

cars IN MINIATURE®

WINTER EDITION 2022/23

ISSUE 1

new
car model
magazine



JAGUAR XJ13

GT SPIRIT Porsche 964 **CARRERA 4**



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90th Anniversary

GULLWING GENIUS



MERCEDES 300SL in 1/12

**IN THIS
ISSUE**

BMW, FORD, FRAZER NASH, JAGUAR, MAZDA,
MERCEDES BENZ, MG, OPEL, PORSCHE, RENAULT,
SUBARU, TRIUMPH, VOLKSWAGEN AND MORE...



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Winter Edition 2022/23
Issue 1

Covering the months of
December, January and February

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CARS IN MINIATURE WEBSITE:

www.hobbiepublications.co.uk

Cars in Miniature (Print)
ISSN 2753-4618

Cars in Miniature (Online)
ISSN 2753-4626

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Hello and welcome to this very first issue of Cars in Miniature

It is now half a century
since MODEL CARS
was published by MAP
Magazines and was absorbed
into that publisher's SCALE
MODELS magazine. Within
the cycle of life that is the
magazine world MODEL CARS
had been launched in the
mid-Sixties and incorporated
the Miniature Auto magazine
that preceded it.

Since then model car
magazines have come and
gone on the shelves of the UK's
newsagents, model shops and
collectors emporiums. Most
notable during that time was
the arrival of MODEL AUTO
REVIEW forty years ago which
was a tremendous breath of
fresh air and something very
different from whatever had
gone before.

The 1980s saw the arrival
also of DIE-CAST & TIN PLATE
COLLECTOR as a quarterly in
the summer of 1987. It went
bi-monthly in 1988 and monthly
in 1990 as it evolved into
MODEL COLLECTOR which
finally succumbed to the covid
pandemic in 2020 much to the
dismay of its many readers.
The late 1990s saw the arrival
of DIECAST COLLECTOR now
enjoying its 25th anniversary.

These in addition to the great
number of club and specialist
magazines – not to mention
those published in France,
Germany, Italy the United
States and elsewhere – have
served collector's needs over
the past 60 years.

What they all had in common
however was that they were
primarily magazines published
with the core theme of
modelling and model collecting.
They were, and are, generally,
also very much focused on
catering for collectors
according to the way the
models are made and the
materials they are made in.
Anything ranging from ready-
assembled diecast metals and
pressed tin plates to injection
moulded polystyrene
construction kits.

CARS IN MINIATURE comes
from a totally different
direction with its passionate
core theme being the cars, the
backstories behind them and
the models of them. Models of
cars in all materials and in all
scales.

That is why in this first issue
you will find features about
cars and their models of them
from the past together with
features showcasing current

releases and ones spotlighting
cars that have not, as yet,
been added into scale model
manufacturer's plans for the
future.

Given the direction CARS IN
MINIATURE is coming from I am
glad to welcome Automotive
Historian & Journalist Stephen
Paul Hardy to the list of our
contributors to this first issue.
I am also glad to welcome
names from the world of
automobile and model car
interests that may be
unknown. CARS IN MINIATURE
will be a platform for rookie and
experienced contributors alike
all united by a common passion
for cars. Initially, it will be a
quarterly publication but
aspires to be a monthly one –
and one that intends to be
around for many years to come.

I hope very much you enjoy
reading this first issue and
look forward to welcoming you
back to issue number 2. I also
look forward to welcoming
contributions to future issues
from you. Wherever you live
in the world and whatever
way your enthusiasm for cars
manifests itself as long as it
also involves cars in miniature
come on board...

James Martin

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LUXURY IN ITS OWN LEAGUE

1/43 #05041

Rolls Royce Phantom II Continental Binder (GB/F, 1930)

Even in the highest automobile class, the worldwide clientele demanded constant innovations for their luxury cars. At the end of the 1920s, this demand led the British manufacturer Rolls Royce to improve the until then produced type 'Phantom I' and to launch the improvement as the 'Phantom II'. First and foremost, it was probably also in this range of cars the increase of the engine power to 120 hp, which was gladly taken note of by the well-heeled clientele.

For a slightly sportier clientele, the plant offered the 'Continental' version - only available for the 'Phantom II'. The name suffix was chosen in view of the fact that the management assumed that these cars would preferably be delivered to the European mainland. The 'Continental' offshoots were recognizable by a shortened wheelbase of 3.6

meters. In the end, the number of chassis produced remained at the number 281 - in comparison, Rolls Royce was able to sell a total of 1,681 chassis of the 'Phantom II' by 1936.

To underline the sportiness of the 'Continental', lighter car bodies were ordered, which usually also had a discreetly sporty appearance. As usual

with this illustrious clientele, only selected companies were eligible for the production of the body. In Great Britain, for example, 'Trupp & Maberly' or 'Park Ward' preferred to dress the noble chassis. On the continent, in particular, French body makers established themselves in these circles, such as 'Kellner' or 'Binder' in Paris.



A BLUFF, WEAKNESSES AND A DEVASTATING ARTICLE!

1/43 #02029

Wendax WS 750 (D, 1950)

The company 'Draisinenbau Dr Alpers & Co KG' began to manufacture cars under the company name 'Wendax' in 1947. In addition to the Aero WS 700, the plant also offered a van. The short-term sales success spurred the company owner, Dr Adolf Alpers, to accelerate the business. In his mind's eye, he had a limousine following the example of the type Hansa 1500 from Borgward. Within the extremely short time of a few months, the new passenger car had been designed and put into production.

The high capacity utilization of the plant with the type Aero and the resumption of handcar construction for the railway tied up all the workers, so there was no capacity to test the new car intensively. The selling price stated exactly 5,750 DM. The price was calculated extremely tight that it hardly made a profit, but caused a sensation in the scene!

It quickly turned out, Dr Adolf Alpers' calculation did not work out.

The initial euphoria of the 102 km/h fast sedan, designated as WS 750, first available in 1950, quickly evaporated. The reason for this was enormous quality and design failings. Complaints led to the needed capacity for the repairs. Workers had to be withdrawn from series production so that the promised, short delivery times of the new vehicles could no longer be met. The final death blow was finally suffered as the well-known journalist Werner Oswald published his article "In Sachen Wendax" ("Regarding Wendax") in the automobile magazine 'Das Auto' in 1951.

Dr Adolf Alpers had to file for bankruptcy for his vehicle construction division in 1951.

In total, only 55 Wendax WS 750 left the plant located in Hamburg, Wendestraße.



THE ALL-PLASTIC CAR

1/43 #06053

Bayer K 67 (D, 1967)

It all started around 1963/64. The then BMW board member Paul G. Hahnemann and the board member of the chemical giant 'Bayer AG', Hermann Holzrichter, agreed to produce a vehicle whose body should consist only of plastic - including the substructure. Bayer's plastics research division was involved in the project, as was 'BMW AG'. In addition, the companies 'Waggon- und Maschinenbau GmbH Donauwörth' and 'Messerschmitt-Bölkow-Blohm' as well as the designer Hans Gugelot were also involved.

The then 43-year-old designed the layout for the future car. The first moulds were manufactured at 'Waggon und Maschinenbau GmbH Donauwörth', but the plastics division of 'Bayer AG' soon took the lead in the project. BMW supplied the engine - identical to the engine that did

its job in the BMW 2000i. How serious the development was from the beginning on for both, BMW and Bayer were shown by the fact that five test vehicles were built at the same time. This number was required by law if series production was targeted. This and the number of a planned series output of 5,000 units clearly proved that the first all-plastic car should not only remain a concept car. It lasted until October 1967, when the consortium presented its cars under the abbreviation K 67 to the public.

In the end, there was no series production, because the originally targeted calculation that the production costs for the plastic car should be a tenth cheaper than with common, comparable cars, was not fulfilled. Thus, the project was ceased by both, Bayer and BMW.

35 YEARS OF COLLECTING GOES UNDER THE HAMMER

Dinky cars collection sells for staggering £350,000 at Stockton auction the action was held at Vectis auctions over three days on the 20, 22, 26 September.

A collection of Dinky cars accumulated over 35 years has sold for a staggering £350,000. Featuring about 1,600 figures, Dutch collector Rob van der Hoort, started buying the toys in 1985.

The collection was sold over three days by Vectis auction house, in Thornaby, on Teesside, attracting bids from across Europe and America.

It was made up predominantly of Dinky models from 1933 to the early 1970s and included gift sets, trade packs and accessories as well as many rare and unusual variations.

Items up for auction include a rare Canadian issue Simpsons Sports and Race Car Set, which went for a huge £3,840.

A spokesperson said: "The anticipation of the well-known collector's sale was enough to see prices rocket.

"Before the sale started there were a number of high bids already received, however, these were pushed even further on the day of the sales by eager bidders, many from across Europe and America.

"Resulting in a fantastic final price achieved, and a nice surprise for the vendor, who had travelled to the auction room to see his collection laid out for the first time."

Mr van der Hoort, said: "The auction was a great experience for me. First of all, it is very nice to see all the interest in my collection and to follow the live bidding."

He added: "I was really surprised about the result of many of my models. It was much better than I had expected.

"As I said before, collecting has given me a lot of fun in the past years. I feel privileged that my collection was so well received by bidders all over the world."

Many of the toys sold for quadruple figures, with many reaching more than their estimate.



Lot 1022 Dinky Pre-War 23a (1st Casting)
Racing Car – cream body.
Estimate: £80 - £100 Price Realised: £440



Lot 1111 Dinky Pre-War 36e
British Salmson 2-Seater Sports Car – tan.
Estimate: £150 - £200 Price Realised: £540



Lot 1195 Dinky 36b (Type 5)
Bentley – brown body.
Estimate: £50 - £60 Price Realised: £420



Lot 1249 Dinky 39a
Packard – brown body, silver trim.
Estimate: £80 - £100 Price Realised: £850



Lot 1356 Dinky 171 (139b)
Hudson Commodore Sedan.
Estimate: £50 - £60 Price Realised: £640



Lot 2008 Dinky 103
Austin Healey 100 Sports Car – red body.
Estimate: £90 - £110 Price Realised: £500



Lot 2019 Dinky 108
MG Midget Sports Car – cream body.
Estimate: £260 - £320 Price Realised: £2,100



Lot 2027 Dinky 111
Triumph TR2 Sports Car – deep peach body.
Estimate: £260 - £320 Price Realised: £1,400



Lot 2033 Dinky 113 (South Africa Issue)
MGB Sports Car – blue body.
Estimate: £800 - £1,000 Price Realised: £2,000



Lot 2076 Dinky 152 (40d)
Austin Devon Saloon – red body.
Estimate: £500 - £600 Price Realised: £1,900



Lot 2191 Dinky 182
Porsche 356a Coupe – cream body.
Estimate: £80 - £110 Price Realised: £1,100



Lot 2314 Dinky (Nicky Toys)
Jaguar E Type.
Estimate: £90 - £110 Price Realised: £420

For more upcoming sales visit their website: www.vectis.co.uk



British Racing Green #1

The history of automobile development is full of awe-inspiring prototypes that despite never going into series production still manage to captivate the imagination and excitement of enthusiasts decades after they were made. The Jaguar XJ13 is unquestionably a perfect example of this phenomenon...

When you take the combined knowledge and experience of a team whose skills included aircraft production, cutting-edge engine development, visionary automotive design and a manufacturer that is a motorsport legend with considerable pragmatic experience in delivering first-class reputation sports cars then the scene is set for the evolution of a very special car indeed.

So it was with the XJ13 in the early 1960s and although, ultimately, events in the



automotive world moved on quicker than the car's development the result of that work remains to this day as a stunning example of automobile development that embodies so many exceptional qualities.

There just isn't the page space here to be able to dwell

on the backstory of Jaguar's incredible and unique XJ13 from 1966 but the best succinct and very clear recounting of it that I found online whilst doing the background research behind this, one of GT Spirit's latest releases, is published by The

Jaguar Daimler Heritage Trust. It is a 'light read' that I highly recommend and essential to fully appreciating GT Spirit's model of it...

Jaguar XJ13 (GT318)

GT Spirit is perhaps much better known for modelling automotive exotica in 1/18 and 1/12 from the more recent decades and so it is refreshing to see the XJ13 being added to their modest back catalogue coverage of cars from the 1960s. Indeed the XJ13 release adds weight to an argument in favour of GT Spirit delving further back in time more often!

From all perspectives, this miniature is an absolute delight. Standing back from it for a moment the first thing that struck me was how attractive it is in the way it catches the light from every quarter. Something I guess that is not surprising thanks to the constantly flowing, elegant, curves of the body lines created by Malcolm Sayer the aerodynamicist whose design portfolio also included the Jaguar C-type and D-type. Lines that marked the transition onwards from Jaguar's gorgeous XK series models and yet surpassed the E type by a long way.

Lines that were intended to be a perfect modern assault on Le Mans and yet were more curvaceously elegant than most of its contemporaries which it

XJ13 the next step on from Jaguar's fabulous D-type.



never ended up competing against. Undoubtedly though the way the model catches the light is also down to the superb paint finish that GT Spirit consistently achieve on their products and induces that instinctive desire in automotive enthusiasts to reach for the polish and cloth in real life.

External trim detailing is of course minimal on the effectively very functional car but that in itself highlights the authentic detailing of the aircraft industry influenced riveted and louvered aluminium body panels crafted by the team in the Jaguar experimental department's 'competition shop' and clothed in traditional all-over British racing green paintwork.

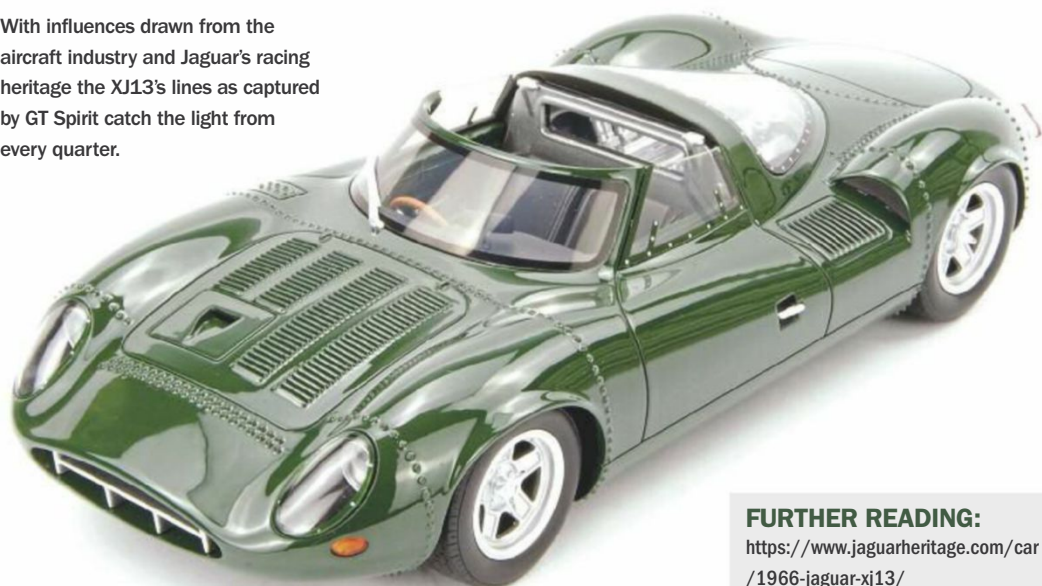
It is thanks to its interior though that the model excels. Thanks to the open cockpit and glasshouse shrouded engine bay of the XJ13 there is no hiding place for detail skimping on the bare aluminium-coloured interior which readily draws the eye. Effectively in two halves, the interior begs for an onlooker's attention to the GT Spirits model in two directions simultaneously. The cockpit itself and that awesome V12 engine with its racing pedigree developed out of mating two XK V6s blocks and paving the way for a long, successful, history of Jaguar's series production V12 engines. Developing over 500bhp at 7600rpm the XJ13's 5-litre engine is reported to have powered the car to over 160mph during early testing in 1967. And it was calculated that the car had the potential of exceeding 180mph down the Mulsanne straight at Le Mans.

Certainly a model of automotive exotica but also one of a car having a significant place in racing technology and design development this delightful, inspiring, the model will be one of GT Spirit's fast sellers and much sought after in the not-too-distant future when the limited production run is sold out.

MODEL PHOTOS AND WORDS:
Stephen Paul Hardy



With influences drawn from the aircraft industry and Jaguar's racing heritage the XJ13's lines as captured by GT Spirit catch the light from every quarter.



FURTHER READING:

<https://www.jaguarheritage.com/car/1966-jaguar-xj13/>

Even if it wasn't badged as a Jaguar the E-type style rear light clusters would have given its identity away.



Thank you, Max Hoffman...

One of the marque themes running through this first issue of Cars in Miniature is that of Mercedes-Benz so what could be better than dipping back to the start of what must surely be one of its most charismatic sports models of all time the 190 SL (W121)?

In automotive history the name Maximillian E. Hoffman is legendary. Credited with single-handedly creating the European imported car business in the United States. Hoffman not only opened up the west to British, German and Italian car manufacturers in particular but proactively instigated the production of some of the most successful European sports cars to penetrate the American market.

Austrian by birth but emigrating to New York in the early 1940s in the face of uncertainty, political turmoil and war besetting Europe Max Hoffman drew on his experiences of importing cars into Europe in the 1930s and established Hoffman Motors in 1947. He swiftly established his name as an exclusive importer for many well-known European manufacturers which, at different periods over time, included Jaguar, Alfa Romeo, Austin-Healey, BMW, Fiat, Mercedes-Benz, Porsche and Volkswagen. His first exclusive client was Jaguar for which his

Park Avenue Jaguar showroom in Manhattan is not only famed in automotive history terms but also architectural ones by having been designed by Frank Lloyd Wright.

Hoffman's influence however is far greater than that of having opened up what became an exceptionally successful and lucrative market for European sports cars. His intuitive understanding of that market led to his direct influence and development of several sports models including the Porsche 356 Speedster. Arguably though it was the influence he exerted over Mercedes-Benz that led to his greatest influential triumph in the history of sports cars. The story goes that he is reputed to have said "What we need over here (in America) is a great Mercedes-Benz sports car,"

In September 1953 he travelled to Stuttgart and convinced the Board of Management at Daimler-Benz to build a series production version of the successful 300SLR (W194) motorsport model by reportedly tabling an order for 1,000 cars and 1,000 smaller sister sports models. He got his way and prototypes of both the 190SL (W121) and

larger 300SL (W198) 'Gullwing' were turned around in response ready for display at the 1954 New York Motor Show in just five months.

Whilst the development of the purpose-built tubular space frame of the 300SL was complex the 190SL was simpler and based on a shortened version of Mercedes-Benz's unitary floorpan from the 180 (W120) and 190 (W121) 'Ponton' saloons.

Hoffman's original intentions were for three versions of the smaller sister model to market in the USA as competitors to the, then, very popular contemporary British sports cars. He wanted the 190 SL to be produced not only in Coupé and Roadster (Cabriolet) forms but as an unmistakably sportier "track" version. He was so persuasive when presenting his views and tentative order book list to the Mercedes-Benz Management Board that all three versions were authorised for development as prototypes. The SL display models shown at the 1954 New York show were ostensibly still very much display mock-ups and by the time series production commence in the Spring of 1955 the speedster style with its minimal racing

screen had been dropped. Aspirational, yet unrealised, sales literature text explained: "To better equip the model 190 SL for competition, the convertible top may be totally removed as well as both bumpers, thus reducing the weight. Similarly, the curved windshield can be replaced by a small competition screen. Upon special request extremely light and low cut doors are available which can replace the normal doors, thus completing the conversion aimed at enabling maximum performance."

