



EXCLUSIVE 4-CAR TRANSPORT SETS

Die Cast

THE PASSION, PRODUCTS & PERSONALITIES

HEAVY METAL HAULERS

50 YEARS OF
TRACTOR-
TRAILERS AND
RACE RIGS



OLDS 442 W-30

« JUST WHAT THE
DOCTOR ORDERED!



SPRING 2021

\$7.99US \$8.99CAN



1 1>

0 74820 47395 5

DCXMAG.COM

LAMBORGHINI'S WILDEST
FACTORY MIURA
» THE JOTA SVR





2021 FORD GT HERITAGE



1/18





Ferrari
MONZA SP1



1/18



* Silver Ferrari Monza SP-1 is Race & Play version, see your dealer for specifics.

Produced under license of Ferrari S.p.A. The name FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs are property of Ferrari S.p.A. The body designs of the Ferrari cars are protected as Ferrari S.p.A. property under design, trademark and trade dress regulations.

WWW.BBURAGO.COM

CONTENTS

DIE CAST X | VOL. 17 | ISSUE 2



Page 14

Photo courtesy of GM Media Archives

FEATURES

- 14 Rocket Powered!**
40 Years of Oldsmobile's signature V8 powerhouse
- 28 Heavy Haulers & Race Rigs**
Trucks and Trailers from across the diecast world
- 40 Red Army Replicas**
A look at military models from Russia's past

REPLICA ROAD TESTS

- 36 Big-scale big rig with huge presence**
Road Kings Peterbilt 359
- 48 Show and tow in 1:24 scale**
Maisto Design Elite Transport Sets
- 54 Walmart-exclusive classic drag racing quartet**
Hot Wheels Four-Car Team Transport
- 56 A track-bred tribute to the original Jota**
Kyosho Lamborghini Miura SVR
- 60 French high fashion on four wheels**
Automodello 1937 Delahaye 135MS Figoni et Falaschi

HEAD-TO-HEAD

- 22 Dr. Oldsmobile's W-Machine meets the Ram Rod 350**
Auto World 1968 Olds Cutlass S W-31 vs 1969 442 W-30

UP FRONT

- 06 Editorial**
Keep On Truckin'
- 10 New & Hot**
New Releases and First Looks

QUICK SPINS

- 47 Jada Dungeons & Dragons Diecast Mini Figures**

REGULARS

- 64 Electric Avenue**
Johnny Lightning Truck and Trailer Trio
- 66 Rear View**
Big Screen Big Rigs

Die Cast X (USPS 017-276; ISSN 1551-854X) is published quarterly by Air Age Inc., 11 Grumman Hill, Suite 5, Wilton, CT 06897 USA. Copyright 2019, all rights reserved. Periodicals Postage paid at Wilton, CT, and additional mailing offices. Canada Post Publications Mail Agreement No. 40008153. **CONTRIBUTIONS:** All materials published in *Die Cast X* magazine become the exclusive property of Air Age Inc., unless prior arrangement is made in writing with the Publisher. Descriptions of products were obtained from manufacturers or their press agencies and do not constitute an endorsement by the Publisher or guarantee their safety. **SUBSCRIPTIONS:** Go to our website: DCXMag.com. Rates one year (4 issues): U.S., \$24.95; Canada, \$31.95, including GST; all others, \$34.95. All international orders must be prepaid in U.S. funds drawn on a U.S. bank. Visa, MasterCard, Discover, American Express, and PayPal accepted. **EDITORIAL:** Send correspondence to Editors, *Die Cast X*, Air Age Inc., 11 Grumman Hill, Suite 5, Wilton, CT 06897 USA. Email: DCX@airage.com. We welcome all editorial submissions but assume no responsibility for the loss or damage of unsolicited material. To authors, photographers, and people featured in this magazine: All materials published in *Die Cast X* become the exclusive property of Air Age Inc. unless a prior arrangement is made in writing with the Publisher. **CHANGE OF ADDRESS:** To make sure you don't miss any issues, send your new address to *Die Cast X* magazine, P.O. Box 7337, Wilton, CT 06897 USA at least six weeks before you move. Please include an address label from a recent issue, or print the information exactly as shown on the label. For faster service, email service@airage.com. **POSTMASTER:** Send all UAA to CFS. (See DMM 507.1.5.2); NON-POSTAL AND MILITARY FACILITIES: Send address changes to *Die Cast X* magazine, P.O. Box 7337, Wilton, CT 06897 USA.

NEW



GREENLIGHT

1969 Ford Bronco Sport
w/Sunraysia Wheels, Tow Mirrors
& Custom Roll Bar (Brittany Blue)

#GL19099 - \$64.95

Scale: 1:18

NEW



GREENLIGHT

1975 Ford Bronco Sport
w/Sunraysia Wheels, Tow Mirrors
& Custom Roll Bar (Med Grn Glow)

#GL19100 - \$64.95

Scale: 1:18

NEW



GREENLIGHT

1992 Ford Bronco "New York City
Police Department (NYPD)"

#GL19087 - \$63.95

Scale: 1:18

NEW



GREENLIGHT

1995 Ford Bronco
"California Highway Patrol"

#GL19089 - \$63.95

Scale: 1:18

NEW



GREENLIGHT

1992 Ford Bronco "Nite Edition"
(Black w/Multicolor Stripe)

#GL19088 - \$63.95

Scale: 1:18

NEW



**AMERICAN
MUSCLE**

1970 Plymouth AAR 'Cuda 340 Six-Pack
(Blue Fire Metallic)

#AMM1225 - \$89.95

Scale: 1:18

NEW



**AMERICAN
MUSCLE**

1967 Chevrolet Camaro Hardtop
"Yenko" (Tuxedo Black)

#AMM1247 - \$89.95

Scale: 1:18

NEW



**AMERICAN
MUSCLE**

1969 Ford Mustang Fastback
(Raven Black w/Gold)

#AMM1251 - \$89.95

Scale: 1:18

NEW



GREENLIGHT

1970 Dodge Challenger R/T Convertible
(F8 Green Metallic w/Tan Interior
& Deluxe Wheel Covers)

#GL13586 - \$64.95

Scale: 1:18

NEW



**AMERICAN
MUSCLE**

1970 Dodge Charger R/T "Hemings
Muscle Machines" (FJ5 Sublime)

#AMM1249 - \$89.95

Scale: 1:18

NEW



**AMERICAN
MUSCLE**

1965 Ford Mustang 2+2
(Vintage Burgundy)

#AMM1248 - \$89.95

Scale: 1:18

NEW



GREENLIGHT

1967 Ford Mustang Coupe "Ski Country
Special" (Loveland Green)

#GL13575 - \$62.95

Scale: 1:18

NEW



gmp

1967 Ford Fairlane Blown 427 SOHC
Street Machine (Burnt Orange Metallic)

#GMP18928 - \$144.95

Scale: 1:18

NEW



ACME

1969 Chevrolet Camaro Z/28
(Yellow w/Black Stripes)

#ACME-A1805719 - \$129.95

Scale: 1:18

KEEP ON TRUCKIN'



Photo courtesy of Barrett-Jackson



Full disclosure: for me, big trucks are a bit like the elephant in the room that everyone seems to overlook. They're a huge part of the diecast collectibles world, but for whatever reason, I will sometimes go for a considerable time without really noticing or thinking about them. Then, inevitably, an announcement about some striking new truck release will come across my desk, refocusing my attention not just on that one model but on all the others in the category and I am reminded—for probably the hundredth time—how vast and interesting the diecast truck market is. That scenario played itself out in the run-up to this issue, with a twist. In addition to a couple exciting truck releases, it seemed like there were a few manufacturers releasing race transporters and trailer sets at the same time. That was too many elephants in the room for anyone to overlook, so the main theme for this issue was set, kicking off with the Heavy Haulers & Race Rigs feature story. Richard Young is a new contributor to DCX but not new to the diecast world.

He collaborated with his colleague Dmitriy Lisin to showcase an interesting collection of WW II-era Russian military truck diecast from the LOMO brand that are seldom seen in the west in the Red Army Replicas feature on page 40. We review the massive—and massively impressive—1:18 Peterbilt 359 from Road Kings that dominates our cover. Maisto shows its new Elite Transports three-piece trailer sets in 1:24, and we check out a Walmart-exclusive four-vehicle Team Transports set from Hot Wheels.

That's quite a convoy, but it isn't all trucks and trailers in this issue. The other feature we have concerns one of Detroit's greatest engines, but one that perhaps doesn't get the credit it deserves for its innovation or longevity. I'm talking about the Olds Rocket V8, the engine that powered the first muscle car—and virtually every Olds model of note for the next 40 years. We take a look back at the Rocket age starting on page 14, and then check out a pair of the most potent Rockets in Auto World's 442 W-30 and Cutlass W-31. We examine some 1930s French fashion design in Automodello's Delahaye 135MS and get wowed by the wildest Lamborghini Miura ever built—the track-bred Jota SVR from Kyosho. And of course, we have tons of new releases of all types, so no matter what your favorite style or scale, chances are we have something for you. Thanks for coming along for the ride as we keep on truckin' through the diecast world.



Matt Boyd
Executive Editor
mattb@airage.com

DieCastX

EDITORIAL

Executive Editor

Matt Boyd >> mattb@airage.com

Copy Editor

Leslie Ballard

CONTRIBUTORS

Bill Bennett, Peter Celona, Alan Paradise, Justin Sharp, Mike Zarnock

PRODUCTION

Production Director David Pandey

DESIGN

Valpro Media Services

DIGITAL MEDIA

Web Producer Holly Hansen

ADVERTISING

Ben Halladay

>>203.482.8093 | benh@airage.com

Brian Vargas

>>203.939.9901 | brianv@airage.com

CONSUMER MARKETING

Mast Circulation Services

PUBLISHING

Group Publishers

Louis V. DeFrancesco Jr.,

Yvonne M. DeFrancesco

Associate Publisher

Leigh Guarnieri



FOLLOW US

On Facebook: [diecastxmag](#)

On Twitter: [@DCXmag](#)

On Instagram: [@diecastx](#)

Visit us online: [DCXmag.com](#)

Comments may be sent to: [DCX@airage.com](#)

REPRINTS AND LICENSING

Wright's Media

[airage@wrightsmedia.com](#)

[877]652-5295



EDITORIAL

MAIL 11 Grumman Hill, Wilton CT 06897 USA
Phone (203) 529-4635 Email [DCX@airage.com](#)



SUBSCRIPTION SERVICES

To subscribe, submit a change of address, or for questions about your subscription, go to <https://www.diecastxmagazine.com/help-contact-us/>

You can also send an email to [service@airage.com](#), or call +203-529-4638 8am to 6pm EST

PRINTED IN THE USA



ON TOP OF OUR GAME



'48 Chevy Panel Monopoly
#AWSS129

Pass GO and Collect this '48 Chevy Panel Truck

If you've been sent "straight to jail" you may as well ride in style!

Auto World has teamed up with Hasbro to bring some awesome Monopoly-styled collectibles to the die-cast collector. This 1:18 scale 1948 Chevy Panel Truck is a police wagon worthy to carry Mr. Monopoly himself. With exacting detail, awesome graphics, and a detailed engine, interior, and chassis, this die-cast brings a luxury value that won't "bankrupt" you! We even include a resin figure of Mr. Monopoly himself! There's no better Free Parking spot for this collectible than your hobby shelf, so get yours today!

Die-cast Features:

1:18 SCALE
OVER
10" LONG

- Precise Accuracy
- Detailed Engine
- Opening Doors & Hood
- Detailed Chassis and Interior
- Steerable Front Wheels
- High Quality Die-cast Metal

GAME ON WITH THESE OTHER RELEASES!



'32 Cadillac Phaeton
#AWSS127



Johnny Lightning 1:64 Pop Culture 2021 - R1
#JLPC003

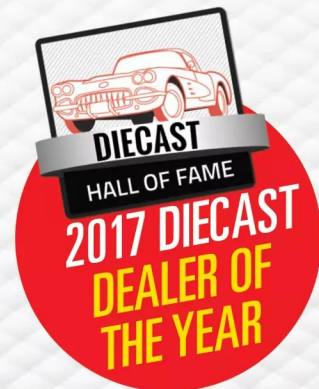
Cruise by your local hobby store,
or see our entire selection of
available replicas online at:

round2corp.com



GENERAL MOTORS' Trademarks used under license to Round 2, LLC. ©2020 TOMY International, Inc. All rights reserved. The MONOPOLY name and logo, the distinctive design of the game board, the four corner squares, the MR. MONOPOLY name and character, as well as each of the distinctive elements of the board, cards, and the playing pieces are trademarks of Hasbro for its property. Trading game and game equipment used with permission. © 2020 Hasbro. All Rights Reserved. Licensed by Hasbro. AW and design is a registered trademark of Round 2, LLC. ©2020 Round 2, LLC, South Bend, IN 46628 USA. Product and packaging designed in the USA. Made in China. All rights reserved.

- ✓ **HUGE SELECTION**
- ✓ **LOW PRICES**
- ✓ **SUPERIOR CUSTOMER SERVICE!**



As a family-owned and operated business we at DiecastModelsWholesale.com have been satisfying diecast collectors for more than 10 years. As one of the top direct distributors of diecast in the USA we are able to offer some of the most competitive prices around on the most sought-after models, and our selection is absolutely second to none. But as we have grown we have never lost our focus on providing the best personal service to our customers. Together with our experience, that commitment to customer service helped us win Dealer of the Year in 2017 from the Diecast Hall of Fame.

Visit us online or call us toll-free and give us the opportunity to show you why we are the best!

>>>> **UPCOMING ARRIVALS!** <<<<



SPECIAL 10% DISCOUNT
FOR DIE CAST X READERS

Use Code:
DIECASTXPROMO

- OVER 10,000 ITEMS FROM MORE THAN 100 DIFFERENT BRANDS—ALL SCALES AND CATEGORIES
- MORE THAN 5000 PRODUCTS IN STOCK AND READY TO SHIP WITHIN 24 HOURS!
- AWARD-WINNING CUSTOMER SERVICE • SAFE AND SECURE ONLINE ORDERING • NO-HASSLE RETURN POLICY

>>>>>>>> NEW ARRIVALS! <<<<<<<<<



DiecastModelsWholesale.com

Toll Free: 888-242-4227 • Phone: 213-614-7971 • Fax: 213-614-7973
 Email: cs@diecastmodelswholesale.com • Wholesale Inquiries: wholesale@diecastmodelswholesale.com
 1604 Beach Street Montebello, CA 90640

British Heitage Squared. And Rounded!

Kyosho Rolls-Royce Ghost and Jaguar E-Type

1:18 | \$220-\$280 (est)



The Rolls-Royce Ghost was named in honor of the Silver Ghost, the 1906 demo car that put Rolls-Royce on the map and has since become widely accepted as the most valuable automobile in the world. Ironically, the modern Ghost was launched in 2009 as the company's entry-level model (if any Rolls could ever be thought of as such!) But it is marginally smaller, less expensive, and more dynamically-oriented than other contemporary Rolls models. It's no lightweight at 5500 pounds, but its 562hp twin-turbo V12 makes it a surprisingly capable performer. Kyosho is releasing the Series I short-wheelbase Ghost in at least seven color combinations later this spring. As one of its premium 1:18 models, expect six opening panels and exquisite interior detail to be part of the package.

By contrast, Kyosho's Jaguar E-Type isn't a modern interpretation of a classic—it is the original! Arriving in special 60th Anniversary packaging to celebrate the debut of the E-Type in 1961, Kyosho's model is available in three colors and features a clamshell hood with a fully-detailed inline-6, wire-spoke wheels, and opening doors and rear hatch as well. The Jag should be available by the time you read this, and the Rolls should arrive at dealers in late April.

Kyosho.com; distributed by Acmediecast.com



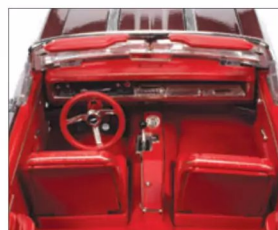
Droptop Muscle Cruiser

Auto World 1967 Chevrolet Chevelle SS396 Convertible

1:18 | \$100

Chevrolet launched the Chevelle in 1964 as its entry into the intermediate category, headlined by the 2-door hardtop and convertible models with the Super Sport package. The Chevelle SS got a big block option in late 1965 to compete with its divisional rival the Pontiac GTO, and a stylish redesign for 1966-67 gave the SS 396 the sporty looks to match its power. Auto World's new '67 SS396 ragtop is part of its Muscle Car and Corvette Nationals series and replicates an actual car featured at the show in precise detail, down to its Madiera Maroon paint, big block engine, manual transmission, and Rally wheels. It's available now at Auto World's online store or from your favorite dealer.

