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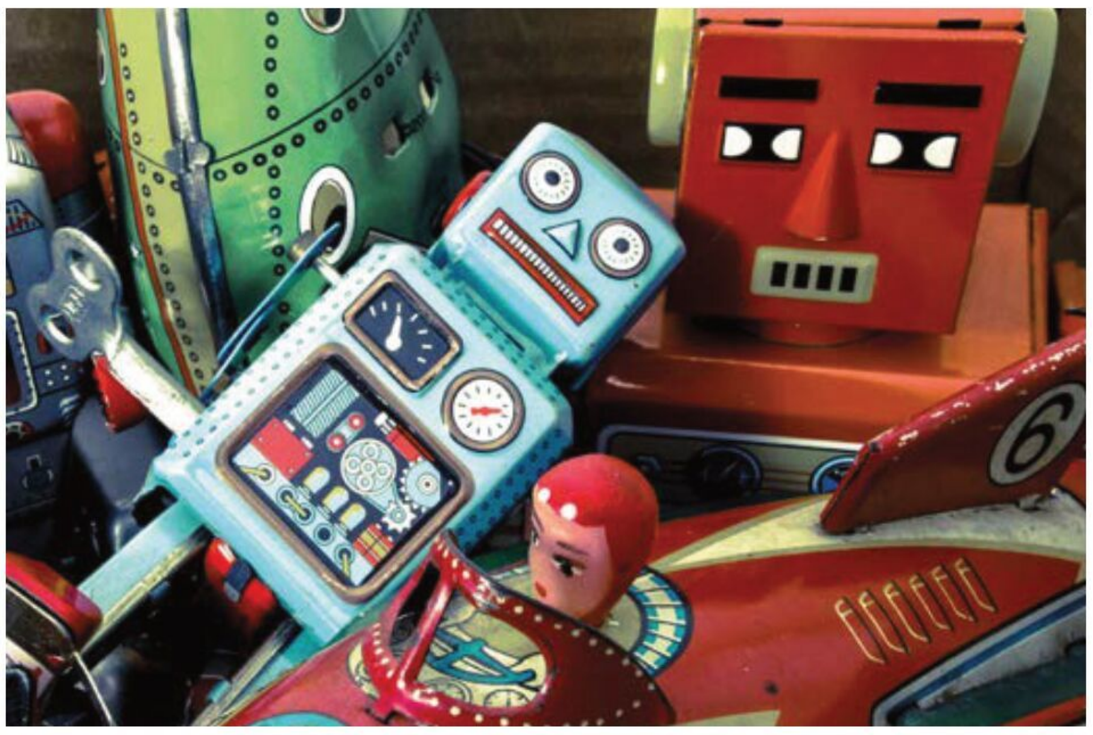
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Turn to page 12 to find out more...

News&Events

Here's a round-up of the latest hobby news and events.

CELEBRATING FIVE DECADES OF TRUCKING

WITH its successful release of a model produced for J&M Murdoch back in 2011, Speedbird Models is delighted to have been commissioned to produce a superb 50th Anniversary Set for the company, jointly commemorating the milestones of J&M Murdoch's 50th Anniversary alongside that of Volvo and Scania in the UK.

Featuring the Volvo FH04 Globetrotter XL in Murdoch's 50th Anniversary commemorative livery, Volvo FH04 Ailsa Edition and Scania R-Series Golden Griffin, the set is priced at £240.00, including free UK delivery - an incredible price when considering what these units would be usually priced at individually

To find out more, and to pre-order, visit Speedbird's website at **www.speedbirdmodels.co.uk**, or give the company a call on **01359 232667**. ■



DNA ADDS FORD, MAKING FOR A GREAT YEAR AHEAD

PASSIONATE resincast specialists, DNA Collectibles, has some big news! A new member joins the familyin the shape of the blue oval. A licensing agreement has been signed between the two companies, and the first two models to be produced will be the 2021 F-150 SVT Lightning and the 2020 Fiesta ST.

Visit **www.dnacollectibles.com** to find out more, and to pre-order. ■

Full list of 1/18 scale releases for 2021:

- Audi 200 Avant 20v quattro 1991
- Audi A2 Color Storm 2003
- Audi RS3 8P 2011 in Daytona Grey
- Ford F-150 SVT Lightning 2001
- Ford Fiesta ST 2020
- Saab 900 Turbo Sedan 1982
- Saab 900 Turbo T16 Airflow 1993
- Saab 9-2X Aero 2004
- Saab 9-3 Aero Convertible 2005
- Saab 9-3 Sportcombi Turbo X 2008
- Subaru Impreza 22B STI 1998
- Subaru Legacy Touring STI S402 2008
- Subaru Brat Gen 1 1980
- Volvo 244 Turbo 1981
- Volvo 780 Bertone 1986 in Blue pearl metallic
- Volvo 960 Estate 1996
- Volvo C70 Convertible 1999 in Saffron
- Volvo S60 R 2003
- Volvo S90 Executive Level 3 1998
- Volvo V60 Polestar 2014



▶ **3D CAD render of the future 1998 Volvo S90 Executive Level 3.**



NEXT UP FROM NORTHCORD

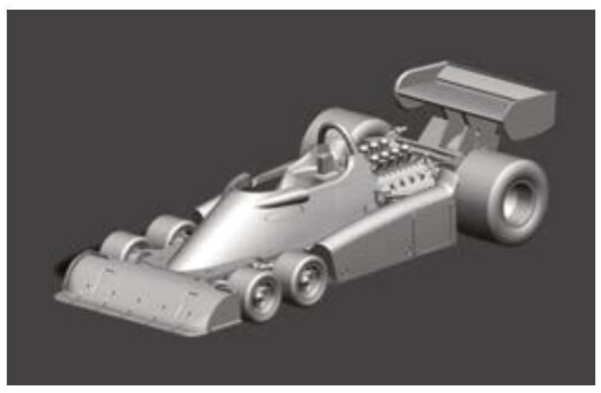
FOLLOWING the significant success in launching the brand new casting of the Alexander Dennis Enviro400 MMC model in the liveries of National Express West Midlands, Stagecoach in Oxfordshire, Bluestar, Stagecoach West Scotland, Southern Vectis, Stagecoach South, Ensign Bus and Xplore Dundee, Northcord Model Company is now releasing the eleventh livery of the 10.9 metre long, single-door casting – in the colours of Stagecoach South, with full branding for route 700 coastliner, as No ukbus 6520.

Representing fleet number 10942 (SN18 KNF) that has 10.9 metre, single door bodywork and was new to Stagecoach South in 2018, it carries a full, branded livery, showing the destination to Brighton. The special, comprehensive livery and branding are fully replicated on the model. The stand-out features of the branding are "free WiFi, USB charging" and the full route map with the name of every main stop "Portsmouth, Hilsea, Havant, Emsworth, Chichester, Wick, Bognor Regis, Littlehampton. Worthing, Shoreham, Hove, Brighton", "frequent connections along the south coast" on both sides, "up to every 10 mins" and "700 coastliner" on all sides (except the front), "Great value travel between Littlehampton, Worthing & Brighton" and "only £23 a week 7 day megarider gold ticket" on the rear.

NMC's Alexander Dennis Enviro400 MMC is a one-piece casting with clean lines accentuating the square, gasket-mounted windows. All logos and lettering are clearly legible throughout the livery. Another main feature on the ukbus 6520 model is its single tree protector at the front. The front dome on the model is significant, with curved windscreens on both upper deck and lower deck.

Northcord Model Company is also creating new design standards within the interior of both saloons. These features, inside the compartments, will represent the real, outstanding layout of the Enviro400 MMC, such as the extensive portrayal of handrails on upper deck and lower deck.

Available through John Ayrey's for wholesale enquiries (**www.ayrey.co.uk**), or contact your usual retailer. ■





LOTS OF NEW TOOLING COMING FROM MINI GT

CONFIRMED for production later this year, Mini GT has announced some truly exciting new tooling for its popular 1/64 scale range. Ranging from the sizeable Western Star 49X truck with trailer, to the iconic six-wheeled Tyrrell P34 F1 racing car (above, left), there are plenty of exciting new releases planned for its ever-growing list of road cars too: RUF's CTR Yellowbird (above, right), Mazda's MX-5/Miata and the racing version of Corvette's new C8, the C8.R, are just three of these. In the UK, contact Clevelands Diecast (**www.clevelandsdiecast.co.uk**) for more information about Mini GT. ■

ART DECO MARVEL BY AUTOPIONEER

RESEARCHED over a period of almost two years, Autopioneer has pieced together a very rare Mercedes-Benz. It all started when its oldest customer (aged 97 years) gave the company an advertisement from a magazine and requested a model.

The original Mercedes Benz 540k car was shown on January 4th, 1939, at an exhibition in Brussels. On July 7th 1941 the car for Count Fredrik Wachtmeister, with the registration number A 976, was registered in Stockholm. In the chaos of the war the trail is lost, until 1947.

In 1947/1948 the Mercedes was sold to Venezuela. An American bought the car there and brought it to the USA in 1954. In the 1960s, a Florida doctor bought the Mercedes and then sold it to the Drottningholm Collection, Sweden, in 1989. In 1992 the Mercedes was sold to an investment company, that replaced the Frejat body, turning the car into a roadster. Unfortunately, this treasure was probably 'lost' again.

One hope remains - in 2019 Autopioneer launched the Maybach SW 38 Heinrich Müller, Schuco 1936 (Autopioneer 05). Since then, the grandson of the last owner of this unique Maybach has been in contact to provide previously unknown and unpublished photos and information. Autopioneer will soon hand over this material to the relevant archives and publish them. It hopes that it can do something similar with this car. Who would have thought that a model car would help fill historical gaps in automotive history?

Find out more at **www.autopioneer.de**. ■



Welcome

Ordinarily, once I've signed off the pages for the March issue, I would pack my camera bag and grab my notepad, and head off to London for the annual Toy Fair at Kensington Olympia. Then there would be a few days respite and I'd be off again, this time to Nuremberg for Spielwarenmesse.

Of course, this year is very different indeed, for obvious reasons. But after nearly 12 months of dealing with our world being turned upside down, there is hope for a return to whatever the new normal will be in the not too distant future. There has been a steady flow, in recent weeks, of information about modelling temptations that will (hopefully) be heading our way during the rest of the year. Naturally, some of these have been held over from last year, but, as you will see on pages 21 to 25 of this issue, Corgi has started our ball rolling with its range announcements for 2021.

I won't spoil the surprise by going any further here, but I will whet your appetite by announcing that, in the next issue, we won't be missing out on the usual excitement of the toy fair reports, because we will be carrying a round up of as much new product news as we can - a sort of 'virtual toy fair'.

Whilst on the subject of seasonal things, we seem to be having rather a wet winter this year, here in the East of England. Having endured quite a bit of localised flooding due to the seemingly incessant wet stuff keeping the ground soaked and local rivers full, it has served to remind me that I must sort some insurance for my studio in the garden at home - it's where I do all my photography for the magazine and create my Code 3 models. Given that there must be many of you in a similar situation, I will be investigating a few options to correct this. Do any of you already have this sorted? I would appreciate your input!



▲ Rick Wilson, Editor

WRITE TO THE EDITOR...

If you want to write a letter for publication in *Diecast Collector*, you can contact Rick on rick.wilson@warnersgroup.co.uk

DIECAST COLLECTOR
Collectors Club OF GREAT BRITAIN
Diecast Collector is part of www.ccofgb.co.uk



ICONIC 1960S WARBIRDS FROM STAPLES AND VINE

SERA Staples, of Staples and Vine, has confimred that the 1/144 scale TSR2 and SR-71A Blackbird are both now in production. It's been a long while since Staples and Vine has released any 1/144 aircraft and since announcing them the response has been phenomenal. Both of these models are limited editions, of 25 only, and Sera is delighted with the level of detail and quality of finish she has been able to achieve.