Thank you AutoCult...

Whilst the 190SL has been modelled in both Coupé and Cabriolet guises extensively - and in many scales - by most, if not all, of the well-known toy and model manufacturers Hoffman's third unrealised 190SL design has been massively overlooked. Thanks then to AutoCult through the Avenue 43 brand for plugging the gap as they have with so many other 'forgotten' prototypes to at last bring representation to the model display cabinet. As with all the models made by AutoCult the Avenue 43, Mercedes-Benz 190 SL Speedster Prototype (#60059) is absolutely gorgeous, beautifully made and unquestionably a "must-have" for Mercedes-Benz, Prototype and AutoCult collectors. Its backstory with more illustrations of the real vehicle is one of the fascinating stories included in the latest issue - #9, 3 / 2022 - of AutoCult Magazine (#96013)

MODEL PHOTOS: AutoCult
WORDS: Stephen Paul Hardy



The beautiful 190SL Speedster from Avenue43.



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A *BURST* of sunshine

There are several themes running through this first issue of Cars in Miniature. By pure fluke one of them combines bursts of yellow paintwork and (very) limited special edition versions of seriously sought-after cars superbly captured in miniature. What else could be better to brighten up the grey days as Fall slowly heads into winter...

There is something pretty special about the styling of both Mazda's MX-5 (particularly the early generations) and the RX7. Maybe it is that little prickle in the hairs on the back of the neck that nudge recalls of pretty Lotus Elans of the 60s and 70s that do it. If there were one thing Brits' did well on the automotive scene of the 50s and 60s it was to turn out some pretty fine sports models. But whatever the reason Mazda's smooth but subtle curvaceous styling lines and the call of wholesome traditional sports cars are unmistakable in both of them.

Up right now then is OttOmobile's cool rendition of the last of the RX7 line...



GT Spirit's model looking great in Sunburst Yellow.

Mazda RX7 FD 'Type R' Bathurst - 2002 (OT397)

Ok, let's start by unpicking that long badging tag. RX7 is self-explanatory - it was the series designation of a sports car designed around Mazda's development of the NSU Wankel engine. FD was the tag given to the third-generation models. As for 'Type R' Bathurst that shouted out that this was a close-out special to commemorate the Bathurst 12-hour race in Australia and in which RX-7s was victorious for three consecutive years from '92 through to '94'.

And what a close-out with a fanfare it was ... and far from just a trim-loaded 'special'. The RX7 was already acknowledged as having a perfect 50:50 weight distribution front-to-rear but the 'type R' had a kick as well. The twin-chamber rotary engine displaced just 1308cc but with twin-turbos bolted on its power was boosted to 276bhp giving it the highest power-to-weight ratio among the RX7 series. That meant it was capable of turning 150mph+ in 4.8 seconds. With just 500 examples produced for the Japanese home market, it sits squarely in the pretty exclusive sector now when it comes to finding a pre-owned example. Loading of special equipment included carbon interior appointments and control

items manufactured by Mazda Speed. Bathurst R decals were added over the restricted range of just three paintwork colors which included the striking Sunburst Yellow as chosen by OttOmobile.

That 1/18 scale reproduction of the paintwork is body-shop perfect over the totally clean cast resin body with good edge and recess definition. Added details are great in their definition and quality also whilst all the lighting is disarming in its definition of color and clarity of components. Check out how good the stop and turn signals look within those smoked rear clusters. While you are at it check out also the inset light fittings, particularly the ones that carry the reversing lights. Those distinctive Mazda alloy rims really look the part as well right down to the Mazda logo very clearly visible on the centre caps. The modelling quality just hits the right spot in all respects.

In summary, it has to be said this is a great model of a great sports car that brings a grin to the face and brightens up one's day thanks to the way it is modelled and the color it is finished in...

MODEL PHOTOS AND WORDS:

John Smith





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One GT Spirit's first model 964s (left) and the latest but certainly not the last (below).

First but not last

It is now difficult to imagine the 1/18 model car scene without GT Spirit and equally difficult to realise that they have been producing high-quality resin-cast models now for almost a decade. One of the automotive marques that have featured in its catalogue right from the start and consistently ever since is of course Porsche. Models of variations on the Porsche theme feature in the latest batch of releases as well as stretching into next year with a wild Red 992 RWB AKA PHILA (GT874) scheduled for December and a white 964 RSR (GT716) scheduled for March 2023.

With the latest batch of releases though comes what I think is one of the most attractive GT Spirit 964 releases to date but before looking at it in detail I want to

take a quick trip back to the very early GT Spirit Porsche releases and what I consider to be my favourite 964s to date.

Turning the clock back...

GT Spirit's early production Porsche 911 models can all be readily recognised by carrying German (Stuttgart) style registration plates. The first pair of 911(901)s to roll off of GT Spirit's production line in July 2013 were a pair of very early series 911S (soft rear window) Targa's. Numbered GT001ZM finished in Bamboo (500pcs) 'S: ZL135' and GT001CS in Irish Green (1,000pcs) 'S: ZL136' they

set the high standard of authenticity and finish met by all subsequent releases. They were followed in 2014 by three later 'G' series 911s - a pair of Carrera 2.7 versions: GT011CS in Copper metallic 'S: CR1975' (1,000pcs) in February and GT011ZM in Gold metallic 'S: CR1974' (500pcs) in April. They were joined in November that year by the contemporary Porsche 911 Targa GT023A in orange 'S: CJ 2271' (911pcs) subsequently followed by GT023B in white 'S: J2271'.

Now it is at this point where the eternal Porsche enthusiast discussions about preference kick in. Opinions vary and are

keenly advocated according to which was the best series of air-cooled 911 - the early 'F' series, the mid-70s safety regulations influenced 'G' series or the third, penultimate, series 964 with all the innovation (and four-wheel drive options) that came with it. A discussion of the final air-cooled 911 model - the 993 - invariably never gets a look in.

This is pertinent because September 2014 also saw the first GT Spirit 964 model enter the catalogue with GT019 - a 964 Carrera 4 in Silver metallic 'S: CJ964' (504pcs) closely followed by a second colour version GT019C





in stunning Mint green 'S: CC964' (504pcs) in October. Almost a year later a third colour version, GT713, in White 'S: CF964' (1,000pcs) was released in September 2015.

I refuse to use the term 'rare' when discussing scale model cars generally preferring rather 'more difficult to find.' Whichever way the Mint green 964 Carerra 4 falls into that category not just because it was one of GT Spirit's low (504pcs) production runs but because, I suspect, it is such a stunningly eye-catching model that engendered a clamour for it in preference to the versions with silver or white paintwork.

Mint green - or more exactly L22R Mintgrün was only offered as a standard colour by Porsche in the early 90s and coincided with the middle of the 964's production period. Yes GT019C is my favourite GT Spirit 964 to date but I have to say closely challenged by the

latest version from the same period...

Porsche 964 RS America - 1993 (GT385)

Unlike the Mintgrün model which showcases the four-wheel drive Carerra 4 the RS America was based on the traditional rear-wheel drive Carerra 2. Nevertheless, it was a very special version - as is the GT Spirits model - for several reasons. First and foremost my opinion is that there are far too few high-end quality models around of European-built cars in North American (export) specification. So this one resoundingly ticks that box. From a Porsche fan's point of view, it also models a very limited production version.

American buyers were denied the chance to buy the original (legendary) 1973 Carrera RS so when Porsche decided to build the 1993 Carrera RS they did so to both European

specification and a limited number in compliance with US regulations. The intent was to create a basic lightweight, no-frills 911 with minimal luxury options for sale in America. The resulting version was designated the 'RS America' and featured a distinctive 'whale tail' spoiler, a partially stripped interior with flat door panels, a luggage shelf replacing the rear seats and cloth-covered sports seats. It was offered with just four options: air conditioning, a sunroof, 90% locking rear differential and a stereo. 'RS' logos adorned the wheel centre caps together with 'RS America' bodywork scripting over the offered paint colours.

These are standard red, black and white and optional midnight blue metallic and polar silver. Several were also ordered in L12G Speed yellow and just four were delivered in L10L Fly yellow - a colour with Ferrari connotations. Just 701 examples were built by Porsche during 1993-94.

Succinctly GT Spirit has modelled the RS America exquisitely and by choosing the dramatic Speed yellow paintwork to finish it in have lifted it several notches above the image it would have exuded in any other authentic paint colour. A superb addition to any 964 display...

MODEL PHOTOS AND WORDS:
Stephen Paul Hardy



The European market Carerra 4...



...and the US market version RS.

Europe's largest AUTOJUMBLE

Whilst perhaps viewed by American collectors as modest in size compared with events across the USA, the Beaulieu International Autojumble is nevertheless still tipped as Europe's largest and premier event of its type.

The Beaulieu Spring and International Autojumbles - traditionally in May and September events respectively - are held on the grounds of the UK's National Motor Museum (NMM), which celebrated its 50th birthday this year in the beautiful, tranquil, English setting of the New Forest in Hampshire.

Attractions connected with the Beaulieu Autojumbles themselves include special theme and/or club displays together with displays of vehicles offered for sale in the Dealermart and private sale Automart areas. With the International event also comes the prestigious Bonhams Auction marquee with its displays of the memorabilia and vehicles offered for Auction over the weekend. Entry to this marquee and the auctions themselves are enabled by buying the Bonhams Auction Catalogue.

Automobiles and automobilia in abundance

Without a doubt, attending the International Autojumble can be very exhausting in all respects. 26,000 showgoers from something like over a dozen countries turned out for this September's event and it took me the best part of eight or nine hours on my feet both days to have been certain of browsing the 1,500+ traders and exhibitor's pitches in addition to spending several hours distracted by the Bonhams marquee.

Thankfully opportunities for an escape to



Crowds flock to the stunning Hampshire countryside.

pleasant, quiet surroundings for picnicking and regrouping are plentiful on the grounds of the NMM with its own wide-ranging set of family visitor attractions for petrolheads a non-petrolheads alike.

What is the attraction of Beaulieu's two annual Autojumbles, particularly this September's International?

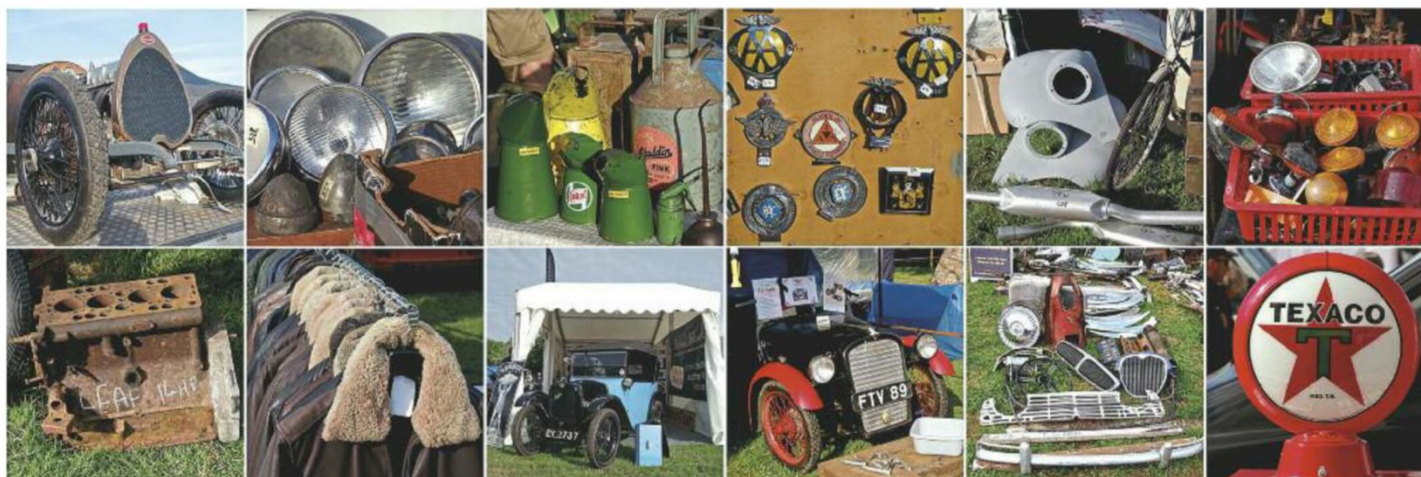
Well, to start it is truly international and regaining its previous standing once again after the all-pervading covid pandemic lockdowns. I spotted visiting vehicle registration plates from at least eight other nations over the weekend.

Then there are the thousands of items offered on the stalls in the four-event fields. A massive open-air Aladdin's Cave of nostalgia and reminders of long-forgotten everyday automotive (and non-automotive) artefacts, parts (NOS and well used), memorabilia and more to be discovered, coveted or bought. The potential for

treasure to be found, haggled over and given a good home is immense. Yes, there was rust aplenty - and

'gold' also. The proverb suggesting that "One man's trash is another man's treasure" certainly applies and is perhaps more aptly reworked as "One person's (automotive) rust is another person's (automotive) gold" as the motto of those with a keen eye and astute ability to see something for what it is and not what it, at first, appears to be.

And when it comes to rust-patinated (automotive) gold for sale in abundance I know no better place to find it than the Beaulieu Autojumbles. Of course, the well-versed "caveat emptor" combined with knowing your subject most certainly applies...



Auction action

What I feel is fantastic about the Beaulieu Autojumble events is that access to the NMM, all its attractions and the Autojumble fields are covered by one entry ticket.

The only optional entry on-cost over and above that main entry ticket is access to the Bonhams Marquee is through the purchase of the weekend's auction catalogue. Bonham's attendance isn't unique to the Beaulieu events of course. They are an international business that attends numerous events - including the Goodwood ones of course throughout the year. But their regular support of the Beaulieu Autojumbles just adds an extra dimension - 'the icing on the cake feel' - to them. This year the catalogue price was £25 which is a drop in the ocean if you are seriously out to buy. I took the view as an interested, curious, observer that the outlay was currently no dearer than most concert tickets and the rewards of the purchase were reaped through intense fascination and an educational updating.

Values reached by auctions of any sort are fundamentally driven by three factors: the prevailing economic climate, the roller coasters of fashion and how many bidders are active. We all know it only takes two very intent bidders, neither of whom is going to 'lose' to push the bids ceiling high before the hammer comes down.

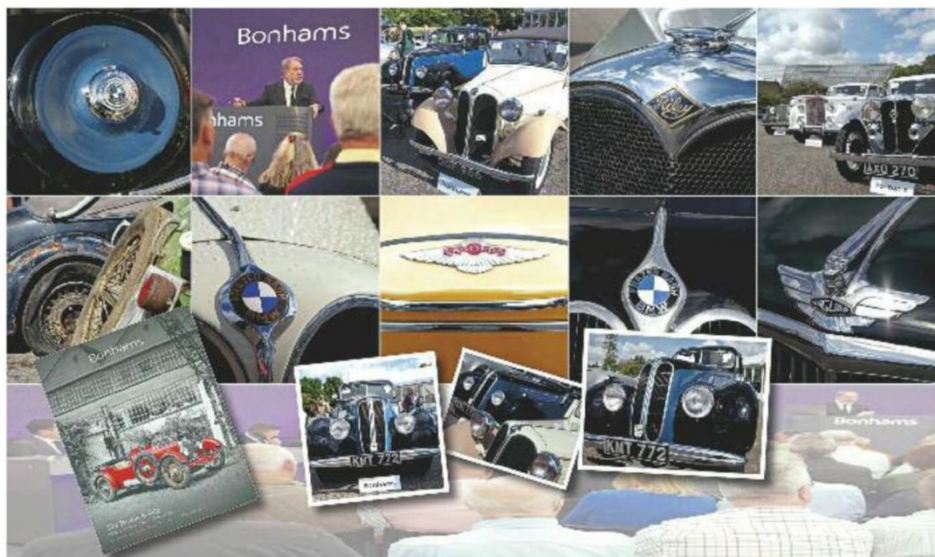
So I found it very interesting this year that some of the cars peaked way below what I guessed would be the sale price. There was a sort of tense relaxation browsing through the catalogue and tagging up the cars 'I would if I could...' and coming away with fantasised personal 'pick of the crop' choices.

Coincidentally in terms of this issue of Cars in Miniature two of mine carried pre-war Frazer Nash badging and another two - that also happened to head up Bonhams headlining 'Auction highlights' - were distinctly in the British Racing Green class.

The top five on my shopping list scrawled in red ballpoint pen across my copy of the catalogue were:

(Final selling price in brackets incidentally and with quotes taken from Bonhams catalogue)

1939 Frazer Nash-BMW 335 Sunroof Saloon - LOT 521 (£44,850 inc. premium)
 "Owned from new in 1939 by the Aldington family (of AFN, the BMW importers), this is the only Frazer Nash-BMW 335 ever built with right-hand drive. ('KMT 772' is believed to be Mrs Ruby Aldington's 'shopping car'.) The timing of the 335's production start-up in 1939 was unfortunate, to say the least. Only one car was made in right-hand drive while existing left-hand drive factory stock



was confiscated by the Nazis. In total, around 410 cars were built and the model was not revived post-war."

1936 Frazer Nash-BMW 315 Cabriolet - LOT 569 (£32,200 inc. premium)

"Introduced in 1934, the BMW 315 boasted a 1½-litre six-cylinder engine, twin-tube chassis with transverse-leaf IFS, a synchromesh gearbox, and mechanical brakes. The 315 was sold in the UK as the Frazer-Nash BMW Type 34, AFN Ltd having concluded an agreement with BMW for the importation of their motor cars, some having German bodies and others locally made coachwork."

1959 Aston Martin DB Mark III Sports Saloon, Coachwork by Tickford - LOT 525 (£132,250 inc. premium)



1955 Aston Martin DB2/4 3.0-Litre Drophead Coupé, Coachwork by Mulliners of Birmingham - LOT 535 (£172,500 inc. premium)

"...the DB2/4 was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car. DB2/4 production had amounted to 565 cars by the time of the Mark II's introduction in October 1955. According to the AMOC, at least 102 were drophead, of which 46 were export models like that offered here. (Delivered new to California, USA)

...the car will require re-commissioning/ restoration before further use and thus is sold strictly as viewed."

"Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance."