Autoworldstore.com



A Timeless Classic—And a Classic to Be?

GT Spirit 1954 Mercedes-Benz 300 SL and Chevrolet Corvette C8 Cabriolet

1:12 (1:18 for C8) | \$300 (\$140 for C8)

The “Gullwing” W198 Mercedes 300 SL is one of those vehicles that seemed to capture the perfect aesthetic balance. Like a 250 GTO Ferrari or a Jag E-Type, the shape seems less a feat of engineering than a distillation of the platonic ideal for a sports coupe. And yet it is also an engineering marvel; it was the fastest production car in the world at the time, and the workmanship has kept an amazing number of them roadworthy even now, nearly 70 years later. Its fluid beauty is the perfect subject for GT Spirit to tackle in 1:12 scale, bathed in Dolphin Blue. It is too much to expect that the new C8 Corvette will achieve the level of renown that the Gullwing has, but its mix of style and innovative technology certainly makes it among the most notable sports cars of today. The forthcoming convertible version is destined to add open-air enjoyment to the C8 equation, and GT Spirit will likewise add a scale version to its 1:18 scale repertoire. ACME Diecast is accepting pre-orders for both now for expected delivery in late April.

Gts-models.com;
distributed by Acmediecast.com



Turbocharged Sport-Wagons With European DNA

DNA Collectibles Saab 9-5 Sportcombi Aero and Audi RS3 Sportback

1:18 | \$155ea



In many ways, late-model sport-wagons and hot-hatches have become the new muscle cars of the millennial generation. The slick styling of many of these cars has changed the boring stereotypes associated with wagons and hatchbacks, while their nimble handling and potent turbocharged engines give them enough performance to surprise owners of many traditional “fast” cars. DNA Collectibles knows it, and they have announced a pair of cars with five doors and plenty of guts. First is the 2005 Saab 9-5 Sportcombi with the Swedish aerospace firm’s facelifted Aero styling, and a 260hp 2.3L Turbo engine makes sure it takes advantage of those advanced aerodynamics! From Audi comes the ultimate hot hatch—the RS3. Ingolstadt’s signature Quattro all-wheel-drive system is needed to harness the fire-breathing RS3’s 335hp turbo 5-cylinder, and special Recaro seats keep the passengers planted while it rips around corners. The looks of both of these euro-wagons are replicated in precision 1:18 sealed resin with detailed interiors and trim throughout. Both are available for pre-order now.

Dnacollectibles.com



Magnificent Motor Coaches

Iconic Replicas Bus Fleet

1:43 to 1:87 | Prices vary



Iconic Replicas continues to be the industry standard for scale diecast buses and motor coaches; their selection and commitment to authenticity is the main reason why. They have nearly 50 replicas of buses past and present from all around the country utilizing more than a dozen different castings, and more are being added all the time. The latest releases announced include four models using three different castings in two different scales. In 1:87 they have a pair of Motor Coach Industries (MCI) MC-9 Crusaders, one in bright pink for Allstate Charters, and the other a Greyhound Lines motorcoach with a Dallas destination placard. Both feature all-metal construction, rubber tires, and meticulous pad-printed graphics. In larger 1:43 scale they’ve announced a GM TDH-5301 Transit Bus model that is dressed in Greyhound colors specifically for the 1964 New York World’s Fair. Following that, we have the Dina Flexible Coach decorated with Continental Air Transport colors for Chicago’s O’Hare Airport. In addition to the metal body and pad-printed graphics of the others, this model also features steerable front wheels. Each of these should be available for pre-order on Awesomediecast.com by the time you read this.

Iconic-replicas.com; distributed by
Awesomediecast.com

Small Scale Big Rigs

IXO Kenworth 521 Bull Nose and Ford LTL-9000 1:43 | \$30ea (approx.)



IXO is delivering two unusual big rig models in 1:43 from different eras of trucking history. Kenworth's first post-war design, the 500 "Bull Nose" shared characteristics with both cab-over-engine (COE) and conventional series trucks. It was in production from 1948–56 and IXO's model, wearing "Ross Mackie Transport" livery, is from 1950. Ford got into the Class 8 long-haul truck market in 1976 with the introduction of the LTL-9000—a long-hood, tandem-axle version of its L-series truck. IXO labels its 1:43 version an early production LTL from 1978, but the square headlights and blue oval hood emblem didn't appear until 1991 so this is a late-production 1991–95 model with a sleeper cabin and a 375hp Cat 3406 turbodiesel for power. Both feature detailed 1:43 metal bodies, chrome trim, and rubber tires.

IXO; distributed by modelcarworld.com

Two flavors of German AWD performance

OttOmobile Audi A6 Allroad and Mk.7 VW Golf R

1:8 | \$120ea



Audi invented the concept of high-performance all-wheel-drive with its Quattro system in the 1970s, and it has perfected the technology in the decades since. Today it shares that expertise with corporate parent Volkswagen who uses it on a variety of models—but none more true to the original concept of the Quattro as an AWD compact performance car than the Golf R, which is basically a GTI stuffed with 290hp and the ability to send half of it to the rear axle as traction demands. OttOmobile renders the 3-door hot hatch (it also came as a 5-door) in brilliant white as a sealed body resin model in exacting detail.

Just as precise is its rendering of the original Audi Allroad. An A6 Avant sport wagon with larger tires and an advanced air suspension system with increased ground clearance, along with appropriately beefy body cladding, it gave the Allroad more rugged all-terrain and all-weather capability while still delivering the turbocharged V6 or V8 power of the sport-oriented A6 platform. OttOmobile memorializes this very first Allroad in precision 1:18. Both it and the Golf R are available for pre-order and expected for delivery in late spring.

Otto-models.com; distributed by Acmediecast.com

Wild wedge concept car

LaudoRacing 1968 Alfa Romeo Carabo

1:18 | \$100 (est)



Master stylist Marcello Gandini of Bertone helped establish the wedge trend of late 1960s sports car design with his wild Alfa Romeo Carabo concept car. Exotic and futuristic, the Carabo was built on a road-going (Stradale) version of Alfa's mid-engine sports racer the Type 33 and used its tiny but powerful 2.0L V8. The styling was the sensation, though, and the Carabo is often credited with inspiring Gandini's next design, the Lamborghini Countach. Although the Carabo was never put into production, the body proved so popular it was copied as a kit car in the 1970s, and it remains a star in Alfa's factory museum to this day. LaudoRacing has produced versions of the car as it appeared at the 1968 Paris Motor Show and as it now appears in the museum—both in very limited quantities so contact your favorite dealer quickly!

Laudoracing-models.com

A Bowtie bonanza—with a devilish Dodge thrown in

Auto World 1:64 Premium 2021 Release 2

1:64 | \$8ea (\$48 for the set)

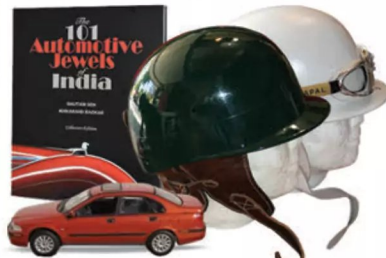
We love Auto World's Premium 1:64 cars. We love them for their dedication to true 1:64 scale, with not only scale size and proportions for the body castings but also scale wheels and rubber tires, which puts them ahead of virtually all other brands in authenticity. We also love them for the diversity of their castings, delivering cars from a wider selection of makes, models, and eras than anyone else in the premium 1:64 space. Of course, sometimes they set aside the manufacturer diversity thing and focus on a theme—such as with the forthcoming 2021 Release 2. Four of the six cars in the set are Chevys—and we have no problem with that! Included are classics like the 1962 Chevy II Nova wagon and an '82 Silverado square-body. Modern muscle fans will drool over the 2019 Camaro ZL1 LE and the 2020 Corvette C8. GM corporate cousin Cadillac gets a little luxury love with a 1975 Eldorado. The lone entry not from General Motors comes from Dodge, but it's packing enough firepower that it won't mind being outnumbered. The 2019 Dodge Challenger Demon will look perfect lined up against that ZL1! All six feature opening hoods with engine detail beneath, and there will be a B version of each in an alternate color. The expected release date is sometime in April.

Autoworldstore.com



FACTORY FLAWED

Welcome to an exciting new online selling platform for slightly "flawed" or "overstocked" automobilia-related items at extremely discounted prices.



800-350-4720
FACTORYFLAWED.COM

Automodello

DREAMS ENGAGED™

1937 DELAHAYE 135MS FIGONI ET FALASCHI

1:24 Scale · Available in 3 Editions



ONE24™ starting at.....\$249⁹⁵

1968 CADILLAC FLEETWOOD ELDORADO

1:24 Scale · Available in 3 Editions



ONE24™ starting at.....\$249⁹⁵

1978 LINCOLN CONTINENTAL MARK V DIAMOND JUBILEE

1:24 Scale · Jubilee Gold



ONE24™ at.....\$249⁹⁵

**We Buy Danbury Mint
& Franklin Mint Collections**

877.343.2276

AUTOMODELLO.COM

Cadillac and Lincoln trade dress used with permission to DiecastM, LLC d/b/a Automodello™

ROCKET POWERED!

40 Years of Oldsmobile's signature V8 powerhouse

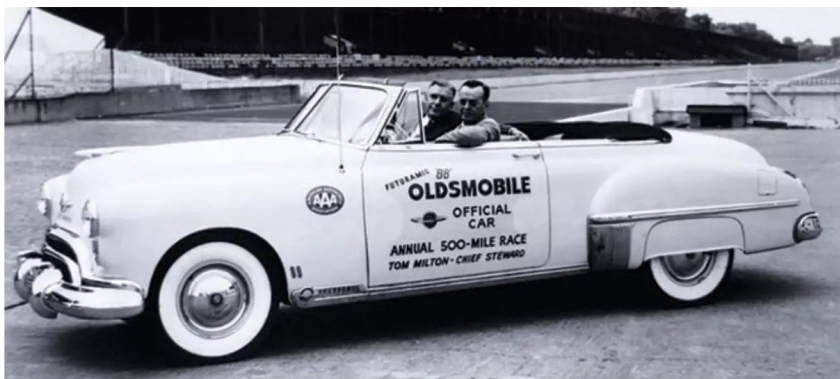
BY: MATT BOYD | PHOTOS COURTESY OF THE GM MEDIA ARCHIVES



It may be hard for some of us to fathom, but here in 2021, there is a generation of young motorists who weren't even born when Oldsmobile—one of the brands General Motors was founded upon—departed the market in 2004. It was the end to one of Detroit's most storied marques, but even though no new Olds models are rolling off of assembly lines, the 107 years of production have produced a worthy legacy for fans, in full-scale and in diecast. Founded way back in 1897, Olds holds the distinction of being the very first brand purchased by the newly established General Motors in 1908. Buick was technically the first of GM's makes, but only because it was already owned by founder William C. Durant when he created GM. Initially, a premium luxury brand, as the company grew Olds was repositioned as GM's mid-priced marque—below Cadillac and Buick but above Pontiac and Chevrolet—establishing a hierarchy that would minimize sales-robbing competition. Known from the very beginning for innovation, the Olds brand has never been shy about pushing technology forward to offer more style, luxury, and performance to its customers. In 1949 Olds launched a new era of innovation when it joined Caddy as the first to introduce modern overhead-valve V8 power to the market. The move established Olds at the forefront of postwar performance and its most enduring image—the “Rocket V8.”

LAUNCHING THE ROCKET

Like Cadillac's V8, the 1949 Olds V8 was based on Charles Kettering's design for a high-compression OHV V8 using crossflow heads, hydraulic valves, and a lighter skirtless block. It was dubbed the "Rocket V8" to play off of the burgeoning space race that was a pervasive cultural image at the time. That first Rocket V8 displaced 303 cubic inches and was rated at 135hp—not a lot by later standards, but it outgunned the Ford/Mercury Flathead (which was its closest rival in '49) by more than 30 percent! While Cadillac portrayed its V8 power as a facet of luxury, Olds went straight at the performance market. It launched an all-new model powered by the V8 and called the "Futuramic 88" but it was quickly dubbed the "Rocket 88" and that's the name that has stuck. Built on Olds' entry-level 70-series chassis, the 88 was notably smaller and lighter than the flagship Olds 98. The Olds marketing team put the 88 out front as the pace car for the 1949 Indianapolis 500—the first ever Olds to lead the field at the Brickyard. And it wasn't just a leader on pace laps; in NASCAR Rocket 88 drivers won the 1949 and 1950 championships and a Rocket 88 even won the grueling Carrera Panamericana in 1950!



The Rocket 88 married the smaller of Olds' two chassis—the Futuramic 76—with the modern Rocket V8. Light and powerful, the Rocket 88 was one of the quickest American cars you could buy in 1949 and has since come to be generally accepted as the first muscle car. As such, it has been reproduced several times in diecast—most recently by Auto World in 1:18 (shown).

THE ROCKIN' '50S ROCKETS

Although introduced in the 88, the Rocket V8 was used across the flagship 98 as well, powering the top trim vehicles in both lines. As the number of Rocket-powered offerings increased so too did the size and power of the Rocket V8 itself. The first upgrade arrived in 1952 in the form of a four-barrel carb version of the 303ci Rocket making 160hp. It was used in the new Super 88 and top-option 98s starting in 1952. The Rocket V8 was bored up to 324ci to go with the newly restyled 1954 model 88, and horsepower climbed to 185. By the final year of the second-generation 88—1956—steadily increasing compression ratios had the top Rocket boasting 240hp! Olds enlarged the Rocket to 371ci for the gorgeous 1957 Super 88 and a triple 2-barrel carb option designated the "J-2 Golden Rocket" churned out as much as 310hp. Olds went lower, longer and wider for 1959, and gave the Rocket another bump in displacement to 394ci, which is the size it stayed through the end of Gen I Rocket production in 1964.



Often touted as the pinnacle of '50s Olds styling, the stunning '57 Super 88 was also the pinnacle of Olds performance thanks to the 310hp available from the triple-carb J-2 Golden Rocket. ACME produced this fine example in 1:18 a couple of years ago.



The first of numerous increases in Rocket displacement accompanied the arrival of the Super 88 in 1954. By 1956 the upsized 324 was making 240hp—105 more than when the Rocket V8 debuted just 5 years earlier!



Olds Rocket power drove NASCAR patriarch Lee Petty to the win in the very first running of the Daytona 500, in 1959.

THE EARLY '60S: THE STARS ALIGN

The original Gen I Rocket V8 architecture pretty was much maxed out at 394ci, and plans were underway for a new Gen II Rocket to carry the Olds brand to new heights in the 1960s. The Gen I wasn't quite done though. Borrowing the name it had used on 98 convertibles in the mid-'50s, Olds launched a sleek new standalone convertible called the Starfire in 1961, powered by the ultimate version of the 394. The Starfire 394 was good for up to 345hp and 440 lb-ft of torque and was made optional on Super 88s and 98s until its retirement after the 1964 model year. In 1964 a special, hardtop-only version of the Starfire called the Jetstar I shared the Starfire's engine and styling but made do without some of the luxury items to make a more affordable performance package.



The ultimate version of the Gen 1 Rocket V8 was the Starfire 394 which powered the special 1961 convertible of the same name.



The Starfire gained a hardtop option for 1962 along with an extra 15hp—up to 345. Lucky Diecast makes this one in 1:18.

MIDSIZE MUSCLE: THE 442

Going into 1964 most of the automotive world's attention was on Oldsmobile's corporate sibling Pontiac and its genre-igniting Tempest GTO. Seeing the explosive success of the muscular GTO (which, coincidentally, replicated the big-engine/midsize car formula Olds had established 15 years earlier with the original Rocket 88) Olds introduced its own performance option for its model that shared the Tempest's A-Body platform, the Cutlass. It used pieces from the BO-9 police package and powered it with the all-new Generation II Rocket V8. They chose the rather cryptic designation "4-4-2"



for the hotrod Cutlass, denoting a four-barrel carb, a four-speed transmission, and a dual exhaust system. Unlike the original Rocket V8, the Gen II was designed in two distinct versions. The 442's 330ci V8 came first, using a low-deck "small block" configuration and making 310hp. And a year later it introduced a "big block" version of the Rocket with a 1.3-inch taller deck and an even 400 cubic inches which made 345hp and 440 lb-ft (identical to the outgoing Starfire 394). The 400 matched up much better against the GTO's 389, so it became the standard engine in the 442 from 1965 until 1970 when the corporate ban on the biggest big blocks was lifted.