The TSR2 is airframe XR219, which was the first prototype TSR2 to fly back in September 1961 with World War II ace Roland Beamont at the controls. Despite being all white there is a surprising amount of detail to be seen on the TSR2, especially on the undercarriage, which has been cast exactly to scale in bronze for strength. Only a small number of this limited edition of 25 are still available, so if you do want one, you are urged get in touch straight away. The price is £115.00, plus shipping.

The SR-71A Blackbird is without doubt one of the most iconic aircraft of all time and Staples and Vine has certainly done it justice. First flown in 1964, and retired in 1999, it looks futuristic even today. Sera has modelled 'ICHI BAN', one of the most famous of all the Blackbirds. Again bronze is used to replicate the undercarriage. Again, this limited edition of only 25 has only a small number still available. The Blackbird is £130.00 plus shipping.

Don't forget you can keep up to date with Staples and Vine's latest news on 'Sera's blog' on the website (**www.staplesandvine.com)**, or you can follow her on Instagram and Facebook. Alternatively, you can call Sera on 01237 459102. ■

COMPLETE YOUR DIECAST MAGAZINE COLLECTION!

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For more information about this offer, visit **www.ccofgb.co.uk/news.** ■



DIECAST COLLECTOR NEWS IN BRIEF

MINI GT CHANGES

DURING its early days, the Mini GT brand announced an ambitious list of future models, but due largely to delays in development and production over the past 12 months, several previously announced models have now been cancelled, either due to a change in a licensing agreement (Aston Martin and Maserati), or because the real manufacturer has brought out a newer vehicle that it would prefer to have modelled (BMW, Corvette, Land Rover, McLaren and Pagani). Check with your retailer for more details.

NEW FOR SOCIAL MEDIA ENTHUSIASTS

MIKE Coupe, at Spa Craft Models, has started a new Facebook page dedicated solely to collecting Lansdowne Models. The idea is to give the brand a more prominent profile and to promote the range. Simply visit Facebook and search for "The Lansdowne Collector".

MR BEAN'S 30TH BIRTHDAY

CORGI has released a fabulous take on its existing Mr Bean Mini, with a figure of our hero strapped to the roof in his armchair, depicting the famous scene from the "Do-It-Yourself, Mr Bean" episode. Priced at £27.99, visit **www.corgi.co.uk**, or visit your preferred retailer.

CLASSIC LOTUS

TECNOMODEL has announced two new 1/18 scale resincasts of classic Lotus F1 machinery, both wearing the famous black and gold John Player Special livery, and there will be four versions of each design. The 1976 Lotus 77 will be modelled for Mario Andretti, Ronnie Peterson and Gunnar Nilsson. The Lotus 91, from the 1981 season, will be modelled as driven by Elio de Angelis and Nigel Mansell. More details soon.

DIECAST AUCTION WATCH

PROVISIONAL February and March auctions (in date order) for those keen to get bidding are as follows:

- **Wallis & Wallis** – 1st February (**www.wallisandwallis.co.uk**)
- **Special Auction Services** – 9th February (**www.specialauctionservices.com**)
- **British Toy Auctions** – 12th February (**www.britishtoyauctions.co.uk**)
- **Special Auction Services** – 23rd February (**www.specialauctionservices.com**)
- **Special Auction Services** – 9th March (**www.specialauctionservices.com**)
- **British Toy Auctions** – 12th March (**www.britishtoyauctions.co.uk**)
- **Warwick & Warwick** – 17th March (**www.warwickandwarwick.com**)
- **Excalibur Auctions** – 27th March (**www.excaliburauctions.com**)

Diecast Gems

Models are constantly updated and can be viewed on our website

www.diecastgems.com

Most of these models have not yet reached the website.
Did you know that we check every model and test with a UV light as to whether any known touch ups are exposed, and we declare them if there is.

Non Internet Users.

A small catalogue has now been produced (Sales List 4) which will offer around 250-350 models. This will be updated or changed every 2-3 months and will be sent to all purchasers automatically.
This is particularly to support those who do not use the internet but is available to all on request.

Buy from Diecast Gems with confidence.

A full condition report will be offered on request and further pictures can be sent on any item with an email address provided.

All models marked with a star are in images



Corgi

GS1B Bedford Carrimore Transporter & 4 Cars. 210S Citroen Red,
219 Plymouth Tan, 226 Morris Mini Blue,
305 Triumph TR3 Met Green. A—A/B+ **£1295**
*GS20 Very Rare Set Tri Deck Transporter & 6 Cars. Includes Purple Rover 2000. Red MGC & White Marcos with grey sunroof. A/B+ **£1295**
203 Vauxhall Velox Cream. No silver finals to bonnet. A—A/A- **£330**
204 Morris Mini Minor. Whizz Wheel Orange & Yellow Int.
V Scarce. Window Box. **£240**
208 Jaguar 2.4 White A—A/A- **£170**
*215 Ford T Convertible White & Blue Int. Early flat wheels. B+-A- **£125**
218 Aston Martin. Bright Red & Br Yellow Interior, Cast wheels.
A-/A- Open Vent. **£250**
219 Plymouth Sports Suburban Cream & Brown roof. Early flat wheels.
A--A/B-B+ **£150**
229 Chevrolet Corvair Deep Blue A—A/B+ **£90**
235 Oldsmobile Super 88 Metallic Blue. Red Int. A—A/A- **£180**
239 Volkswagen 1500 Kharmann Ghia Gold & Yellow Int. V Scarce. A/B+ **£295**
241 Ghia L.6.4 Metallic Blue & Red Interior. Good Susp. B+-A-/B+
Some chrome loss. **£125**
*241 Ghia L6.4 Metallic Lime Green & Cast spoke wheels. Working Susp.
A—A/A- **£140**
261 Aston Martin James Bond Gold 1st Issue & Complete. A—A/A **£575**
304 Mercedes Benz Hardtop Lemon & Red roof. A—A/B-B+ **£170**
*319 Lotus Elan Hardtop. Red & White. Cast W. A--A/B-B+
Box some defacing. **£130**
*419 Ford Zephyr Police Car. Gloss White. Flat wheels.
Packing Ring. A—A **£185**
437 Superior Ambulance Red & Cream. Base loose. B+-A-/B-B+ Hence **£65**
479 Commer Van 'Samuelson' Met Blue & White. Blue Int.
Silver Tripod Spun W. A/A- **£190**
479 Commer Van 'Samuelson' Met Blue & White. Blue Int.
Gold Tripod Cast W.A/ A- **£280**
485 BMC Mini Countryman Surfing. Scarce Cast wheels.
(Loose back door) A—A/A **£225**
497 Oldsmobile Thrushbuster Purple. Cast Whls. Waverly Ring. A--A **£440**

Dinky

039d Buick Rare Colour Putty & Green wheels. Superb Mint body. A/U **£550**
40g/159 Morris Oxford Green A/U **£95**
103 Spectrum Patrol Car Metallic Red. B+/B+ **£170**
105 Triumph TR2 Tourer Grey & Red A—A/B+ **£195**
109 Austin Healey Competition Cream & Red A—A/B+ **£190**
142 Jaguar Mark X Metallic Blue A/A- **£130**
152 Scarce Austin Devon Blue & yellow Mint UB A/U **£345**
*156 Rover 75 Cream & Blue W. Scarce. Two Tone Box. A/B+ **£325**
157 Scarce Jaguar XK120 Cream A-/B-B+ **£295**
159 Morris Oxford Green & Cream. A/A- **£330**
164 Vauxhall Cresta Beige & Burgundy UB A/U **£75**
*171 Hudson Commodore Blue & Grey Highline A—A/B+ **£275**
175 Hillman Minx Blue & Grey A-/B+ (one end spot coloured in' **£120**
181 VW Beetle Grey & Blue wheels A/A- **£175**
192 Desoto Fireflite Grey Red A-/B+ **£230**
254 Austin Taxi Green & Yellow A—A/A- **£195**
*298 Emergency Services Gift Set. Rare Complete. A-/B-B+ **£750.00**
399 Scarce Farm Tractor Gift Set A—A/B-B+ **£295**
*513 Guy Tailboard Lorry Grey/Black A—A/B+ **£430**
*514 Guy Slumberland Van A—A/B+ **£395**
582/982 Pullmore Car Transporter Blue/L Blue A—A/B+ Dual Box. **£175**
751 Lawn Mower A—A/B+ **£175**
949 Wayne School Bus 'Red Lines' A—A/B+-A- **£265**
997 Caravelle SE 210 Airliner A—A/A- **£125**

French Dinky

024A Chrysler 'New Yorker' Yellow & Green A—A/A—A **£275**
024f Peugeot 403 Estate Blue. A—A/A—A **£160**
024X Ford Vedette 54 Dark Blue A—A/A= **£170**
532 Lincoln Premiere Rare colour Mid Blue & Silver roof. CC Wheels.
A—A/A—A **£495**
533 Mercedes Benz 300SE Metallic Red A/A **£195**
*594 Traffic Lights B+-A- **£85**

Spot-On

109/2 E.R.F. 68G Flat Float Lorry. Peppermint & Black roof & Silver chassis. B+/B+ **£420**
*115 Bristol 406 Metallic Silver Green-White Int. A—A/B+
No front No plate only fault. **£260**
*155 Austin Taxi FX 4 Black & Cream Int. About Mint/B+ Box. Slight bumper rub. **£145**
Presentation Set A 5 models. Includes scarce colours. B-B+/B+ **£720**



If you have a question or would like to discuss any matter please call me on my landline **01297 678250**.
The mobile is a bad signal around base but it is **07973 563476**.
Payments can be made through the website shop using PayPal or Stripe or you may send a cheque or arrange a bank transfer, details can be given on request.
To avoid disappointment, I would recommend you ring or send a text to the mobile to reserve an item if posting a cheque.

Happy collecting.

Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com

Grading guide

A = Mint, A—A= VN Mint, A-= N Mint, B+= Excellent Plus, B-B++ Very good, B= Good

WHAT'S new

Our team of experts take a look at this month's model releases, including fine handbuilt replicas, scale construction and the latest in farm models.

7 BUMPER PAGES!

MEET THE TEAM



Rick Wilson
Editor and general reviews



Richard Carlson
Handbuilt models

GET DOWN TO THE BEACH AND DO THE SAMBA IN SCHUCO'S GREAT VALUE BUS

1/32 scale

SCHUCO
VW T1 Samba - Red/Beige
PRICE: £32.99
REF NO: SHU 07852
www.ayrey.co.uk



▲ Unmistakably a split-screen, there is something so right about these iconic vehicles, especially in Samba trim. So marvellously evocative.



▲ The rear end looks spot on too. A proper hark back to a much earlier age of motoring. The rear lights are excellent as well.

OFFICIALLY designated as Volkswagen's "Type 2" when it was introduced in 1949, the concept for it is credited to Dutch Volkswagen importer, Ben Pon. He visited Wolfsburg in 1946, intending to purchase Type 1s for import to the Netherlands, where he saw a Plattenwagen, an improvised parts-mover based on the Type 1 chassis, and realised something special was possible using the stock Type 1 pan. Production would have to wait, however, as the factory was at capacity producing the Type 1 'Beetle'.

The Transporter evolved, and was completely revised periodically with variations retrospectively referred to as versions "T1" to "T5" (a nomenclature only invented after the introduction of the front-wheel-drive T4 that replaced the T3). However, only generations T1 to T3 can be seen as directly related to the Beetle.

The Volkswagen Samba was the most luxurious version of the T1. Volkswagen started producing Sambas in 1951. In the US, Volkswagen vans were informally classified according to the number of windows they had. This particular model had 23, including eight panoramic windows in the roof (the 23 window version had additional curved windows to the rear corners). To distinguish it from the normal Volkswagen van the name 'Samba' was introduced.

Instead of a sliding door at the side the Samba had two pivot doors. In addition, it had a fabric sunroof. Sambas were painted in two colours as standard and the upper part was the lighter. The two sections were separated by a decorative strip.

We reviewed Schuco's delightful van version last month, but the delightful Samba gets an extended review, so you can appreciate the excellent value of this interesting 1/32 scale release.