1952 Jaguar XK120 Roadster - LOT 511(Sold for £58,650 inc. premium)

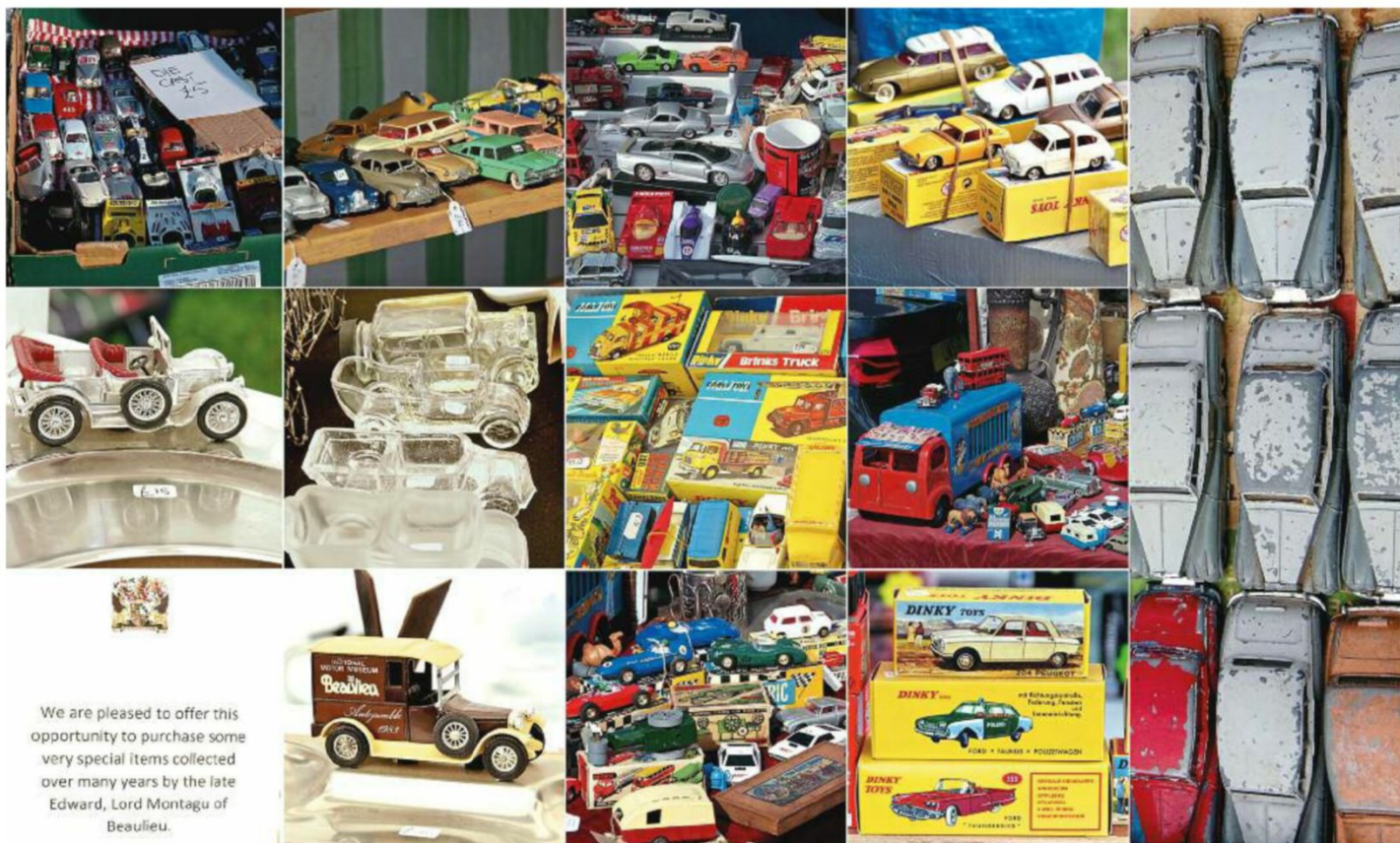
As usual, the auction catalogue included an eclectic selection of memorabilia and quite a lot of scale models could be viewed inside the Bonhams marquee. Of those, the two that fascinated me most were a pair of German Driving School instructional models from the 1960s of the sort that appear from time to time at auction. Ranging in size from between 1.0 to 1.5 m long these display a wealth of educational-focused representational working features. One was from Hohm Modelle Co - LOT 139 (£956.25 inc. premium) and the other was from Verkehrs-Verlag Remage - LOT 140 (£1,083.75 inc. premium).

The vast majority of the other models listed were the sort of items that you would expect to find on eBay or other auction sites and to some degree were vying with what could be found outside in the event fields.

FURTHER READING:

<http://www.frazernasharchives.co.uk/index.php?idP age=4>

<https://www.bonhams.com/auction/27659/the-beaulieu-sale-collectors-motor-cars-and-automobili a/?page=1> (Use the Lot numbers referred to in this article in the Bonhams search box)



Toy and model cars in abundance some (bottom left) with "Perfect Provenance" (images row 2/1 and 3/1&2).

Autojumbling automobiles in miniature

They were everywhere. From stalls specialising in nothing in particular chancing a sale with overpriced tat to well-presented, sensibly priced, specialist stalls the whole gambit of cars in miniature lured and tempted potential buyers. There were also, as usual, some interesting models to be found on the tables of Sunday's 'Trunk Trader' (car boot sale) field - if you were quick off of the mark...

It was though through having the model car radar constantly engaged in my

subconscious which led me to two of the high points of my weekend at the event. One of the best hunting grounds for models, sales literature and similar treasures is the five large white Marquees set near the event field entrance. There, thanks to a friendly tip-off, I found a table with a collection of outwardly fairly common diecasts including several items of Matchbox Models of Yesteryear plated giftware items first introduced in 1966 but all sharing a particularly relevant provenance:

"We are pleased to offer this opportunity

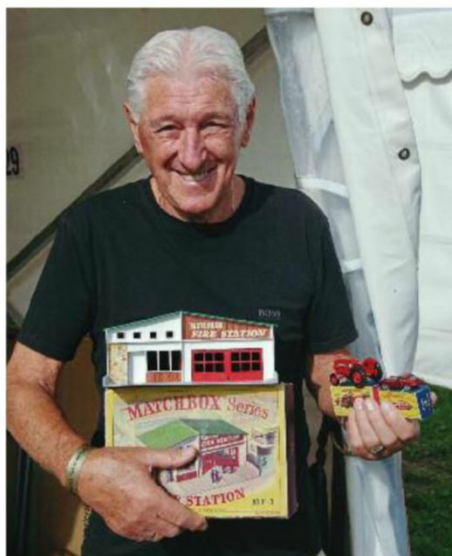
to purchase some very special items collected over many years by the late Edward, Lord Montagu of Beaulieu."

I am well aware that (sometimes) a fairly common model that has a special provenance suddenly becomes very attractive to specialist collectors. What could be better in this respect than an item from the late Edward, Lord Montagu of Beaulieu's collection bought at a Beaulieu Autojumble?

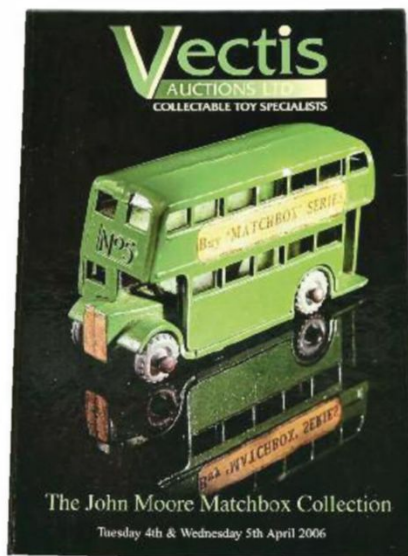
The other high point arose out of simply having great conversations with quite a few stallholders over the weekend. The best of those discussions also came about in that small encampment of large white marquees. I happened by chance (thanks to making a simple blunder of temporally forgetting my manners of common courtesy) to engage in what became a series of really friendly chats with much respected and well-known Matchbox Toys expert John Moore

Despite having famously "let go" of his extensive collection through two days of the sale at Vectis Auctions in the Spring of 2006 John remains a familiar face on the autojumble and toy fair circuit. The simple pleasure of engaging in conversation with John, his wife and quite a few other people was, for me, the underpinning joy of a memorable weekend of conversations fuelled by passions for all things automotive...

PHOTOS AND WORDS:
Stephen Paul Hardy



Much respected Matchbox Toys expert John Moore with two of his favourite items from his stall at this year's event.



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British Racing Green #2

Spanning from the early 20s through to the late 50s the automotive brand Frazer Nash instantly conjures up images of BMWs made under licence and quintessentially British low-volume production sports cars. It is a model of one of the later from AutoCult that is just appearing on the market as we go to press.

Cars bearing the 'Frazer Nash' and 'Frazer Nash BMW' badging were produced by AFN Limited from its base in Isleworth, Middlesex - well known also in British Porsche enthusiast circles for starting their association with Porsche in 1954 and becoming the official importer for Great Britain in 1956. This until 1965 when Porsche Cars Great Britain was established with Aldington family members (AFN standing for Aldington Frazer Nash from 1929 onwards) remained on the board until John Aldington sold out to Porsche in 1987.

Although product output was modest - in the region of 340 cars pre-war and something over 80 post-war the range of models was extensive. The later cars were evolved from the sporting BMW 328 with

licensed engines manufactured by the engines division of Bristol Aeroplane Company which became a majority shareholder of AFN Ltd. in 1946. Thanks to this pedigree and the core business centred around bespoke, hand-built sports cars Frazer Nash models achieved competition success including at Le Mans in 1949 and the Targa Florio in the early 50s before production ceased in 1957. And it is the spirit of this era that is captured so handsomely by the new Avenue 43 model.

Frazer Nash Targa Florio - 1952 (#05040)

AutoCult represents one of less than 20 Frazer Nash Targa Florio's manufactured. Having an aluminium panelled body set over a tubular space frame

chassis it celebrated the Frazer Nash win of the 1951 event of the same name. As with many surviving classic automobiles - especially 'sporting' or 'celebrity' ones having significant provenance the car modelled (Chassis No. 421/200/175 Registration No. TYJ 999) has had a succession of owners and restorations or makeovers. Bonhams handled its sale (Lot 21) in the guise as modelled in December 2013 when it sold for £270,300 GBP (inc. premium). It was sold again in 2015 and subsequently subjected to a no expense spared full restoration back to its original, Cunningham, specification. At the time of writing it is now being offered on a private sales basis through RM Sothebys for an asking price of £495,000 GBP.

FURTHER READING:

<https://www.bonhams.com/auctions/20934/lot/21/>
<https://rmsothebys.com/en/home/private-sales/r5489-1952-frazer-nash-targa-florio/1270517>

Again there just isn't the page space here to be able to recount the actual car's full history so I have added links above to both the Bonhams and RM Sothebys listings because, together, they provide a fascinating account of the backstory behind the model at two distinct stages in the car's life both with outstanding photo galleries.

As with the Avenue 43 Mercedes-Benz 190SL, this little model of a very well-documented car is beautifully made. Indeed as with all AutoCult products the finesse, finish and quality of detailing result in a 1/43 scale model that photographs of could easily be mistaken as having been of a 1/18 scale model.

AutoCult currently has very clear, self-imposed, constraints in terms of not reissuing their models in subsequent colour or variations details - and for a sound reason. I would however just love to see this particular Frazer Nash Targa Florio model morphed by AutoCult to also represent the car in its, as now restored, original, Cunningham, specification. To have the model of TYJ 999 in its British Racing Green guise in the display is amazing: to have it sat alongside a model of it in its pale blue original guise would just be doubly amazing.

MODEL PHOTOS: AutoCult

WORDS: Stephen Paul Hardy



On the starting grid

Our formative years as children are shaped partly by the years we are at that stage of development, where in the world we live and - in automotive terms the road scenes we see. The toy boxes we had often reflected all of this. So looking back, what were the first toy cars you remember? Did they come from one of the successive generations of Siku, Matchbox Toys or Mattel 'Hot Wheels' ranges perhaps? In that learning process that takes place between first crawling and about six years old do you remember if and when the awareness of the different makes of cars started to influence the toys you preferred? At what point did the interest in car toys rather than cars being a toy start to evolve in your growing ability to be selective and discerning?



So many changes define the passing decades of years. Perceptions of what is considered correct for the safety of the play of a child for example.

I am guessing many of our adult automobile enthusiasts had childhoods with small toys that had the potential for what is now considered a choking hazard. For the decades ending in the Seventies, I remember such things as the inexpensive Groschenautos always being a toy box item. Manufactured in thousands of pieces by Heinerle Manurba and likewise others these were small plastic toy cars having a single-piece body and little wheel and axle combinations of easily removable plastic. Siku toys of Germany also but dimensionally larger. Perhaps the very English-associated Matchbox toys were a little safer because of the robustness of construction. With next generations coming to experience soft plastic toy cars full of recognisable details from the Scandinavian countries of Norway and Sweden, from manufacturers like Tomte-Laerdal and Galanite. Today toys that are similar come from the firm VIKING but with simplified identities, not real prototype vehicles. We became enchanted of course by the Lego toy cars from Denmark also to add to the town-planning boards of the 1960s.

It is a curious turn of life that the very least expensive of these toy cars now became high-cost collector items. This is especially true with the easily lost over time little Groschenautos of the very English Jaguar D-type and competing Mercedes-Benz racing cars of the same epoch. Considering this point collectors please, therefore, do not dismiss my words which come next but remember that a toy new today becomes in future years, the collectable of tomorrow. Also automobile enthusiasts who are young parents or young grandparents keep a mind open to the shared intentions of the two manufacturers that I will describe next.

Living nowadays, in a modern world full of safety awareness, I was interested to see the initiative of the brands Schuco and Solido to encourage children of the 21st century into a passion for cars in the formative years of development. Being both famous brands from Germany and France they are contemporary sister companies within the SIMBA TOYS GmbH & Co. KG Group known as the Simba Dickie Group more usually in casual language. Through this connection, they share product ranges called «My first ...».

The products are very similar just differentiated by colours and the names given to appeal to the German or French culture as appropriate.

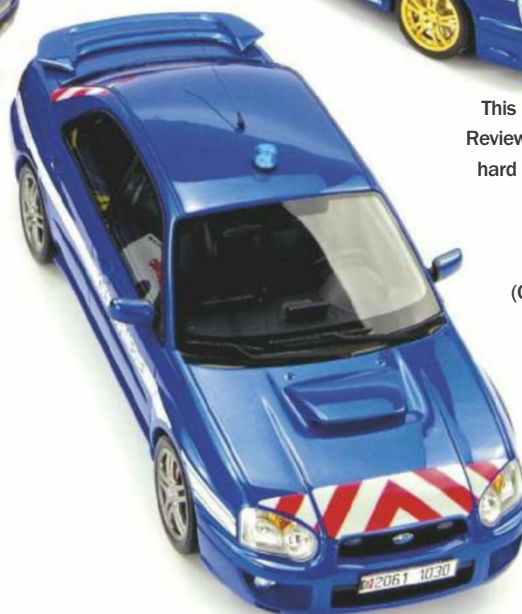
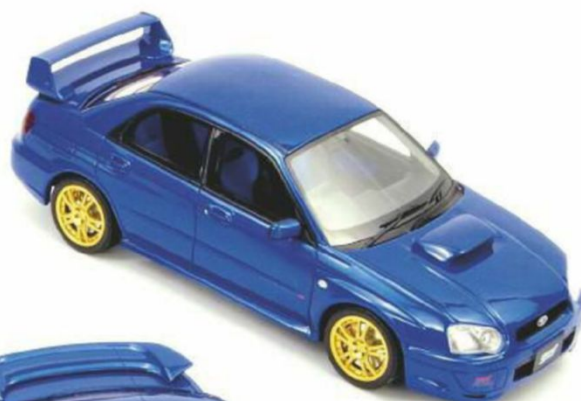
Solido's French advertisement words can also be found in similar German words advertisements. These in English words translate to be:

"Now, there will be a Solido for all ages! The «My 1st Solido» line is here! The perfect way to share your love of cars and model cars with your young child. Good news for you parents, our «My 1st Solido» are dishwasher safe! These models are made of plastic with UV paint and rubber wheels. The absence of small parts in each model guarantees the safety of your toddler. Our models have original names, looks and liveries that are a reference to the world of cars. Your child will not be able to do without them..."

Maybe, of course, a child of age six today will be in a world of EVs and Hydrogen automobiles but forever there will be a world that includes racing cars and sports cars of the century twentieth in museums, stories and play imaginative.

Stephanie Ebenfalls





This month's pair of Review models come hard on the heels of OttOmobile's Impreza WRX STI WRC (OT391) in night eyes guise (left back) released earlier this year and the Impreza 2 PH.2 WRX STI (OT369) of just a year ago (right back).

Seeing STARS

As a spectator sport Rallying has always attracted a very enthusiastic following that engenders fans to spend whole weekends often getting soaking wet and chilled to the bone standing in desolate locations for glimpses (and stunning photos) of the heroes of the hour. Probably, also having the pleasure of getting comprehensively splattered with mud, snow and ice in the process. Ask someone during a casual conversation what image a rally car conjures up in their mind's eye and the answer will invariably be indicative of both the person's age and their marque interests. Just even ask yourself that same question right now to find what images flash through your mind's eye...

As a theme Rallying has also long attracted a passionate following amongst model



Not what you want to see in your rear view mirror... but this is how most would have seen the late Colin McRae.



car collectors. Recent developments in materials technology and production methods - particularly in the 1/18 sector - have boosted the numbers of both diecast and resincast releases of highly (and authentically) detailed models. At the forefront over the past few years has been French manufacturer OttOmobile with a catalogue coverage that unsurprisingly includes a growing coverage of Subarus in rally trim.

Quite what is the allure of Subaru? Should we start by asking ourselves the question is it the success, the engineering, the sound or just the visuals? Or maybe we could accept the answer that combines all these things and move straight onward to the models that are very new.

Legacy RS Gr.A Colin McRae - 1993 (OT 955)

Yes, OttOmobile now has a catalogue list that is growing fast. It now includes eleven beautiful models in the OttOmobile Subaru collection. Here then this time we have the second model in the catalogue with a strong British connection at the hands of Colin McRae, First though I just want to say this is the second rally Subaru with a British connection made by OttOmobile this year.

First came a Subaru Impreza WRX STI WRC (OT391) of twenty-one years ago which was released back in the Springtime. This dramatic

model complete with a full set of Rallye night eyes gives us a memorial to the late Richard Burns with a poignancy of emotions.

Looking at the latest model we find a representation of the Subarus era before the much-loved Impreza which used the less attractive looking, but very successful, Legacy RS for its foundation.

With this car, McRae engaged in the legendary Tour de Corse of 1993 to achieve a commendable 5th placing. Later he won twice in succession to become the only British driver to have won the event.

The model is very well constructed and with excellent finishing touches. It includes





lots of detail that make a perfect replication of the Subarus style of livery for rallying in the early decade nineties. Colours of yellow over blue and gold have evolved into one of the most recognisable images of rallying of our current times.

Impreza STI WRX Gendarmerie - 2006 (OT948)

Now, this other new model has a big Wow factor of a totally different sort. Bluelight vehicle collectors should be delighted. It is the French equivalent of the German Porsche Polizei car or the English Jaguar Police car! Yes, we usually consider French Police and Gendarmerie vehicles to utilise French automobiles and not Japanese ones.

As with all OttOmobile models, this represents a real car prepared as a model with excellent attention to detail. Providing a reliable high-speed chase car that had totally predictable characteristics right up to a potential of nearly 250km/h on the Autoroute 63 examples of these cars were modified between the years 2006 to 2011. The work was

conducted by French specialist coach builder Gruau who had the responsibility of converting over 35,000 police, gendarmerie, local police, customs and civil security vehicles in France.