The 442 was Oldsmobile's answer to the GTO, and for 1965 it received a 400ci version of the Rocket V8 with power to match. The early 442s had a longer look and fuller fenders, making them appear larger than other GM intermediates, but they rode on the same chassis and weighed about the same. The early 442s are less common in diecast, although Johnny Lightning did release a nice one in 1:64 as part of its 50th-anniversary Collector Tin series (shown at the bottom of p20).



The W-30 was a high-output version of the Rocket V8 equipped with a hotter cam, high-flow heads, and a cold-air induction setup. Introduced on the 1966 442, it became a staple of Olds muscle for the next 15 years. In 1966-67 the W-30's air inlet scoops were built into the front bumper, in 1968-69 they were mounted under the bumper (like on Auto World's 442 (above right)) but from 1970 on the scoops moved to the hood, as on ACME's '70 Street Fighter 442.

THE RAM ROD AND THE RALLY: THE 350 ROCKETS



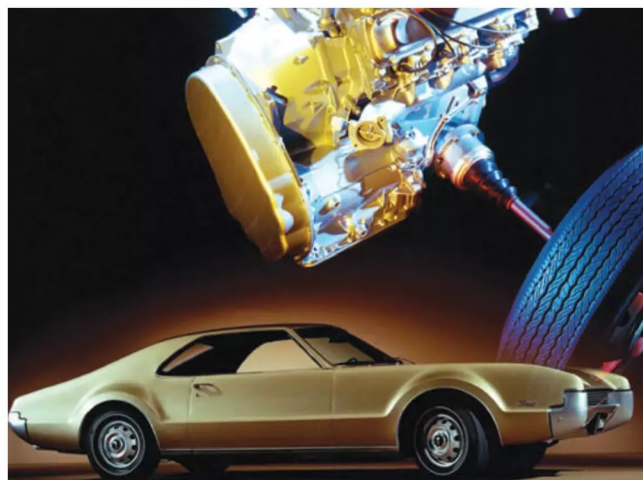
The W-31 Ram Rod consisted of the same cold-air induction kit and the same big "308" cam from the W-30 along with a special intake manifold and matching heads. It bumped the standard 350's horsepower up to 325, making it one of the hotter small blocks on the market in 1968. The W-31 package was optional across most of the F-85/Cutlass range and the only exterior clues were the scoops under the bumper and the "Ram Rod 350" emblems stenciled on the fenders next to the marker lights.

In 1968 Olds released an enlarged version of the low-deck 330 small block Rocket that displaced 350ci. It was available across most of the Oldsmobile range and, like its predecessor, was designed to be the more economical option for those who didn't need the brawn of a big block. While most of the 350 Rockets lived in family sedans and station wagons, Olds recognized the demand for a less expensive performance car among younger customers so it introduced the W-31 package for the 350, nicknamed the "Ram Rod." By contrast, the Rally 350 was designed as more of an all-around performance and appearance package for the Cutlass rather than just a hot engine option. It was available for one year only—1970—and was perhaps the most visually arresting car Olds ever sold. It came in just one color—bright Sebring Yellow—and had matching yellow urethane-coated bumpers and yellow-painted wheels!



While the Ram Rod 350 graphics were subtle, the 1970 Rally 350 was anything but. The Rally package included hardware like a beefed-up FE2 Rally suspension and wider wheels, plus dual exhausts. More notable were the appearance items like dual sport mirrors, a rear deck spoiler, and of course that searing color scheme! Oddly, the W-31 engine wasn't offered on the Rally 350, but the Rally's 310hp Rocket 350 was still plenty potent.

STYLE AND LUXURY: THE TORONADO AND THE CUTLASS SX



The Toronado holds the distinction of having the only Rocket V8 to power the front wheels, and Olds engineers made sure it had plenty of it. They equipped the Toro with the Super Rocket 425 making 385hp—the highest output of any Olds engine in 1966. The 425 grew to 455ci in 1968, and output grew to an even 400hp—the highest rating ever for any production Olds V8. It has been made as a model in various scales over the years, including Lucky's 1966 in 1:18 and Spark's 1968 replica in 1:43.

Olds had scored some styling triumphs in the full-size category early in the 1960s with the Starfire and Jetstar but they had been largely overshadowed by the arrival of the exquisite '63 Buick Riviera. In 1966 Olds reasserted its aesthetic and technical dominance in the luxury GT category with the introduction of the Toronado. Built on the same platform as the Riviera and notable both for its ultra-modern design and its innovative technology as GM's first-ever front-wheel drive vehicle, the Toronado was the darling of the automotive press and won several major awards. It was popular with customers too, selling more than 40,000 in its debut year. One reason was the unique powertrain configuration allowed a perfectly flat floor with no need for a transmission tunnel or driveshaft hump, yielding more a luxurious interior without sacrificing performance. So successful was the Toronado in the full-size personal luxury coupe market that it decided to copy the concept using the intermediate Cutlass platform. A notchback coupe version of the Cutlass Supreme was introduced in 1970—which was also the first year that the 455ci Rocket from the Toronado was available in the Cutlass/442. The two paired up in the form of the Cutlass SX, offering the style and comfort of a luxury car with 365hp—the best of both worlds!



The Cutlass SX married the 442's muscle car hardware with the Cutlass Supreme's luxury features and styling. Produced for just two years—1970–71—it offered the choice of two Rocket 455 V8s with up to 365hp and 500lb-ft of tire-shredding torque. It was offered as either a notchback coupe (like the Auto World '70 SX shown) or as a convertible.

CIRCLING THE WAGONS: THE VISTA CRUISER

One of the most interesting Rockets came in an unlikely wrapper—the Olds Vista Cruiser. Introduced in 1964, it was a station wagon built on an F-85/Cutlass chassis that had been stretched an extra 5 inches in wheelbase to offer more room for rear passengers and cargo. But the most interesting feature (and the one that gave it its name and separated it from the more traditional Cutlass Cruiser wagon) was the bubble-shaped raised roof over the rear half that incorporated curved glass roof panels, making a brighter, more spacious, and more vision-friendly space for rear-seat passengers. The first-generation (1964–67) Vista Cruisers all came with the 330ci Rocket small block, but starting with the redesigned '68 model the full range of Cutlass engines became optional, including the 442's 400 ('68–69) and the mighty 455 ('70–76).



The Vista Cruiser received the same 1968 redesign as the rest of the F-85/Cutlass line. More importantly, it also received the full complement of Cutlass engines, up to and including the 400 along with the 442's optional sport suspension. The top optional V8 grew to 455ci with the 1970 model, boasting a burly 320hp. BoS made a '71 Vista Cruiser in 1:18, the Goldvarg Collection produced a '69 Vista Cruiser in 1:43, and Greenlight has produced several models in 1:64, including the Hurst-prepared Vista Cruiser used as a safety car at the 1972 Indy 500!



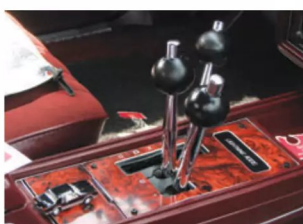
The raised panoramic glass roof that defined the Vista Cruiser first appeared in 1964, installed on a Cutlass station wagon chassis stretched an extra 5 inches in wheelbase. BoS models produced one in 1:18 resin a few years back which showcased the unique roof glass beautifully. We reviewed it in the Summer 2017 issue.

THE HURST LINKAGE



Johnny Lightning produced the first-year Hurst Olds in 1:64 using its 1968 442 casting. It has an opening hood and the under-bumper scoops for the ram-air system (borrowed from the W-30) are cast into the chassis plate.

Prior to 1970, GM's corporate rules prohibited engines larger than 400ci in production intermediates like the 442, but there were no such strictures on special models built by outside aftermarket firms. Olds had utilized Hurst Performance shifters in the 442 since its introduction, but for 1968 the company took the partnership to a new level. It collaborated on 515 silver and black Hurst/Olds coupes based on the 442/Cutlass that used a 390-horse 455 borrowed from the full-size Delta 88. The Hurst Olds H/O returned for 1969 wearing an updated grille and hood and a new color—white with gold stripes—that would come to be synonymous with the Hurst Olds in the coming years. After taking two years off, Hurst again produced the H/O based on various Cutlass models from 1972 through 1975, and two final H/O cars based on the downsized Cutlass appeared in 1979 and 1983.



All customer H/Os were coupes in 1969, but Hurst made two special convertible models for promotional use that had a platform grafted onto the trunk so "Miss Hurst Golden Shifter" Linda Vaughn could be paraded around at races and shows to promote the brand.



The final Hurst/Olds models came out in 1983 to celebrate the 15th anniversary of the original, and it brought back the '68 car's color scheme. The 307ci small-block was the final evolution of the Rocket V8 and by early '80s standards it was a good performer, but its 180hp was a far cry from the fire-breathing 390-horse 455 of 15 years earlier. One odd feature was the Hurst Lightning Rod triple shift lever for the 4-speed automatic transmission. Johnny Lightning has produced the '83 Olds in both Hurst colors and in standard Cutlass trim. The final Hurst Olds continued through the end of 1984, and was followed by similarly outfitted 442 models (sans shifter) that carried on through 1987, marking the end of the Rocket Olds performance era.



Exquisite Line of Scale Models

Available at your local model car store | View the full line at www.esvalmodels.com

1949-53 Chevrolet 3100
Panel Delivery



1949-53 Chevrolet Suburban



1932 Austro-Daimler ADR8
Alpine sedan



1955 Oldsmobile Super 88
Holiday Coupe



1938 Maybach SW38 Cabriolet A



1952 GMC Suburban ambulance



1932 Austro-Daimler ADR8
Alpine sedan



1955 Oldsmobile Super 88
Holiday Coupe



1934 Duesenberg sedan by
A.H. Walker



1946 Invicta Black Prince
sedan by Charlesworth



1948 Kurtis Omohundro



1955 Oldsmobile Super 88
Holiday Coupe



1934-41 Adler Trumpf Junior
2-door sedan



1948 Invicta Black Prince
sedan by Charlesworth



1934 Hispano Suiza J12
Cabriolet by Vanvooren



1955 Oldsmobile Super 88
Holiday Coupe



1939 Cadillac Series 75
convertible sedan



1939 Cadillac Series 75
convertible sedan



2010 Devon GTX



2010 Devon GTX



1956 Chevrolet 150 Handyman
2 door station wagon



1956 Chevrolet 150 Handyman



1953 Maverick Sportster



2010 Devon GTX



1956 Chevrolet 210 Handyman
2 door station wagon



1956 Chevrolet Bel Air
Beauville
4 door station wagon



1938 Maybach SW38 Cabriolet A



2010 Devon GTX



1955 Willys Aero Bermuda
2 door hard top



1929 Cord L-29 Coupe by
Hayes



1921 Pierce Arrow Model 32
7-Seat Limousine



1934 Hispano Suiza J12 Drophead
Coupe by Fernandez & Darrin



1928 Cadillac 341A Town Sedan
Al Capone's armored car



1951 GMC Series 100
5-window pickup



1933 Ford Model 40 roadster



1934 Hispano Suiza J12 Drophead
Coupe by Fernandez & Darrin



Auto World

1968 Olds Cutlass S W-31 vs 1969 442 W-30

Dr. Oldsmobile's W-Machine
meets the Ram Rod 350!



For a brand that arguably invented the concept with the 1949 Rocket 88, Oldsmobile had a bit of a dilemma by the time the muscle car era was reaching its peak in the late 1960s. While the division's sophisticated 442 certainly measured up in terms of performance, its image was rather conservative—a little too understated to grab its fair share of attention in the crowded field of extroverted muscle machines—and its sticker price was a little too high to compete with the bang-for-buck leaders from other divisions. When it came time for the Cutlass/442 redesign, Olds decided it needed two things: a more affordable performance package and a more charismatic image for its performance cars.



AT A GLANCE		
MODEL	1968 Olds Cutlass S W-31	1969 Olds 442 W-30
MANUFACTURER	Auto World	Auto World
GENRE	Classic Muscle Car	Classic Muscle Car
SCALE	1:18	1:18
PRICE	\$99.99	\$99.99
ADVANTAGE		
PAINT, FIT, AND FINISH	👍	
COLLECTIBILITY		👍
INTERIOR		👍
ENGINE	👍	👍
CHASSIS, WHEELS, AND TIRES	👍	👍



The original owner of the full-size Cutlass W-31 chose Provincial White with a Garnet Red interior as a tribute to the '53 Corvette. It's a pretty color, and Auto World added a console for the Hurst shifter to dress it up even more.

The image was aided by the more compact dimensions of the new-for-'68 A-Body. The new Cutlass and 442 sat two inches lower and were three inches shorter in both wheelbase and overall length than the cars they replaced, while having a slightly wider and sportier stance. They weighed about the same, but the new cars split their weight a little more evenly front to rear so they handled better. And the new shape was certainly more aggressive, with athletic profile and a sleek fastback roofline. But of course Pontiac's GTO and Chevy's Chevelle got those same advantages in their new A-Bodies as well,

so Olds didn't gain quite as much as hoped in the image department versus the competition in 1968. (More on that in a minute.)

Olds did, however, make substantial gains in the bang-for-buck category, primarily due to its new Rocket 350 small block and raiding the parts bin of its big brother the 400 to steal the key components of the W-30 ram air package. The Rocket 350 was actually an evolution of the 330 that came in the very first 442 in 1964, and calling it a small block is a bit of a misnomer, as aside from the deck height the 350 and the 400 are effectively the same block. Many of the internal components are



The 442 has beige seats with black carpeting. The combo enhances contrast, making the interior look more detailed despite identical tooling.

interchangeable, including the rowdy 308-degree duration cam from the W-30—and of course the cold air induction setup with its under-bumper scoops. Borrowing these items and adding an aluminum intake manifold and a set of heads with larger valves yielded a 350 rated at 325hp at 5800rpm and eager to rev past 6000—something the long-stroke 400 couldn't dream of! Olds labeled it the W-31 package and for good measure gave it macho nickname too: "Ram Rod 350." Just as important, they kept the price in check. The W-31 option added just \$263 to the \$2800 base price of the Provincial White Cutlass

S Holiday Coupe (Olds-speak for "hardtop") that you see recreated in 1:18 on these pages. It is another of Auto World's Muscle Car and Corvette Nationals (MCACN) series replicas, and one of only three surviving W-31 Cutlasses still in the hands of its original owner, Larry Speicher, who bought it new in '68 at age 17.

So the Ram Rod 350 had the value angle covered, but Olds still needed an infusion of character. And for the 1969 model year a character is exactly what they got! The Olds advertising team introduced the automotive world to Dr. Oldsmobile—a maniacal mad scientist with a cadre of mutant sidekicks



The W-31 350 was rated at 325hp and was a real screamer, happily revving past 6000rpm. Detail is pretty good, with clean casting on the motor and nicely rendered the ram air tubing that snakes down to the scoops under the bumpers.



There is virtually nothing to visually distinguish the W-30 400 and the W-31 350. Both blocks are painted the correct gold color the deck height difference doesn't show up at 1:18 scale.



In 1968 the "Ram Rod 350" emblem appeared on the fenders but not on the engine itself. For the '69 model it moved to the air cleaner lid, like on the W-30. The '68 car has the familiar Oldsmobile SSII wheel pattern with redline tires.



The minor differences between the '68 and '69 styling focus on the grille and headlights. The '69 car pushed the lights together and separated the grille with a center bar. Both model years have the air scoops for the ram-air system mounted under the bumpers.

who, the ad campaign suggested, created the W-machines and other Olds performance hardware in Frankenstein-esque fashion from their creepy laboratory! The ad campaign was produced in black and white to evoke the sort of Boris Karloff/Bela Lugosi classic horror film vibe. It was a bold, bizarre marketing strategy and its effectiveness at selling cars is questionable, but it was so weird that it remains memorable even now, more than 50 years later!

