public at Shelsley Walsh in 1926. The car was notable for its advanced engine designed by Percy Riley. It had twin camshafts mounted high in the similar block, similar to the Belgian Pipe car of 1904. These activated short lightweight pushrods enabling the use of inclined valves which gave a hemispherical combustion chamber with a cross-flow head, helping to give a very high output for just 1086c.c.

The success of this design steered Riley inevitably towards competitions, J.G. Parry-Thomas and Reid Railton realising its potential. They soon devised a low-slung two-seater version which, as the Riley Brooklands, went on to score major international successes for the marque. Riley, by the early Thirties, was blossoming and Victor Riley employed the former Sunbeam designer, Hugh Rose, to draw up a revised version of the engine with 1,496c.c. Rose left shortly after and created a very similar engine for Lea Francis!

But amidst its success Riley adopted, like its Midlands rivals Triumph and Singer, a fatal policy of producing far too many different models; it is said that by 1935 Riley offered a choice of nine different chassis and twenty-six body styles! This inevitably led to economic disaster and a receiver was appointed in February 1938. Fortunately Lord Nuffield came to the rescue and Riley was incorporated into the Nuffield organisation. Late in 1938, a new range of Rileys was announced, with all the former models being discontinued. A limited range of 12h.p. and 16h.p., with either saloon or drophead coupé bodies, was offered and these cars looked every inch the work of Morris stylists. They had been conceived in a hurry and were far from faultless but, although they did not satisfy Riley's traditional customers, the war put an end to this chapter.

The Foleshill factory was turned over to vital war production with many aeronautical parts being made. The company suffered the loss of Percy Riley at the age of 58 in 1941 and his father William died aged 93 three years later - fortunately Victor Riley

was still at the helm. Not unexpectedly the Government ordered the production of cars to stop in July 1940, but by 1943 the military situation was beginning to look more favourable for the Allies and thought was now being given to the need to plan the rebuilding of the economy once peace was restored. The war was proving very costly and it was realised that the manufacturing industry would have a major role to play. So permission was given for some car manufacturers to devote one of their resources to planning for post-war production. Riley was among these and work started on a new model.

Austin resumed car manufacture in 1944 and Standard (May 1945), Singer (June 1945) and Rootes (early August) followed on. But these concerns merely revived the production of the old 1940 models. Riley came up with a totally new design under the guidance of their Chief Engineer Harry Rush, as early as August 1945, the first British manufacturer to do so.

The new car, which came to be known as the "1½-litre", had for Riley some innovations. The Riley engineers had long admired features of the Citroën Traction Avant and adapted their own version of the French car's torsion bar front suspension in conjunction with rack and pinion steering. For independent suspension to work properly a rigid chassis is needed with torsional strength and the new car's chassis was thus stiffened, adding weight. This in turn called for the output of the traditional high twin cam engine to be raised to 55b.h.p. with a single S.U. carburettor. Before the war, Riley used Wilson pre-selector transmissions in some models but for the new car a Wolseley four-speed box was used. A hydro-mechanical braking system, replaced the old rod-operated brakes and the Morris Bodies Branch in Coventry supplied bodies as Pressed Steel was far too busy with the mass production needs of Morris and Wolseley. The work of Bert Holmes and Eric Carter, the new Riley body used separate flowing front wings and running boards, a tall traditional Riley radiator but with the headlamps faired into the wings, an influence of the 1937 BMW 327 which Foleshill had acquired. A vee-shaped divided windscreen was used. The interior had traditional wood and



Matrix resincast [MTX41704-022](#) - Riley RME 1952

leather and a fabric covered roof saved weight, lowered the centre of gravity and gave the car an attractive, distinctive appearance. The prototype was shown in August 1945 to selected members of the motoring press but production took a while to get properly under way which did not happen until February 1946.

At the new car's announcement it was known that a larger 2½-litre version was on the way and this made its first public appearance in July 1946 at the Motor Industry Jubilee Parade. Outwardly similar, the bigger car used a 2,443c.c. engine based on the Big Four which had been introduced in 1937. Re-worked by Harry Rush, it had a longer block (necessitating a longer bonnet and thus chassis by 6½ inches) and its use of twin S.U. carburettors gave it an output of 90 b.h.p. The car was formally introduced in November 1946.