Obviously, at this price-point, there are no opening parts, but the rest of the model more than makes up for this, with the delightful lines of the 'splitty' reproduced very well indeed. All 23 windows are there, of course, with the rooflights correctly tinted green.

It's a lovely model, and definitely a very appealing one to enthusiasts and collectors alike. Problem is, now we want a real one, too! DC



THIS MONTH'S INDEPTH REVIEWS:

8 VW T1 Samba from Schuco

10 Ixo's MAN Rothmans Porsche Transporter

13 Saab 9000 Aero by DNA Collectibles

16 ***EDITOR'S CHOICE*** - AutoCult's 300SL Gullwing



Steven Downes *Construction & Trucks*



David Pullen *Farming*



▲ The stance is excellent from this rear three-quarter angle.



▲ Representing marvellous value, the level of detail is good and the body lines appear to be spot on.



BRITAINS
Claas Xerion 5000 Trac VC Tractor
SCALE: 1/32 **PRICE:** £34.99
REF: 43246

Well-built tractor with all-wheel steering. Cab rotates through 180° and, for attaching equipment, there's Britains' standard two-point linkage.

www.britainsfarmtoys.co.uk



VITESSE
Chrysler Town and Country - Yellow Lustre
SCALE: 1/43 **PRICE:** £34.99 **REF:** VIT V36222

Sibling to the Heather Green version reviewed last month, and it's another marvellously good value replica, with a good level of detail and finish.

www.ayrey.co.uk



CONRAD
Liebherr TA230 Articulated Dump Truck
SCALE: 1/50 **PRICE:** 115.00 € **REF:** 2769/0

Meticulously captured, with articulating chassis, tipping body with functional tailgate, nicely finished grilles and cabin interior just some of the highlights.

www.liebherr.com/liebherrshop/en/gbr/



TROFÉU
Ford Escort Mk2 - Heyer/Ludwig 2nd 1000Km Kyalami 1976
SCALE: 1/43 **PRICE:** £76.99 **REF:** TRO RRZA03

Another superb replica by Troféu. Exquisitely detailed and finished - just look at those wheels! Stunning livery application too.

www.ayrey.co.uk

PORSCHE'S 1980S RACING CAR TRANSPORTER BY IXO REALLY IS ABSOLUTELY SMOKIN'!

1/43 scale

IXO
MAN Büssing Rothmans Porsche Race Transport
PRICE: £75.99
REF: TTR022

www.ayrey.co.uk



▲ A good level of detail to the rear of the tractor unit, with plenty to 'entertain'.



▲ MAN's classic cab unit is beautifully replicated. Excellent paint finish and great graphics.



▲ The view from the rear is just as good, with the trailer lines being of particular appeal.

INCREDIBLY, MAN can trace its origins back to 1758, when the St. Antony ironworks commenced operation in Oberhausen. It acquired Büssing AG in 1971, and that company's lion logo was incorporated into the grille logo on all future MAN trucks.

During the early eighties, the Porsche factory racing team attracted major sponsorship across its racing activities (endurance sports car racing, including Le Mans, the Paris Dakar Rally, etc.) from tobacco giant. Rothmans. It supprt/transporter trucks, of course, were emblazoned with the well-known livery that became linked with Porsche's successes.

The arrangment began in 1982, and from 1983, the corporate indentity was chan ged to the logo that you see here. The deal last up to and including the 1987 racing season - a period during which Rothmans Porsche won Le Mans four times.

Ixo has recreated the largely-diecast MAN tractor unit very well, featuring some very nice detailing, including the hoses to the rear of the cab. The triple-wipered windscreen arrangement is a particulalry nice touch too.

The trailer is entirely moulded in plastic and this allows for a very realistic look to the rear roller shutters. These don't operate, of course, but they look good, as do the rear light lenses.

The iconic livery is perfectly replicated here, with excellent crisp lines. Another winner. **DC**



▲ A great combination of the MAN tractor unit with a substantial trailer, superbly finished in authentic mid-eighties Rothmans racing colours.



MATRIX SCALE MODELS
1935 Duesenberg J-519 Cabriolet by D'Ieteren - top down
SCALE: 1/43 **PRICE:** £90.00 **REF:** MX 40406-081

A fine model of this unusual Duesenberg, in subtle two-tone blue, with blue hood and interior that also has plenty of wood-effect trim.

www.matrixscalemodels.com



MATRIX SCALE MODELS
1935 Duesenberg J-519 Cabriolet by D'Ieteren - top up
SCALE: 1/43 **PRICE:** £90.00 **REF:** MX 40406-082

The top-up version looks just as good. Neatly-fitting hood emphasises the European lines not often seen on a US classic of this era. Another gem.

www.matrixscalemodels.com

SAS Est. 1991

specialauctionservices.com

Toys and Trains and The Turnbull Collection 23 February
Toys for the Collector 9 March



A modern masterpiece – the CMC Bugatti 57 Corsica Roadster

We achieved excellent results in our October sale, with more fine diecasts and tinplate toys coming up in our future auctions. We are taking in lots now for our 9 March auction and are happy to visit and collect in one of our vans, subject to prevailing health and safety advice. Our auctions are prospering online only. We have offered in-house packing and posting for many years and now send out more than 10,000 parcels from 50 sales every year. We also run a rota that allows for safe collection of purchased lots in person, if required.

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1990S CLASS IS EVIDENT EVERYWHERE ON THIS SAAB 9000 AERO BY DNA COLLECTIBLES

1/18 scale

DNA COLLECTIBLES
Saab 9000 Aero
PRICE: £116.99
REF: DNA000053

www.dnacollectibles.com



▲ Giugiaro's styling is exquisitely reproduced, with superb attention to detail and those wonderful classic Saab wheels.

DESIGNED by Giorgetto Giugiaro and Björn Envall, the Saab 9000 was launched in 1984. It was built in Trollhättan (Sweden) and Uusikaupunki (Finland) until 1998. It turned out to be one of the brands best sellers (even the Editor owned one of these beauties for a few years!).

In order to save costs, the 9000 was designed alongside the Fiat Croma, Lancia Thema, and Alfa Romeo 164 car as part of the Type Four platform sharing agreement, meaning that it shares many parts with the other three designs.

The Aero modelled here was produced from 1993 until 1997. Painted in Imola Red, the colour was chosen by means of a poll conducted on social media - something DNA do a lot, and we think it's a superb strategy (hop over to DNA's Facebook page if you'd like to get involved).

The shape of the exterior body has been superbly replicated and features plenty of beautifully-finessed detailing. Look at the precision of the headlights! All the tiny details are there, from the bulbs inside to the small wipers. The front grille is another example, with "SAAB" integrated on the chromed border and the "Turbo" on the grille itself. Moving to the rear end, the "9000 Aero" badge, key lock and the rear lights are perfectly incorporated.

As usual, DNA Collectibles has paid a lot of attention to the interior as well. The level of details on the dashboard and central column are particularly noteworthy. The steering wheel, gear lever, door handles and seat belts, plus the realism of the Recaro seats truly add to the model's realism. Finally, those classic Saab tri-spoke alloys finish this exquisite resincast off perfectly.

Limited to just 320, with each chassis individually numbered, this is another truly gorgeous piece of work from our friends in Switzerland. Buy it. **DC**



▲ Just look at those light lenses! So incredibly realistic.



▲ The stance of the Aero is captured perfectly, and that evocative grille is superbly detailed.



▲ The minimal badging is incredibly finely detailed, adding the most perfect of finishing touches.



BROOKLIN PINK COLLECTION
1955 Buick Special 2-door sedan
SCALE: 1/43 **PRICE:** £145.00
REF: BRK 201P

Pale metallic pink with pale gold roof. Interior is in matching pink. Nicely-detailed, and the whitewall tyres complete an attractive model.

www.brooklinmodels.com



ESVAL MODELS
1934-39 Adler Trumpf Junior 2-door Saloon
SCALE: 1/43 **PRICE:** £80.00 **REF:** EMEUS43034A

Dark red with maroon trim and dark grey wings. Light grey interior, and very well-detailed, down to the screen-mounted trafficators.

www.esvalmodels.com

New Models



MATRIX SCALE MODELS
1975-6 Jensen GT
SCALE: 1/43 **PRICE:** £85.00
REF: MX 41002-141

Excellent finish and detail, down to the tiny grilles on the rear pillars and rear screen wiper. Also available in metallic blue, with tan interior too.

www.matrixscalemodels.com



MINI GT
Nissan Skyline GT-R R32 Gr.A #12 Calsonic 1993 JTCC
SCALE: 1/64 **PRICE:** £14.00 **REF:** MGT00104-R

The first of several Calsonic-sponsored GT-Rs coming from Mini GT. Perfectly captured shape with superb attention to detail for this scale.

www.clevelandsdiecast.co.uk



MARGE MODELS
Case IH Magnum 400 AFS Connect Tractor
SCALE: 1/32 **PRICE:** £105.99 **REF:** 2024

MarGe Models' refreshed Magnum tractor features a restyled bonnet, new four pillar cab, new lights and GPS receiver, and an updated cab interior.

www.ayrey.co.uk



WSI MODELS
Liebherr R9150 B Tracked Excavator "Yellow Edition"
SCALE: 1/50 **PRICE:** £182.00 **REF:** 64-2003

Limited-edition release in yellow and grey decoration. Impressive, packed with detail throughout, with good functionality of the digging equipment.

www.diecastconstruction.co.uk



FIRST GEAR
Komatsu D375A-8 Bulldozer
SCALE: 1/50 **PRICE:** 125.00 €
REF: Kom338

Fully updated, featuring height and tilt adjustable front blade, rear ripper unit, detailed track frames with pivoting rollers, and a fold down safety ladder.

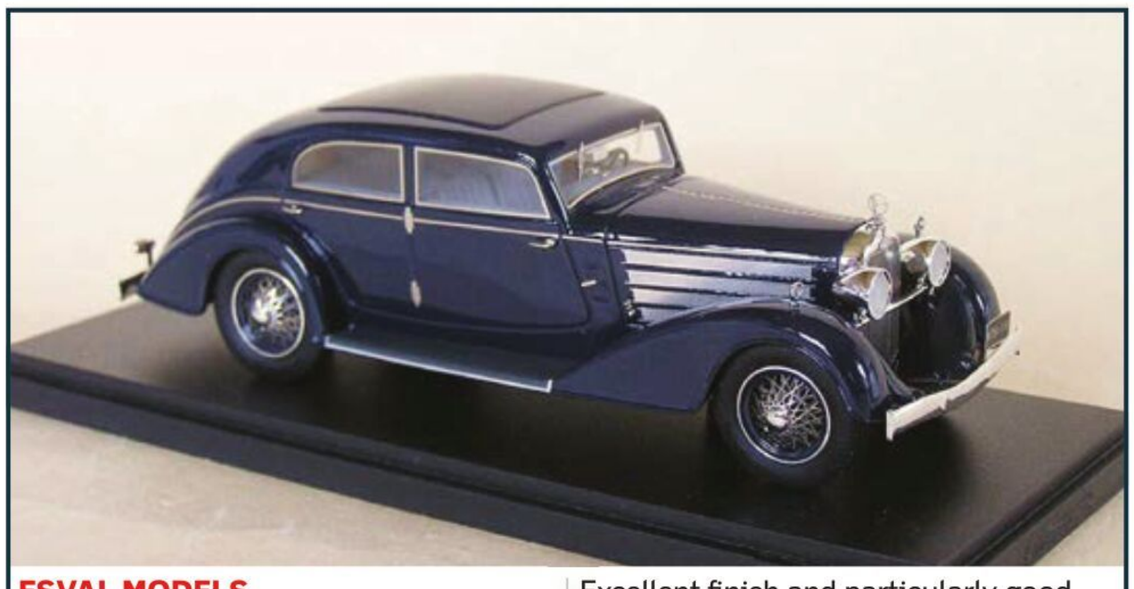
https://webshop.komatsu.eu



BRITAINS
Case IH Maxxum 150 Tractor
SCALE: 1/32 **PRICE:** £29.99
REF: 43291

A detachable cab, steerable wheels and working linkages are provided on Britains' new Maxxum tractor. Cab interior has armrest and monitor detail.