That quirky ad campaign leads us to the 1969 442 W-30 that is the other half of our head-to-head comparo. To help spread

the word about Olds performance they sold posters and decals promoting the Dr. Oldsmobile campaign, and this particular W-30 was decorated with a huge "Dr. Oldsmobile's W-Machine" graphics like those featured in some of the ads. This car was drag raced early in its life before throwing a rod (400s don't like to rev!) and then parked in storage for 30 years. Current owner Ron Novitski bought it from the original owner and set about a meticulous restoration which resulted in a Gold Status award at the 2019 MCACN.

Paint on the two cars is comparable—which is to say very good. The W-30 is the

nicer color—Trophy Blue—but you can barely notice the base color under those giant graphics from any angle but the rear. There are the appropriate differences in the grille and taillight treatments between the '68 and '69 model years; I've always been partial to the '69 with its divided grille and closer set headlights but that comes down to a matter of taste. There is one other notable difference; the W-31 is a pillarless "Holiday Coupe" while the W-30 is a Sport Coupe with a B-pillar and raised windows with trim. The fitment on the window frames isn't perfect so I definitely prefer the cleaner look of the white car, and

I like the delicate pinstripe that follows the curve of the window opening. Auto World also reproduces the "Ram Rod 350" decal on the front fenders with admirable fidelity. (Technically the 400 is a Ram Rod engine too, but it wears only a "W-30" callout on its fender.)

The two interiors are effectively identical except for the color. Both have the same 3-spoke steering wheel and the same instrument panel. Both have bucket seats and a center console housing Hurst shifters for their 4-speed transmissions. (It is worth noting that the actual Cutlass S on which this model is based doesn't have a



The mad scientist Dr. Oldsmobile ad campaign was a bizarre but memorable way that Olds promoted the W-30 and W-31 cars in 1969. The '69 car's graphics were inspired by ones that appeared in the ads.

console so that's one small inaccuracy—but a forgivable one since the console is prettier than four on the floor.) Larry Speicher ordered his Cutlass with Garnet Red interior as a tribute to the original white/red color scheme of his first dream car, the '53 Corvette. The 442 has a beige interior with dark carpeting on the floor. The lighter color produces more contrast, which lets the details stand out slightly better so I give the slight advantage to the '69 W-30 but I think it really comes down to personal preference.

You'd probably think that the 350 and the 400 would differ quite a bit visually, but almost all the differences between small block Rocket V8s like the W-31 and big blocks like the

W-30 are internal. The only external difference is about 1.3 inches of deck height. At 1:18 scale that translates to less than 1/16 of an inch—virtually imperceptible with the engine installed. Both have the correct gold color to the engine block, and both have nice detail on the ram-air ducting to the bumper scoops. These are both derived from the same tooling so they have comparable strengths, and both lack the same items (plug wires). The differences are in the specs rather than the looks, and in that regard the 350 has at least one big advantage over its big brother. Despite the 50-cubic-inch deficit the 350 actually has a significantly larger bore—4.06 inches versus the 400's

very narrow 3.87. The bore/stroke ratio is the reason the little 350 revs so freely and the 400 runs out of wind by 5000rpm. The secret to the W-30's speed is monster levels of torque; get it to the ground and the W-30 is a low-14-second car—a few tenths faster than the W-31—but the little 350 is surprisingly competitive and it responded much better to tuning, so I prefer the underdog among these two.

These two cars share the same chassis tooling so the undersides are identical with the single exception of the color of the oil filter—blue on the W-31 and white on the W-30. The chassis and suspension is reasonably convincing; its plain black plastic so there's relatively little contrast, but

the molding itself is done well. There is good paint work on the dual exhaust, transmission, and fuel tank too. The two cars do have different wheel/tire combinations. The Cutlass S has the distinctive Olds Super Stock II wheel pattern with chrome edges around argent centers on the spokes, and they are wrapped in redline tires. The 442 has Super Stock I wheels with their thinner gray spokes on black centers with a chrome trim rings. It wears raised letter Goodyear Wide Tread rubber. The Cutlass's SSIIIs are the more iconic Olds wheel style, but I like the paint work on the 442's SSI wheels better.

FINAL THOUGHTS

Olds muscle cars are a bit of an acquired taste. I happen to like their mix of sophistication and understatement (one-off billboard graphics on this particular W-30 notwithstanding!) I love the concept behind the Ram Rod 350 and how effective it ended up being. *Hot Rod Magazine* did a project series on a '68 W-31 called "Low-Budget Screamer" that ended up going 13.20s with just basic hop-ups that anyone could afford, which speaks volumes about the fundamental goodness of the package. The W-30 has earned its place among the legendary muscle car engines of all time, and the 442 remains one of the best all-around performers of the era. And that that quirky Dr. Oldsmobile ad campaign is such a delightfully weird footnote to the Olds muscle car story! I like both of these cars. I lean ever so slightly toward the '68 Cutlass probably because of its sleeper vibe, but it should be noted that Auto World also sells a version of the Trophy Blue 442 without the big graphics, so that might tip the scales back in the W-30's favor. But you really can't go wrong with either of Dr. Oldsmobile's W-machines! 🏆

SOURCE

Autoworldstore.com





JUSTIFYING OUR COMPANY NAME WITH EVERY MODEL WE SELL!

WITH OVER 10,000 MODELS TO CHOOSE FROM!



*Limited Edition
*Imported from Australia
\$149.95 EA

DCP by FG 1:64 MACK SuperLiner w/ Tri-Axle Reefer: Tuff Trucks Australia

Iconic Replicas 1:87 MCI MC-9 Crusader Coach | Limited Editions | All Diecast Metal



Greyhound Americruiser



Brewster Gray Line



Voyageur Colonial



Blank White



Greyhound Canada



VIA Rail



Trailways



Allstate Charter
Lines



1:43 Iconic Replicas GM TDH-5301 Transit Bus:
Greyhound Bus Lines 1964 New York Worlds Fair **\$79.95**



Tiny 1:76 Ford
Transit Mini Van:
Shell Oil

\$39.95



\$149.95

Wiking 1:43 Rosenbauer RT Electric
Fire Truck: Berlin Fire Service,
Germany



\$99.95

Iconic Replicas 1:43 1980 Flxible Coach:
Continental Air Transport / O'Hare Airport
All Diecast Metal



\$64.95 EA

First Gear 1:64 GMC 6500 Single Axle
Stake Truck, Black/Red, Red/Black



Goldvarg Collection 1:43 1948 Chevrolet
Fleetmaster Woodie, Satin Green

\$89.95



Goldvarg Collection 1:43 1948 Chevrolet
Fleetmaster Woodie, Satin Green

\$89.95



Goldvarg Collection 1:43 1962 Oldsmobile
Dynamic 88 Fiesta Wagon, Willow Mist Poly

\$89.95



\$169.95

Road Train Replicas 1:64 KW T600 w/ Three
Trailers: TNT Refrigerated



Iconic Replicas 1:43 1980 Dina Olimpico Coach:
Chihuahuaenses | All Diecast Metal

\$119.95 EA



Iconic Replicas 1:43 1980 Dina Olimpico Coach:
Tres Estrellas de Oro | All Diecast Metal



\$11.95

Greenlight 1:64 2020 Dodge Durango:
NYPD 175th Year Anniversary



DCP by FG 1:64 Kenworth W900A w/ Chromed Trailer: Black

\$99.95 EA



DCP by FG 1:64 Kenworth W900A w/ Chromed Trailer: Red

\$19.95 EA



Paragon 1:64 Mercedes Benz G63
AMG: Liberty Walk Edition



Find us on:
facebook /AWESOMEDIECAST



Not responsible for typographic errors. Quantities are limited. Expires without prior notice.
Prices are subject to change without prior notice.

Call 9am -7pm EST 125 NW 13th Street Suite B-7, Boca Raton Florida 33432 United States

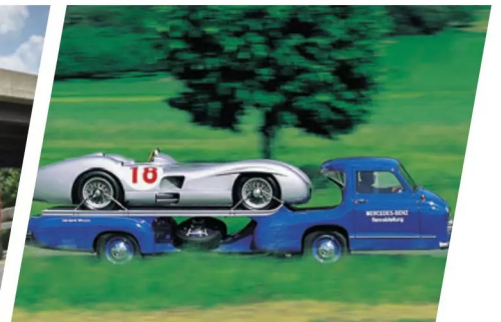
TEL: 561.350.4045 Toll-Free: 866.277.4775 AWESOMEDIECAST.COM



HEAVY HAULERS & RACE RIGS

Trucks and Trailers from across the diecast world

BY: THE DCX CREW



Trucks are an indelible part of American motoring culture. More than two million big rigs prowl the nation's highways log hundreds of millions of miles and delivering an estimated 70 percent of all consumer goods sold in the United States each year. Police departments and other civil services use trucks and trailers in a variety of capacities, and race team haulers are absolutely vital to the world of motorsport, serving as both transportation and rolling billboards. They move the cars, personnel, and equipment that make racing possible even as they promote the sport. And of course, many individuals use small trailers to transport race cars and collector cars to and from tracks or shows. The blend of style and capability with which trucks have been designed has made many the object of fascination for enthusiasts. That has led numerous diecast manufacturers to devote their attention to recreating all manner of trucks, trailers, and haulers in scale. We decided to take a look at a selection of some of the more interesting big rigs, race haulers, and small trailers from across the diecast world.

KENWORTH W900A

Awesome Diecast | 1:64



Introduced in 1961, the big W900 series is the flagship of Kenworth's conventional (engine in front) truck line, and an evolution of it—the 990—remains in production today. Movie fans may recognize the W900A for making movie history's most famous beer run in *Smokey and the Bandit*. This model depicts an early version—a 1964 W900A with a beautiful chrome 40-foot refrigerated trailer that is manufactured by DCP/First Gear and sold by Awesome Diecast.

PETERBILT 359 SLEEPER CAB

Road Kings | 1:18



When Peterbilt introduced the 359—its first long-hood Class 8 truck—in 1967, it immediately challenged Kenworth's W900 for the king of the long-haul conventional segment, and it has since become one of the most popular trucks of all time. One of the most imposing and impressive big rig diecasts has to be the Road Kings Peterbilt 359. At 1:18 scale it is *massive*! We review it on p36.



KENWORTH K100 AERODYNE

Iconic Replicas | 1:43

The Kenworth K100 was to the COE (cab over engine) segment what the W900 was to the conventional truck market, and it got a boost in publicity in the late 1970s thanks to a TV show. Movies like *Smokey and the Bandit*, *Convoy*, and *Every Which Way but Loose* had put big rigs at the forefront of popular culture, and trucking made the jump to the small screen with the show *B.J. and the Bear*. This distinctive red and white Kenworth K100 Aerodyne was its biggest star. Even 40 years later fans still recognize it, which is why Iconic Replicas reproduced it in 1:43 in 2020. It is sold through Awesome Diecast.



PETERBILT 379 DAY CAB

Diecast Promotions | 1:64

Arguably the most recognizable truck of the last half-century, the iconic Peterbilt 379 remains a collector favorite. This 1:64 Day Cab version with its MAC End Dump trailer that Die Cast Promotions produced a few years back is typical of those used for construction duty.



MACK SUPER-LINER

Awesome Diecast | 1:64



The wide-open spaces of Australia see some of the largest, most powerful big rigs in the world, with road trains sometimes pulling up to four trailers! This beautiful brute is a Super-Liner, manufactured by Mack in Australia. It has just a single tri-axle refrigerated trailer, but the double row of fuel tanks and beefy cattle guard suggest it's headed for the Outback. The detail is awesome; that guard is hinged to allow the hood to open to show the big turbodiesel engine. One of the Tuff Trucks of Australia series, this 1:64 model is produced for the Australian market by DCP/First Gear and imported to North America by Awesome Diecast.



PETERBILT 579 DAY CAB

Diecast Masters | 1:50

Peterbilt replaced its squarish long-nose 379 with the sculpted, aero-friendly 579 in 2007. Seen here is a 579 Day Cab pulling a 40-foot refrigerated Maersk Sea container, produced by Diecast Masters in 1:50 scale.



PETERBILT 567 DUMP TRUCK

Diecast Masters | 1:50



Peterbilt is best known for its big rigs but it also makes construction and industrial-use versions of its trucks. This their current dump truck the 567, rendered here in Legendary Blue with a chrome dump body in 1:50 scale by Diecast Masters.

MACK ANTHEM

First Gear | 1:64



Mack's answer to the need for a modern, fuel-efficient, aerodynamic tractor for the 21st century is the Anthem series introduced in 2017. First Gear produced this highly detailed 1:64 example.

VOLVO VNL 760

First Gear | 1:50



While many Americans think of safety-conscious automobiles when they hear the name Volvo, the company sold its car division off to Ford back in 1999 and today Volvo is the world's second-largest manufacturer of heavy-duty trucks. The VNL-series is the mainstay of Volvo's long-haul fleet. This is First Gear's 1:50 VNL 760 with a 53-foot Trailer that we reviewed back in the Spring 2018 issue. It includes opening doors and hood, with a detailed interior and engine.

1956 FORD F-600 CAR HAULER

Automodello | 1:43



Automodello's 1:43 1956 Ford F-600 was not just the company's first car hauler model, but its first truck of any type—but you wouldn't know it by the intricate tooling on the trailer. It's a perfect place to display a couple of the company's many 1:43 classic cars. They also sold a version of the truck without the trailer if you want to use it with a different payload.

1957 MACK MODEL N WITH 1970 DATSUN 510

M2 Machines | 1:64

M2 Machines was one of the first to bundle its 1:64 race car releases with themed haulers. This Datsun team trailer has the best features of both a box hauler and a flatbed and gives a great view of the '70 510 sedan in the back. Getting it moving is a vintage 1957 Mack Model N.



1967 CHEVROLET C30 RAMP TRUCK

ACME Diecast | 1:18



Vintage ramp trucks make great companion pieces to classic drag cars, stock cars, or Trans-Am racers, as well as traditional muscle cars. Not coincidentally, ACME—the maker of this 1:18 1967 Chevy C30—specializes in all of those. And like its car models, the C30 has nice interior detail, as well as extendable loading ramps.

1968 CHEVROLET C60 TRUCK AND CAMARO Z/28

M2 Machines | 1:64

Fans of the glory years of the SCCA Trans-Am Sedan Championship will certainly recognize the color scheme represented on M2's shorty C60 and flatbed trailer. The '68 Z/28 loaded on the back has the Trans-Am look too, even if the Goodyear livery is missing a certain famous fuel sponsorship!



1970 DODGE D300 RAMP TRUCK

ACME Diecast | 1:18

For Mopar fans, ACME also makes a 1970 Dodge D300 ramp truck in a rather Petty-like blue color scheme. Like the Chevy, it features a detailed interior and deployable ramps. For the Blue Oval crowd, we reviewed one of ACME's Ford F-350 ramp trucks back in the Spring 2020 issue.



DODGE D700 SNAKE & MONGOOSE HAULERS

Hot Wheels | 1:64



Arguably the most famous transporters in racing history, the matching Dodge D700 haulers of Don "The Snake" Prudhomme and Tom "The Mongoose" McEwen were part of the traveling show that was the Hot Wheels-sponsored funny car rivalry for the ages in 1970. But wild as it seems now, both trucks were hand-me-downs from other race teams. McEwen's was purchased from fellow Mopar drag racers Sox & Martin, while the Snake's originally belonged to King Richard Petty! But their second lives with Snake & Mongoose made them motorsport icons. It is only fitting that Hot Wheels produced special edition 1:64 hauler sets of both to commemorate the legendary rivalry they helped create.

1970 DODGE L600 COE AND SUPER BEE

M2 Machines | 1:64



Weiland is a big name in intake manifolds for drag cars so it's the perfect sponsor to showcase on the side of M2's '70 Dodge L600 COE. And the drag-prepped Hemi Super Bee in the trailer would be a great home for one of those intakes!

1959 FORD F-250 WITH ENCLOSED TRAILER

Johnny Lightning | 1:64



Johnny Lightning has great variety in its Truck and Trailer series. A cool example is this single-car hauler pulled by a stylish 1959 Ford F-250. If you're in the bow-tie camp you might want to substitute one of sister brand Auto World's new 1965 Chevy Suburban or 1981 square-body Silverado as your tow vehicle of choice.

1976 FORD F-150 RANGER XLT WITH FLATBED TRAILER

GreenLight | 1:64

Got a classic Ford muscle car or race car in 1:64 that needs hauling? GreenLight's Hitch & Tow 1976 F-150 Ranger XLT and flatbed are perfect for the job.