Accordingly, all the specialist fittings required for use by the rapid intervention brigades (BRI) of the French Gendarmerie can be seen in perfect miniature as incorporated into this model. Of course, the highly visible markings can readily be observed at easy inspection. But I want to draw your attention also to the blue warning lights included in the front grill to the radiator and in particular to the message box and attention lights on the



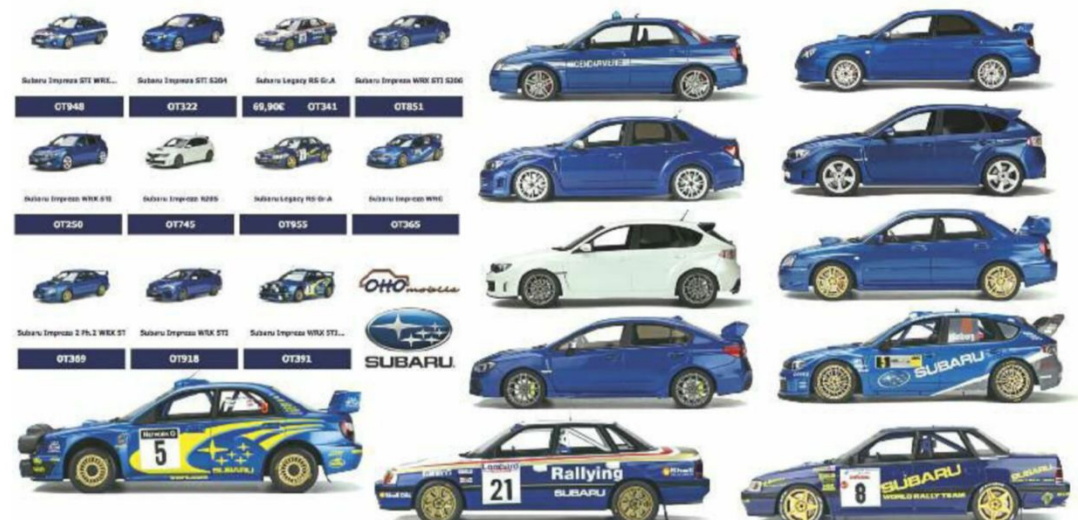
The superbly and fully detailed Impreza STI WRX Gendarmerie

inside of the back window. At first, these escape notices but when discovered make perfect finishing details that set the emotion of the model perfectly.

Together they bring to collectors two very different

theme types which together and each individually are very desirable additions to the miniature celebration of the marque Subaru.

MODEL PHOTOS AND WORDS:
Jan M Sebestyén



FURTHER READING:

<https://otto-models.com/en/51-subaru>



ONE SHAPE Known the World Over

Colin E Shinkin sets about replicating the 1968-73 era Beetle in 1/18 scale using a donor Minichamps vehicle to re-purpose

The differences between Beetles made in the Australian, Brazilian, South African, and European factories (plus a few other locations) are significant. Even the Beetles made in European factories were the subject of variations over the years. Most of which were only visual.

Even so, for many people (and virtually all scale model manufacturers), a VW Beetle is a VW Beetle... that conforms to a sort of all-embracing image.

Although it sounds implausible, a significant Beetle body type (standard

saloon), has never been represented by scale model manufacturers in 1:18.

Despite it being one of the most common versions seen on European and North American roads and the most commonly produced type at the height of production in 1972.

The Standard saloon introduced in August 1967 for the 1968 model year influenced by increasing US safety legislation and survived until July 1973. Although still having a traditional flat windscreen the style incorporated significant panel work changes, new

larger angular section 'Europa' box bar bumpers and rear lights popularly referred to as 'tombstone' styled.

"We've had 23 years to straighten out our bugs. Our new little automobile is backed by exactly 2,250 improvements." VWoA 1971.

Although further modifications came in 1974 and 1975 followed by rationalisation in 1976, cessation of German production in 1978 and of Mexican production in 2003.

It is this unmodelled 1968-73 era, that is perceived by many VW enthusiasts to represent the optimum stage of Beetle development and build quality. (Curiously the pre-'67 and post-'74 Beetles have been reasonably covered by diecast manufacturers.)

The challenge I faced was how to model a Beetle from that 1968-73 era in 1/18 by modifying an existing diecast. I had effectively two choices: to take the current Minichamps 1983 Mexican Beetle and turn back the clock in terms of lots of its detail or to use the obsolete Minichamps 1972 'Basic' 1200 Beetle and upgrade it to 1300/1500. Volkswagen had retained this old style 1200 with its small bumpers and retained oval horn grills in 1968 alongside the 'Europa' bumper bar 1300/1500 models as an Economy/Basic version known as the Sparkäfer. For several pragmatic reasons, I went the second route.



Subtle differences between the 1200 and 1300/1500 models.

After patient searching for and sourcing an example of the Minichamps 1972 Sparkäfer, I then began to embark on my upgrading modifications.

At this point, my learning curve took a sharp upturn. It became obvious that I wasn't going to be able to source all the parts I needed from donor models or the traditional 'spares box' and so progress took a temporary rest whilst I grappled with understanding how to go about designing and producing 3D printed parts demanded by the conversion.

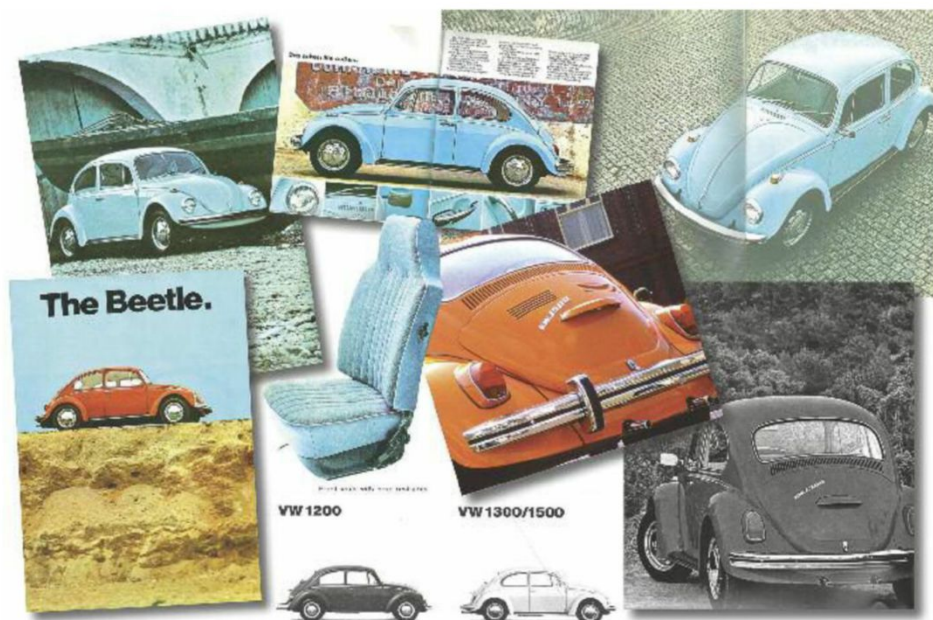
Upgrading details were then added, including newly printed bumpers with a mirror finish achieved using chrome/silver

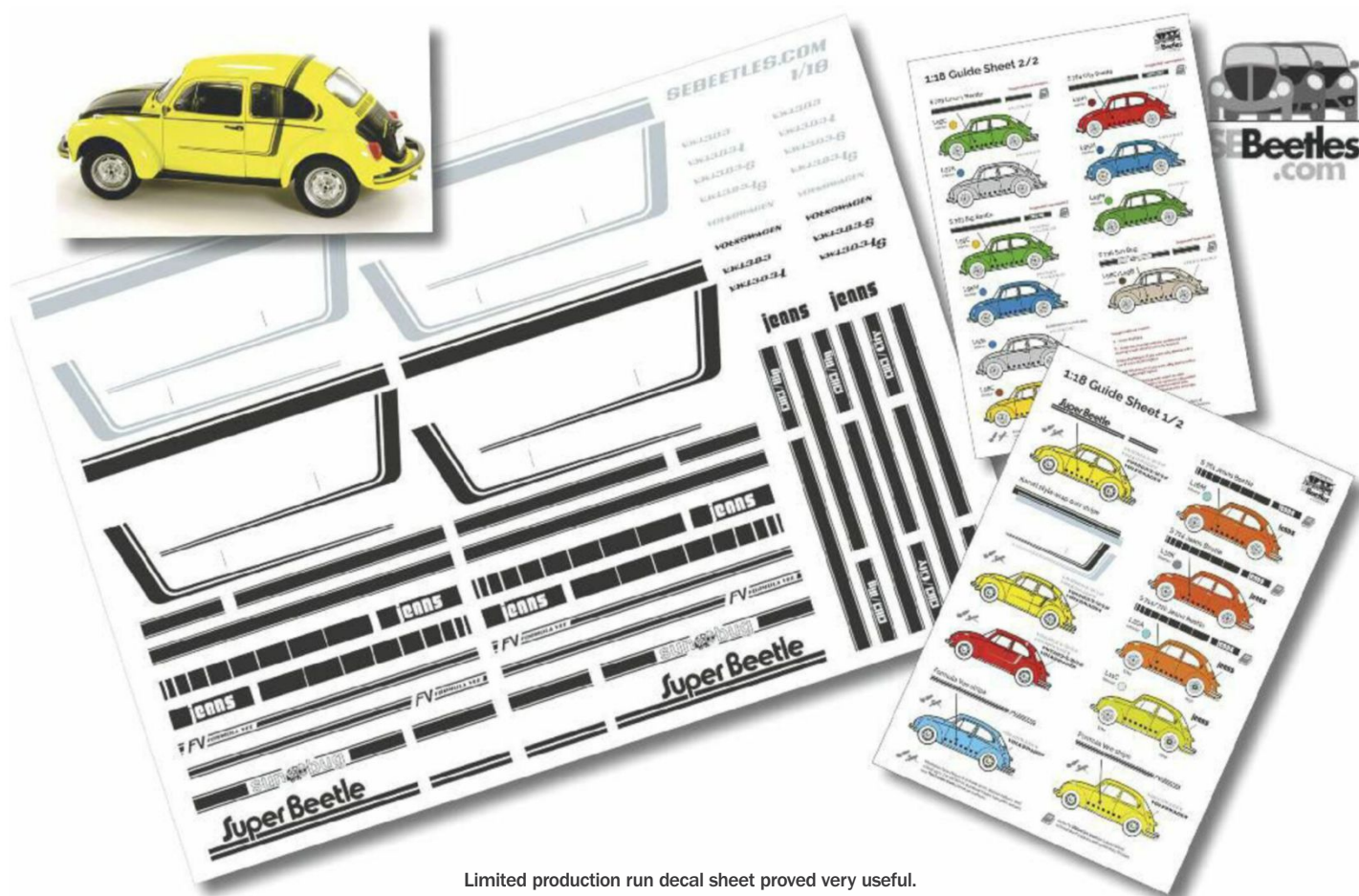


paint markers. High back seats and the necessary 'tombstone' rear light clusters were sourced from a scrap Revell '1302' body style Beetle and substituted for the original Minichamps counterparts. The engine covers required venting, so I decided to go for the dual banked set of vents as favoured by the early 1970s tuners, achieved using decals.

Soon after embarking on this conversion project, I also decided to take the opportunity to turn it into an accurate and more desirable special edition model by embellishing it with a full set of period-correct Formula Vee accessories. A decision that raised the challenges of the conversion work considerably. Before describing that work, a few words about the background to the Formula Vee era of Volkswagen accessorising.

As part of the growth in the automobile US automobile tuning and customising scene of the early 1960s rebel VW Dealerships like Economotors/EMPI and Brundage Motors led what was to become world-famous and enduring trends in adapting the Beetle. EMPI became legendary for its tuning and accessory ranges primarily based on its drag-strip cars. Brundage Motors, on the other hand, were responsible for the whole VW single-seater racing idea that placed glass fibre bodies on Beetle mechanical in a way that was as big as Bruce Meyers pioneering work with the Beach Buggy. In Europe, similar things were developed in Belgium





Limited production run decal sheet proved very useful.

by the legendary coachbuilder D'leteren who had become a Volkswagen importer and assembly concern and by equally legendary Essen firm Theo Decker of Oettinger tuning fame.

Steeped in its very traditional style of technical development Volkswagen were, at first, left behind by these developments until the realisation of publicity and marketing opportunities was recognised. This led to Volkswagen officially recognising VW Formula Vee racing program and introducing an accessory branding line that vied with EMPIs. By 1970 they were offering a 'Formula Vee' complete car package.

In turn, this was the forerunner of eight years of 'close out' sales campaigns intended to attract purchaser attention. The first of these were produced in VW's Wolfsburg plant in the Spring of 1970, with two so-called Spring editions. One of the Beetles is painted in bright 'Porsche' Signal Orange and the other market testing 'Pop' Beetles are painted in three unique era fashionable colours.

3D printing comes to the rescue

To put authentic Formula Vee finishing touches to my Beetle conversion inspired by that Spring 1970 Signal Orange Edition, I had to draw on my fledgling 3D printing skills and develop my aptitude with the medium. My aspiration was to make a

whole set of accurate 1/18 parts in addition to my base model conversion, replicating those illustrated in contemporary VW accessory brochures.

This aspirational list included air horns, air scoop, bumper overrides, extractor exhaust, driving lamps, 'Riviera' alloy wheels, 'sport' steering wheel and a centre console. The resulting journey was (ultimately) a fun self-development program grappling with Autodesk CAD skills.

In addition to these 3D printed parts, my finished project would need a miniature set of the distinctive Formula Vee decals and badges. Happily, this was one of the easiest parts of the conversion work thanks to the fact that I had designed and published a very limited production run of a 1/18 decal sheet of Special Edition trims and badges for sale through my dedicated SEBeetles website back in 2019. Superbly printed by Railtec the sheet is supported by full-colour application guide drawings. <http://sebeetles.com/scale-model-guide-sheets/>

A finishing touch of an obligatory chequered pattern 'bonnet bib' completed the list. To cut a very long story my frustrations and patience were eventually rewarded by having a complete set of 1/18 accessory components to hand. Assembly raised further challenges - bumper impact strips were cut from neoprene and the checkered 'bonnet bib' was vectored and

printed onto self-adhesive glossy vinyl. The distinctive 'Riviera' alloy wheels proved a bit tricky to make look good, the wheel bolts in particular.

In the end, I used actual M0.8 brass/tin plated wheel bolts together with tyres having period correct sidewall lettering, sourced from the donor Revell '1302' model and the finishing touches of Wolfsburg City Crest decals on the centre caps.

Manufacturers challenge

I knew at the outset of the project it would involve excursions into previously untrod modelling territory for me, but, as is often the case, I hadn't realised the extent of the learning curve and patience-testing it would entail. The result is one that I am very happy to have succeeded in achieving and prompts my challenge to diecast model manufacturers.

There really is a dearth of 1/18 flat screen Beetles out there from the 1968-73 era, yet the eye-catching versions that could be modelled are very rich indeed, so come on let's have an EMPI Beetle, a Formula Vee Beetle, a Gemini, a Marathon, some of those Spring Editions. The research trail on them is an easy kill - they are all fully described and illustrated on the SEBeetles website at <http://sebeetles.com>

MODEL PHOTOS AND WORDS:

Colin E Shinkin

JOHN AYREY

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Lebanese model COLLECTOR

Nabil Karam better known as Billy holds several Guinness World Records. Amongst them is the most significant number of model cars that any collector has in their collection.

Billy is a businessman who runs a well-known hotel restaurant and family business, an active public servant, and a father of two. He is also the vice president of the automobile and touring club of Lebanon (ATCL) and a passionate campaigner for road safety - where he uses his profile to educate drivers on their responsibilities as road

users. His fascination for collecting model cars started at a young age in 1985 with a toy Porsche 911. From this initial model, the collection now includes more than 50,000 model cars in a mixture of scales ranging from 1/100, 1/87, 1/43, and 1/18.

The collection has grown over the years, leading his wife to force him to relocate the cars and dioramas from their family home. They all now reside in a factory warehouse in Zouk Mosbeh, Lebanon. Billy shares the warehouse with his brothers, and space is at a

premium, so he is looking to expand to house the vast collection.

Not content with owning such an extensive collection of model cars, he created dioramas utilizing the cars he drove during his racing career. Replicating scenes of these races, many of which he won, or his cars in the body shop. A model of himself has been produced and makes guest appearances in many of his rally-driving win dioramas. Other diorama layouts cover a range of genres, not just automobile-focused.

Amongst the many dioramas in the Karam Museum are numerous reconstructions of famous battle scenes from around the World.

Initial record

Way back in November 2009, Billy broke the Guinness World Record for the largest collection of model cars anywhere in the World. Then the record stood at 22,222 but has grown to over 50,000 model cars.

The collection was counted and authenticated by Guinness World Records adjudicator Jack Brockbank.

"The collection contains tanks, motorcycles, and aeroplanes. This





ABOVE AND BELOW: A huge variety of different-sized cabinets filled to the brim with all manner of manufacturers and marques from across the automobile era. Even so, all can be viewed clearly and are a credit to one man's vision.



achievement is a perfect example of the kind of dedication held in the highest esteem by Guinness World Records,” said adjudicator Brockbank.

And to prove his collection had grown, Billy amazed everyone in the community by having his car collection counted again by Guinness World Records in 2011. In the two intervening years, he had amassed more than 5,000 new models, taking his count to an incredible 27,777. Moving on a decade, at the last count in 2022, Billy had 50,000 plus in the collection.

In awe of the scale

Overseeing the count in November 2011 was Guinness World Records adjudicator Talal Omar, who was in awe of the scale and size. “This is the largest collection of any kind I’ve personally approved,” reported Talal.

Back in 2011, the overall number was just the unique items. Billy’s collection is larger, but Guinness World Records guidelines insist on not including duplicate items. It took a team of five an entire day to reach the final figure of 27,777.

Witnessing the count on behalf of his Excellency President Michel Suleiman was Mr Wissam Baroudi, whose official presence affirmed the part that the Guinness World Records play in the global perception of their home country.

“I am proud to promote Lebanon



through my status as a record holder,” said Billy after being awarded his Guinness World Records certificate.

The previous World Record was held by someone from Florida in the USA who had amassed 12,000 different model vehicles since the 1960s. This model collection duly smashed the record out of the park.

The museum continues to expand year after year with more models, and dioramas added, looking like one record that will be extremely tough to beat.

“My collections are to inspire the Lebanon’s young people, demonstrate that you can achieve what you want if you are determined and passionate enough. It is rewarding to know that a new generation will see Lebanon in the record books for something positive - not just a country troubled by civil war.”

Nabil Karam



Achievements

Billy holds to date three Guinness World Records they are:

- The largest collection of model cars in the world 50,000 in a mix of scales
- The largest collection of dioramas in the world 700 to date
- The largest collection of stamps featuring automobiles in the world 7,000 to date





An icon of the sport, The Dunlop Bridge. First seen at Le Mans in 1923, but never with so many Porsche race cars adorning the tarmac.

A vast site to explore

Billy Karam's collection of model cars and dioramas is on public display at a purpose-built museum in Zouk Mosbeh. Visitors can marvel at the sheer variety of models and dioramas on display. Occupying 12 rooms, covering 1,600m² (17,222sqft) of a warehouse, an area larger than an Olympic-sized swimming pool. The collection includes car models of all scales, including a model Ferrari in 1/8 scale.

Billy says, "Car culture is important in Lebanon. I use my collection to draw attention to issues such as drink-driving and the use of seat belts."



Dimmed lights add to the atmosphere of this Porsche Club diorama.



Billy founded the Porsche Club of Lebanon, of which he continues to be President.



Founder of Karam racing team

Nabil Karam's passion for all things car extends well beyond his love of scale models. As one of the best rally car racing drivers Lebanon has ever produced, his accomplishments may never be bettered.

Racing career highlights

7-time	Lebanese racing champion (1986, 1991, 1996, 1999, 2000, 2001, 2002)
5-time champion	Rumman international hill climb Jordan
6-time champion	Lebanese hill climb
2-time champion	Lebanese rally
6-time podium placement (1st, 2nd, or 3rd)	Trophée Andros (Andros Trophy) ice race

Several cars in his collection are actual replicas, adorned with decals mirroring the vehicles driven during rally competitions he competed.