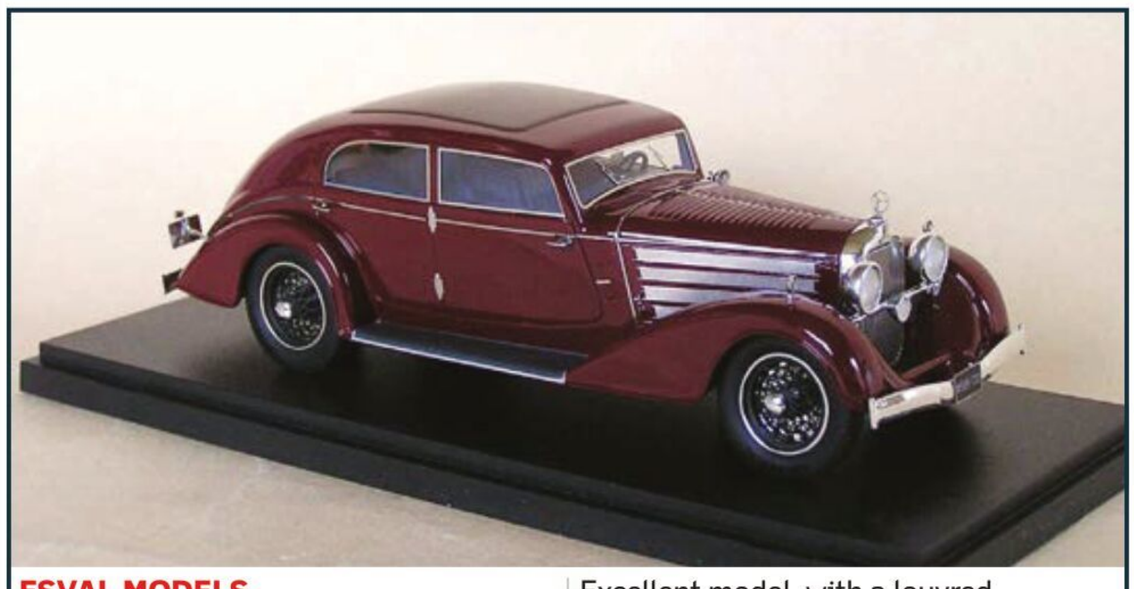
www.britainsfarmtoys.co.uk



ESVAL MODELS
1932 Austro-Daimler ADR 8 Alpine Sedan - dark blue
SCALE: 1/43 **PRICE:** £80.00 **REF:** EMEU43003A

Excellent finish and particularly good wire wheels. Light Grey interior, and great detail inside and out. This version has a plain bonnet-top.

www.esvalmodels.com



ESVAL MODELS
1932 Austro-Daimler ADR 8 Alpine Sedan - maroon
SCALE: 1/43 **PRICE:** £80.00 **REF:** EMEU43003B

Excellent model, with a louvred bonnet-top and a screen-mounted spotlight. Light grey interior again, and the same great finish.

www.esvalmodels.com



MINI GT
Bentley Continental GT 2019 Pikes Peak International Hill Climb
SCALE: 1/64 **PRICE:** £14.00 **REF:** MGT00162-L

What a beauty! Even at 1/64, you feel the presence of this mighty beast. Stunningly replicated throughout, and just look at those graphics!

www.clevelandsdiecast.co.uk



IXO
Volvo F 89 Green/White 1970
SCALE: 1/43 **PRICE:** £32.99
REF: TR068

Super value - beautifully finished with a very good level of detail, especially at this price. The paintwork is lovely, with good crisp lines to the white area.

www.ayrey.co.uk



WEISE TOYS
Deutz-Fahr Agrotron 6165 TTV Warrior Tractor
SCALE: 1/32 **PRICE:** 74.90 € **REF:** 1074

Reflecting changes introduced by Deutz-Fahr, it features a chromed metal heat protector on the exhaust-pipe and new body colour.

www.weise-toys.de



CONRAD
Kobelco SK500LC-10 "Collector Box"
SCALE: 1/50 **PRICE:** 155.00 €
REF: 1239

Fitted with coupler and supplied with three attachments. Also, in the special packaging is a Kobelco badge and collector card. Limited to only 300.

www.kobelcofanshop.com/en



CONRAD
Kobelco SK140SRLC-7 Tracked Excavator
SCALE: 1/50 **PRICE:** 86.00 € **REF:** 1201

With monoboom. it features linked metal tracks, detailed cabin interior, fully functional digging equipment and replicated hydraulic lines.

www.kobelcofanshop.com/en



SCHUCO
International Harvester 1255 Tractor
SCALE: 1/32 **PRICE:** 59.99 €
REF: 7812

Well detailed tractor with detachable engine panels, opening cab door and rear window, steerable wheels and working linkage.

www.schuco.com



ESVAL MODELS
1952 Chevrolet 3100 Panel Van
SCALE: 1/43 **PRICE:** £80.00
REF: EMUS43085C

A super model of a popular light van, in two-tone blue with white trim, and in the livery of "Swenson's Drive-In". Well-detailed interior is in tan.

www.esvalmodels.com



ESVAL MODELS
1952 G.M.C. 3100 Suburban Ambulance
SCALE: 1/43 **PRICE:** £80.00 **REF:** EMUS43085D

G.M.C. version of the 3100, as a medium-size ambulance, with twin rear doors, additional lights and fittings, plus larger mirrors. Another beauty.

www.esvalmodels.com



MARGE MODELS
New Holland T8.435 Genesis Blue Power Tractor
SCALE: 1/32 **PRICE:** £105.99 **REF:** 2021

Well-engineered and detailed, MarGe Models' refreshed T8 tractor has a new four pillar cab, latest round LED lights and updated cab interior detailing.

www.ayrey.co.uk



FIRE REPLICAS
FNDY Tractor Drawn Aerial
SCALE: 1/50 **PRICE:** US$499.00
REF: FR040

Exact replica of the real truck, down to the smallest of details. Constructed from over 900 parts and fixed to a display base with transparent cover.

www.firereplicas.com

AUTOCULT'S SPECIAL GULLWING MERC 300SL OOZES STYLE

1/43 scale

DIECAST COLLECTOR EDITOR'S CHOICE

AUTOCULT
Mercedes 300SL Gullwing AMG - Red 1974 - owned by industrialist, F.K.Flick
PRICE: £103.99 **REF:** ATC 90060

www.ayrey.co.uk

THE 300 SL (type W198) can trace its origins back to a racing sports car, the Mercedes-Benz W194. In 1951, Daimler-Benz built a sports car for racing, using a development of the large M186 engine.

In its first season, 1952, the W194 took second place at the Mille Miglia and famously took first and second at Le Mans. There were successes elsewhere too, including at the Carrera Panamericana.

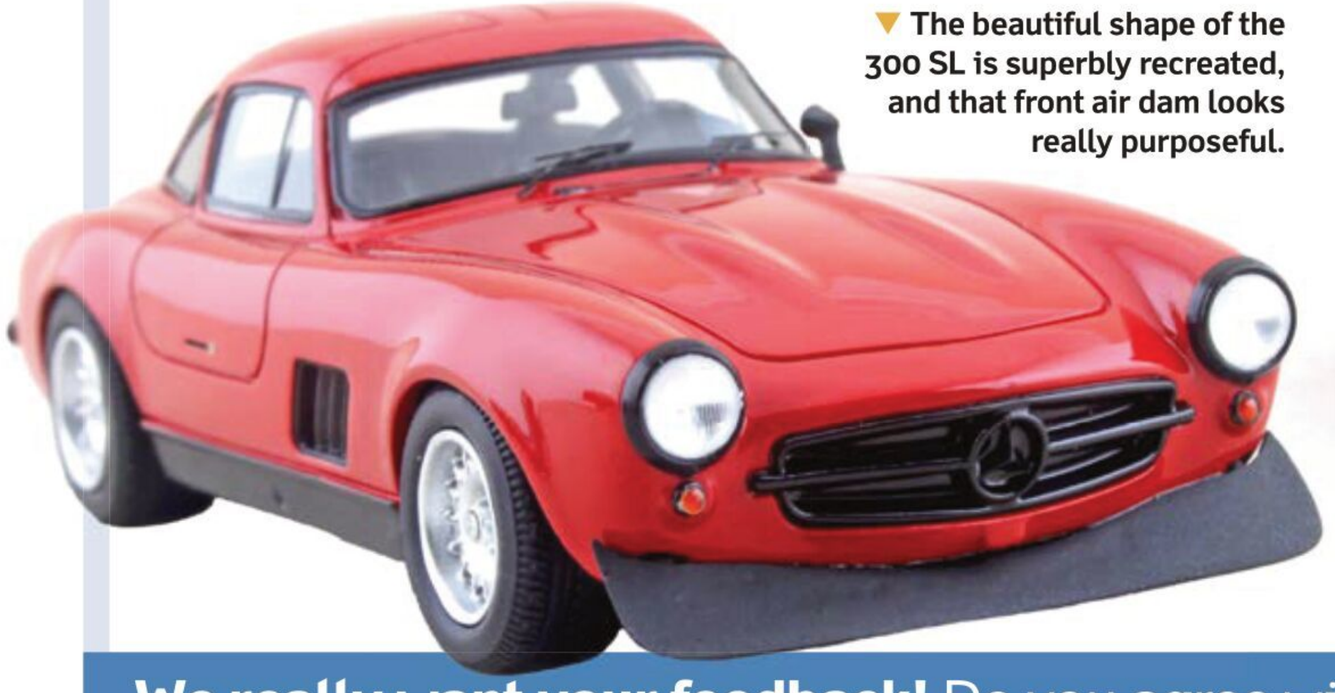
Along with the 190 SL roadster, the Gullwing made it s début at the 1954 New York Auto Show. Production laster for three years and 1,400 were built.

This Mercedes 300 SL Gullwing belonged to Friedrich Karl Flick, a major shareholder of Daimler-Benz in the seventies. According to the press at the time, Herr Flick wanted his car to be the fastest in Germany. So he instructed the AMG technicians to make it faster than a Porsche 930 2.7 RS and unofficially to give the finished product his name. The car has since been known as the Mercedes-Benz 300 SL Flick. Along with a number of other interior and exterior modifications that took most of a year to complete, this red gullwing became not only the fastest, but also the most expensive German car at the time, with the total cost of the work at least half a million German marks.

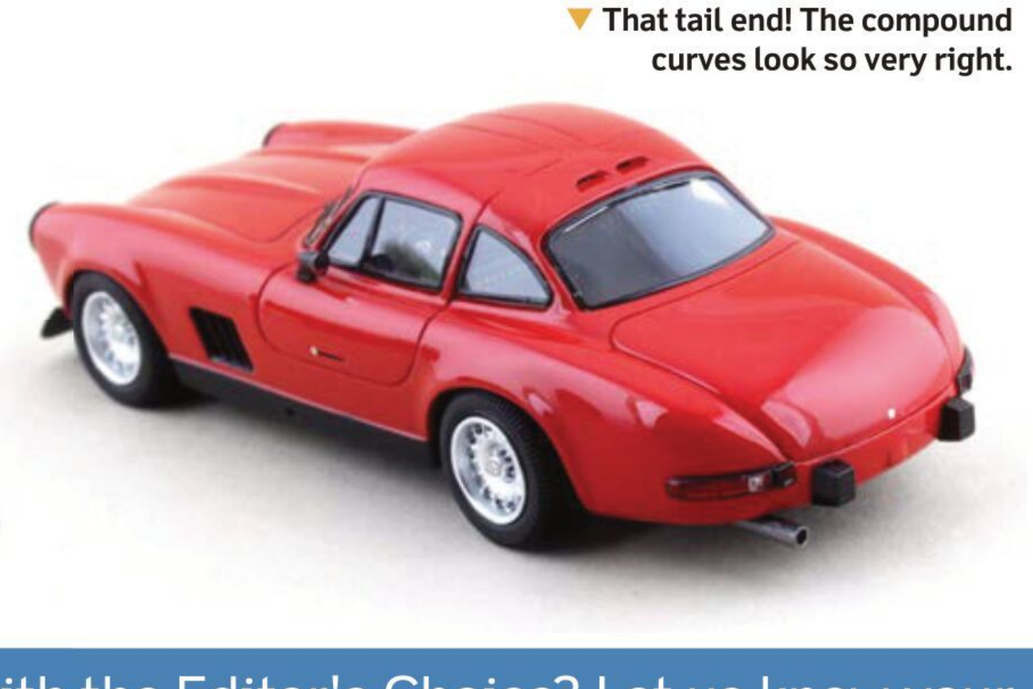
Perhaps not one for the purists, the word sacrilegious springs to mind, it cannot be denied that this is a spectacular automobile.