1977 DODGE WARLOCK AND ENCLOSED CAR TRAILER

Auto World | 1:18



A big-buck race hauler is out of reach for most car guys. For many weekend warrior types, a single-car enclosed trailer towed by a standard pickup truck gets them to the track and back. This patriotic-themed 1:18 box trailer from Auto World is perfect to haul a home-built racer, especially pulled by something cool like the upcoming 1977 Dodge Warlock!



1987 CHEVROLET M1008 WITH NY SEMO COMMUNICATIONS TRAILER

GreenLight | 1:64



Chevy introduced the M1008 in the mid-1980s as a utility cargo vehicle for commercial and military use. Basically a 1-1/4-ton version of the C/K series pickup, it's a perfect tow vehicle for GreenLight's communications trailer for the New York State Emergency Management Office, part of the Hitch & Tow series.

1990 CHEVROLET K5 BLAZER UTICA NY POLICE

GreenLight | 1:64

GreenLight's Hitch & Tow series offers a diverse array of trailers and tow vehicles, including a wide variety of police, fire, and service vehicles. This 1990 K5 Blazer and small utility trailer carry the Utica New York PD colors.



REPLICARZ 1:18 EXCLUSIVES

The difference is in the details!

R18507 ... \$299.99 *resin cast, sealed body
 Danny Thompson Challenger II,
 New Land Speed Record 2018

**Coming
 Summer 2021!**

*Includes display case
 • model is 23 inches long

R18042.. \$249.99 *resin cast, sealed body
 1979 Cosworth "The Gould Charge",
 Winner Indianapolis 500,
 Rick Mears

**Coming
 Summer 2021!**

R18910 ... \$249.99 *resin cast, sealed body
 1964 Cheetah, American Challenge
 Race at Daytona,
 Ralph Salyer

R184827 ... \$199.99
 *die cast metal, with engine detail
 1972 M16, Winner Indianapolis 500,
 Mark Donohue

Replicarz

ONE STOP SHOPPING!

166 Spruce Street • Rutland, VT 05701 • www.replicarz.com
 P. 800-639-1744 • F. 802-775-1981 • sales@replicarz.com • **We Buy Collections!**

Over 50 Brands, Over 3,000 models in stock. All the top lines of Die Cast Models, Displays, and Accessories. We Ship Worldwide • We accept PayPal!

CARNEY
DISPLAY CASES
www.carneyplastics.com

**THE SERIOUS
 COLLECTOR'S CHOICE
 SINCE 1986**

1-800-372-6688

Custom Display Cases Available!

24/43

21/24A

DISPLAY CASE STANDS

12/18

108/64

PROTECTO PAK REDESIGN!

NEW January 2021

More space **ALL** the way
 around your Hot Wheels card.

The **NEW** Protecto Pak secures
 your card in place and Protects
 it with No pinched corners!

protectopak.com

PROTECTO PAK COVERS

Available in:

- 12 pcs..
- 24 pcs..
- 48 pcs..
- 240 pcs..

DISPLAY CASES FOR ALL COLLECTIBLES • See our **LARGE** selection at...www.carneyplastics.com



Road Kings Peterbilt 359

Big-scale big rig with huge presence

Even if you're not into commercial trucks, chances are the Peterbilt 359 looks familiar to you. It—and its successor the 379—are perhaps the most iconic, most desirable big rigs of the last 50 years. Think of the 359 as sort of the muscle car of big trucks—kind of like a '68 Charger with 18 wheels. Ok, the big Pete technically only has 10 wheels (the other eight are on the trailer) and it was introduced a year earlier in 1967—but you get the idea. This was Peterbilt's first long-hood truck, and it was designed specifically with long-haul and heavy cargo in mind, so the hood, cab, and sleeper were all made of aluminum—saving weight that could be used for the payload. Commercial tractor rigs like the Pete generally don't come with a predetermined engine or transmission; the owner chose the individual powertrain combination they wanted based on their budget and the specific application—long-haul, or specialized tasks like logging, construction, or tow truck duty.



AT A GLANCE



MODEL
1967* Peterbilt 359



MANUFACTURER
Road Kings



GENRE
Classic Truck



SCALE
1:18

ITEM NO.
113458



PRICE
\$220

WHAT WE LIKE

- + Stunning size and presence
- + Metal construction with opening doors
- + The long-nose Peterbilt is the quintessential big rig



The two-stage flame motif is gorgeous, and more than a little reminiscent of a certain Transformer. The three-bar grille and streamlined marker lights date this truck as a late-'70s Peterbilt.



The bright chrome trim pieces like the horns and roof lights really contribute to the model's wow-factor.

With the right engine and transmission, the 359 could do pretty much anything, which is why it quickly became the rig of choice for those who could afford one.

The Road Kings Peterbilt 359 is an interesting combination. At 1:18 this is a mammoth hunk of diecast. To my surprise—and admiration—it is mostly metal construction, so it is heavy! The manufacturer lists it as a 1967 model—the first year of the 359's 20-year run. However, several styling cues make clear that this truck is of a later vintage. To begin with, it has the new style three-bar grille and the more modern radiator surround with the lower crown seam that's even with the seam in the hood which came along in 1972. More telling, it has the taller 1100-series cab with its larger windows and straight windshield pillar and the taller sleeper to match. And it has the more flush fender-mounted marker lights which didn't come along until the mid-1970s. And the clincher is the sleeper; the rounded bulkhead doors peg this as the newer style that was introduced in 1977, so best

guess that is about the era of this truck. To be honest, the newer design is better looking than the first-year 359 so this is actually a good thing.

Now let's talk about that paint scheme. Long-hood Petes—359s and 379s—are about the most customized trucks in existence. There is an entire industry devoted to them, and they still comprise the majority of show rigs. Flame paint schemes are a staple of such trucks, and this paint job, in particular, may look familiar. A long-hood Peterbilt 379 wore a similar red cowl/blue flames fade to red flames/blue cab scheme in the 2007 blockbuster *Transformers* in the role of Optimus Prime. It's a beautiful look, and it suits this 359 just as nicely. The extensive chrome brightwork contrasts the flame scheme perfectly. Some of the tampos don't lay exactly flat over the simulated rivets on the sleeper, but that may be this particular sample. What is perfect is the fitment of the intricate mirror assemblies. They come separate in the package and have to be installed, (a good idea, given



The mirrors come separate in the package and must be installed, but the precision molding makes it super-easy.

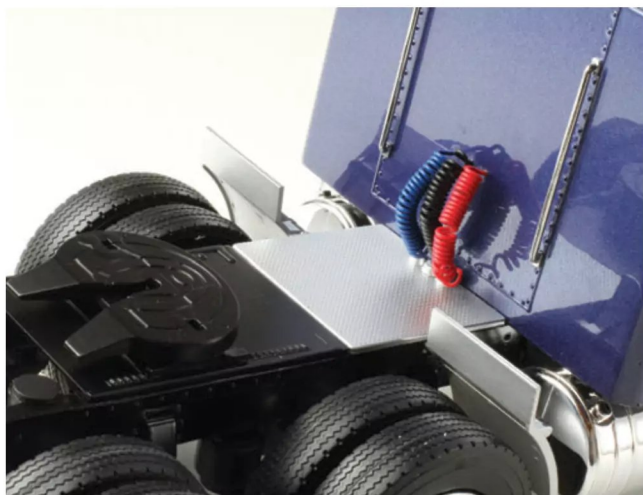


Interior detail is pretty decent, and the inclusion of the "Corvette dash" is another sure sign that this truck was built after 1976.

their delicacy and weight of this behemoth). Such tasks can be challenging if the parts aren't molded just right, but the four-point mirror brackets slot right in and the mirrors (which are adjustable) fit securely, a credit to the model's precision.

The cab doors open, revealing a moderately detailed interior—and the surest indicator that this is a late-'70s Peterbilt. The dashboard has a distinctly sculpted shape that Peterbilt marketed as "The Dash of Class" and owners quickly

nicknamed the "Corvette Dash" because of its double-hump design that somewhat resembled the '60s Corvette Stingray's. In front of it is a large steering wheel and long shifter stalk, both angled appropriately for the tall, upright, air-cushioned truck seats. A late-'70s Peterbilt should have a walk-thru to the sleeper cabin but since the sleeper itself is a sealed casting that feature is sort of irrelevant on the model. The long hood was designed to handle the largest, most powerful engines available at the time—monsters



Flexible coiled air hoses in the back of the cab and a nicely cast 5th wheel add to the authenticity of the big Pete.



The plumbing for the exhaust stacks routes realistically under the frame and up under the cowl. Just behind them are a pair of beautifully polished 150-gallon fuel tanks.

like the 18-liter Caterpillar 3408, which was among the most desired truck power plants of the 359's day. The hood on the Road Kings 359 is sealed so you can imagine it having any of the 1970s power options available, but with those big chrome dual exhausts, the 500+horsepower from that big Cat V8 would sound as cool as the big Pete looks! The exhaust plumbing tucks up under the frame realistically, just in front of the huge, polished aluminum fuel tanks, probably 150 gallons apiece—which would

come in handy with that 18L V8 somewhere in the 4mpg range! The frame is sturdy diecast metal and has impressive cast-in detail in and around the rear suspension and 5th wheel. There are flexible coiled lines for the air brakes plumbed into the rear of the cab and flexible rubber mud flaps behind the rear set of drive wheels. Those wheels are beautiful—replicas of 22.5-inch polished aluminum pieces—wrapped in realistic-looking rubber tires.



Polished aluminum wheels wrapped in realistic rubber help finish the look. You can see a fair bit of detail cast into the rear suspension as well.



FINAL THOUGHTS

Big rigs are sort of their own sub-genre of collectible, and most of the ones we see—modern or classic—tend to be in the smaller scales. And while the amount of detail packed into those 1:64 and 1:50 trucks is impressive, it doesn't really prepare you for the majesty of this 1:18 Road Kings Peterbilt. This thing is massive. You find yourself asking if perhaps the box text was a misprint and this might actually be 1:12 scale, but no—the 359 is just that imposing. The wow factor on this replica is probably worth the price of admission alone, and that number is surprisingly reasonable. \$220 is not a lot for this much model. But size is not the only thing it has going for it; the striking flames motif and the dazzling chrome make clear why long-hood Peterbills remain some of the most visually impressive and popular big rigs of all time. The Road Kings model is equally impressive in the 1:18 arena. 🚚

SOURCE

Road Kings; distributed by fivediecast.com



RED ARMY (КРАСНАЯ АРМИЯ) REPLICAS

A look at military models from Russia's past

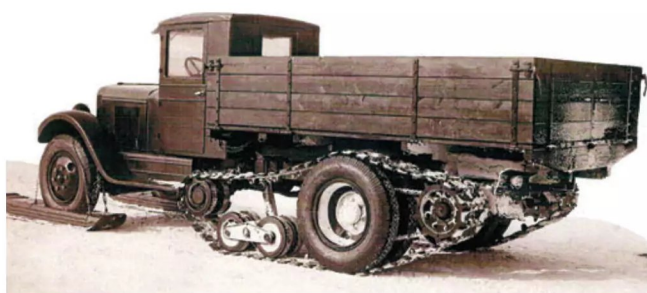
BY: RICHARD YOUNG AND DMITRIY LISIN | PHOTOS BY: DMITRIY LISIN

Editor's Note:

We at Die Cast X naturally tend to think of the diecast industry in terms of models made in America, as well as many produced for Asia and Western Europe. But the love of precision replicas knows no borders, so British author Richard Young has collaborated with Russian model expert Dmitriy Lisin to show a selection of models of Soviet-era Red Army trucks manufactured by the LOMO company in Russia.

The LOMO company (Leningrad Optical Mechanical Obyedinenie) is mainly concerned with the manufacture of optical lenses and optics-related instruments for a wide variety of applications. Founded in 1914, in what is now Saint Petersburg (formerly Leningrad), LOMO optical products are exported worldwide. However, during the turmoil of the USSR's collapse, LOMO found itself struggling with reduced demand for its optical products. In 1991, Alexander Shemarinov, a prominent Russian model expert, convinced the company that there was money to be made in manufacturing diecast replicas. They began producing high-quality 1:43 scale models of vehicles based on ZIS, ZIL, and GAZ chassis from the 1930s through the 1960s, few of which have ever been seen in the West. In recent years the output of models from LOMO has been greatly reduced, presumably because the company's optical business takes precedence, but small quantities of models are still being produced, and some of the previous castings can still be found. Here are some of the more interesting vehicles from the LOMO collection.

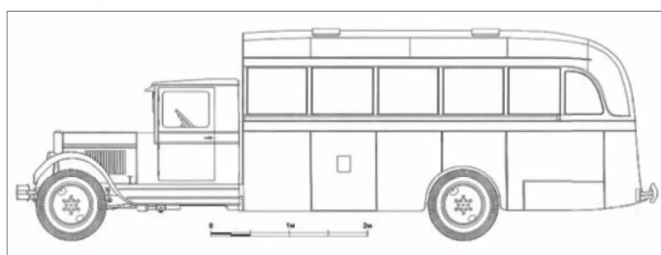
ZIS-33 HALF-TRACK WITH SKIS



THE MODEL: This piece actually started as a Code 3 piece modified by Dmitriy Sergeev in 2010, after LOMO model production started to slow down. Using a standard LOMO ZIS-5 truck, the half-tracks and skis were added by Sergeev and the model was sold by LOMO as one of their own products. This was not the only example of Sergeev and LOMO collaborating in this way. Around 100 of these models were produced.

At the end of the 1930s the USSR seriously started to develop vehicles for multi-terrain operation. With a war brewing and a huge territory to protect, there was an urgent need to provide the Red Army with vehicles that could readily be converted for use on roads, off-road, and snow. The conversion from standard road vehicle to multi-terrain needed to take place quickly—with a target of around 45 minutes. A set of half-tracks and skis was quickly developed to fit the standard army ZIS truck and went into production in 1940 as the ZIS-33, production eventually reaching more than 4500. As with similar designs that employed non-steerable half-tracks in the rear, the ZIS-33 maintained traction but tended to push the truck ahead in a straight line even when the driver is frantically trying to turn a corner! To help overcome the understeer problem, the ZIS-33 was fitted with exceptionally large skis on the front wheels.

ZIS-16S MILITARY AMBULANCE



THE MODEL: As with all LOMO models, this one is 1:43 scale. Around 200 were made in 1995. They were available in two paint colors: normal Red Army khaki or white for winter operation.

Based on a long wheelbase ZIS-5 truck, this large Red Army ambulance started production at the onset of WWII. Originally a ZIS-16 bus, it was developed for use as an ambulance with the 'S' added to its name to denote a 'medical' vehicle in Russian. It was a simple design, with accommodation for 10 stretcher patients and up to 12 seated patients, so it would have been pretty crowded inside. However, it did have a heater—rather unusual for the time—which operated using a heat exchanger on the engine exhaust system.

ZIS-5 RAIL TRUCK



THE MODEL: Introduced in 2000, this model was issued in Red Army khaki and also in white, with a total of about 200 units.

The ZIS-5 truck chassis was converted for use on railroad tracks simply by removing the road wheels and replacing them with rail wheels. This was a valuable option, both because it was quick to switch over, and because in some areas the railway was the only practical way of travel—particularly in the winter. Not only could troops and goods be carried by this truck, but it could also tow several trailers, massively increasing its payload.

ZIS-12 MOBILE SOUND DETECTOR UNIT AND ZIS-5V MOBILE SEARCHLIGHT



THE MODEL: These accurately-made models were sold separately, with around 150 Mobile Searchlights issued from 1997 and 350 Sound Detectors being issued from 2000.

These two vehicles operated as a pair. The Sound Detector was used to listen for approaching aircraft, operating on a similar theory to the large fixed concrete installations on the English south coast. Those, however, were shaped like a large TV satellite dish some 30ft across, which 'collected' the sound and focused it to a central point. The ZIS-12, as can be seen, had an entirely different method of collecting the sound, using four large horns rather like gigantic ear trumpets, which came together at a single point to focus the sound. This arrangement enabled the operator to judge the direction and altitude of approaching aircraft and, sometimes, even identify whether they were friend or foe. Using the information gleaned from the Sound Detector, the ZIS-5V Mobile Searchlight was able to spotlight the aircraft, thus exposing them to fire from the mobile anti-aircraft gun units which accompanied the pair.