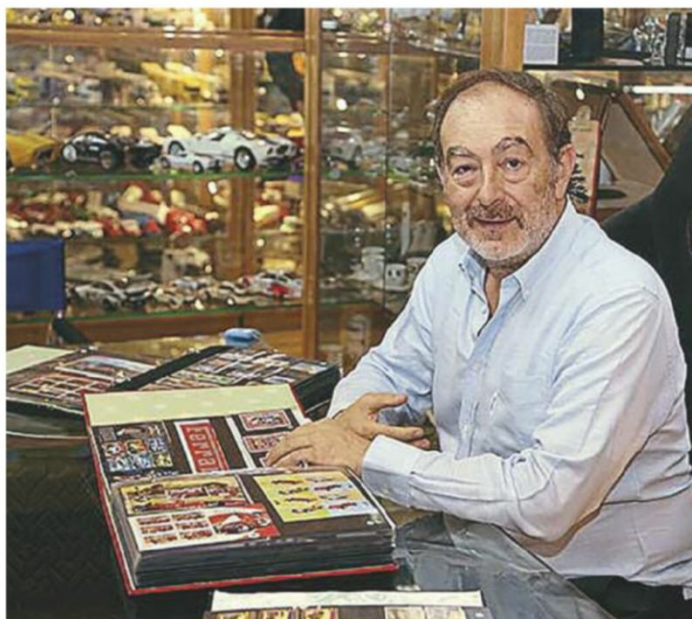
He is famed throughout the Middle East for his race car driving skills – skills that brought him success eight times in the Lebanon rally and over 125 cups over his career.





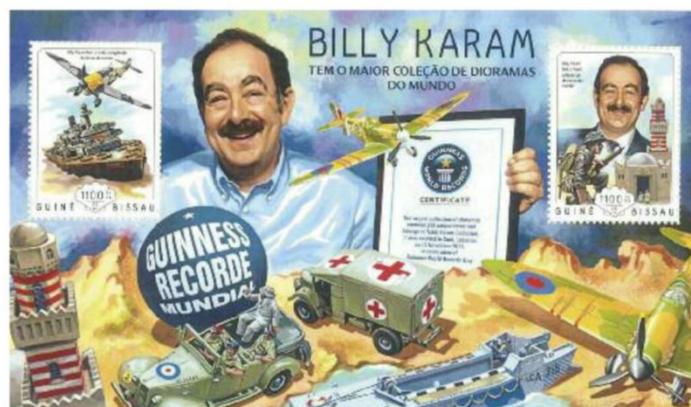
ABOVE AND BELOW: The Trophee Andros, the French national ice racing championships, an event that has attracted drivers of the likes of Alain Prost, Olivier Panis, and Jacques Villeneuve. Billy has celebrated six podium finishes in this demanding ice race, making him the most celebrated Lebanese driver in its competition history.





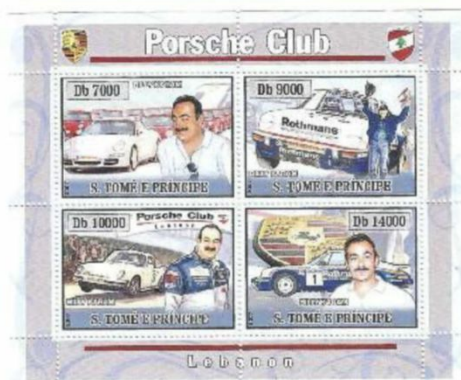
Avid automobile stamp collector

Billy holds the Guinness World Records for the largest collection of stamps featuring Automobiles in the World, some 7,000 stamps. Official souvenir stamp series featuring his achievements have been produced.



"I am so proud to have had the chance to raise the Lebanese flag so high on the international scene. Everyone should experience the beauty of Lebanon."

Nabil Karam



YOU CAN SEE MORE PHOTOGRAPHS OF BILLY'S MODEL COLLECTION DURING DECEMBER 2022

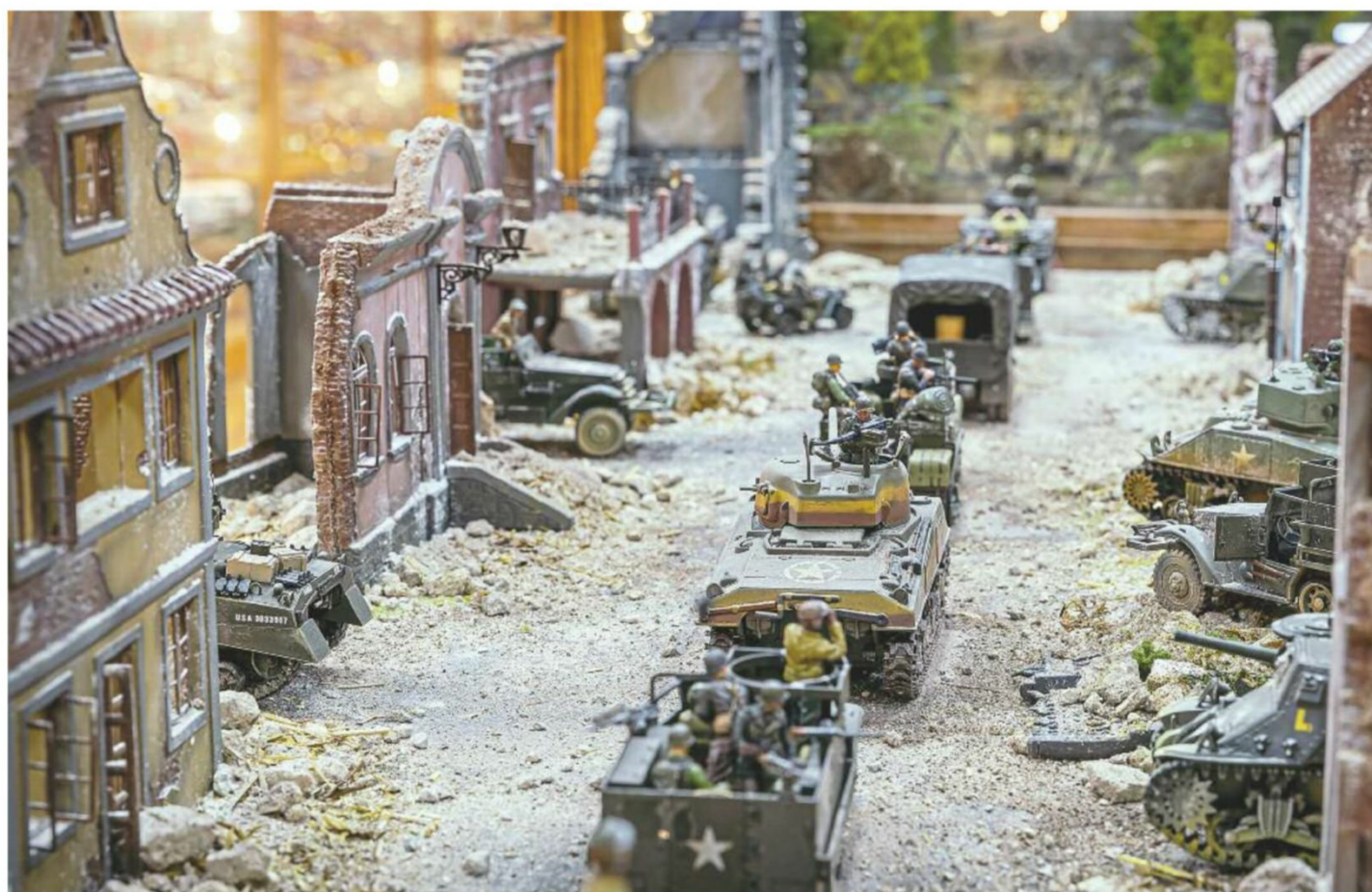
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CITYSCAPE

The substantial diorama scene contains 1,000 inhabitants, 500 cars and 500 trees. Depicting a typical German city at a scale of 1/87. The diorama took four months to reach its current state.

ABOVE AND RIGHT: A typical German city is depicted in this 1/87 scale diorama containing over 1,000 inhabitants, 500 cars, and trees, it took Billy over four months to create the diorama to its current design. Billy has found an ingenious way of reaching the inner workings of the diorama.



A World War Two diorama. American vehicles drive through a bomb blasted town, the scene shows just how much care and attention Billy puts into detail.



MAGNIFICENT Mercedes Benz

Every car enthusiast has, for a variety of reasons, their shortlist of all-time favourite automobiles which are invariably reflected by the models they choose to buy either as a collector or just as the occasional special memorabilia acquisition....

For me and motivations very

firmly in that second category sits the Mercedes-Benz 300SL. A car for the past six decades I have had a particular passion for in the form of the series production W198 and the racing W194 from which it evolved. A passion prompted after being enthralled as a child (and already an auto buff) by a

silver 300SL parked with its gull-wing doors open close to my Grandparent's house. Aided and abetted by my grandfather and after his conversation with its owner, I was lifted in over that incredibly high sill to sit in the driver's seat and watch in amazement at how another of the 300SLs hallmark signatures

- the hinged, folding, steering wheel - worked.

The 300SL shares my Mercedes-Benz-directed affections with a small group from the marque - the smaller 'sister' 190SL (W121), its contemporary 'Ponton' stablemates of the 180/190 (W120 and W121) saloon, the larger 220 series of body styles (W128 and W180) and finally the 230/250/280SL (W113) "Pagoda" models. Certainly, styling in addition to the underpinning engineering shapes my interests but I can't help but wonder if the fact that the 300SL and I appeared on the scene in the same year also has some affinitive connection. One more aspect that is pertinent: whilst it is an old joke about people who bought a car because they liked the paintwork colour. That aspect (when balanced with all other considerations) is an important



Caption in here or around here.



one for me with both full-size and lesser-scale cars.

Now whilst some of my automotive loves are, by most people's standards rather niche, I know I am far from being in a minority when it comes to the 190SL, 300SL and 230/250/280SL Pagodas. Indeed the 300SL in particular seems to be enjoying an upsurge in its fan base both in its original form and as a current high fashion radical resto-mod icon (see pages 46). As a subject for scale model manufacturers, the 300SL is also the current subject of a significant renaissance with a plethora of new releases this year and last. Representing both the Gullwing and Roadster versions in an extensive range of paint colours (including Limited Edition versions exclusive to Mercedes-Benz dealerships). The vanguard's recent releases have come equally from Norev, Minichamps and Schuco.

In context then: for a very long time, I have desired a scale model 300SL as an automotive objet d'art cum display model for my office studio that reflects my admiration of the car and in a particular colour. Way back in the late 60s early 70s when model cars were predominantly toy-based or plastic model kits my teenage room display included, as its centrepiece, three kits made as I pulled away from my late childhood interest in aircraft modelling and moved into the world of model cars. They were 1/25 a Revell Porsche 911S (finished in alu-silver) and



**The 1958
300SL Roadster by
Minichamps in 1/18.**

companion Revell 914 (in lime green) both of course of US spec' cars plus a FROG (/amt) Mercedes 300SL (in light blue). What happened to them in the passage of time I forget. The Porsche representatives have long since been replaced by successive generations of diecast versions in various scales over the years but until last year the 300SL proved irreplaceable.

That absence was not for the lack of potential candidates. The W198 Gullwing Coupé and Roadsters have long been the subject covered in the catalogues of virtually all, if not all, the manufacturers in both the toy car and scale model markets. As indeed have its racing predecessor the W194. Although distinctive the shape of the W198 - particularly the Coupé and Roadster - has seemed to be difficult for many manufacturers to capture well

over the years even with the aid of modern CAD/scan-based modelling. So it was about finding just the right model correctly proportioned and in the right colour...

Mercedes Benz 300SL Coupe (W198) - 1954 (GT308)

Announced by GT Spirit in mid-December 2020 with photos of the model in production posted on its Facebook Page in mid-March 2021 just ahead of release here at last was the model I had been looking for so long. Unlike the contemporary (and competing) offerings from Premium Classixx and others for me, the GT Spirit model was the right spec' with those beautiful colour-coordinated hubcaps and paintwork in exactly the right colour - Mercedes Hellblau / Light Blue DB334.

That eternal argument size

does/doesn't matter applies, I think, more to scale models than most other things in life. With 1/18th having rapidly established itself over the past few years 1/12th is now beginning to look like the new 1/18th. These larger scales of course have their distinct benefits in terms of visual and display appeal but also their space-hungry downsides. How you feel about the issue depends on whether you are a collector amassing a growing collection or, as in this case like me, interested in a single (or low number of) specific display pieces effectively in domestic museum style.

Consistent with all other models from GT Spirit the 300 SL Gullwing and its catalogue stablemate Roadsters are all 1/12 resincast and therefore devoid of 'opening features' frequently found on diecast counterparts. This means that the 'shut line' joints of opening features that sometimes distract the eye just aren't an issue. Physically it is a large and weighty model and to my mind a fabulous choice to fill that desire for a once-in-a-lifetime representation in miniature of a favourite car.

Inset models.

I like the display concept of what I call 'inset models' - that is a showcase equivalent of a smaller inset photograph in a magazine or book supplementing a larger - often virtually full page - image that provides some additional supplementary understanding

to the appreciation of the main image. In the case of scale models, I find that a carefully chosen complementary model of a smaller scale to the main exhibit can significantly enhance a display. One of the uses of this idea that I particularly like is of displaying a 1/43 model of a prototype alongside a 1/18 example of a series production version of the same car.

So consistent with this view I was interested last December to see that Minichamps released yet another colour version of their 1/18th scale 300SL 1958 version Roadster (180039035) also in (almost) Mercedes Hellblau. Given that writing, this article was already in my forward program of intentions I ordered one and was fascinated by just how quickly stocks sold out. I can

only conclude then that I am not the only one who thinks Hellblau is a perfect colour for the 300SL.

Being a diecast model it has opening doors, a bonnet and a boot. Detailing is at the best end of Minichamps modelling and includes a delightful set of Mercedes-Benz matching accessory luggage which all told makes a superb - albeit larger than

usual - inset model to illustrate the difference between Coupé and Roadster.

As a second inset model to the 1/12 300SL Gullwing Coupé, I wanted something that represented a chapter of Mercedes-Benz history that demands a feature of its own - the formidable, highly successful and ultimately tragic W194. Now like the W198 its racing predecessor is much modelled and can currently be found in all of its famous racing colours.

Most notable I guess in this respect is Spark Models' roll-out of the umpteen variations.

My choice for that representative inset model though goes to the Mercedes-Benz 300 SL Porter Special (Avenue43 #60008) made by AutoCult in 2019. Why? Because it has a fascinating, unique, backstory which was told in full in the Avenue43 Magazine #1/2020/

MODEL PHOTOS AND WORDS:

Stephen Paul Hardy



The 1958 300SL Roadster by Minichamps in 1/18.

The Mercedes-Benz 300SL line of succession:

W186 '300' 4-door saloon/cabriolet (1951-1957) premiered at the IAA (Frankfurt Motor Show) in April 1951 and is generally known today as the 'Adenauer Mercedes'. With its steel tube frame, independent suspension to all four wheels and robust overhead cam, aluminium head, six-cylinder, three-litre, engine developing 115 PS (85 kW; 113 hp) this was the mechanical base for the 300SL models.

W188 '300' two-door luxury sports tourer '300S' (1951-1954) and '300Sc' (1954-1958)(1951-1958) having a version of the W186's engine adapted with triple two-barrel Solex carburettors developing 150 PS (110 kW; 150 hp).

W194 '300SL' Motorsport participation GT (1951-1953) was the starting point of the 300SL story powered by further development of the engine used in the W188 which, although still fed by carburettors, produced 175 PS (130 kW; 175 hp). This was the first all-new racing car designed by Mercedes-Benz after the Second World War under the watchful eye of the company's long-standing motorsport engineer Rudolf Uhlenhaut. It was also the first Mercedes-Benz vehicle to bear the designation SL (for

'Super Leicht' / 'Super Light'). Weighing just 50 kilograms, the 300 SL's innovative space frame sub-structure guaranteed low weight combined with maximum torsional rigidity. However, its design rendered conventional doors impossible thanks to a very high sill height dictated by the space frame. Mercedes-Benz's solution was the ingenious arrangement of hinging the doors centrally in the roof such that they opened upwards and prompting the affectionate 'Gullwing' reference. Further development aimed at the 1953 racing season saw Mercedes-Benz evolving what was envisaged as the 300SLK by adding fuel injection, a 16-inch wheel and a weight-reducing magnesium alloy bodywork sat on a shortened wheelbase. The work was never finalised and abandoned in favour of the development of the W196 focused on Grand Prix Formula One participation instead.

W196 Formula One car (1954-1955) was introduced by Mercedes-Benz as a successor to the W194 with a shift of emphasis in motorsport participation. Another design from the legendary Rudolf Uhlenhaut raced in two forms - the streamlined enclosed-wheel 'Monza' body and the traditional 'open-wheel' body. The W196 'Monza' has the distinction of winning

three races: the French Grand Prix in 1954 and the Italian Grand Prix in 1954 and 1955 being the only races to be won by a closed-wheel car in Formula One history. The W196 played a part in the evolution of the W198 through Mercedes-Benz's experience with the W196S.

W196S 300SLR (1955) sometimes mistaken as a variation of the W198 the W196S was developed out of the W196 Formula One design. Mercedes-Benz made two road-legal gullwing 300SLR coupés out of the W196 which are referred to as the Uhlenhaut Coupé with the unfulfilled





The stunning 1954 300SL Gullwing Coupe by GT Spirit in 1/12.



FURTHER READING:

<https://www.autocult-models.de/additional-models/avenue43/avenue43-2019/>

<https://www.autocult-models.de/additional-models/avenue43/>

For the contents of the FROG(/)amt 1/25 model:
<https://www.scalemates.com/kits/amt-frog-f705-mercedes-300sl-625992>

intention of entering them in Mexican Carrera Panamericana.

W198 300SL 'Gullwing' Coupé (1954-1957), started life with a racing development pedigree, tubular space frame chassis and the evolving 3 litres '300' engine - and some particular encouragement from the USA - the 300SL 'Gullwing' Coupé premiered at the New York Motor Show in February 1954. The story goes that Mercedes-Benz's US importer Max Hoffman is reputed to have said "What we need over here is a great Mercedes-Benz sports car." In September 1953 he convinced the Board of Management at Daimler-Benz to build a series production version of the successful W194 reportedly by tabling an order for 1,000 cars and 1,000 smaller sister models. Amazingly the New York Motor Show W198 300SL prototype and little sister W121 190SL were turned around in response in just five months. By the time series production started the '300' engine with its direct fuel injection was producing 212 PS (158kW; 215hp) with a top speed of 250km/h (155 mph) making it the fastest production car of its day.

W198 300SL 'Roadster' (1957 -1963) Premiered at the Geneva Motor show in

May 1957 as a response to market changes perceived by Mercedes-Benz and in particular by the demand for open-top cars in the USA. An optional hardtop was available from September 1958. Major design changes were made in the update to accommodate the change from the 'gullwing' to conventional door arrangements necessitated by the loss of the roof.

W121 190 SL (1955 -1963) Premiered at the 1954 New York Motor Show the 190SL offered an attractive, more affordable alternative stablemate of the 300 SL, sharing its basic styling, engineering and detailing although sat on a shortened unitary floorpan from the base model W121 saloon instead of a space frame. An open-top convertible from the outset, it was offered with an optional removable hardtop.

W113 230SL 'Pagoda' (1963 -1971) Premiered at the 1963 Geneva Motor Show the W113 230SL (later 250SL and then 280SL) replaced both the W121 190SL and W198 300SL. Without a doubt, it was as distinctive and attractive an exponent of contemporary Mercedes-Benz design and engineering in the 1960s as its predecessors had been in the 1950s.