AutoCult's superb replication has been released as part of its Masterpeice range, and the result is really rather stunning. Whatever your feelings about this car, the standard of workmanship afforded this delightful resincast is top notch.

Superb finish, fine detail and perfect body shape really add to this most outrageous car - I love it! DC



▼ The beautiful shape of the 300 SL is superbly recreated, and that front air dam looks really purposeful.



▼ That tail end! The compound curves look so very right.

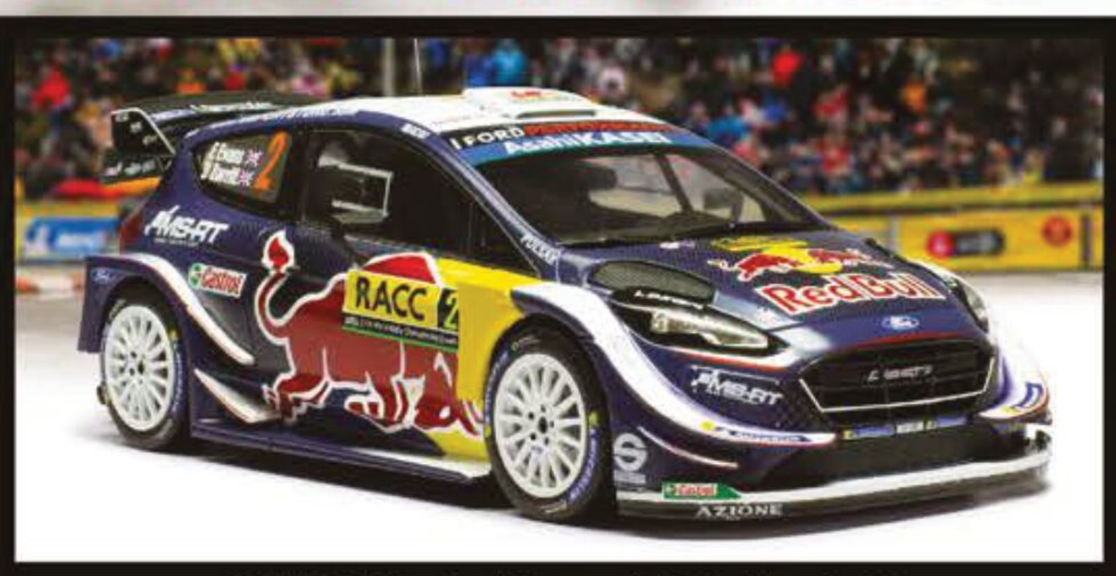
We really want your feedback! Do you agree with the Editor's Choice? Let us know your thoughts about this and the other releases at **deareditor@warnersgroup.co.uk**

JOHN AYREY
DIE-CASTS LIMITED

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RAM744 - Hyundai i20 Coupe Monte Carlo 2020 - 1:43



18RMC042B - Ford Fiesta - WM Rallye - 1:18





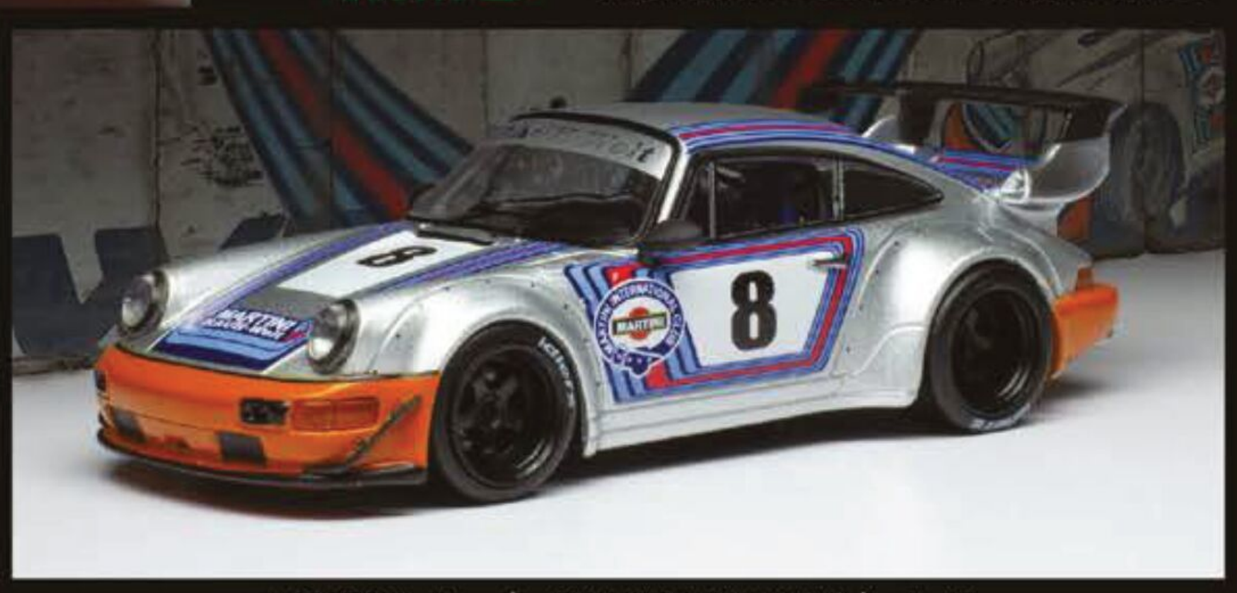
18RMC050B - Skoda Fabia R5 - Rallye Catalunya - 1:18

18RMC059XE
Fiat 242 Martini Rally
Team Assistance - 1:18

NEW ANNOUNCEMENTS



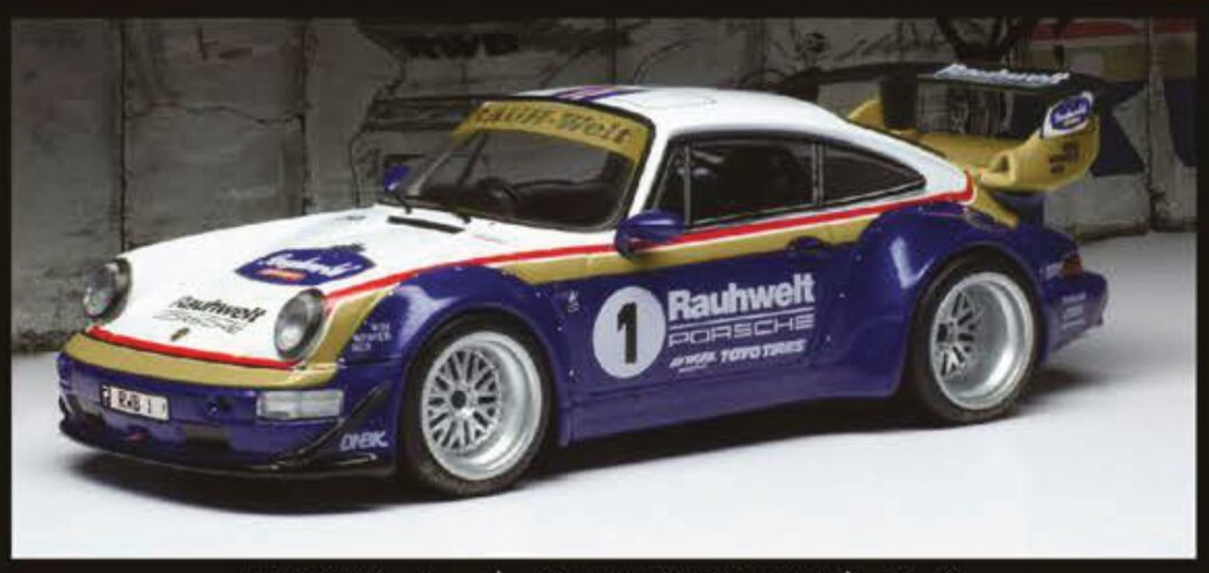
RAM743 - Hyundai i20 Coupe WRC Monte Carlo - 1:43



MOC307 - Porsche 964 RWB RAUH-Welt - 1:43



18RMC054A - Lancia 037 Rally - Rallye Acropolis 1983 - 1:18



MOC306 - Porsche 964 RWB RAUH-Welt - 1:43

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White hot

Stephen Paul Hardy goes Stateside and gets his fingertips singed by a pair of sizzling Shelbys from Solido.





▲ Both of the Wimbledon White Shelby models look good in Solido's standard packaging, complete with a clever way of displaying the new optional hardtop on the Cobra model.



▲ The chassis detail on the Cobra highlights the tubular steel underframe construction and essential components of the Shelby-Ford powertrain.

When it comes to things Stateside, my automotive interests are very specific and unashamedly 1930s, accented towards the likes of Duesenburg, Auburn, Cord, Lincoln etc., with their plethora of specialist bodies. Fast forward three more decades and it is the Chevrolet Corvair Monza that carves a niche in my automotive passion. A sales success story curtailed for Chevrolet when Ford unleashed its Mustang on the world in 1964. Even though the Mustang has become one of the most produced nameplates in the automotive world, I remain biased towards the Monza that it dethroned. But when a Mustang has a Cobra as a stablemate, then my interest starts to take a distinctly favourable disposition.

Carroll Hall Shelby was an American automotive designer, racing driver, and entrepreneur. He established Shelby-American Inc., in 1962, to manufacture and market performance vehicles - ostensibly with bodies from British firm AC Cars of Thames Ditton, Surrey, and soon after also from American Ford.

Although Shelby's heady era of modifying performance cars lasted but five years, the folklore written in automotive history is an indelible forever legend. An era that came to an end in the summer of 1967 when Ford, which had become Shelby's significant business partner, called the venture to a close. By the time that closure came, Shelby had developed two series of cars that had become legends in their lifetime and remain as charismatic today as they were in their heyday - the Shelby AC Cobra and the Shelby Mustang. Each went through a series of developmental stages, the pinnacle of which culminated in the Mk III 427 and GT500 respectively. Currently, there are several recent and new releases on the Shelby theme from various manufacturers, but this month, I am going to turn the spotlight on two 1/18 diecasts by Solido.

Solido has become a master at making the best use of its tooling investment with the current range of 1/18s, with many of them appearing in a succession of liveries or paint finishes - many of them authentic. Indeed, the increase in attention to that authenticity has been noticeable and has applied to interior detailing in particular. Both models are finished in Shelby's Wimbledon White - although white makes for a great display colour, it is one of the most frustratingly difficult colours when it comes to the task of doing a photoshoot!

1967 SHELBY GT500 (S1802901)

Shelby started using Mustang bodies supplied by Ford in 1965. With these, he developed a succession of versions over three years, initially as the GT350, then supplemented this in 1967 with the GT500, as replicated by Solido.



▼ Solido's eye-catching pair of Shelbys, poised to shut down the competition on the quarter-mile, track or open highway.



Open invitations to check out the authentic Shelby interior detailing, thanks to the diecast-facilitated opening doors.

▶ Being packed with Shelby additions sets the GT500 apart from the standard Mustang, as accurately replicated by Solido.



▲ There is something about the shape, curves and proportions of the Cobra that is just so right.