SU-12 SELF PROPELLED GUN



THE MODEL: About 150 of these models were made in early 2000 and featured the gun which rotated and elevated. This model features opening cab doors which LOMO was not particularly good at, so many of them showed a poor fit.

This self-propelled gun helped the Red Army forces deal with enemy tanks and armored cars, and there was continuous experimentation with different combinations of equipment and weaponry. In 1934–1935, the Kirov plant produced 99 units of the SU-12 with a 76mm gun mounted onto a GAZ-AAA truck chassis. By June 1941, most of these machines were badly worn and greatly in need of repair, so how many of them actually took part in the fighting is not known. The GAZ-AAA chassis/cab was used often by LOMO for fire engines and civilian trucks as well as military models.

GAZ-AAA BZ-38 REFUEL TANKER



THE MODEL: Aside from ill-fitted opening doors on the cab and the universal LOMO plastic wheels, this is a nicely rendered model. Starting production in early 2000, about 200 models were made, both in Red Army khaki and in the white winter paint scheme.

One of the main fuel tankers of the Red Army, the GAZ-AAA BZ-38 was mounted onto the ZIS-6 three-axle chassis and they were mainly used where large capacity tankers were not necessary. This included aerodromes for light planes, such as the YAK-7 fighter plane shown. The tanker was a Red Army vehicle because the Soviet air force was not a separate entity but part of the Red Army—similar to the US air forces during WWII. The BZ-38 originally had a capacity of 1350 liters, but this was later increased to 1500 liters by lengthening the fuel tank and shortening the hose locker.

URAL-ZIS-352

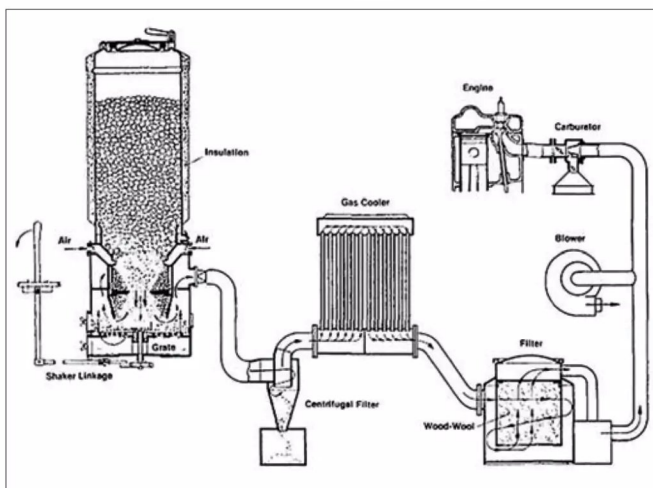


Diagram 1: System used to extract "wood petrol" from wood chips

THE MODEL: Made from 1994 onwards, this model clearly shows the unmistakable cylinder for the "wood petrol" mounted in its usual position behind the driver's door. Around 500 were issued.

When the German army invaded Russia and began to approach Moscow in 1941, vital industries were packed up and moved further east, some as far as the Ural Mountains. One such undertaking was the evacuation of the ZIS truck factory to the Urals, where military truck production was continued under the name of URAL-ZIS. Fuel is absolutely vital for any army, and when supplies of petrol began to become scarce for the Red Army, the military turned to the use of "wood petrol." This is a method of extracting fuel from wood chips that is suitable for powering lightly modified petrol engines. With millions of acres covered in forests, Russia had no shortage of wood for this purpose, and ZIS manufactured wood petrol vehicles in large numbers until well after the war for industrial and agricultural use (like the farm truck pictured). The system was refined and improved over time, and the ultimate version was the URAL-ZIS-352—the last wood petrol-powered truck to be mass-produced in Russia.

KATYUSHA BM-13 ROCKET LAUNCHER



THE MODEL: Both ZIS-6 (pictured) and Studebaker versions were made in 1:43, with a total production of nearly 2000 Katyusha models issued.

In 1937 began development of the Katusha rocket artillery system. Because it could be mounted to standard military trucks the system—comprised of a double rack of 16 132mm rockets—was inexpensive and highly mobile. Like most rocket systems, it was less accurate than a conventional artillery gun, but because the system could fire all 16 rockets in a matter of seconds its high rate of fire somewhat compensated for its inaccuracy. And the fearsome amount of noise, smoke, and flames of such a fiery salvo had a strong psychological effect on enemy troops. This was used to good effect by the Red Army on the invading German army. The Western Allies were quick to appreciate the power of this weapon and soon copied it. The BM-13 was even mounted onto Studebaker chassis under the Lend-Lease system (later made in Russia) and also on the ZIS-6 chassis.

RUS-2 RADAR AIRCRAFT DETECTION UNITS



THE MODEL: The antenna vehicle appears to have been the only one of the trio to have been modeled by LOMO, with a production of about 150 pieces. It would have greatly enhanced their value if all three of the units had been issued to make up a complete set.

The RUS-2 "Redoubt" was the first serial pulse radar system in the USSR. It was introduced in 1941 and continued in production until 1945, by which time over 600 sets had been produced. A set consisted of three trucks. On the first truck was mounted the transmitter/receiver antenna, mounted onto a ZIS-6 chassis. The large rotatable antenna had a range of about 100km. The second truck held the control unit cabin mounted onto a ZIS-5 chassis, in which the operators monitored the incoming data from the antenna in order to determine the number of approaching aircraft, their distance, speed, and elevation. The third truck was the power unit, with a large generator supplying all the electrical power for the whole set.

NEBELWERFER 41 ROCKET LAUNCHER



THE MODEL: A number of the Nebelwerfers were mounted onto vehicles, as shown by this model, which uses the ubiquitous ZIS-5 chassis. This could either be a Nebelwerfer captured by the Red Army and mounted onto its own truck, or a ZIS truck captured by the Wehrmacht onto which they mounted their Nebelwerfer. The use of captured equipment and vehicles was a common occurrence by both sides on the Eastern Front. In either case, it makes for an interesting model, showing a marriage of equipment from two different armies.

Developed by Germany in the years leading up to WWII, the Nebelwerfer 41 was a chemical powered rocket launcher, (the '41' denoting the type of chemical used for the motive power.) Typically used on a small trailer, this weapon was a six-barrel system for launching 150mm unguided rockets. Quite small and lightweight, the Nebelwerfer was a versatile and maneuverable addition to the Wehrmacht's arsenal. Nearly 6000 launchers were made, together with over 5 million rockets, and were used extensively by Germany and its allies. Many of these weapons were captured by the Red Army, and rather than scrap them they developed their own 150mm rockets and turned them back against the Germans! While the German-designed rockets used a finned tail to stabilize the projectile, the Russian version was rotated utilizing gas outlet nozzles set at 14 degrees around the rocket. The latter system was more accurate, although the loss of energy through the nozzles led to a somewhat reduced range.

ZIS-5 MOBILE ANTI-AIRCRAFT GUN



This vehicle is something of an oddity for the Red Army since it was not sanctioned by the Soviet Government, which normally had to approve any vehicle to be built. In this case, the vehicle arose out of grave necessity, to protect Leningrad during that hard-fought struggle in 1941. Based on GAZ-AAA and ZIS-5 trucks, it has improvised armor plating and is fitted with a variety of weapons, using only those which were available locally from the Izhorzsky Plant which produced them. The weapons ranged from 20mm anti-aircraft guns up to 45mm anti-tank guns. The Red Army suffered heavy losses in those terrible times at Leningrad, but these vehicles helped them to eventually win the battle.

THE MODEL: This particular model shows the ZIS-5 with a 30mm Anti-Aircraft weapon, and is relatively rare—LOMO produced less than 150 units.

The authors wish to thank Alexander Shemarinov and Dmitriy Sergeev for their help compiling this article.

JADA DUNGEONS & DRAGONS DIECAST MINI FIGURES

1.65-inch (approx 1:43) | \$5–\$15 per set



The diecast construction of Jada's pre-painted minis means they'll far outlast standard figures and you don't need to go to a specialty shop—they're available in the toy aisle at Walmart.

The past half-decade or so has been an exciting time for those who are into the tabletop gaming hobby. With three powerhouses of gaming each releasing a brand new game, and with increased media exposure thanks to some high-profile TV shows and wildly popular streaming content on channels like YouTube, the prospects for the gaming world have never been better. The biggest gaming franchise of them all—Dungeons & Dragons—is published by a subsidiary of Hasbro called Wizards of the Coast, and in 2014 they released the 5th Edition, coinciding with the 40th anniversary of the original game. Thanks to the streamlined new rules and high-profile exposure from mainstream TV hits like *The Big Bang Theory* and *Stranger Things*, the population of tabletop gamers is seeing its largest growth in decades. It makes RPG nerds like me gleeful, especially since that has also drawn many new companies into the market with exciting products like Jada's new diecast D&D figures!

Mini figures have been a popular accessory for tabletop games for decades. Specific miniatures are often used on a bigger game board to represent both characters and enemies; a wide array of minis can help the game feel more alive and enriched. The problem is, traditional miniatures are expensive. A red dragon,

like the one you see on this page, could cost you \$25 or even \$50 for a single piece! Jada Toys, perhaps best known for its movie tie-in diecast cars, has thrown its hat into the gaming miniatures ring with fully licensed diecast metal Dungeons & Dragons 5th Edition minis that offer outstanding value for the price! On this page, you see two sets represented—a 4-piece standard beginner's set and a deluxe 5-piece set with an oversize monster in addition to the standard 1.65 figures, which Jada calls "Nano" size. The set with four standard minis retailed for just \$5, and the deluxe set with the red dragon was just \$15 at Walmart! I didn't have to go to a specialty store or try to find them online—I was able to pick up these sets right in the normal toy aisle. That's nine minis—including the dragon—for \$20 total. That is the mini-figure bargain of the century!

The detail on these figures is reasonably good, and because they are diecast metal they have an excellent durability and playability factor. The range of figures, which Jada is releasing in waves, gives them collector potential as well. They don't have flashing issues, they don't have to be painted, and the sturdy diecast means these minis will probably outlive the ones I paid three times as much for. Jada has produced miniatures for a game growing in popularity at a price point that keeps my wallet happy, and with a quality that keeps the players at my table happy. If Jada continues to expand the line to include more monsters and large creatures, they'll have me as their favorite customer!

SOURCE

jadatoysinc.com 



A traditional figure of a dragon like this goes for \$25–50. Jada's deluxe set includes four standard minis and a red dragon for just \$15.



The Starter Pack includes four standard 1.65-inch minis for just \$5!

Maisto Design Elite Transport Sets Show and tow in 1:24 scale



Maisto has one of the largest libraries of diecast tooling in the industry, and it covers numerous genres across a wide variety of scales from 1:64 all the way up through 1:12. In addition to its role as a value leader in the entry-level market, one of the things the brand is great at is presenting its castings in new and interesting ways to keep product lines fresh and give collectors something to look forward to. A perfect example is the Elite Transport series, released this past year as part of the Maisto Design line. Think of it as a grown-up version of the 1:64 Tow & Go series, but in 1:24 and focusing specifically on car haulers that pair tow vehicles with a thematically related show car or racer mounted on a flatbed trailer. It's a simple idea, and Maisto's deep bench of 1:24 castings means it has been able to put together some really interesting and diverse pairings for the first wave of releases. Let's take a closer look.

SPECS

MANUFACTURER: Maisto Design Elite Transport Sets

GENRE: Various

SCALE: 1:24

PRICE: \$40ea (estimated; varies with dealer)

WHAT WE LIKE

- ✚ The diversity of trailer set pairings—there's something for everyone
- ✚ Great paint and graphics work
- ✚ The custom touches on the VW and Ford sets

1973 Datsun 620 and 1999 Nissan Skyline GT-R R34



This set pairs a truck and car across more than a quarter-century of Nissan history! Serving as a tow vehicle is Datsun's little 620, which is a cool compact pickup from the early days of mini-truckin'. This one is a satin white version of the Tokyo Mod 620 Maisto previously released as a stand-alone vehicle in the Maisto Design series. Now, towing a 3500-pound R34 Skyline (plus trailer) is a big ask for a '73 620 that came stock with a 96hp 1.6L motor, but popping the hood of this truck reveals what looks like a KA24 motor swap (a popular one for '70s Datsuns) so this 620 probably has close to double the grunt of the original—maybe more if the decals on the side (Comp Cams, RHS) indicate further mods. Certainly, the Eibach springs and Toyo tires will help in the grip department. The tailgate and doors open too, and the interior has gotten an upgrade with a sport steering wheel and new seats. Still, we can't help thinking the AWD Skyline might actually have an easier time towing the 2200-pound truck than vice versa! But since Maisto installed the hitch on the Datsun for pulling the tandem-axle open trailer, that's probably the way to go. The hood and doors open on the Skyline as well but it isn't quite as heavily modded. (Its twin-turbo RB26TT engine it doesn't really need to be!) It is wearing new wheels and a set of Toyo tires and looks like it has a modest body kit, but otherwise, the R34 looks pretty stock.



The R34 Skyline GT-R gets an upgrade of new wheels and Toyo tires. The trailer is color-keyed to the two cars in each set and shares the Toyo sponsor livery.



The little '73 Datsun 620 looks great but in stock form it wasn't much of a tow vehicle. A swap to a modern KA24 engine helps fix that!

Lamborghini Urus and Huracán



This next pair looks factory-fresh, but then when the lesser of the two is a \$200K supercar with 610hp perhaps you aren't in urgent need of aftermarket parts? We've actually seen Maisto's 1:24 Huracán before, and we're fans of the amount of detail they pack into the stock package—especially given the asking price. It has opening doors and a rear deck so you can get a better look at the engine. It is painted Eleos Blu, matching the Urus SUV tasked with hauling it around on a color-matched tandem trailer (all of the Elite Transports use the same trailer tooling). Like the Huracán, the Urus appears perfectly stock, right down to its huge 21-inch rims, needed to clear the gargantuan 17.3-inch carbon-ceramic brake discs—some of the largest ever fitted to a production car. That much stopping power will come in handy not just for slowing the trailer rig, but because the 4900-pound SUV has a 650hp twin-turbo 4.0L V8 capable of rocketing it (sans trailer) to 190mph! The model doesn't have an opening hood so we can't see it like we can the Huracán's 5.2L V10, but the doors do open, and there's a surprising amount of detail on the dash and center console for a mass-market 1:24 model. And most importantly, the angular styling theme that the two Lambos share is faithfully replicated in the full metal body castings.



Both models capture the bold look of Lamborghini's Centro Stile, which blends both hard-edged angles and smooth compound curves for a distinctive family resemblance.



The rear deck opens on the Huracán, giving a better look at the 610hp V10. The Urus SUV's star feature is its nicely detailed interior.

1948 Ford F-1 and 1967 Mustang



Which of the Elite Transports is best probably depends on your preferred genre, but the “Pony Up” Ford Performance pair is definitely the fastest and most radical! It consists of a 1948 Ford F-1 step-side pick-up and a 1967 Mustang fastback, both treated to some pro-mod upgrades. The F-1 definitely won't have any trouble hauling the 'Stang (or hauling ass!) with a giant supercharger sticking out of the hood! While the tailgate opens, the hood is sealed so we can't actually see what the blower sits on top of, but fair to bet it is not a vintage Flathead. Judging by the frame-stiffening braces in the bed and meaty Firestone slicks mounted on Center Line drag wheels sitting in the fenders, it's got plenty of ponies. The Mustang's hood is molded plastic and lifts right off, so we can see the power it's putting to its fat Firestones—a big-block Ford with a blower of its own, everything bathed top to bottom in chrome. If that wasn't enough, there is also a pair of nitrous bottles under the fastback glass. It's not all about speed, however; the interior has been treated to a pair of carbon-fiber shell racing seats, a modern sport steering wheel, and shifter, and the center stack now sports a modern infotainment screen. Like the other sets, the trailer is color-keyed to the car set (black and red in this case) and features ramps that fold down.



Maisto gave its '48 Ford F-1 the full pro-street treatment, with tubular braces keeping the cab and bed from folding together when those fat Firestones try to put the power down from the blown V8 under the hood!



The Mustang sports a blown big-block under its lift-off hood and a modern interior complete with an infotainment screen in the center stack!