Nuffield rationalisation meant that in 1949 Riley car production was moved from the Foleshill Coventry factory to the M.G. works at Abingdon, where chassis production and final assembly took place. The engines still came from Foleshill (which now made engines for a number of Nuffield products) and the bodies still from Morris Bodies in Coventry. A new instrument panel was introduced with these.

Before this, a 3-seater roadster version of the 2½-litre saloon had been introduced. This was prompted by the Chancellor, Sir Stafford Cripps, who told manufacturers that 75% of all production must be exported, his "export or die" policy. The car was aimed at the American market and used larger panels etc to form a wider open version capable of seating three abreast with a steering column gearchange, so fashionable at the time. It had a shorter radiator, a 20 gallon fuel tank and an enormous boot, giving the car an exaggerated long look. Its development began in 1947 and rapid progress meant that the prototype was shown at the Geneva Show in March 1948. The car was not the success hoped for and only 507 were eventually made, all the Coventry-built ones being exported but only 121 of the Abingdon cars. In October 1949 the car was on sale on the home market and a two-seater version was then made with a normal central gear change. The last Roadster, as it came to be known, was made in January 1951.

By 1953 the saloons were given some cosmetic changes, the original wings and running boards making them look somewhat outdated.

Henceforth the front wings were swept back into the doors and the rear wheels were now partially covered with spats. Mention should be made that a drophead coupe body had been available, chiefly on the 2½-litre chassis, since 1948.

Although the factory had no direct involvement in competitions, owners inevitably used the cars in a variety of events. Favourite among these was the Monte Carlo Rally and examples took part every year from 1949 to 1956. These Rileys produced no spectacular results but we can note the 20th overall in 1954 for Lyndon Sims and A.P.O. Rogers in their 2½-litre. British rallies, especially the RAC Rally, were popular with private owners.

Most unusual was the entry in the 1950 Le Mans race of a Roadster, privately entered by Geoff Beeton, who was Chairman of the Riley Owners' Club North Western Centre. His co-driver was Rob Laurie who had finished the 1949 race driving one of the rare 2-litre Aston Martins which came to be known retrospectively as the DB1. The Riley car, registered AEN 10 with race number 22, was presented in a matt green colour which helped diminish reflections. Modifications for the race included no fan or thermostat, a close-ratio gearbox, a Healey-type rear axle, a 30 gallon tank with double S.U. fuel pumps and special Lucas spot lamps. Bumpers and hubcaps were removed, out went the bench-type seat to be replaced with a racing bucket-type seat, an aero-screen replaced the windscreen and the spare wheel was located in the passenger space. The car finished 17th out of 60 starters, covering 2,878km at an average speed of 74.22m.p.h. and using fuel at 15.34m.p.g. It came 4th in the 2,000-3,000c.c. class.

Another performance worthy of mention was that of the 2½-litre saloons in the Touring Car race at the 1953 Silverstone International Trophy meeting in May. G Grace's private entry fought off Dunham's 3-litre Alvis to finish an admirable 2nd overall behind Moss' 3.4-litre Jaguar MKVII, with the other Rileys contributing to the Team Prize for the marque.

These Rileys are collectively known as the RM series and they were replaced by Gerald Palmer's Pathfinder model, the last to use the famous Riley engine; it also used a delightful right-hand gearchange! As BMC badge-engineered future Rileys, these RM and Pathfinders were the last real Rileys worthy of the name.



Midlantic kit ([MID43085](#)) & hand built ([MID43085M](#)) - Riley RMC Le Mans 1950



Replicarz resincast [RPZ43005](#) - March 85C 1st Indy 500 1985 Sullivan



Spark resincast [SPKSJ035](#) - Mercedes F1 W06 1st Japan 2015 Hamilton



J-F B Models hand built [JFB43040](#) - Maserati T151 Riverside 1962 Pabst



Eidolon hand built [EID344A](#) - Lamborghini Huracan LP610-4 AVIO 2016



Studio 27 1:20 kit [STU20291](#) - Tyrrell 011 1st Las Vegas 1982 Alboreto



Ebbro diecast [EBB45293](#) - Nissan GT-R Super GT GT300 Okayama 2015



Porsche Museum resincast [CTMMAP02017115](#) - Porsche 718 Targa Florio 1962



TrueScale resincast [TSM154321](#) - Chevrolet Corvette Le Mans 1971



Matrix resincast [MTX40205-051](#) - Bugatti T57 Aerolithe 1934



Barchetta 1:18 hand built [MGMBAR118039](#) - Ferrari 121LM Le Mans 1955