▲ The Shelby touch, evident on the tail end of the GT500, included '67 Cougar tail lights.



▲ Solido's increasing attention to authenticity is noticeable - particularly to interior detailing, as evident on the Cobra.

▲ GT500 stripes, special Goodyear tyres, and bonnet scoop all shout that this is not just a Mustang.

For 1967, modifications were introduced by Carroll Shelby that, although the original 1965 design was still evident, gave the car a more aggressive appearance and achieved the goal of differentiating the car from the Mustang on which it was based. The separate high-beam headlamps in the grille added more character, whilst a small hood scoop delivered fresh air to the engine. Shelby also included new, horizontal sequential tail lights (sourced from a '67 Cougar) and an integrated Kamm-type rear spoiler. Functional rear brake-cooling scoops adorned the rear quarter panels. The steering wheel was wood-rimmed and satin-trimmed, with the classic Shelby logo in the centre, behind which sat an imposing bank of instruments.

All of these 1967 version details can be seen quite clearly on Solido's model that, being diecast, has opening doors affording a good view of the interior.

1965 SHELBY COBRA 427 S/C (S1804906)

The AC Cobra epitomises, for me, just what a muscle sports car should be and, given the choice of a GT500 or a 427, the latter wins hands down every time. There is something about the shape, the curves, the proportions of the car that is just so right. Whenever I attend autojumbles at Beaulieu, and take the opportunity to revisit old favourites in the National Motor Museum, the 1965 example 427 on display there is always high on my list to see.

The Shelby Cobra story starts in January 1962. AC Cars' AC Ace 3.6 prototype, sans engine and transmission, was air-freighted to Shelby in Los Angeles on 2 February 1962. This led to AC exporting completed, painted, and trimmed cars (less engine and gearbox) to Shelby who then finished the cars in his workshop in Los Angeles by installing the engine and gearbox.

Through a series of developments, both to the tubular chassis and bodywork, a Cobra Mark III had evolved by January 1965, in cooperation with Ford in Detroit. It was powered by a 425 hp "Ford Cobra" FE series 7.0 litre (428 cu in) V8 engine capable of a maximum speed of 164 mph in the standard model and bettered by the more powerful 485 hp version with a top speed of 185 mph in the semi-competition (S/C) model.

Although most of the Cobra production was exported to Shelby, a small number were sold in Europe by AC - the Beaulieu example is displayed with an information board that gives its UK list price in 1965 as £4,250! Sadly, although its reputation was awesome, and immortalised by the Rip Chords hit track "Hey Little Cobra", the commercial reality was that Cobra was a financial failure that saw Ford and Shelby discontinuing the importation of cars from England in 1967.

This latest Solido version of the 427 has been updated to include an attractive optional hard top, not included with any of the previous versions in its back catalogue. DC

Vectis



Corgi 218 Aston Martin DB4

Sold For: £1,950
December 2020

March 2021

Auction Dates

- **Tuesday 9th - TV & Film Related Sale**
- **Tuesday 16th - Diecast Sale**
- **Wednesday 17th - Diecast Sale**
- **Friday 19th - General Toy Sale**
- **Friday 26th - Model Train Sale**
- **Tuesday 30th - Matchbox Sale**
- **Wednesday 31st - Doll & Teddy Bear Sale**



Corgi GS15 Silverstone Racing Layout Gift Set

Sold For: £1,700
December 2020

Auctions commence at 10.00am - ***Dates are correct at time of print but are subject to change***

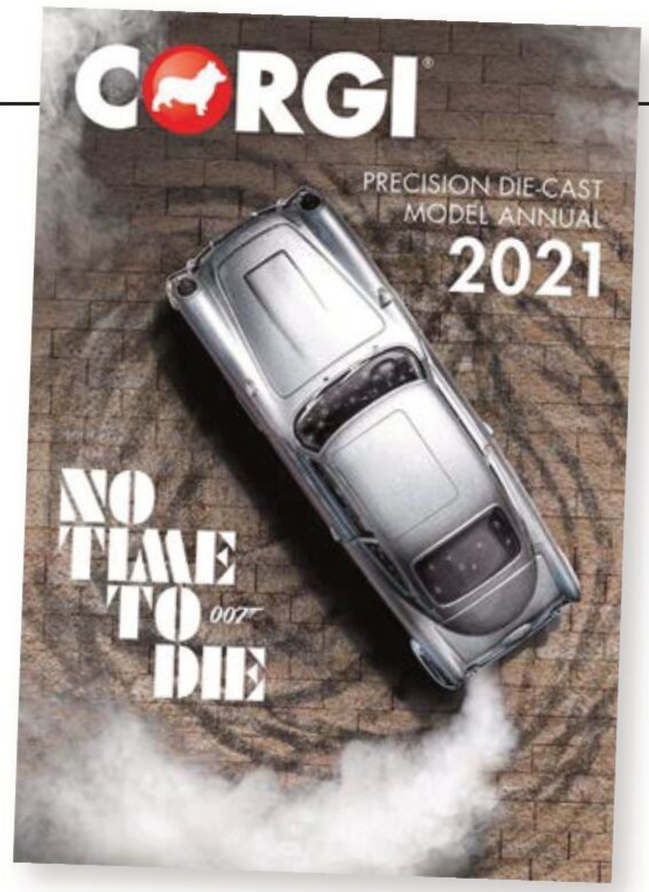
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Corgi 2021 range launch

On 7th January, Corgi unveiled its new catalogue and highlighted an impressive array of new models due for 2021 release. Rick Wilson reports.

The anticipation always builds as Corgi's annual catalogue reveal approaches, even more so now it is just an annual event. In recent times, the new tooling on offer has been a little low-key, but for 2021, there is more than for many a year. This is especially impressive given the current economic climate.

The majority of the new tooling is split between Corgi's marvellous aviation ranges and its Vanguards cars. This doesn't mean that we are left wanting in other areas, as there are several new bus releases planned, as well as yet more in the Military Legends tank arena,

We're focusing here on the detailed collectables, but Corgi has also stepped up its game in its budget, less-detailed ranges, with new specialist areas spotlighting the Smithsonian Museum, space flight and Flying Legends. Another budget area that might be of interest that we haven't covered here, is Corgi's tie-in with the World of Tanks franchise, with special access codes for the game hidden within each model's packaging.

So with what we have for you here, it's difficult to pin-point just a few highlights, as the new 2021 range has revealed plenty of follow-on releases, but the Eurofighter in 1/48 scale and the World War I Bristol fighter certainly steal some well-deserved limelight in aviation circles, and a fabulous array of Fords dominate the new Vanguards releases, with some rather funky VWs in the mix for good measure. **DC**

AVIATION – WORLD WAR I



Bristol F2B Fighter, RAF No 139 Squadron, Sept 1918
REF: AA28801 **SCALE:** 1/48
DUE: February 2021 **PRICE:** £69.99



Bristol F2B Fighter 'Charlie Chaplin'
REF: AA28802 **SCALE:** 1/48
DUE: October 2021 **PRICE:** £69.99



SE5a Albert Ball VC
REF: AA37710 **SCALE:** 1/48
DUE: June 2021 **PRICE:** £49.99



Fokker DR1 Triplane - Werner Steinhauser
REF: AA38311 **SCALE:** 1/48
DUE: August 2021 **PRICE:** £49.99



Fokker DR1 Triplane - Ltn Hans Weiss
REF: AA38312 **SCALE:** 1/48
DUE: December 2021 **PRICE:** £49.99

AVIATION – STRIKE EAST



Messerschmitt Bf109E - Operation Barbarossa
REF: AA28007 **SCALE:** 1/72
DUE: May 2021 **PRICE:** £49.99

NEW PRODUCT ANNOUNCEMENTS



Junkers Ju87 Stuka - Operation Barbarossa
REF: AA32519 **SCALE:** 1/72
DUE: June 2021 **PRICE:** £49.99



Heinkel He III - Operation Barbarossa
REF: AA33718 **SCALE:** 1/72
DUE: August 2021 **PRICE:** £119.99



=Junkers Ju88 - Operation Barbarossa
REF: AA36713 **SCALE:** 1/72
DUE: May 2021 **PRICE:** £74.99

AVIATION – PEARL HARBOR



P40 Warhawk - Pearl Harbor 80th Anniversary
REF: AA28105 **SCALE:** 1/72
DUE: October 2021 **PRICE:** £49.99



Mitsubishi Zero A6M - Pearl Harbor 80th Anniversary
REF: AA33109 **SCALE:** 1/72
DUE: October 2021 **PRICE:** £49.99



PBY5A Catalina - Pearl Harbor 80th Anniversary
REF: AA36112 **SCALE:** 1/72
DUE: October 2021 **PRICE:** £94.99

AVIATION ARCHIVE



Avro Vulcan B2 XL319 - RAF Scampton, early 1980s
REF: AA27205 **SCALE:** 1/72
DUE: April 2021 **PRICE:** £200.99



P-51D Mustang Happy Jacks Go Buggy Capt Jack M Ilfrey 1944
REF: AA27706 **SCALE:** 1/72
DUE: April 2021 **PRICE:** £49.99



McDonnell Douglas Phantom FG.1 RAF No.111 Squadron, Leuchars, late 1970s
REF: AA27902 **SCALE:** 1/48
DUE: June 2021 **PRICE:** £149.99



English Electric Lightning F6 XS904 - 1987 Last Lightning Show
REF: AA28403 **SCALE:** 1/48
DUE: April 2021 **PRICE:** £131.99



Bristol Beaufighter TF10 - RAF Kuala Lumpur Malaya 1949
REF: AA28602 **SCALE:** 1/72
DUE: July 2021 **PRICE:** £71.99



NEW TOOLING

Bristol Beaufort Mk1
REF: AA28901 **SCALE:** 1/72
DUE: September 2021 **PRICE:** £71.99



NEW TOOLING

Eurofighter Typhoon FGR4
REF: AA29001 **SCALE:** 1/48
DUE: October 2021 **PRICE:** £149.99



de Havilland Mosquito Intruder - Moonbeam McSwine
REF: AA32821 **SCALE:** 1/72
DUE: June 2021 **PRICE:** £79.99



Consolidated B-24H Liberator 'Witchcraft' - 130 missions
REF: AA34019 **SCALE:** 1/72
DUE: July 2021 **PRICE:** £134.99



Boeing Chinook HC.4 - RAF No 28 Sqn. 100th Anniversary
REF: AA34216 **SCALE:** 1/72
DUE: March 2021 **PRICE:** £79.99



Vickers Wellington Ward VC
REF: AA34812 **SCALE:** 1/72
DUE: September 2021 **PRICE:** £109.99



BAE Hawk XX154 - ETPS
REF: AA36016 **SCALE:** 1/72
DUE: July 2021 **PRICE:** £49.99



Hawker Typhoon 'Sharkmouth'
REF: AA36513 **SCALE:** 1/72
DUE: July 2021 **PRICE:** £49.99



Lockheed P-38J Lightning Happy Jacks Go Buggy Capt J M Ilfrey
REF: AA36616 **SCALE:** 1/72
DUE: March 2021 **PRICE:** £54.99

AVIATION – RED ARROWS



Red Arrows Hawk - U.S. Tour 2019
REF: AA36017 **SCALE:** 1/72
DUE: July 2021 **PRICE:** £49.99

ORIGINAL OMNIBUS



NHS Charities Together Bus
REF: CC89204 **SCALE:** 1/76
DUE: April 2021 **PRICE:** £19.99



Wrightbus New Routemaster - Stagecoach London Route N8 - World Environment Day
REF: OM46625A/B **SCALE:** 1/76
DUE: NOW **PRICE:** £38.99



Wrightbus New Routemaster - London United Route 10 - Coca Cola
REF: OM46629 **SCALE:** 1/76
DUE: NOW **PRICE:** £38.99



Wrightbus New Routemaster - Arriva London - Sehba Basras 'Our Hillingdon'
REF: OM46632A/B **SCALE:** 1/76
DUE: NOW **PRICE:** £38.99