Custom Volkswagen Samba Van and Beetle



All pretense of stock vehicles goes out the window with these VWs. Both castings have been in Maisto's roster for years and have appeared in both stock and modified forms in a few different lines. Both VWs carry the livery for one "Kool Käfers Garage" and this particular Käfer ("Beetle") definitely lives up to the name! While Maisto doesn't specify the year on this particular set, this Bug has the small oval single-piece rear window so that would make it 1953–57 vintage. It is a chop-top custom and it's slammed nice and low, riding on modern large-diameter two-tone 5-spoke wheels and ultra-low profile Toyo tires. The bumpers and running boards have been sprayed flat black; the only exterior chrome bits remaining are the windshield and headlight surrounds and the custom exhaust system. There's a bit more in the interior, including the custom pedal set and steering wheel, and the instrument panel. Seats have been swapped for modern sport buckets too. The Samba van does that one (well, actually six!) better by swapping out its three rows for modern seating. You can see them exceptionally well because the side doors open and the plastic insert for the cloth sunroof top can pop out. This Samba is a classic 23-window (1951–63)—the coolest body style for VW vans—and this one gets even cooler with the bumpers shaved and squatting low over the same low-profile rolling stock as the Bug gets. There are big stereo speakers molded into the interior panels too. Both VWs have opening rear engine covers, and you can see they share similar tuning and cosmetic chrome upgrades to their air-cooled flat-4s.



Both VWs' flat-4s have been worked over with hop-up parts as well as chrome dress-up items.



The chopped and slammed custom Bug started life as a 1953–57 small-window Käfer.



The classic 23-window Samba gets an infusion of comfort and style with modern seating for all three rows.

SOURCE: maisto.com



When you support our advertisers, you support us.

From the entire crew at *Die Cast X*,
Thank you!

www.DiecastMusclecars.com



NOW FEATURING A SHOPPING CART FOR EASIER ORDERING

Serving the World Wide Web with Quality Service Since 1999

We specialize in 1/18 Scale Diecast Musclecars from Acme, Auto Art, Auto World, Greenlight, GMP, Sun Star & More.

Call (715)874-6037 for more info or visit www.DiecastMusclecars.com

All cars are packaged very carefully and shipped out within 24 hours via UPS.

We accept Mastercard and Visa on our Simple-Secure Online Order Form.

**CHECK OUT OUR NEW WEBSITE,
NOW FEATURING A SHOPPING CART FOR EASIER ORDERING**

Die Cast

JOIN OUR TEAM!

Have you ever been flipping through the pages of *Die Cast X* and thought "I could do that!" We think so too, and here's your chance! We are seeking new content contributors for *Die Cast X* and you could be just who we're looking for.

CONTRIBUTOR BENEFITS:

» Opportunity to earn early access to some exciting new diecast models for review

» The potential to be published in *Die Cast X* in print and online

If you think you have what it takes and want to know more, check out: diecastxmagazine.com/looking-for-contributors

**SUBSCRIBE TODAY
AND SAVE UP TO
20%**

**INCLUDES
DIGITAL
EDITION**



ORDER NOW AT

DieCastXMagazine.com/subscribe

Die Cast X is published 4 times a year. Please allow 6-8 weeks for delivery of first issue. Cover price is \$6.99. Canada add \$6 per year, all other countries add \$10 per year. Must be prepaid in U.S. funds.

BY MATT BOYD

Hot Wheels

Four-Car Team Transport

Walmart-exclusive classic drag racing quartet



Our friend Mike Zarnock first showed us the Hot Wheels Car Culture Team Transports last year in Hot Wheels Highway. At the time, the series was comprised of 15 two-vehicle sets pairing a car with a transport truck in matching livery. Six sets were released in 2018, and another nine in 2019. The sets are part of the Hot Wheels Premium line, meaning they are equipped with Real Riders rubber tires and metal bases, among other features. Since Mike last discussed them Hot Wheels has added another 10 car/transport pairs for 2020, and seven have been announced so far for the series in 2021—bringing the numbered sets to 32. But that isn't all—four exclusive vehicle sets have been released to Walmart which include three cars and a matching transporter in a diorama display box. Some of the cars and trucks in the Walmart sets have appeared (or will appear in 2021) in the standard two-vehicle pairs, but some are unique. I recently picked up the Black Hole Drag Racing Team set at my local Walmart, so we figured we'd review it as part of our Heavy Haulers

and Race Rigs special issue.

The Black Hole livery first appeared in 2019 with Transport release number 7, which paired up the '66 Super Nova with the "Retro Rig" transporter, and those are two of the vehicles which comprise the new Walmart set. To that Mattel adds a '65 Mercury Comet altered and a version of the much-beloved '55 Bel Air Gasser, both painted to match the flat black/matte silver livery of the original pair. Neither of the new cars has appeared in the Team Transport two-vehicle sets, although the Comet is slated to do so later in 2021 (with different decoration). But if you want the '55 Shoebox with a matching race hauler this set is the only way, at least for now.

Let's start with the Retro Rig, which first appeared with the Snake & Mongoose funny car sets in 2018. It's not officially identified, but the Sweptline styling is a dead ringer for the 1965–73 Dodge D-series, which makes sense since Snake & Mongoose used '67 Dodge D700 crew cab haulers. The Retro Rig is a standard cab and sits lower than a D700, and the grille pattern

AT A GLANCE



MODEL

Black Hole Team Transport Four-Car Diorama



MANUFACTURER

Hot Wheels Premium (Walmart Exclusive)



GENRE

Classic Drag Racing



SCALE

1:64



PRICE

\$25

WHAT WE LIKE

- +** The thematic link between all pieces
- +** Pitch-perfect car selection
- +** Little tech details in the drag car castings



The Super Nova and Retro Rig were paired up in a Team Transport 2-pack in 2018. The blown big-block, full cage, chute, and jumbo Goodyear slicks give the look of a serious AA/GS competitor.

looks more like a '71 or '72 but it still works. Rather than sit on dual rear tires like a stock big D-series, Retro Rig rolls on low-profile tires on chrome 5-spoke wheels. The lights and custom truck horns on the roof, and the cargo bins in the ramp body are picked out with matte silver paint, giving the truck a pretty sophisticated look overall.

The Super Nova carries the AA/GS class designation, meaning it runs in AA/Gas Supercharged—the top class for gassers in the 1960s. The Nova has skinnies on its leaf-sprung solid front axle and a big fat big block under that blower. The interior has a lone race seat and the tub is molded in dark gray with a chrome full roll cage surrounding it. It has a little fuel cell in the grille, although the metal Thailand base has a traditional fuel tank cast in the back that even has a set of fuel lines running from it! The rear valence has a single chute cast in, and the fat Goodyear slicks sit on a narrowed rear end and are mounted on black 5-spoke Torq-Thrust style wheels.

The '55 Bel Air is more of an old-school gasser, with no inner fenders

to get in the way of the fender-well headers dumping out of what looks like a rowdy blown small block. The front wheels are full width and the interior (molded in chrome in a single piece with the engine) has a pair of '60s-style bucket seats and no visible roll cage, although the rear bench has been stripped out. The wheels have the same American Racing look as the Nova, but these ride on a full-width rear axle with a jumbo set of ladder bars and wear vintage "pie crust" cheater slicks.

That brings us to the Merc. The '65 Comet Cyclone is perhaps best known for ushering in the era of the funny car in the hands of racing legends like Dyno Don Nicholson, Arnie "The Farmer" Beswick, Hayden Proffitt, and Jack Chrisman. Before they were funny, Comets ran in the Altered Factory Experimental class—or A/FX, just like it says on the fender of this one. That Enderle "bug-catcher" poking through the hood tells us it's got a blown and injected 427, so this could be nearly as quick as the gassers! It's got fender-well headers too, plus a narrowed rear end, traction bars, and wide slicks like

the Nova. And inside is a pair of racing seats and a half-cage molded in black. The diorama packaging includes a backdrop of photo-realistic rural drag strip with a winning ET of 9.48 @ 164.60, which was right on the A/FX record in 1965!

FINAL THOUGHTS

These Walmart four-piece sets really add a new dimension to the Team Transport concept, which was already a popular one with collectors. But with three different race cars all thematically linked, sharing the team colors, and matched to the hauler, there is more depth and interest to the set. The packaging is a nice perk, but the window box is a little fragile to serve as a long-term home for this set. Besides, I'd rather have them out where I can mix and match them with the Retro Rig, or better yet, line them up for an intramural match-race between teammates! 🏁

SOURCE

Hotwheels.com; Walmart.com



The only way to get the popular '55 Chevy Bel Air Gasser with a Team Transport is in this Walmart-exclusive four-pack.

The '65 Mercury Comet Cyclone is a piece of drag-racing history, and the team version sports a formidable blown, injected 427 and cool-looking fender-well headers.



Kyosho

Lamborghini Miura SVR

A track-bred tribute to the original Jota

Question: What do you get when you decide that a one-of-a-kind super exotic sports car isn't unique enough for you? Answer: the Lamborghini Miura Jota SVR—a car that probably shouldn't even exist, and very nearly didn't. Aficionados of the classic bulls of Sant'Agata Bolognese will speak in reverent tones about the fabled one-of-one Miura Jota, the special test mule that Lamborghini's legendary development engineer and test driver Bob Wallace cooked up—largely on his own—to explore the racing potential of the company's flagship P400 Miura. As a mid-engine, V12-powered supercar, the Miura looked like it had the makings of a world-class race car. But Lamborghini was a small company barely three years into the sports car business when it built the first Miura in 1966, and founder Ferruccio Lamborghini was understandably reticent to get drawn into factory support of racing, having watched rival Ferrari nearly bankrupt itself chasing racing glory.



AT A GLANCE



MODEL

1975 Lamborghini Miura Jota SVR



MANUFACTURER

Kyosho



GENRE

Classic Sports Car



SCALE

1:18

ITEM NO.

08319R



PRICE

\$190

WHAT WE LIKE

- + The most extreme Miura with a wild creation story
- + Outstanding detail on engine and suspension
- + The timely return of the 1:18 Jota SVR



As part of the SVR conversion, special Recaro racing seats were installed with four-point safety harnesses were installed. Kyosho recreates the harnesses with fabric belts and etched metal harnesses.

Nevertheless, Wallace convinced his boss to let him build a one-off test car to explore the Miura's racing potential, with the idea of developing parts and modifications that privateer teams might want to use to take the Miura racing on their own.

The name "Jota" comes from the Italian word for the letter J, as Wallace built the car to exploit the modifications allowed in Appendix J of the FIA's Sporting Code governing Sports and GT cars. Starting with a production 1970 Miura P400 S, Wallace attacked the project methodically, enhancing virtually every aspect of the car's performance. He cut roughly 800 pounds from

the car's weight by replacing heavier steel chassis and body components with aluminum and swapping the glass windows for Plexiglas. He removed the complex flip-up light mechanisms and swapped the forward-mounted factory fuel tank for a pair of racing fuel cells in the flanks that wouldn't imbalance the car as the fuel level depleted. He added a deep chin spoiler to combat the Miura's tendency toward front-end aerodynamic lift. He installed a radically wider suspension with optimized geometry and Koni adjustable dampers. He installed larger, ventilated disc brakes. And of course, he increased the power—with increased compression, a low-restriction exhaust,

larger 46mm carbs, racier cams, and dry-sump lubrication he raised the output to 440hp—70 more than the stock P400 S. It was an extraordinary achievement, one that handful of well-heeled Miura owners begged the factory to recreate on their own Miuras. Ultimately, only five such customer cars were refitted with aspects of Wallace's Jota at the factory and designated Miura SVJs. Most received only the cosmetic upgrades, while a couple also got engine and suspension improvements as well. None were as radically modified as the original, which was sold off in 1972, but it was crashed on the way to the factory for service, and the racing fuel

cells ruptured, burning the car to the ground.

That original Jota was the most radical Miura ever built by Lamborghini...save one. A wealthy owner of an original green P400 S from Germany, Heinz Steber, approached Lamborghini in 1975 about having the factory retrofit his car to precise Jota specs. Lamborghini declined, citing the expense and difficulty of recreating the original. So Steber spent a year on his own collecting parts—including special Koni race suspension pieces, giant Girling disc brakes from a Porsche 917 race car, open Weber carbs, Recaro racing seats, and numerous other components. Steber returned to the factory with his pile of parts (and a bigger



The SVR's aluminum bodywork stretches a foot wider than the stock Miura over the rear wheels!



A racing-style fuel cap is cut through the bonnet and it flips up. Under it sits the widened double wishbone suspension, bright red Koni coil-over dampers, and the fuel tank.

pile of cash) and Lamborghini finally agreed. The car was finished in 1976, repainted red, and designated the one and only Jota SVR. It represents not only the wildest, fastest, most unique Miura ever made, and also one of the most valuable.

Shortly thereafter, Steber sold the SVR to a Japanese collector and the car stayed in the Asian market for many years, even starring in a racing-themed manga comic which elevated its profile in its adopted country. That fame drew the attention of Kyosho who first modeled it nearly 20 years ago, eventually producing in 1:43, 1:18, and finally in 1:12. They

have recently revised the 1:18 casting and that is the model you see on these pages. The original Miura was sculpted by the master stylist Marcello Gandini of the Bertone styling house in its first commission for Lamborghini. The Jota SVR has taken that svelte form and injected steroids, with bulging fenders fore and aft covering radically wider suspension and tires, which Kyosho has replicated. There is a huge front spoiler that traces up to the top of the wheel wells to improve high-speed downforce at the front, matched by a roof-mounted wing to help keep the SVR's rear-biased

center of gravity planted. The rear bodywork has been radically widened, extending the original Miura's rear track by more than a foot with vents cut into the fenders to evacuate wheel well pressure and increase downforce. The openings in the front bonnet that expel air from the radiator have been widened too. The sum of the aerodynamic mods doesn't exactly beautify Gandini's original design, but they definitely make it perform better, and Kyosho does a masterful job replicating it.

Flip open the doors and you can gaze upon the special Recaro racing seats

that Steber specified, complete with 4-point racing harnesses and a shifter that clinks through a stainless steel shift gate with a reverse lockout lever. The rest of the interior is surprisingly stock, with the center console and dash panel resembling that of the P400 S from which the SVR is derived. Certain minor details hint at the increased performance, such as the speedometer that counts up to 400kph! The front third of the body flips up in clamshell fashion, revealing the wide double-wishbone front suspension with its Koni coil-overs, as well as the horn trumpets and the fuel tank with visible



The most conspicuous modification in creating the SVR was the addition of the large wing on the trailing edge of the roof.



Kyosho does a great job with the extensively modified V12 with its open-throat Weber carbs, tubular exhaust headers, and a host of internal mods.



The trunk is shallow, as the racing exhaust takes up most of the space in the rear end.



The SVR wears some of the widest tires ever installed on a Lamborghini—345/35-R15 Pirellis on beautiful BBS center-lock wheels.

fuel lines—one item that apparently wasn't converted into Jota spec, as Wallace's car utilized twin fuel cells in the door sills instead of the single tank behind the front axle.

The rear clip is hinged at the rear, and the entire assembly levers up to reveal the modified aluminum block 4.0L V12 with its cast-in 5-speed transaxle and much of the rear suspension subframe. Like the original Jota, the SVR's engine received special higher-lift, longer duration cams under the narrowly-spaced, finned cam covers stenciled with "Lamborghini" scripts. Open-

throat Weber carbs topped with mesh screens are nicely rendered on Kyosho's model. They are connected by a single mechanical linkage, and beneath the carbs sit a bundle of ignition wires. Underneath is an exhaust that forgoes mufflers in favor of tubular headers that dump directly into a quartet of flared chrome exhaust tips that jut through the lower bodywork. To enhance rear-end stability and help put the extra power to the pavement Lamborghini installed steamroller-wide 345/35-R15 Pirelli tires, mounted on beautiful BBS center-lock wheels with

three-eared knock-offs. The suspension subframes are in full view, with chrome braces and anti-roll bars.

FINAL THOUGHTS

For some purists, the SVR's wild styling may seem like gilding the Miura lily, but the SVR's bulging fenders and aggressive wings are very much in the spirit of Bob Wallace's original Jota. Each of its modifications was made to enhance its track capabilities, and there is a beauty in that purposefulness. For the Japanese market, the SVR has a special significance and Kyosho treats it with appropriate respect. Polo

Storico, Lamborghini's in-house restoration division, recently undertook an exhaustive 19-month reconstruction of the SVR, and the refurbished car has made several public appearances. That makes the timing for Kyosho's return of the 1:18 model ideal, and allows a new generation of collectors to own the wildest, fastest, most exclusive Lamborghini Miura ever built. 🏁

SOURCE

Kyosho.com; distributed by acmediecast.com



Automodello

1937 Delahaye 135MS

Figoni et Falaschi

French high fashion on four wheels



French manufacturer Delahaye has a proud history of potent racing machines from the 1930s, and none were more successful than the 135MS. In 1937 the 135MS scored the victory at the Monte Carlo Rally and finished 2nd and 3rd at the 24 Hours of Le Mans. The following year it improved that to 1st, 2nd, and 4th at that most prestigious French endurance classic.