TRADEGY STRIKES

The W194 300SL and its successor the W196S 300SLR had some spectacular racing successes in, amongst others, the Mille Miglia, Le-Mans and gruelling Carrera Panamericana races at the hands of many of the most famous names in motorsport from that era including Rudolf Caracciola, Juan Manuel Fangio, John Fitch, Hans Klenk, Karl Kling, Hermann Lang and Stirling Moss. An era that, for Mercedes-Benz, ended abruptly on 11th June 1955 during the 24 Hours of Le-Mans motor race when a 300SLR launched into the air, crashed and broke up on impact killing over 80 spectators, its French driver Pierre Levegh and injuring nearly 180 more onlookers. An absolutely horrendous accident that was the most catastrophic crash in motorsport history causing Mercedes-Benz to withdraw from motor racing until 1989 and prompting massive reviews about motorsport event safety throughout the world. The cessation of the Carrera Panamericana for many years was but one of the outcomes.

HERGÉ

les Autos



(Part One – “The Black Island”)

Even in this age of laser scanning and CAD, recreating scaled replicas of real cars sometimes still brings serious challenges in translation. But the process of translating a car successfully into cartoon artwork, then in turn that artwork into a scale of model without losing the charm of the artwork (and the defining characteristic of the original vehicle) is a very clever, subtle, 2D/3D juggling act.

The Adventures of Tintin created by Georges Prosper Remi under his pen name Hergé have got to be one of the best know series of children's cartoon stories

worldwide. Famous for their amazing ligne-claire ('clear line') style of drawing produced by Studio Hergé many of the stories include accurate details from contemporary life. This is the case particularly with the detailing of architecture, clothing, aeroplanes and automobiles illustrated in the stories published in the 1960s.

Not only are the illustrated aeroplanes and automobiles in that amazing artwork of Studio Hergé instantly recognisable back to original prototypes, but so is the authenticity of small details, such as the gamut of international registration plates, liveries, etc., that they portray. Where

on occasions, Hergé invented fictional automobiles, it was done with a considerable degree of thought and referencing back to real-life contemporaries. In those cases, the fictional styling also referenced back to the locational situations in which they appeared - often involving humorous or commenting asides.

'Hergé les Autos' celebrating the Hergé-automobile relationship was first published in 2004 and revised in 2017. One of the subject areas added in that second revision is the cataloguing of the release of a series of model vehicles depicting ones that appear in the Adventures of Tintin books with some background insights into their creation in 3D.

These models were released four years after the first edition of the book was published by Éditions Atlas in collaboration with Moulinsart s.a. of Belgium in an enchanting series of over seventy 1/43 scale models as the series 'en voiture TINTIN'.

More recently, another series in a 1/24 scale - again of seventy(ish) models - has resulted from a Moulinsart collaboration with Hachette. Originally released as Partworks Editions they are now coming onto the market repackaged in boxes and including several vehicles from the stories not previously modelled in 1/43.

So in this first part of a series of 'Hergé les Autos' articles which will roll out in subsequent issues of Cars in Miniature, I am going to look at the releases of models in both 1/43 and 1/24 that depict vehicles from The Black Island (L'île Noire).



Hachette's 1/24 scale Taxi from Eastdown of 1943 (top) and Wronzoff's Pullman of 1956 with Éditions Atlas' 1/43 scale Ford Zephyr Taxi from 1966 (bottom).



The Black Island - the book

But before looking in detail at the models, the storyline - or the successively published versions between needs a little explanation.

The story's plot starts in Belgium but soon transfers to Sussex, England, before moving northwards to its conclusion in Scotland.

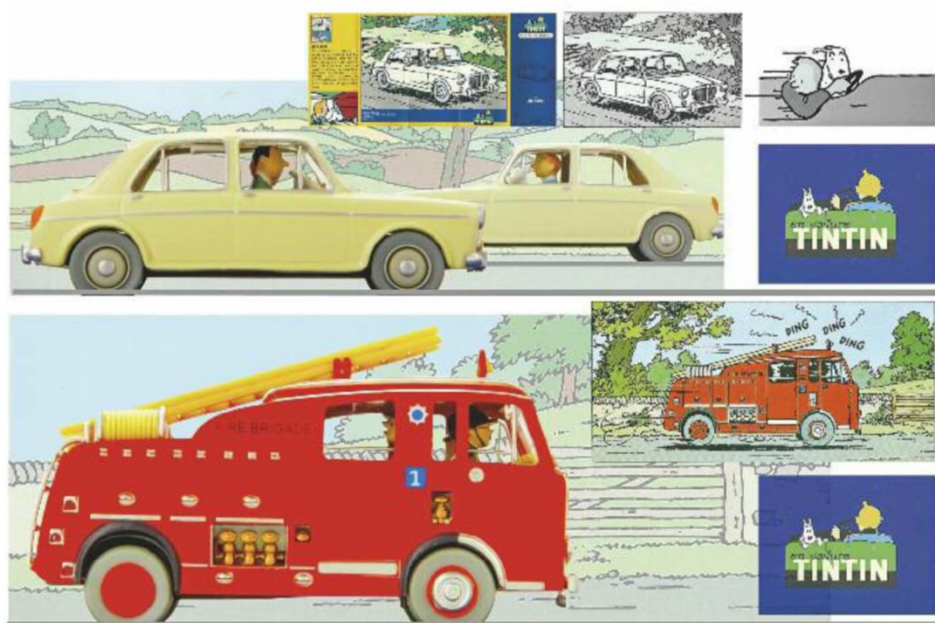
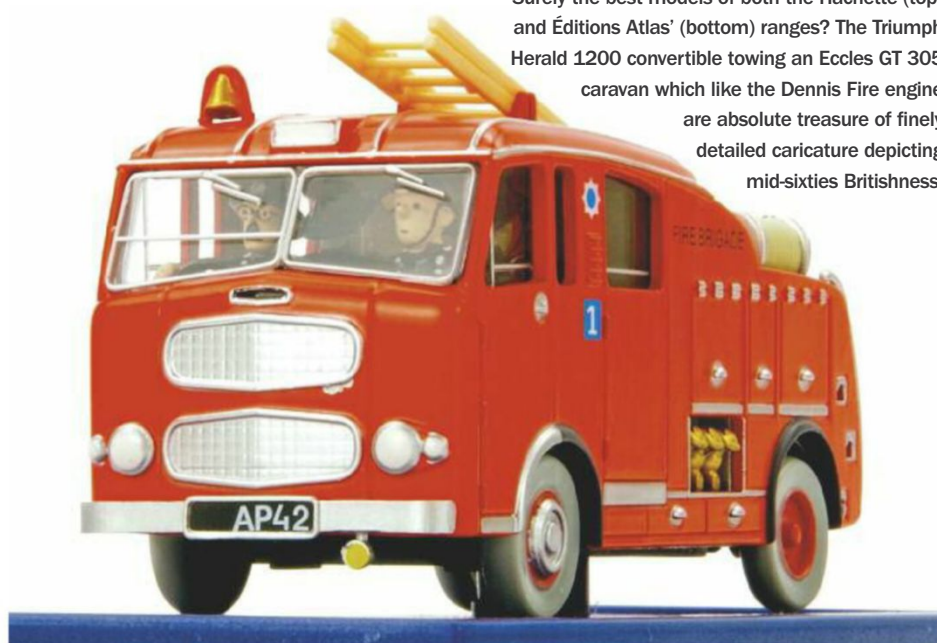
Commissioned as a serialised weekly newspaper comic strip from April to November 1937, it was published in book form by Casterman shortly after and in 1943 was re-drawn in Hergé's distinctive ligne-claire style.

In the mid-1960s, British publisher Methuen requested a major revision of the story. It had drawn up a list of over 130 errors in the 1943 edition and in addition, was very mindful of the fact that it now looked seriously dated in comparison to both the more recent books in the series and Britain itself in the Swinging Sixties. Accordingly, Hergé sent his assistant Bob De Moor to Britain on a research trip in October 1961.

This research incorporated things such as architectural and clothing details, including those of various uniforms being worn in Britain at the time. This contributed significantly to the contemporary accuracy in the completely revised, third, 1966 edition of the story drawn by staff at Studios Hergé, with the only contribution by Hergé himself being to the characters.



Surely the best models of both the Hachette (top) and Éditions Atlas' (bottom) ranges? The Triumph Herald 1200 convertible towing an Eccles GT 305 caravan which like the Dennis Fire engine are absolute treasure of finely detailed caricature depicting mid-sixties Britishness.



A pair of 1/43 Éditions Atlas' models (top) both sides of the MG 1100 (also modelled by Hachette in 1/24) and the Dennis Fire engine (bottom).



The successive updating, 1937-1943-1966, saw changes not only to the fashion in which figures were clad but, of course, to the types of aircraft, trains and cars. The 1966 Methuen edition contains so many candid and evocative snapshots of contemporary Britain it now has disarmingly authentic retro appeal. Not least of which, of course, is automobile nostalgia.

The Black Island - the cars in miniature

Out of the modest number of seven vehicles (plus a caravan) illustrated in the story, six are represented in the 1/43 Éditions Atlas series.

In order of appearance, they are:

- 61. Dodge L28 flatbed truck (1958)
- 45. Ford Zephyr Mk III Taxi (1962)
- 40. Jaguar Mk X (1960)
- 42. Dennis F101 Fire Engine (1955)
- 29. Triumph Herald 1200 convertible (1962) towing
- 28. Eccles GT 305 (1962)
- 31. MG 1100 (1960)

The last five models especially are just fabulous (and quintessential) characterisations of contemporary 1960s Britishness, with cartoon style detailing that, at the same time, belies

accurate observation by Studio Hergé. The Triumph Herald / Eccles caravan combo and the Dennis Fire engine in particular are absolute treasures of finely detailed caricature.

The current 1/24 Hachette series of models have a degree of overlap with the subject matter of the previous 1/43 Éditions Atlas series.

Historically, it is interesting that whilst the 1/43 Éditions Atlas models portray vehicles from the 1966 edition of the story two of the 1/24 Hachette models date from much earlier editions.

Again in order of appearance in the respective storylines, they are:

- 62. Le taxi pour Eastdown
- 69. La Pullman de Wronzoff
- 20. Jaguar des Ravisseurs
- 51. La caravane des touristes
- 52. Le cabriolet des touristes
- 65. La MG de l'Auto-stop

Whilst the last four replicate vehicles from the 1966 edition the enchanting red Taxi from Eastdown (62) is taken from the 1943 edition as replaced by the Ford Zephyr in 1966. Wronzoff's sinister black Pullman Limousine (69) however comes from the 1956 edition that morphs into Puschov's Jaguar Mk X as the kidnapper's conveyance also in 1966.

Initially, I was curious but also nonplussed by the introduction of the current 1/24 scale series sceptically thinking that they were, largely (with pun intended) just bigger versions of the Éditions Atlas series. That was until I had the chance to actually, see examples that showed, thanks to their superb interior detailing, how 1/24 gives just that extra scope to replicate the characters in far better detail than was possible in the 1/43 series. They really are enchanting models that not only delivers joyous cars in miniature for Tintin fans but for marque theme collectors as well.

MODEL PHOTOS AND WORDS:
Stephen Paul Hardy



The kidnapper's Jaguar Mk X with Snowy hanging on, Hachette's 1/24 scale (top) and Éditions Atlas' 1/43 (bottom).

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MATRIX: OLDSMOBILE 98 EUREKA REGENT FUNERAL COACH, BLACK. HANDBUILT RESIN. LTD: 408. £86.99



MATRIX: 1935 MERCEDES-BENZ 500K HALF OPEN, CORSICA, BEIGE OVER RED. GORGEOUS! HANDBUILT RESIN. LTD: 408. £84.99



MATRIX: 1950 MERCURY TEMPLETON SATURN OPEN, BOB HOPE SPECIAL, WHITE/RED. HANDBUILT RESIN. LTD: 408. £89.99



MATRIX: 1965 MINI DE VILLE RADFORD, PAUL MCCARTNEY, METALLIC GREEN WITH MODEL BASS GUITAR. YEAH! YEAH! YEAH! £86.99

The WIKING VW typ.3 models

Many automobile manufacturers over the years have used toy or scale models for promotional purposes. Sometimes at Press launch events and more often as showroom promotion aids supplementing the traditional sales brochure racks.

These promotional models were sourced from manufacturers' standard catalogue ranges as well as from specially commissioned, exclusive, stock. In the USA for example AMT / ERTL made numerous 'dealer' models for most of the main automobile brands more often than not in 1/25. Examples from the 1960s are particularly attractive and sought after. Whilst in Sweden Volvo and SAAB looked to Finnish firm Stahlberg and other similar sources for large-scale plastic promotional ranging in size from 1/25 to 1/18. More extensive than most though was Volkswagen's use of promotional models (Sondermodelle) made exclusively by a succession of German manufacturers the first of which was WIKING Modellbau from West Berlin. Nowadays WIKING is increasingly known equally for its 1/32 Agricultural models and HO scale traffic models



The VW typ.3 series was launched at the 1961 Frankfurt Motor Show.

generally considered railway model accessories.

To fully understand the significance of the WIKING models of Volkswagen's third-ever series production vehicle I need to take you first on a quick journey into Volkswagen's history. It was in the late 1950s that Volkswagen management decided the ranges of the popular Beetle and Transporter needed supplementing with a bigger car. This was for people who had bought Beetles but had growing family needs. Accordingly, Volkswagen's first two model series were to be added to with a third. The Volkswagen type 3.

Premiered at the Frankfurt International Auto Show of 1961 Volkswagen displayed their new type 3 versions as a

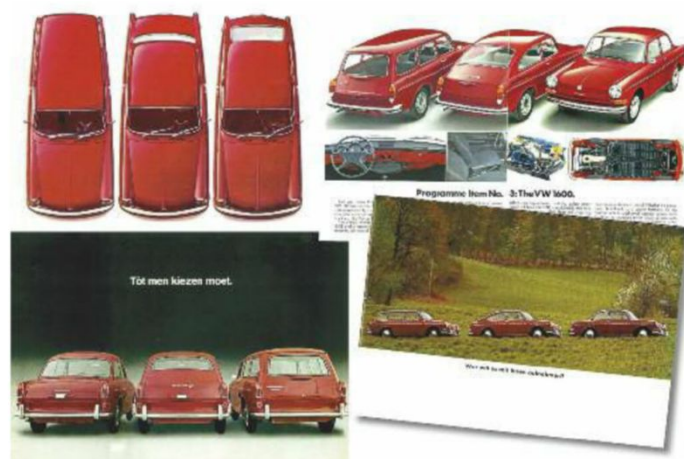
passenger car limousine, an estate car and a cabriolet version of the passenger car. Two new sports car versions growing the range built for Volkswagen by Wilhelm Karmann were also displayed. By that time Volkswagen had already engaged the firm of WIKING Modellbau from West Berlin to produce exclusive promotional models. WIKING specialised in plastic traffic models in the scale of 1/100 but for Volkswagen they produced beautiful plastic models in the scale of 1/40.

In the decade of the Fifties, WIKING produced highly detailed display stands and models for exhibition in authorised dealership garage sales showrooms. With these model displays, customers

were informed of available paint finish colours and the extent of vehicle body types that could be purchased. WIKING 1/40 Volkswagen models were also orderable from dealership parts counters. For this purpose, each different model also was packaged in beautiful cardboard cartons with Volkswagen advertising drawings printed on them. To assist in control of stock and customer service each carton had a Volkswagen part order number. In addition during the decade of the Sixties, WIKING supply of promotional models in the scale HO also commenced. These smaller models were not special products however but versions of the WIKING traffic model series vehicles. The little



The full range peaked around 1968 by including both 1500 and 1600 models.



The 'family' of the three typ.3 passenger car body styles in both the 1960s and later 1970s guises.



WIKINGs first typ.3 made its debut in 1963...

models arrived at Volkswagen from WIKING without their packaging but in large flat plain brown cartons containing over 100 models packed loosely in neat rows each.

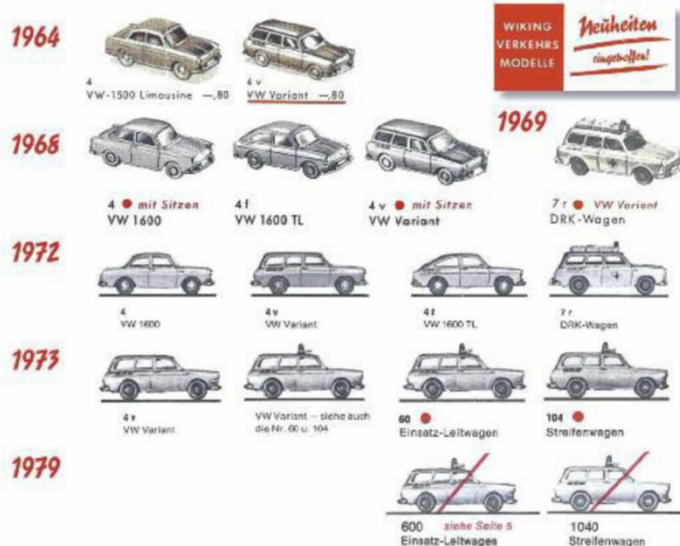
The WIKING VW typ.3 in HO

To extend the product range by WIKING to also depict the new type 3 was therefore a natural development from the business of manufacturing promotional models for Volkswagenwerk. The introduction of a VW type 3 into WIKING's traffic model series was also a natural development. So the WIKING catalogue included a type 3 sedan into the new items list for promotion at the Nuremberg Toy Fair of 1963 with the number 4 in the list. In consistency with all the other new models for the year, the model of the VW type 3 was of HO scale at 1/90 and with the latest WIKING style glazed windows of the era. The scale of WIKING traffic models moved from 1/90 to 1/87 in the early years of the eighties decade.

The earlier series VW type 3 cars had a typ.3 1500 typology because of the 1500cc engines installed into them. With a logical catalogue number of 4v, the HO scale VW type 3 Variant was added to the WIKING traffic model listing in 1964. Big changes came in 1966 thanks to Volkswagen adding another version of type 3 into production and also the 1600cc engine range. The new Volkswagen type 3 was the Fleißheck called the Fastback in English. Logically again when

WIKING introduced a model of this new car into the traffic model range in 1967, catalogue number 4f was assigned to it.

Let us take a pause here. So we have the original 1500 limousine style. In German, this had the name Stufenheck and in England named the Notchback. Next along was the estate car in Germany having the name Variant and in America named Squareback. Then came along the Fleißheck with the name in the English languages universally of Fastback. So the famous family of three body types was completed because the cabriolet version exhibited at the Frankfurt Auto Show of 1961 never made it into series production, unfortunately. With the late part of the decade of the Sixties came a model range expansion by Volkswagen with 1600cc engines, in addition to the 1500cc engines for the Stufenheck and Variant.



...supplemented and updated between 1964 until obsolescence in 1979.



"Mother and daughter" Variants used to advertise the early years of the WIKING N gauge range.



The WIKING fan blog/website used to include a photo gallery section that included this lovely photo composition of HO and 1/40 scale Variants.



WIKING Händlerkarton. This is how the HO models were delivered from the WIKING factory to retail outlets from the 1950s through to the mid-1980s.



Fleißheck types remained 1600cc only throughout the life of the version.

With the decade of the Seventies came major changes that witnessed the change to the 1600cc engine only and body style modernisations. In this way, the type 3 remained until the mid-decade seventies and the arrival of a new generation of water-cooled engine cars from Volkswagen.