Wrightbus New Routemaster - Only Fools and Horses Stage Show
REF: OM46633A/B **SCALE:** 1/76
DUE: June 2021 **PRICE:** £38.99



Wrightbus New Routemaster – 'Release the Kraken' Special Edition
REF: OM46638A/B **SCALE:** 1/76
DUE: June 2021 **PRICE:** £38.99

VANGUARDS



Ford RS Cosworth Collection
REF: CW00001 **SCALE:** 1/43
DUE: August 2021 **PRICE:** £89.99



1970s Ford RS Collection
REF: RS00002 **SCALE:** 1/43
DUE: November 2021 **PRICE:** £89.99



Triumph Topless Collection
REF: TC00005 **SCALE:** 1/43
DUE: November 2021 **PRICE:** £89.99

NEW PRODUCT ANNOUNCEMENTS



Ford Lotus Cortina Mk2 - Amber Gold - Colin Chapman's car
REF: VA04119 **SCALE:** 1/43
DUE: August 2021 **PRICE:** £29.99



Ford Escort Mk1 RS2000 Daytona Yellow thin stripe
REF: VA09527 **SCALE:** 1/43
DUE: March 2021 **PRICE:** £29.99



Ford Cortina Mk3 2000GT - Marine Blue
REF: VA10318 **SCALE:** 1/43
DUE: September 2021 **PRICE:** £29.99



Ford Cortina Mk3 GXL - Onyx Green
REF: VA10319 **SCALE:** 1/43
DUE: October 2021 **PRICE:** £29.99



Ford Capri Mk3 3S - Graphite Grey
REF: VA10820 **SCALE:** 1/43
DUE: April 2021 **PRICE:** £29.99



Ford Capri Mk3 2S - Cobalt Blue
REF: VA10821 **SCALE:** 1/43
DUE: July 2021 **PRICE:** £29.99



Ford Escort Mk3 RS1600i - Graphite Grey
REF: VA11013 **SCALE:** 1/43
DUE: March 2021 **PRICE:** £29.99



Ford Sierra RS500 Cosworth - Diamond White
REF: VA11707 **SCALE:** 1/43
DUE: November 2021 PRICE: £29.99



Ford Cortina Mk4 - orange
REF: VA11915 **SCALE:** 1/43
DUE: October 2021 PRICE: £29.99



Ford Granada Mk2 2.8i Ghia - Apollo Green
REF: VA12415 **SCALE:** 1/43
DUE: July 2021 **PRICE:** £29.99



Ford Escort Mk2 1.3 Ghia – Jade Green
REF: VA12618 **SCALE:** 1/43
DUE: May 2021**PRICE:** £29.99



Ford Escort Mk2 RS Mexico - black
REF: VA12619 **SCALE:** 1/43
DUE: June 2021 **PRICE:** £29.99



Ford Capri Mk1 3000E - Silver Fox
REF: VA13313 **SCALE:** 1/43
DUE: March 2021 **PRICE:** £29.99



Daimler Double-Six Series 2 Vanden Plas - Coral
REF: VA13903 **SCALE:** 1/43
DUE: January 2021 **PRICE:** £29.99



Jaguar XJ6 (Series 2) 4.2 - Thames Valley Police
REF: VA13904 **SCALE:** 1/43
DUE: March 2021 **PRICE:** £29.99



Ford Escort Mk4 RS Turbo - black
REF: VA14301 **SCALE:** 1/43
DUE: July 2021 **PRICE:** £29.99



Ford Escort Mk4 XR3i '90-spec - Radiant Red
REF: VA14302 **SCALE:** 1/43
DUE: August 2021 **PRICE:** £29.99



Volkswagen Type 2 1500 SP Devon Caravette - Pearl White and Velvet Green
REF: VA14500 **SCALE:** 1/43
DUE: February 2021 **PRICE:** £29.99



Volkswagen Type 2 Camper 'RAT-look Splitty'
REF: VA14501 **SCALE:** 1/43
DUE: February 2021 **PRICE:** £29.99



Volkswagen Type 2 Bay Window Devon 'New Moonraker' - Marino Yellow and Pastel White
REF: VA14600 **SCALE:** 1/43
DUE: July 2021 **PRICE:** £29.99



Volkswagen Type 2 Camper 'Bay-Rat'
REF: VA14601 **SCALE:** 1/43
DUE: July 2021 **PRICE:** £29.99



Triumph TR6 - Damson
REF: VA14700 **SCALE:** 1/43
DUE: January 2021 **PRICE:** £29.99



Ford Escort RS Cosworth - Diamond White
REF: VA14800 **SCALE:** 1/43
DUE: August 2021 **PRICE:** £29.99



Ford RS2000
REF: VA14900 **SCALE:** 1/43
DUE: August 2021 **PRICE:** £29.99



RS2000 X Pack - Venetian Red
REF: VA14902 **SCALE:** 1/43
DUE: October 2021 **PRICE:** £29.99

JAMES BOND



Triumph Scrambler 1200 – "No Time to Die"
REF: CC03701 **SCALE:**1/24
DUE: November 2021 **PRICE:** £29.99



Aston Martin DB5 – "No Time to Die"
REF: CC04314 **SCALE:** 1/36
DUE: NOW **PRICE:** £29.99

MILITARY LEGENDS



M4A1 Sherman 'Beutepanzer'
REF: CC51032 **SCALE:** 1/50
DUE: January 2021 **PRICE:** £49.99



Beute Panzer T34-76 1943
REF: CC51606 **SCALE:** 1/50
DUE: January 2021 **PRICE:** £49.99



Tiger 131
REF: CC60515 **SCALE:** 1/50
DUE: September 2021 **PRICE:** £49.99

Go Baby Go!

The hero car of the 2000 box office smash, *Gone in 60 Seconds*, certainly makes for a most impressive 1/8 scale build. Rick Wilson clears the deck of his workbench in anticipation.

With a stellar cast, the 2000 remake of the 1974 car-chase classic recently celebrated its 20th anniversary and, to mark this occasion, Eaglemoss has released a massive 1/8 scale high-quality diecast replica, under its Die-Cast Club brand, that you put together at home. The subject is a special version of Shelby's Ford Mustang, and even features working lights, as well as some truly superb detailing.

▲ **Ford's iconic Mustang is unmistakable, even after the Shelby and Eleanor treatment. It's big too, at a shade under 23 inches!**

▼ **The detail, to the grille in particular, is astonishing - and the model features working lights too.**



The film, *Gone in 60 Seconds*, is an American car action heist movie starring Nicolas Cage, Angelina Jolie, Giovanni Ribisi, Christopher Eccleston, Robert Duvall and, of course, Eleanor. The film was produced by Jerry Bruckheimer and Denice Shakarian Halicki, and is a remake of the 1974 cult classic that was written, directed, and produced by Denice's husband, H.B. "Toby" Halicki, who also starred in the feature. The movie's core plot centres around a master car booster and his crew, hired to steal a specific list of high-end-performance cars, with the beautiful Eleanor Mustang the most desirable and the hardest to capture. Among the epic car chases in the original movie is one unforgettable pursuit that, at around 40 minutes long, is the longest in cinema history.

The result of a global licensing agreement with



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▼ The model features plenty of opening parts, allowing you to enjoy the amazing detail under the bonnet, in the boot and the realistic passenger compartment.



▲ Rear end is perfectly replicated, and there are those working lights again!

Denice Shakarian Halicki, owner of *Gone in 60 Seconds*, Halicki Films and the 'Eleanor' franchise, the model is guaranteed to delight both fans of the scene-stealing Eleanor from the film, Mustang aficionados and automotive enthusiasts alike.

"I believe Eaglemoss Die-Cast Club's meticulous attention to detail to Eleanor's characteristics will be a thrill for fans of Eleanor and fun for everyone who enjoys and love cars… at a time when joy is a wonderful thing to have" says Denice Halicki, franchise owner.

At an impressive 22.9 inches long, the complete model is an exacting replica of the iconic car and features include working headlights and tail lights, turning front wheels operated by the steering wheel, opening bonnet to reveal Eleanor's phenomenal Ford small-block racing engine, opening boot that contains the car's nitrous-injection tank and, of course, Eleanor's iconic 'Go Baby Go' gearshift and NOS switch.

Sold in parts as a subscription, the individual kits will build an impressive replica of the car seen in the movie, with every feature reproduced in stunning detail. Subscribers will receive regular deliveries of parts and simple instructions, but there's no need for glue or paint – every component of this easy-to-build Mustang model comes pre-painted, and will simply click or screw together to form your Eleanor, to be displayed on its own model stand.

Beginning with a 'risk-free' introductory offer, the first two-part kits, with assembly magazine, binder, poster and badges, are just £2.99 (with free P&P). After your first shipment, you will get your next magazine and four new model kits delivered to your door each month. As your collection grows, exclusive subscriber gifts, valued at £130, are included too. There is no minimum number of kits to purchase – your subscription can be paused or you can cancel your subscription at anytime, no questions asked.

This exclusive collection is not available in the shops, and is only available through Die-Cast Club. To find out more, pricing information, how to order, and read the terms and conditions, visit the website at **www.build-eleanor-mustang.com**. DC





1 Interior detail is superb, with a supreme steering wheel and highly-detailed dashboard.

2 Even the NOS set up is fully-detailed and can be found in the boot.

3 Lift the bonnet and the detailed engine is revealed.

ABOUT DIE-CAST CLUB

In 2013, the Die-Cast Club became part of the world renowned and successful Eaglemoss Limited, a publishing company with more than 30 years of experience. Eleanor joins an impressive range of 1/8 scale build-up models in the current Die-Cast Club garage, including the iconic DeLorean from *Back to the Future*, 007's classic Aston Martin DB5, and the Cadillac Ecto-1 from *Ghostbusters*.

For more information about other Die-Cast Club products, including Marvel, Universal Studios, DC Comics, Wizarding World, BBC, Volkswagen, Nissan, Warner Bros., Eleanor Licensing LLC, and more exciting 2021 releases, visit: **www.diecastclub.com**





Coaches and single-deck buses

DTCA Chairman, **Michael Driver**, takes another trip on Dinky's single-deck PSVs.

Having waited for some time, along come some more Dinky Toys buses and coaches to follow on from the first instalment that appeared in the November 2020 issue. These models had added features to add to their play value, so let us 'board' the new models and see where the journey takes us.

VEGA MAJOR LUXURY COACH

Continued traveling at home or abroad by coach meant that coaches needed more refinement for the passengers. This refinement was captured with extra features by Dinky Toys when it introduced the Vega Major Luxury Coach (No 952) in January 1964. The Dinky Toys model was large, and finished in light grey with maroon side panel stickers and jewelled headlights. The interior usually has beige plastic seats, although there are blue seats in some. There is full suspension and there are double steering front wheels. To steer the coach, you press down on one side or the other and then the appropriate indicator flashes. The coach has an opening boot to take the holiday luggage.

▲ **Dinky Toys Vega Major Luxury Coach (No 952) colour variations, with steering and working indicators.**

Inset **Dinky Toys Holiday Gift Set (No 124) as seen in the *Meccano Magazine* of December 1964.**

The yellow illustrated card lift off lid box describes the real coach as "The prototype vehicle has a luxurious Duple body on a Bedford V.A.L. chassis, equipped with twin steering axles, and is powered by a 6-cylinder engine of 400cu.in capacity developing 131 B.H.P. 52 passengers can be carried in absolute comfort, each having excellent visibility owing to the enormous windows with which the coach is fitted." There was a full instruction sheet included on how to steer the coach, and change the batteries and the indicator bulbs. The model also came in an illustrated card end flap box and a yellow Visi-Pac,





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with 1971 being the end of the holidays for this model.

HOLIDAY GIFT SET

Just in time for Christmas, the Dinky Toys Holiday Gift Set (No 124) appeared in an advert in the December 1964 *Meccano Magazine*. The set included the Plymouth Fury Convertible (No 137), the Jaguar Mk X (No 142) and the Boat and Trailer (No 796) alongside the Vega Major Luxury Coach (No 952). These were contained in a grey corrugated-card top opening box. The set was last seen in the 1966 Dinky Toys Catalogue.