Many road-going versions of the 135 rode on the standard 116-inch wheelbase Delahaye chassis, but the competition MS cars were based on a wheelbase 10 inches shorter, making them lighter and more nimble. the 'M' designated the larger of two available engines—an inline-6 displacing 3.6L—and the "S" denoted triple Solex downdraught carburetors feeding a special high-flow head.



AT A GLANCE



MODEL

1937 Delahaye 135MS
Figoni et Falaschi



MANUFACTURER

Automodello ONE24



GENRE

Vintage Sports Coupe



SCALE

1:18

ITEM NO.

24D031



PRICE

\$250-350 (depending on edition)

WHAT WE LIKE

- + Exquisite style and winning speed asks no compromises
- + Brilliant brightwork augments the artistic shape
- + Collector-friendly exclusivity and presentation



Automodello[™] TRIBUTE EDITION
1937 DELAHAYE 135MS FIGONI ET FALASCHI

Many 135MS Delahayes used in competition wore more modest, functional body panels, but the graceful coupe you see on these pages was treated to show-car quality coachwork by Paris coachbuilder Figoni et Falaschi—one of the most glamorous in pre-war Europe. Some have noted the low, swept-back profile is reminiscent of another exotic French coupe built the same year—the Bugatti Type 57S Atalante. Like that famous Bugatti, the 135MS has rear-hinged carriage-style (or “suicide”) doors to better clear the teardrop-shaped rear fenders which

blend smoothly into the tapered rear deck that features prominent dorsal trim. Just below those rear-hinged doors are running boards that—wearing a splash of chrome—sweep fluidly into front fenders that complement the rears, but add an interesting twist in the form of gentle points even with the wheel's midline. The long cowl looks almost formal in profile but from higher angles, it reveals a more wedge-like shape that flares out into the deeply raked windscreen. The sills of the domed side windows plunge from that raked A-pillar toward those

teardrop rear fenders, creating a reverse teardrop shape that mirrors it.

It really is a cohesive and gorgeous design, and Automodello does its usual exceptional job rendering it in 1:24 resin as part of its ONE24 series. The basic teardrop theme is highlighted with beautifully delicate chrome and stainless steel brightwork. The formal grille has a tiny bar texture cast into it, and the Delahaye emblem at its top. The polished running boards are works of art, as are the dorsal fin trim and matching tail light housings. As is their habit, Automodello offers the

135MS in several colors. Our light blue sample is in *Bleu Clair Métallisé*; also available are *Lark Métallisé* (light green metallic), and *Aubergine* (eggplant).

The exceptionally luxurious interior seems slightly at odds with the race-bred chassis of the 135MS, featuring as it does interior appointments comprised of rich walnut and leather. On this car, the upholstery is a matching blue, whereas on the others it is varying shades of beige. All have a brilliant white dashboard rimmed by walnut trim. There is technology in the interior as well, most notably in the



The 135MS may have had race car underpinnings, but it didn't skimp on the interior luxuries. Rich leather and walnut were used extensively, and the advanced Cotal electromagnetic 4-speed gearbox allowed clutchless shifts using a tiny gated shifter mounted on the steering column, which you can make out by looking down through the raked windscreen.

form of the clever Cotal electromagnetic 4-speed gearbox which is operated by a tiny lever in a polished metal gate on a stalk extending from the steering column. You can just make it out by peering down through the raked windscreen from above. With this unique innovation, once underway, the car could be shifted up or down without the use of the clutch—sort of an early version of a sequential

gearbox.

As with all of its ONE24 models, Automodello's 135MS has a sealed hood. We know what would have been beneath it though. With the S-spec triple carbs and special large-valve cylinder head atop the OHV inline-6, it produced 160hp—40 more than the stock 135M—an impressive output for a mere 3.6L in 1937. Coupled with the aerodynamic shape, the special gearbox, and a long-

legged axle ratio, that was enough power to push this special 135MS a top speed north of 100mph.

Automodello mounts all of its precision ONE24 replicas on a decorative plinth stenciled with the make, model, and edition, and delivered in a clamshell box. The presentation is classy enough that we chose not to remove the car from the base for photos and risk any of its lovely paint or trim in the

process—particularly since the bottom of the chassis has no detail to see. The car's independent front and live-axle rear suspensions are left to the imagination, however, you can see an artistically rendered quad-exhaust outlet and a hint of the big Bendix brakes behind the exquisite 17-inch spoke wheels.



The graceful Figoni et Falaschi coachwork incorporates layers of teardrop shapes which Automodello renders with delightful precision.



The delicate brightwork is impressive for the 1:24 scale. Notice how fine the grille bars are and the skill with which the Delahaye emblem is reproduced.

Subtle elements like the chrome dorsal fin and the quad exhaust tip give the styling of the 135MS a very cohesive feel.



Like all Automodello ONE24 pieces, the 135MS comes mounted on a decorative plinth and the Tribute editions come with a hand-signed and numbered Certificate of Authenticity.

FINAL THOUGHTS

The Figoni et Falaschi styled Delahaye 135MS blends style and speed into something timeless and elegant. The body is beautiful enough to make the car a star regardless of the running gear, but the fact that they built it upon what is essentially a full race-spec chassis makes it that much more appealing. Its rarity will draw the attention of collectors as well. The model shown here is the Tribute Edition in Bleu Clair Métallisé—destined to be just one of just 37 hand-numbered examples and delivered by a hand-signed certificate of authenticity. A second Tribute Edition in Lark Métallisé will have a production of just 43, and the Standard Edition in Aubergine will be produced in just 199 examples. Whichever you choose you will have one extraordinary example of French high fashion on wheels! 🏁

SOURCE

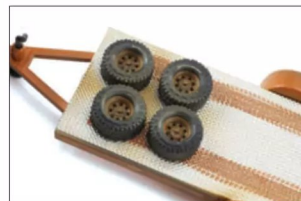
Automodello.com

JOHNNY LIGHTNING TRUCK AND TRAILER TRIO

BY MATT BOYD



No matter what theme we have going on in a particular issue of DCX, it always seems like Johnny Lightning has something in their line-up that fits the occasion. A case in point is the latest from JL's Truck and Trailer series, which ties in nicely with our haulers and tow rigs storyline. The Truck and Trailer line has been around for a couple of years and JL tends to do one or two releases per year. This latest one came out late in 2020 and is comprised of three castings: a Toyota Land Cruiser, a Chevy Caprice Wagon, and a Ford F-250, each paired with a unique trailer. As with most JL releases, the Truck & Trailer sets come in the primary color schemes shown, but an alternate "B" set is also available.



1980 TOYOTA LAND CRUISER WITH OPEN CAR TRAILER

JL introduced the 1980 J40 Land Cruiser back in 2006 and has been a popular casting in its many incarnations since. Most have been soft-tops, but there have also been open-bed and hard-top versions like this one, and with various wheel/tire configurations. With this release you get both wheelsets; the stock tires come on the truck and a set of BF Goodrich knobbies come affixed to the tandem-axle open trailer. The hood opens to reveal cool detail on the 2F 4.2L, which was the gas-engine option from 1975 on, (there was also a diesel available.) This one is rigged up for overlanding, with a roof rack that is holding a supplementary spare (the primary spare is mounted on the back) and several jerry cans of extra fuel. There's a beefy aftermarket brush guard on the front that holds extra lights and a winch in case the FJ40's legendary off-road prowess isn't quite up to the task. And the upper fender is equipped with an intake snorkel in the event the FJ has to ford any deep water crossings—which, judging by the splashes of mud up the side of the Custom Copper Metallic paint, seems rather likely. Hopefully not with the trailer attached; the ground clearance on the car trailer would leave it completely submerged! When it's on dry land, it has removable ramps to aid in loading. Each of the trailers also has a functional threaded third-wheel support, allowing them to be disconnected and have them sit stationary and level on their own.



1973 CHEVY CAPRICE ESTATE WAGON WITH CAMPER TRAILER

The '73 Caprice station wagon dates back almost as far as the FJ, debuting in 2007. It first saw trailer duty in 2017 in the Gone Fishing series, and now it's pulling a decent size camper. To do it the Caprice is equipped with a torquey 454 big block, making sure this family truckster doesn't get bogged down on any big hills along the turnpike. The casting includes the new-for-1973 wagon power clamshell tailgate and emblems with the new designation of "Caprice Estate" (previously "Kingswood") on the rear fenders. JL calls the color "Custom Golden Yellow" which was a Chevy paint option in the late '50s to the early '60s, and it contrasts nicely against the wood paneling. The trailer carries no specific branding, but it looks authentic to the period and has cool features like semi-translucent windows behind decals that simulate blinds. Interestingly, all three of the trailers in this set use the same base plate, meaning their footprint is effectively identical and they are interchangeable behind any of the series vehicles if, for instance, you decided you wanted to hitch the Ford's enclosed trailer behind the Caprice.



1959 FORD F-250 WITH ENCLOSED CAR TRAILER

One of the coolest releases in the set is this 1959 F-250 in Gulf Oil colors, backed by an enclosed trailer that is perfect for hauling a race car. The Ford has been used over the years as both a pickup and a tow truck and in both 2WD and 4WD configurations. This Gulf truck is the latter, with a front-drive axle cast into the metal chassis. The tailgate is hinged as is the hood, and under it sits the top-option Y-block V8 painted bright red. Like the FJ and the Caprice, The F-250 has rubber tires, and these are mounted on large-diameter steel wheels. The box trailer is big enough to hold most JL muscle and race cars, and it features an opening load ramp and an opening side-access door, making it very versatile for display use. 🚗



SOURCE

Johnny Lightning; Autoworldstore.com

BIG SCREEN BIG RIGS

BY THE DCX CREW

Hollywood has had an on-again/off-again love affair with big rigs, sometimes casting truckers as nomadic anti-heroes rebelling against the establishment, other times trucks have been sinister juggernaut villains marauding through innocent bystanders in pursuit of the protagonists. In honor of the Heavy Haulers theme we have going throughout the issue, we present five of our favorite trucks from the silver screen.

Freightliner FLA Tow Truck—*Terminator 2: Judgement Day*

Big rigs of various models play prominent roles in the *Terminator* franchise, from the International Harvester that (almost) blows up the original in T1, to the pair of Freightliners the T-1000 hijacks in T2. We're partial to the black FLA tow rig, as that truck-vs-motorcycle chase down the Bull Creek culvert in L.A. is one of the most exciting scenes in the movie—or *any* movie from the 1990s! The truck only gets about 4 ½ minutes of screen time, but it is 4 ½ minutes of cinematic gold!



Mack R600 Coolpower—*The Road Warrior*

The Road Warrior is one of those instant cult-classic car movies. In terms of filmmaking, it is a piece of minimalist brilliance. What isn't minimalist is the mega chase across the wasteland starring the battle-armored Mack R600. Involving nearly 30 vehicles and lasting a full 1/3 of the entire film, it is, without doubt, one of the most epic vehicle action sequences ever put on film!



Western Star 4800—*Maximum Overdrive*

Hear us out on this one. If you rank a truck based on memorability and its importance to the film in which it stars, it doesn't get much more essential than the Happy Toyz Green Goblin truck from *Maximum Overdrive*. It's not just the star. Do you honestly remember much else about that flick *other than the truck*? (Maybe the scorching all-AC/DC soundtrack?) This is by no means a great film, but that leering green face on the nose of the black big rig is a great image and one that sticks with us even 35 years later.



Peterbilt 379—*Transformers*

2007's *Transformers* is not exactly a classic car-guy film, but it makes our list on the strength of a couple of factors. First, the truck is literally a character—with actual speaking lines! How many trucks can you say that about? And Optimus Prime isn't just an also-ran—he's one of the top-billed leads. So yeah, in terms of significance to the movie it's hard to beat this Peterbilt 379. But what seals the deal is the truck itself; the custom Pete is hands-down the nicest truck ever to headline a major motion picture.



Mack RS700L—*Convoy*

The one that ticks the most boxes is probably the black Mack RS700L from *Convoy*. Let's face it; this is a movie about trucking and the Rubber Duck is the starring truck! The movie is a classic, the truck has an undeniable cool-factor and it is central to the plot, serving as both the primary setting for much of the film and as a supporting character. There's good action throughout, a heavy dose of trucking culture and lingo, and even a catchy theme song that calls out the trucks in the film by name! Not surprisingly, it's one of the few that has been made in diecast.



MaiSto



Jeep Wrangler Rubicon
1:18 - 31663MBL - \$29.99

2021 Ford Bronco Wildtrak
1:18 - 31456R - \$29.99

**AMERICAN
MUSCLE**



1955
Chevrolet Bel Air
1:18 - 1265 - \$89.99

1971 Ford Mustang Mach 1
1:18 - 1262 - \$89.99

GREENLIGHT
collectibles

1968 Ford Mustang GT Fastback
1:18 - 13615 - \$69.99



1988 Chevrolet Corvette C4
Corvette Challenge
1:18 - 13597 - \$64.99



The
HOBBY SHOP

Series 11 - 1:64 Scale
97110-A thru F \$5.49 each
CASE(6) - \$30.99, MASTER(48) - \$249.99



1979 Ford "God of Thunder"
1:43 - 88042 - \$16.99

More than 50 brands and 10,000 items to choose from.

Customer Service Email: service@3000toys.com

TRADING
ACME
COMPANY



1940 Rat Fink Gasser
1:18 - A1800919 - \$149.99



1971 Dodge Challenger RT
1:18 - A1806015 - \$134.99

DM
DIECAST
MASTERS



Caterpillar CT660
Concrete Mixer
1:50 - 85664 - \$79.99



Peterbilt 579
with Cat Mural Trailer
1:50 - 85665 - \$107.99

M2
MACHINES

**JOHNNY
LIGHTNING**

GREENLIGHT
collectibles

**RACING
CHAMPIONS**

aw
auto world

1:64 Collectible Diecast

Buy singles or Factory Sealed Cases
New Assortments arriving weekly
Pre-order for best selection



DM
DIECAST
MASTERS

GREENLIGHT
collectibles

**UNIVERSAL
HOBBIES**

MaiSto

MOTORART
COLLECTION

conrad

1st
COLLECTIBLES

FIRST GEAR

NORSCOT
SCALE MODELS

WSI

T2

Tonkin Replicas

NZGI

**JOHNNY
LIGHTNING**

NewRay

ERTL

bruder

aw
auto world

SPECCAST
COLLECTIBLES

M2
MACHINES

GO, SPEED RACER, GO!



**SPEED
RACER**



Racer X - Shooting Star
#AWSS125



Speed Racer - Mach 5
#AWSS124

Auto World Speed Racer Mach 5 and Shooting Star

He's a demon on wheels! Auto World is proud to recreate two of the most iconic cars from the classic anime series "Speed Racer" in large 1:18 scale! Speed's very own Mach 5 and Racer X's Shooting Star have both been recreated in exacting detail with tons of surprises and gadgets thrown in!

The Mach 5 is far from just a static display, as this model includes Speed's adjustable cutter blades, auto jacks, a periscope and much more! Resin figures of Speed Racer himself and Chim Chim the monkey are also included!

The Shooting Star is packed full of surprises as well, as this 1:18 features a telescopic claw, periscope, and figure of Racer X himself!

Die-cast Features:

**1:18 SCALE
OVER
10" LONG**

- Precise Accuracy
- Detailed Engine
- Opening Doors & Engine Cover
- Detailed Chassis and Interior
- Steerable Front Wheels
- High Quality Die-cast Metal

**CHECK OUT THESE OTHER
SPEED RACER RELEASES!**



Johnny Lightning 1:64 Speed Racer Display Tins
#JLDR015

Cruise by your local hobby store,
or see our entire selection of
available replicas online at:
round2corp.com



©Tatsunoko Production. All rights reserved. ©2021 TOMY International, Inc. All rights reserved. AW and design is a registered trademark of Round 2, LLC. ©2020 Round 2, LLC, South Bend, IN 46628 USA. Product and packaging designed in the USA. Made in China. All rights reserved.