Over the years WIKING made small changes to the HO traffic model series VW type 3 cars. The addition of detailing to the interior came in 1968 for the 4 and 4v models also. For 1969, a new Variant bluelight model was introduced to show a

Deutsche Rote Kreuz car added as 4r. Silver painting of the wheels by the decade of the seventies had arrived with the more important detailing update to body styling in accordance with the Volkswagen changes. In the mid-decade Seventies, two more bluelight Variants were added. A Polizei Streifenwagen car and a Feuerwehr ELW car. At this time the civilian example type 3 models became obsolete from the WIKING catalogue. By the end of the Seventies decade, the story was over from WIKING. But not quite for even today, the WIKING catalogue contains the old toolings reworked into new examples of the VW type 3 for sale.

Not until the decade of the Eighties did WIKING package most of the traffic models in individual packaging. Instead, they were packaged for shipment from the factory to the shop in plain cardboard Händlerkarton. These packages contain usually ten models of a single catalogue number.

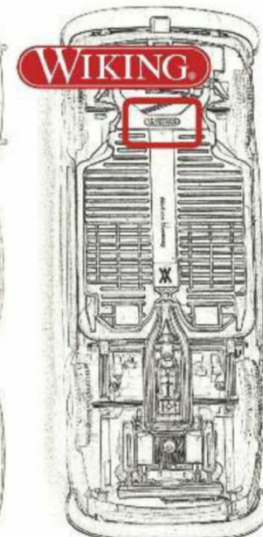
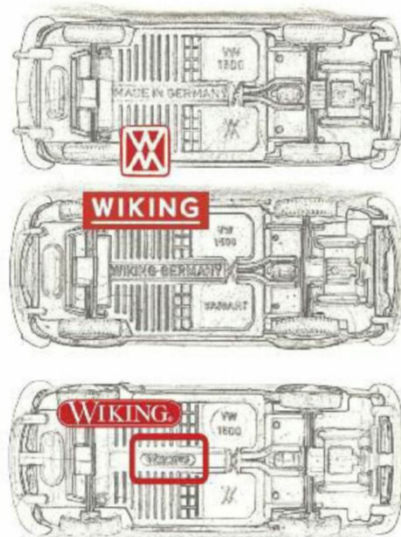
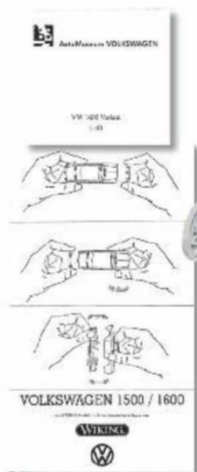
I have just one more very small comment to add about the WIKING type 3 in the smallest size. For the start of the decade Seventies, WIKING introduced a new catalogue addition of traffic models in the scale N gauge. A mother and daughter image of two Variants was the WIKING publicity to advertise the smallness of the 1/160 scale.



Volkswagen 1/40 Sondermodelle from 1996 and modern HO reworking of the old HO toolings. The Berliner Feuerwehr livery is a nod back to WINKGs original home base of West Berlin.



Visual differences between the '1500' and '1600' are clearly visible. The 1966 version (left) and the 1996 reissue of the 1970s update (right).



The beauty and details of the 1/40 laid bare.

Identifying the original models from the post 1985 reissues. HO left, 1/40 right.



The complete set of bluelight type 3 Variants from the 1970s.



Special Volkswagen 1/40 packaging that carried the three-number VW type number and the body colour of the model inside together with the eight-figure VW part order number and WIKINGs West Berlin address on the end flap.

The WIKING VW typ.3 in 1/40

Exclusive models of the Stufenheck and Variant in both early and later body styles for Volkswagen were produced. Like all the WIKING 1/40 Sondermodelle they were beautiful by having lots of detail and were of course constructed out of self-coloured plastic of high quality. Vehicle bodies of all the passenger car models were removable to allow inspection of the interior and mechanical aspects. Not available was the Fleißheck in 1/40. Vorserie Fleißheck examples were made by WIKING but never became available and so pass into history as one of the rarest versions of the Volkswagen 1/40 Sondermodelle.

Nostalgia plays a big role in the lives of automobile fans and model collectors. Accordingly, Volkswagen commissioned a replica 1/40 Sondermodelle from WIKING in the decade of the nineties. These were



Left to right: Sixties style, Notback Nr.4 and Fastback Nr.4f from 1968 together with the seventies style Fastback Nr.4f and Variant Nr.4v from 1970.

made exclusively for sale in the shop serving the Stiftung AutoMuseum Volkswagen in Wolfsburg. Inclusive in this explosion of nostalgia were four type 3 reproductions for the year 1996. Production colours were different from the original series models to

prevent fraudulent misrepresentation. All modern WIKING reissues of the old type 3 models also carry the WIKING logo introduced as new for 1985.

MODEL PHOTOS AND WORDS:

Jan M Sebestyén



The original 1964 "1500" Variant 4v (left), the 1968 "1600" with clear glazing and full interior (back) and the 1970 updated "1600" body style supplied to Volkswagen as a promotional devoid of interior detail and with smoked glazing (right).



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And the legend lives on: (left to right) Current reissue set from the German Post Museums Shop (PMS) and individual reissues from WIKING.



Radical RESTO-MOD

GT Spirit always brings us cars in miniature based on real vehicles so read on before jumping to judgemental conclusions about whether or not this one is sacrilege.

Personal tastes in what looks cool from an automotive viewpoint vary and the range of what is popularly cool is expanding rapidly. Personally, I have an aversion to the slammed, ratted and patina schools of cool which seem to me to be diametrically opposed to traditional enthusiasm founded in an appreciation and care for well-engineered and well-finished automobiles. Similarly, I find myself disquieted by some of the more extreme contemporary RWB

and LBWorks customisations. Yes, I guess that I stand firmly on the side of the original equipment look line when it comes to modification - but with a sideways glance leaning toward exceptionally well-prepared examples of the 60s Stateside Cal looker and Hot Rod schools of style.

But there is always time for broadening the mind and breadth of appreciation. Thanks to GT Spirit and doing the background research behind their model I have just had a revelation by finding out what the emerging Californian radical resto-mod scene is about.

Basically at its purest, jaw-dropping level, it takes the combination of customising

and restoration to an almost obscene level. Not obscene that is from the point of view of the resulting creations but of the costs involved...

Put together the passion, vision and dedication of people like John Sarkisyan, Alan Iwamoto and others with akas including Slang500, Sm0kdogg and Jonsibal in a resto-mod scene most visibly fronted by S Klub LA, you end up with absolutely out of this world automotive creations that tease and twist the perceptions about defining automotive excellence. These creations challenge and equal the quality of restoration that is expected at the famous Pebble Beach Concours D'elegance events.

What you see modelled isn't in fact a ruined 1950s Mercedes-Benz 300SL Gullwing but a replica Speedster version based on a (now ruined) modern 2002 Mercedes SLK32 sports car clothed in high-quality glass fibre panel work. Embellished however with some very expensive Mercedes-Benz OE detailing parts. Having cleared that up there is extensive backstory info on the internet about the real car modelled by GT Spirit (and John Sarkisyan's previous mind-bending 300SL Gullwing creation from 2019) which I am adding to this month's list of highly recommended reading.

So without further ado let's concentrate on GT Spirit's scale model...



S-Klub Speedster teasing and twisting the perceptions about defining automotive excellence.



You want to look away...
but you can't help yourself taking
another quick glance back at it...



FURTHER READING:

<https://automacha.com/s-klub-speedster-is-the-ultimate-300-sl-restomod/>
<https://www.sklubla.com>
<https://www.facebook.com/jonsibal>.
(Notably his post of 16 November 2020, left)



S Klub LA describe themselves:

"...as a private Coach Design Studio located in Southern California. S Klub designs and creates high-quality automobiles, with a largely artistic perspective, while always utilizing the best of the industry. Although S Klub-built vehicles are easy to point out in a crowd, each and every vehicle built by S Klub is one of a kind.

We like to call ourselves Artists. The S Klub Crew has been involved in the very competitive Southern California show car scene since the mid-90s, and has, by and large, progressed to the highest levels by winning multiple best-of-show awards in the toughest show car market in the world."

S-Klub Speedster by Slang 500 and JONSIBAL (GT383)

This is the sort of model I begin to like very much when unboxing it and falling in love with it during a photoshoot. Like the GT Spirit Jaguar XJ13 (page 8 and 9) it catches the light superbly and looks amazing from every angle. Undoubtedly the classic 300SL smoke grey 1950s paintwork colour combined with the red interior enhanced by brightwork details and fittings makes for a stunning scale model. Add in the contemporary touches of those highly detailed alloys and red trimmed tyres that are incapable of skulking under the extended widebody wheel arch extensions and the effect is, to say the least, dramatic - or yes maybe even extreme given the rims are captured with the full benefit of fashionable (appalling!) stance camber.

In the same way that I am a keen advocate of models of prototypes being a meaningful pre-production history addition to any marque-themed cabinet display, I would enthusiastically nominate this for, as it were, the post-production history section. (Even if setting it alongside a 1/18 300SL Gullwing in OE condition sounds like a heretical thing to do.)

If Cars in Miniature carried a centrefold spread, this model would certainly be my nomination for this first issue - it has a siren-like appeal. You want to look away... but you can't help yourself taking another quick glance back at it...

And yes I'm bitten by the S-Klub scene, so much so that I'm looking forward to the next GT Spirit releases on the theme: a 550 SPYDER (as in Porsche) GT416 and S-Klub Speedster Slang500 & Jonsibal Hard Top GT872 in February and May 2023 respectively!

MODEL PHOTOS AND WORDS:
Stephen Paul Hardy



Three strikes of lightning, bringing together in one review a trio of Opel models dating from the era when Opel was still under the ownership of General Motors. Models that have been released by OttOmobile throughout 2022.

Rüsselsheim LIGHTNING

Ok then let's hit this review by taking each model in turn of their catalogue list number.

Opel Manta B 400 - 1982 (OT921)

With its dramatic visuals, this model is surely going to treat collectors of both Opel and Rally cars alike. In fine detail, it models the enhancements Opel made to 245 examples of the second-generation Manta to meet the 80s homologation requirements.

Finished in the only paintwork colour the B 400 was manufactured in - Arctic White with white Ronal lightweight alloy rims - OttOmobile's take looks awesome. External accenting comes with yellow, aluminium silver and black trim paired with the funky large Opel badge facings to the seat



Opel Manta B 400 - 1982 (OT921)

facings. Overall proportions and lines of the bodywork look good to me and the large factory-extended arches shrouding those Ronal alloy rims are something else. I know from reading old reviews that white paintwork takes no prisoners when it comes to showing up manufacturing issues and poor moulding lines. So it's good to see just how superb the white paintwork on the model comes over.

The no-choice option of

white paintwork I am told comes from the situation that most of Opel's production of the B 400 were sold to motorsport end users who wanted a base colour on the body making overlaying of sponsors branding an easy job.

Opel Manta R - 1985 (OT932)

Typical of the sort of weather the Brits have to tolerate in the Fall and winter added to the

already testing challenges of the Lombard RAC Rally in Nov '85 which saw off 93 of the original 155 starters as retirees. Of those that did make it to the finish, three were Mantas entered by the Opel Euro Team claiming sixth, eighth and eleventh overall placements. OttOmobile's attention-grabbing model depicts that sixth placement, car number 14, of Jimmy McRae/ Ian Grindrod. Certainly loaded



A decade of changes in rallying - and Opel design - clearly illustrated!

with authentic fine detailing including that heavy set of driving lamps the little thing that really blew me away was reading the date on the British taxation label on the front screen. Just amazing!

Opel Commodore GS/E - 1973 RMC Walter Röhrl (OT933)

I thought that the 85 Lombard RAC car was a pretty special model but this one outdoes it in my books. Putting together a great era of General Motors backed European style and build quality in the Commodore GS/E driven by the legend that is Walter Röhrl in the Monte Carlo Rally what could be a better mixture?

I guess it is the era of the Opel style and build that gives Ottomobile such a great opportunity to create this high-detail model kitted out with so much rally gear that it is absolutely loaded with detail. The result is a very desirable showpiece with so many impressive little details that need a magnifying glass to inspect.

Those Bosch rally lamp covers for example are eye-achingly exacting.

All three models get my high rating but it is the 73 Commodore with all its period sponsors decals and classic rally lighting set-up that gets the chequered flag on this turn.

MODEL PHOTOS AND WORDS:
John Smith

Opel Commodore GS/E - 1973 (OT933)



Opel Manta R - 1985 (OT932)



CONTEMPLATIONS *over* COFFEE



Motivations for collecting cars in miniature are driven (with pun unintended) by a wide range of influences and desires. Just taking some time out to mull over those motivations often helps us focus on what really brings us contented pleasure. One of the most common of these motivations is connecting with the cars we once owned, do own, or always wanted to own. For many, just a small collection of this sort is as far as they want to go when buying scale models. Even so, achieving this aim prompts some interesting dilemmas.

So first...

I want to share with you some things that go through my head when I look back on the cars that I have loved in the past times. Some thoughts about the cars I would have loved to own if I could have afforded them. Of course, real cars rust and fall apart. They sometimes break our hearts this

At least our dreams can be fulfilled in miniature - and they don't rust!



way or worse if written off in an accident. I have many friends who like to have small collections of models as substitutes for the real thing. After all, they do not rust or cost lots of money to maintain. They also make me smile whenever I look at them because they reach out to the joy of automotive passion within me. For many of us, this includes having original sales brochures and other automobilia.

From my past...

I think that a diagram of sectors tells my motivations best. In this way, complicated relationships are easily described better than words. Most of the sectors do not stand alone but react with each other. To

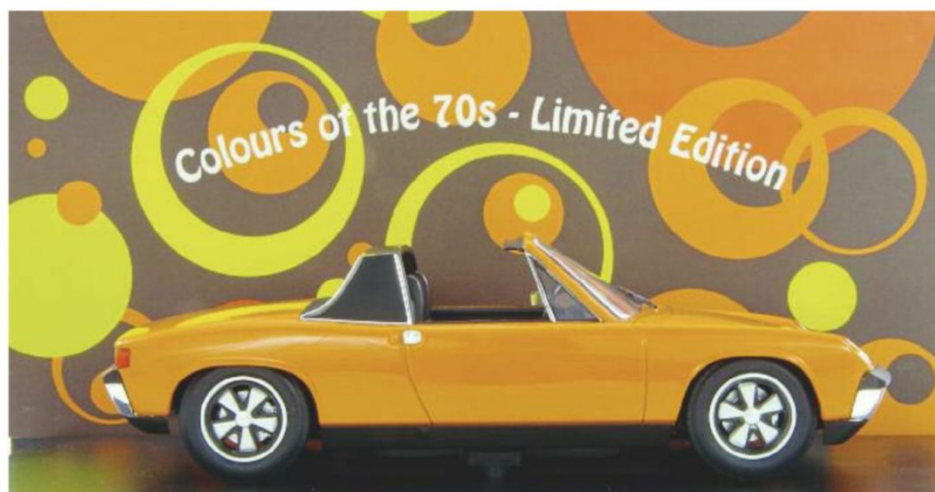
give you an example the cars I love from my past demonstrate a big epoch influence. For me, this is especially true with the zeitgeist of the decade of the 1970s. Of course, also the maker of the cars in question influences us. Everybody has their favourite marques. Sometimes our relationships with them are practical. Sometimes through the desires of fantasy.

So, for example, the small twin-cylinder Citroëns have been my cars of the past but never in orange paint colour. I always wanted a nice shiny new one from the dealer showroom in that colour. Now I am content that I have them at last without fear of the rusting. Of course, the age we are at exerts a big influence on our choices at the time. Fashions also, so do the stage of life we are in. Young single and carefree or having the responsibilities of being sensible because of the children. Holidays for families need so much luggage and things like pushchairs.

In that epoch, I desired a different type of car in orange out of the dealer's showroom. A big Volvo in 125 or 245 version. Yes, I have models of the Citroëns I once had also of the Volvo I once wanted.

Choosing the right models was almost as difficult as real car buying. What size? What colour? Should I buy just one example? Must I wait because the type version I had is not made in miniature? Will it be made one day? How long is the wait for it to happen? Should I get a friend to modify a model I can buy to make it exactly correct?





Finding the model of the exact car, in the right colour is compounded by making a decision about what scale to buy it in.

From my dreams ...

This is easier. Well almost. I do not have to match the car I had but I have to match the car of my dreams. I know automobile fans who have fantasies about owning very exotic cars or cars that are very rare. My dreams are still with feet on the ground for cars I would drive if I could own one. In this way, the realisation of a dream can be possible with model cars. For me, this was very possible.

From my experience...

So in choosing to follow the path of the sectors labelled «in my past» and «in my dreams» I have learned some lessons. The size of the models becomes important. Should we choose the model of the car that is totally authentic to our memory and not worth its size of it? Or should we prefer all models from one model maker with the consistency of style and quality to be sourced? Finally, should we choose just one scale of models?

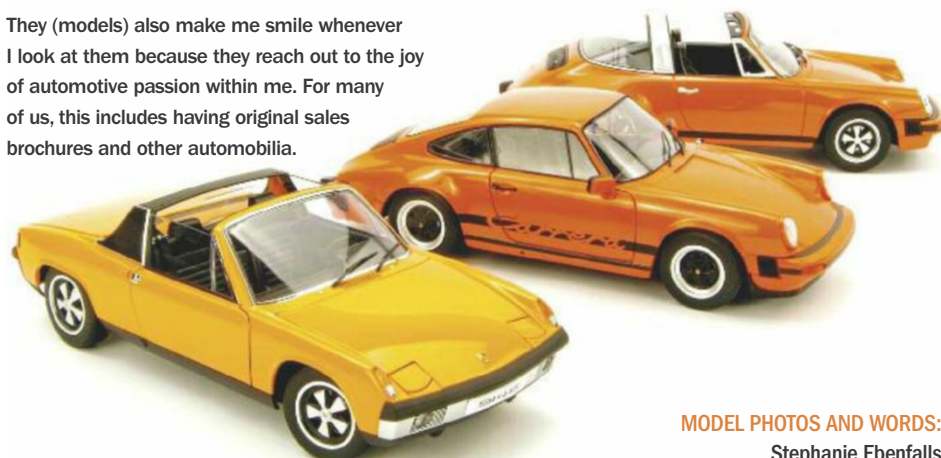
With tiny models of scale, 1/87 space for display is easily achieved. Not so good is the emotion they do not inspire. For me, the emotional connection to the real car needs dimension and detail for it to come out. So we look to the scale of 1/12. Too expensive and too much living space is required for the purpose. Maybe then the popular scale of 1/43 is best with so much choice? A little bigger at 1/24 would be better, but the choice of the right cars is not easily achievable. So it looks to me as if the scale of 1/18 was the compromising alternative.

For each of us, however, we must make our personal choices according to the motivations of our needs and our emotions.

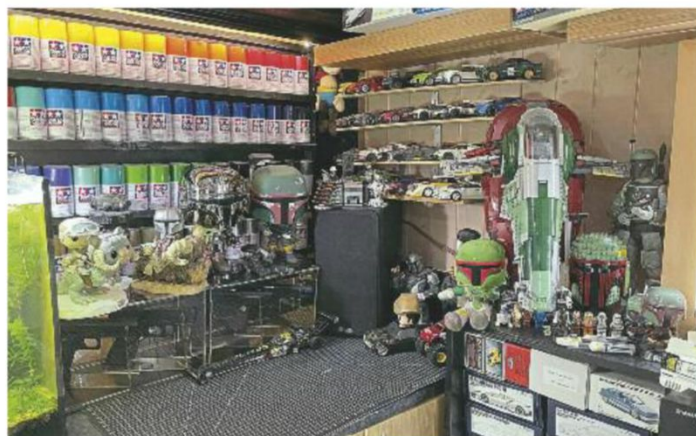


Do you have a collection of scale models centred around the cars you once owned, do own or always wanted to own. If so, we would really enjoy knowing about it...

They (models) also make me smile whenever I look at them because they reach out to the joy of automotive passion within me. For many of us, this includes having original sales brochures and other automobilia.



MODEL PHOTOS AND WORDS:
Stephanie Ebenfalls



Model builder, supplier and forum

Professional model builder Paul Bretland has built many model kits of cars and motorbikes to a very high standard over the years. Paul is also a business partner in Ultimate Modelling Products, a company supplying modelling products to fellow modellers globally. Ultimate, specifically created with the modern scale modeller in mind. The small family-run company was established in the summer of 2013 by Lee Larholt and Paul, both avid modellers based in the UK.

Their range of building, painting and weathering goods assists modellers of all skill levels achieve better results with their scale model projects. Whether the chosen genre is aircraft, AFV, ships, sci-fi, automobiles, figures, or scratch builds, you will find a use for one of their products.

The current range of products includes their very own APEX airbrush, primers, airbrush thinner and cleaner, a massive range of modellers sanders, a range of weathering washes, decal solutions, metal burnishing liquid, photo etch

placement tools, glue bottle holders, decal solution holders, tape dispensers for Tamiya and paint cup holders. Ultimate constantly look to update its lines. Check out their website regularly for more products over the coming months.

Model kits, stocked from a few select manufacturers, Tanmodel (Official UK sole distributor), Tarangus, Tamiya, RetroKit, Border Models, Ryefield Models, Fujimi, Aoshima, Great Wall Hobby and Belkits.

International Scale Modeller prides itself on being a forum for all modellers everywhere, no matter your genre or skill level. All are treated equally and respected, plus no questions go unanswered. By being a member of ISM, you will receive a 5% discount on all of the Ultimate Modelling Products range!

Most of the non-car related Lego has now been sold and replaced with some Hotwheels sets and 1/18 diecast cars. Paul said, "Cars I always wanted but never owned (and sadly probably never will now)."

Find ISM:

Their popular modelling-based forum runs with over 9,000 members - International Scale Modeller.



ISM YouTube channel has over 50,000 subscribers - ISM YouTube
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Paul is on Patreon, where you can support his work and make a pledge each month to assist him:

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Solido's pair of Limited Edition models celebrating the brands 90th Anniversary.



SOLIDO

A celebration

Concurrent with Solido's celebrations Cars in Miniature takes time out to reflect on, and celebrate, the brand's 90th Anniversary.

Then and now

A lot happens to a brand in 90 years - the world of automotive manufacturers is a leading example of this. At first, the pattern was of mergers and in some cases buy-outs. A trend that speed up during the 1960s and Seventies as globalisation increased. By the late twentieth century and the advent of the internet, the emphasis had shifted again with the ownership and control of familiar brands being taken by financial institutions and asset managers. Many well-

known automotive marques became playing pieces on the worldwide board game of investment portfolio assembly - and disposal or dismantlement. It would surprise most automotive enthusiasts if they took time out to research the past two decades' history of the successive ownerships behind such household marque names as Mercedes-Benz, Jaguar and Land Rover to name but a few at the tip of the iceberg...

The story is similar in so many other lines of business including that of toy and scale model manufacture. Solido's history is no exception. After many years under the steady hand of family business ownership between 1932 and the late-Seventies change

after change followed like a theme park roller-coaster ride hidden behind the brand's outward identity.

Highs and lows that included other household retail names of the toy and model world like Majorette and Heller and then later names better known in the trade circles. Firstly Smoby and then latterly the Simba-Dickie Group which acquired Smoby in 2008.

Throughout the seemingly transient time of changing ownership and management, the brand remained strong, well-known and popular. Product ranges increased and the successive model vehicle ranges remained popular with customers young and (slightly) old(er). A very low point of that roller-coaster ride came in

2006 when Smoby closed the Oulins factory in France and production was transferred to China. With the Oulins closure came the auctioning off of assets and the loss of a large part of the Solido heritage including the loss of moulds to other brands.

By way of contrast that roller-coaster ride has, since 2015, been one of successive highs and growth since the Simba Dickie group entrusted the management Solido to the passionate care and drive of Z-Models and by doing so to the specialist French team who are behind the incredibly successful OttOmobile and GT Spirit brands. Under the encouragement of that team who not only understand the world of automobiles in all sizes





Lighthearted and colourful newly released VWs: the 'tribute' Jagermeister Beetle and Kamei Caddy.

FURTHER READING:

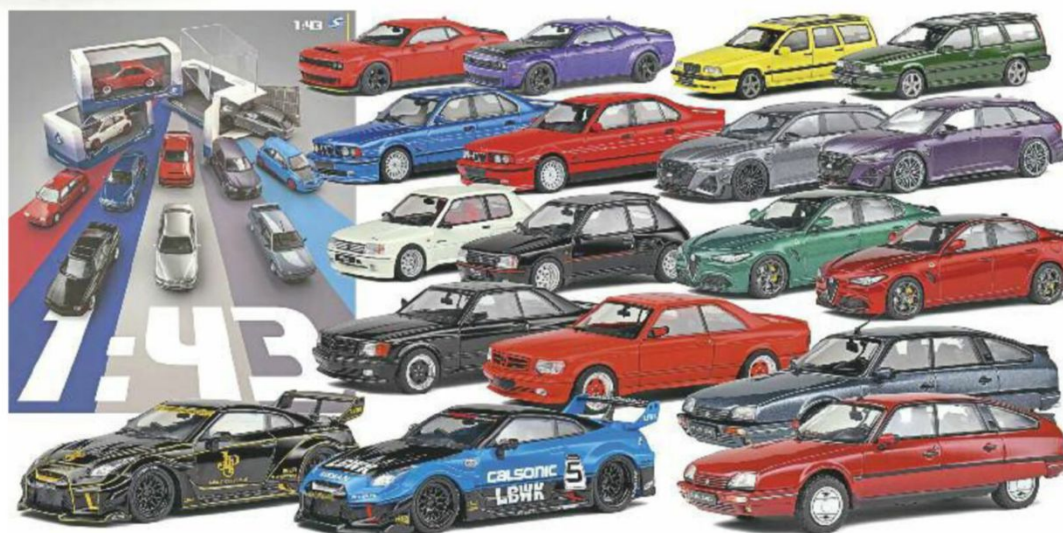
<https://www.solido.com/en/our-brand/>
<https://sebeetles.com/#>

but are also deep-rooted auto enthusiasts themselves the Solido brand flourished and grew considerably. With a goal of 'Quality Diecast Models For Fair Price' Solido's attention to detail, authenticity and variety of subjects has increased significantly (and very noticeably) over the past seven years.

Towards 2023

One of the very visible proofs of the dynamics behind the modern-day Solido is in the recent catalogues now published half-yearly. With vibrant enthusiasm, Solido reach out with a balanced international selection of subjects through those catalogues. These showcases and celebrate the wide range of automobiles past and present from automotive production history not only of France but to Germany, Italy, Britain, America and Japan in equal balance.

Within that balance, the range of subjects is eclectic varying from lighthearted tributes to the serious authentic modelling of specific, actual vehicles. Themes ranging from the classics, the young timers, the extreme customisations, serious motorsport and functional



The fast expanding range of new 1/43 models from Solido.

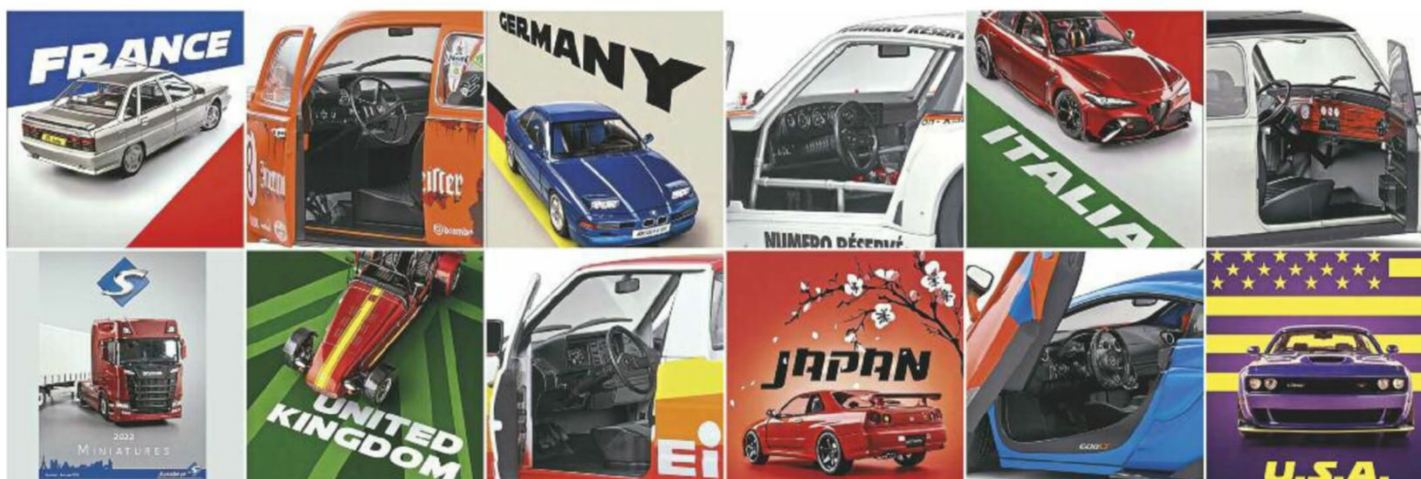
commercial use subjects all vie with each other for catalogue space - and production schedule time. Developing from the Solido 1/17 scale models of a few years ago which was at the forefront of a trend the current 1/18 scale model now delivers levels of authenticity, finish and detailing that would have been scarcely imaginable a decade ago. With a long track record of 1/43 models reaching back into the 1950s Solido is now re-engaging with this scale - and military models - once again. This year has seen a prolific number of totally new 1/43 castings being introduced

month by month. And as with the 1/18 models, the subject range of them is admirably international in choice. Of the most recent batches of new releases from Solido, I have chosen just two to, briefly, review and in doing so reserve space to take a look at the two, special, Solido 90th Anniversary Editions as well.

Volkswagen Caddy Mk.1 Kamei Tribute 'Street Fighter' - 1982 (S1803506)

Why this one? Well, it's colourful and brings a smile to my face for a start. The latest

of a series of releases based on the still fairly new Caddy tooling this one is from the 'Street Fighter' theme of modestly customised versions. Most VW fans will instantly recognise the Kamei livery. Still making high-quality car roof boxes today Kamei was 'the' accessory brand in the late Sixties through to the early Eighties for high-quality spoilers, instrument consoles and other external and internal goodies primarily for VW vehicles widening out in later years to cover enhancement trim parts for Audi, BMW and Mercedes.



The vibrant and truly international scope of Solido's catalogue

Volkswagen Beetle 1303 Jaeger Tribute - 1974 (S1800518)

Yes another VW and in Tribute guise also with good reason. Solido makes very good use of new toolings by offering a succession of colour and/or livery versions over time. The 1303 Beetle base model used here has been released in a succession of very authentic versions many of which represented Volkswagen factory-made Special Edition models from the mid-Seventies (check out the reviews accessible via the link in the box-out).

The tooling has also been the base for several, seriously authentic, high-profile rally versions. So as a lighthearted diversion here we have a 'Tribute' custom complete with dull patina paintwork and covered in rusting patches. Whilst I personally abhor the ratted and patina fashions that have beset the VW scene over the past couple of decades like the Kamei Caddy this model makes me smile

because it shows some lightheartedness and humour is being exercised in Solido's product planning process. It also demonstrates to me how Solido is reaching out to the wide and diverse range of tastes within its customer base.

Renault R4F4 - Solido 90th Anniversary Edition (S1802207)

I would have been seriously disappointed if Solido hadn't

used at least one quintessentially French automobile as an Anniversary celebration special so I haven't been disappointed.

This classic Renault van in its plausible blue and white commercial livery is, to my mind, a super celebratory promotional model.

BMW E30 M3 - Solido 90th Anniversary Edition (S1801517)

Making a dramatic contrast with

the R4 van this Anniversary celebration special underlines several aspects of the current Solido product range and the passion of the team behind the brand.

A highly embellished rally livery, the model, at the same time reaches out to the 'young timer' BMW fraternity.

All in all a very clever choice in all respects and most definitely an Anniversary livery!

MODEL PHOTOS AND WORDS:

Stephen Paul Hardy



Heiß und weiß



OttOmobile's Ford Escort Mk4 XR3i
Cabriolet - 1986 (OT 398)

OttOmobile's newly released white cabriolet model opens up some interesting discussions whilst sporting its topless mode.

White convertibles were very much an 80s fashion statement, especially when on the redline trimmed models. Peugeot indulged, as did Ford with the XR3i version. Ford was generally quiet about the fact the Escort convertible was built for it in Germany by Wilhelm Karmann GmbH, of Osnabrück - something like 104,000 of them between 1983-1990. And it was from the Karmann plant that the concept of 'triple-white' cabrios saw the light of day. The first, in the late 70's, being Special Edition model Volkswagen Beetles destined North America. With an instant cult image and being very sought after, many triple-white Beetle cabrios, were found imported back into Europe. The photographs of the very last Beetles cabrio in production at Karmann, are dominated by these distinctive US specification models.

'Triple-white' was to some degree a misnomer in that although the body paint and interior upholstery were pure white, soft tops were either very pale shades of silver grey or

grey. The image was so attractive that special white series Editions of the first generation Golf (and Rabbit as badged for the USA) Cabriolets hit the market with production between 1979 - 93 overarching that of the Escort Cabriolet. Initially exported to North America, demand was such that a succession of White Editions were also marketed in Europe. In early 1983, the sales slogan was "Heiß und weiß..." on account of the white Golfs being based on the redline-trimmed GTI version Cabriolet. Ford followed suit with their XR3i, and both the Golf and Escort saw some of the production runs in truly triple white finish. Perhaps, one of the reasons the Karmann connection of the Ford cabriolet is less well known is that, unlike all Volkswagen Cabriolets, the Ford model never carried Karmann badging.

So a pretty model of the Escort in summer gear. Maybe a favourite on the British market but also liked in Germany, France and other countries as an alternative to Volkswagen's Golf by having a more spacious rear luggage space that was also easier to access.

PHOTOS AND MODEL REVIEW:

Stephanie Ebenfalls

Ford Escort Mk4 XR3i Cabriolet - 1986 (OT 398)

OttOmobile brings to us the soft top option Escort in the special white finish overlaid with the dash of red lines declaring the sporting XR3i version. This is a model that will make many collectors of Ford cars very happy because of the shape and proportions of the look true to life. Of course, the small details are nicely made also and the complete image is of carefree summer of driving during the decade of the eighties. OttOmobile has quite a large number of Ford cars already in its catalogue and this cabriolet makes a good contribution to the expanding collection.

Because OttOmobile also has some Golf Cabriolet examples in the catalogue a possibility exists also, maybe, for one in the all-white finish to sit alongside this Ford Escort example. Yes, a pretty model that conveys the sense of automobile enjoyment in the eighties very nicely.



A deuce of a conundrum

Cars in miniature are, for me, just an implicit (and inextricable) part of being a passionate automotive enthusiast (or in non-pc terms a petrol head - well at least a turbo diesel head). They rank equally but in tandem with a wide range of related interests that includes sales brochures, events, researching production history... and connected pop music. I have particular sets of playlists for my hood-down cabrio driving. For example, Bruce Springsteen, Tom Petty and Traveling Wilburys help the miles go by on long road trips. The Beach Boys, Jan & Dean, and the Rip Chords for summer.

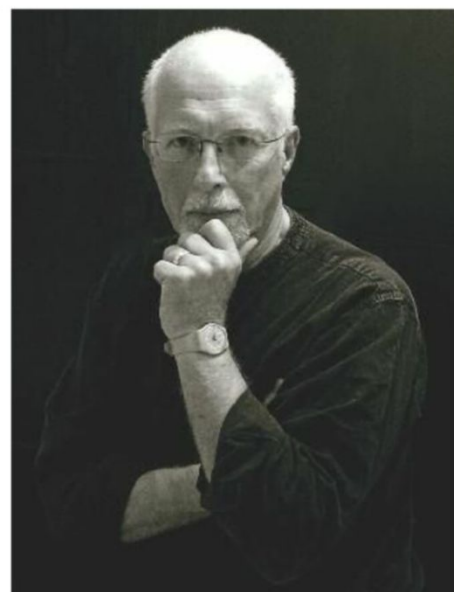
As an album, the Beach Boys 'Little Deuce Coupe' released in October 1963 contributed to the pop music culture of forever cementing the Stingray, T'bird and custom 'Rods in their place in Stateside folklore and culture. I still have the original album on vinyl, on CD and now burnt to playlists. After many years, I even chanced also upon a good copy of HOT ROD magazine from July 1961 that carried as its cover and centre spread feature Clarence Catello's totally stunning Pearl and Oriental Blue Candy three window '32 Ford Coupe later immortalised forever as the cover star of the 'Little Deuce Coupe' album. Now I'd just really like to have a model of that car to sit on a shelf in my office studio alongside the LP, CD and magazine.

My motivation?

Unquestionably emotional connections to the music that always put me in a happy, lighthearted, mood and in terms of Stephanie Ebenfalls' concept of motivational analysis ticks the epoch, 'past and dreams sectors'.

There is a practical problem. Only one model has been made of Clarence Catello's Deuce Coupe to date. And that is probably tied down to remaining the only one by layers of exclusive rights contracts. It was made in 1/24 scale as part of the Danbury Mint series of limited edition models for (serious) collectors in the USA. That means that living in the UK leaves just eBay as the most likely chance of fulfilling that light touch wish and thus a tale of over a decade of 'watching'.

And that is the point where the dream dies. For two reasons: firstly there are a lot of (serious) collectors over there who also have the model on their shopping list, so bidding always goes high. Secondly, if I did manage to lodge a successful highest bid because everyone else had fallen asleep in the last ten seconds of bidding, there are the preclusive on-costs of shipping. Yes, I know and have regularly used the ploy of getting successfully won items sent to friends in the USA, who then ship them out under the Customs thresholds on a mutual help basis. But there are times when that arrangement is not convenient for a lot of reasons for either, or both, parties. Over the past few years,



FURTHER READING:

<https://www.facebook.com/stephenpaulhardyauto motivehistorian/>

eBay.com has ramped up its ways of controlling business and options on economy shipments have disappeared. Added to this the requirement for prepayment of inbound Customs duties has become almost obligatory. Oh yes, and there is of course that little issue of the £ sterling (GBP) falling like a stone further and further against every currency going...

To underpin the point with a couple of examples:

Take a not untypical priced 'Buy it now' listing at US \$475 + US \$43 International Priority Shipping via eBay's Global Shipping Programme + UK import charges of US \$140. So if my abacus is right that totals up to being in the region of US \$660 in round terms or as I type this about £550 GBP.

Even if we accept that 'Buy it now' listings often (but not always) try and reap a premium there are the reality of auction listings that often see the bidding topping 'Buy it now' prices. Watching an unusually modest auction end example recently the bill still racked up as US \$300 + US \$44 + US \$94. A total, in round terms, of US \$440 - or roughly £380 GBP. A cost for a 1/24 model that isn't music to my ears.

So my dream of getting a good, boxed example of Danbury's Little Deuce Coupe looks like being consigned to being 'in my dreams' of an 'in my dreams' scenario. Such are the trials and tribulations of the automobile enthusiast who gets romantically involved with cars in miniature...

Stephen Paul Hardy



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