SINGLE DECKER BUS

A number of public transport authorities used single-deck buses on certain routes. The Dinky Toys Single Decker bus (No 283) was just such a vehicle. It came into service in May 1971 as seen in the *Meccano Magazine* of that month. The bus is finished in red with a white band around the centre. This carries the London Transport logo and "Red Arrow" wording on each side. Also, by the front entrance, is the "Pay as you enter" instruction. The interior seats are in light blue plastic. Some models were also finished in metallic red and these have metallic red doors. They carry the number plate INJ 72J, with J registrations being issued in 1971, suggesting these are early models. Later models were without number plates. The Dinky Toys Catalogue of 1972 shows the bus with red doors then in the following year they are shown as white.

Like the real bus, the front and centre doors can be opened and closed. This is by moving a slide button on the offside of the roof. At the rear is lever that operates the bell, indicating the bus is ready to leave. It comes in a yellow illustrated card end flap box and includes an instruction sheet and labels for the route indicators. Later models came in blister packs and service ended in 1971.

As a matter of interest, the Red Arrow name was introduced in 1934 when trolley buses were running. The name re-appeared in the 1960s when the AEC Merlin buses ran on the route 500 between Victoria and Marble Arch.

SINGLE DECKER BUS DINKY KIT

When Dinky introduced its Dinky Kits, one of the models was the Single Decker Bus Kit (No 1023), arriving in April 1972 via an advert in the *Meccano Magazine*. This was the number 283 model ready to be assembled from a card and blister pack, but to be finished in green as a Green Line Bus.

DUPLE VICEROY 37 LUXURY COACH

Continuing with the smaller scales, the Dinky Toys Duple Viceroy 37 Luxury Coach (No 296) came along in May 1972 as seen in the Meccano Magazine for that month. The black and white advert shows the coach was available for 32p. It is in metallic blue with orange tinted windows and a white plastic interior. A version was made in yellow with a blue plastic interior and this I suggest is the colour of the model, in the black and white picture, reviewed in the July 1972 *Meccano Magazine*. Interestingly, the Valiant comic from the 13 May 1972 has an advert for Dinky Toys

1 Dinky Toys Single Deck Bus (No 283) with blue and yellow interiors, and showing opening doors.

▲ Dinky Toys Single Deck Bus (No 283) in metallic red with matching doors.



▲ Dinky Toys Single Deck Bus Kit (No 1023) ready to build in the Green Line livery.

VINTAGE PUBLIC SERVICE VEHICLES





including a yellow Duple coach. The 1972 Dinky Toys Catalogues shows it in blue. The models have Speedwheels and came in blister packs with either low or tall card inserts. The coach lasted until 1976 and, at some point, a promotional gold-plated version was produced. The real coach is by Duple Coachbuilders Ltd, based in Blackpool, and uses a Leyland Leopard chassis.

VEGA MAJOR LUXURY COACH (2ND VERSION)

This version of the coach is the Dinky Toys Vega Major Luxury Coach (No 954) and was basically the 952 model, but without the flashing indicators - although the plastic indicator lights were still fitted into the casting. The interior is in blue or red plastic and, of course, there may be other colours out there. The coach came in an illustrated card end flap box and later in blister packs. It was illustrated in the1972 Dinky Toys Catalogue and continued its journeys up to1977.

VEGA MAJOR LUXURY COACH (SWISS POSTAL BUS)

Sometime in 1973, the Vega Major Luxury Coach was produced as an export model for Switzerland and designated as the Dinky Toys Swiss Postal Bus (No 961). The model retains all the features of the 954 model and is finished in yellow with a white plastic roof and the interior is in light or dark blue plastic. There are red paper stripes along the sides and "PTT" and the Swiss post logo on yellow labels. It was sold in a plain white illustrated card end flap box and was also available in a special promotional card end flap box for the Swiss market. The box describes the model as a "Postauto PTT". Does anyone remember seeing or buying one of these in Switzerland?

SWISS POSTAL BUS

Also in 1973, the Duple Viceroy 37 Luxury Coach was given the Swiss PTT livery as the Dinky Toys Swiss Postal Bus (No 293). This was in yellow with a white roof and a pale blue plastic interior. Once again it was for the Swiss market, but in 1975 it became available in England. The *Meccano Magazine* quarterly for July 1975 in its Dinky Toys News article describes the bus as "No.293 Swiss PTT Bus, formerly produced as an 'export special' exclusively for the Swiss market, but now on general world-wide sale." It was shown in the 1975 Dinky Toys Catalogue as a "New" model. The model came in a blister pack with a low or high card base and was available until 1978. Incidentally, I bought my model from a toy shop in East London

2 Dinky Toys Duple Viceroy 37 Luxury Coach (No 296) variations in metallic blue and yellow.

3 Dinky Toys Vega Major Luxury Coach (No 954) with different coloured interiors and no indicators.



▲ **Dinky Toys Duple Viceroy 37 Luxury Coach (No 296) in gold plated finish.**



▲ **Dinky Toys Duple Viceroy 37 Luxury Coach (No 296) Valiant comic advert illustrating the yellow bus.**



▲ **Dinky Toys Vega Major Luxury Coach Swiss Postal Bus (No 961) with the promotional box for the Swiss market.** *Photo: Vectis Auctions.*

▶ **Dinky Toys Vega Major Luxury Coach Swiss Postal Bus (No 961) with dark blue or light blue interiors.**

LEYLAND NATIONAL BUS

An interesting bus might have joined the Dinky Toys range in 1975. The model that was proposed appears in a factory drawing from August 1975, but appears not to have had a prototype made. As with other Dinky Toys that never went into production we can only guess as to the reason, be it the cost of production or a different model having a better appeal in the market place!

Around the same time the model was also considered as a Leyland Life Liner with "Casualty Unit" and a chequered stripe along the sides of the roof. The drawing shows that the rear of the bus was to open with a plastic roll down shutter. It was to be based on a real Leyland National bus converted to an ambulance. Once again Dinky Toys were considering an unusual model for the range, but sadly it went no further than the drawing.



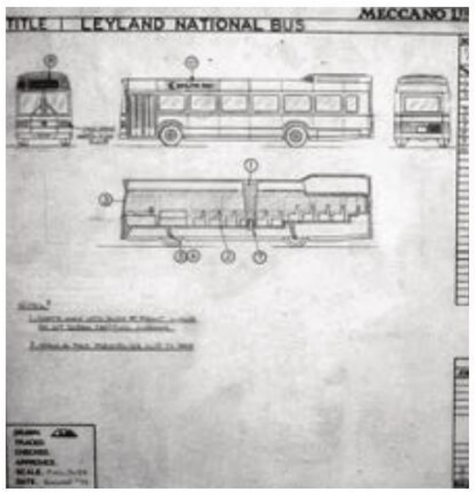




▲ **Dinky Toys Swiss Postal Bus (No 293) - the Duple Viceroy 37 Coach with a new identity.**

LONDON COUNTRY BUS (GREEN LINE)

The Dinky Kit for the Single Deck Bus (No 1023) had been around for five years when, in 1977, a finished version was proposed as the Dinky Toys London Country Bus (Green Line) (No 292). This was illustrated in the 1977 Meccano Trade Catalogue and some models did reach the shops. These were in the blister packs, both low and high, but with the card bases using the 283 number. It is not listed in the Dinky Toys Catalogue so the production run must have been small and I suggest it was around for less than a year.



▲ **Dinky Toys Leyland National Bus factory drawing.** *Photo: Dinky Toys Encyclopaedia.*



▲ **Dinky Toys Leyland National Bus factory drawing.** *Photo: Dinky Toys Encyclopaedia.*

SINGLE DECKER COACH

A final single deck bus that never left the depot was the Single Decker Coach (No 248), illustrated in the 1978 Meccano Trade Catalogue. In the Dinky Toys Catalogue of that year it is designated as a Continental Tourer Coach (No 248). Here it states that it is "Available in alternative football club liveries" and, of course, the first model was for Liverpool Football Club.

In the final Meccano Trade Catalogue of 1980 under the banner "Stop Press!", the coach was re-named as a Dinky Toys Football Supporters Coach (No 248). It was to be available as the description



▲ **Dinky Toys Single Decker Coach (No 248) in the Meccano Trade Catalogue of 1978.**



▲ **Dinky Toys Single Deck Bus in Green Line livery (No 292).**



▲ **Dinky Toys Single Deck Bus in Green Line livery (No 292), as illustrated in the 1977 Meccano Trade Catalogue.**

says "In a variety of British and Continental Club Colours such as Nottingham Forest, Liverpool, Manchester United, Tottenham Hotspur, Arsenal, Real Madrid, SV Hamburg, Ajax Amsterdam". However, the demise of Meccano in 1979 meant that no fans could be taken to a match and the final whistle had gone!

So, the famous saying that there will be another one along shortly was not to be for Dinky Toys buses or coaches, or in fact any Dinky Toys, as 1979 saw the closure of the Meccano factory in Binns Road. Certainly, there had been quite a variety of bus and coach models in the series over the years. There had always been keen interest in these models by young collectors of the day and bus collectors of today who search out variations and different liveries – but that is what collecting is about – so "hold very tight please", as the conductor would say, and look out for the next Dinky Toys bus for your collection. **DC**

FURTHER READING

Are you interested in Dinky Toys? – Then find out more and join the Dinky Toys Collectors' Association by visiting the website at **www.dtcawebsite.com**.

From Le Mans to Daytona – and beyond...

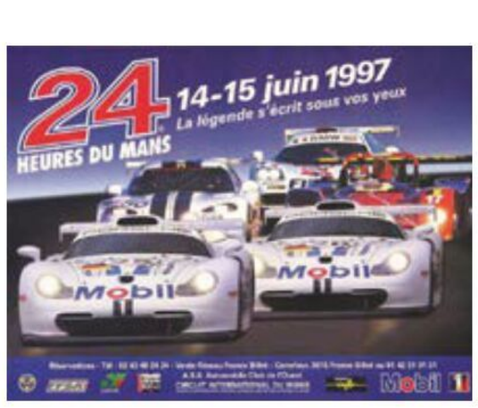
Twenty years ago, Rick Wilson was at the heart of a tale of two well-known racing cars, one inspired by the other.



Five years ago, in the February 2016 issue, I celebrated the 25th anniversary of the début of a piece of engineering genius that was the brainchild of Kevin Jeannette, regarded throughout Porsche racing circles as royalty thanks to his experience, integrity and ingenuity. His 966 design, a cross between Porsche's late-eighties dominating 962, and its predecessor's success story – the open-topped 936 – made its first appearance at the 1991 Daytona 24 Hours.

Fast forward ten years and Kevin's racing outfit, Gunnar Racing (named after his son), had entered another Porsche at the 2001 Daytona 24 Hours. Thanks to having worked for the team as a photographer at the 2000 Le Mans 24 Hours, I was invited over to do the same for the famous Florida race, putting me right in the middle of what turned out to be a fascinating endurance racing story. And, thanks to a series of marvellous models by Minichamps, it is one I can share here.

▲ **From Le Mans (911 GT1 Evo, left) to Daytona (same, centre) and beyond (G-99 prototype, right).**



▲ **Porsche 911 GT Evo chassis 005 featured on the official 1997 Le Mans 24 Hours poster (to the right, behind its sister #25 car) thanks to a photo taken during the testing weekend the previous month.**

SO CLOSE TO WINNING LE MANS

Porsche's impressive 911 GT1 first appeared at Le Mans in 1996. Despite its obvious family heritage, it was pretty much a 911 in name only, with very few parts carried over from the Type 993 – front and rear light units being the most obvious to the casual observer. The two 'works' entries finished 2nd and 3rd, beaten by a privately-entered Porsche-powered prototype.

For 1997, Porsche had substantially overhauled its GT1, and it was sufficiently upgraded to warrant the "Evo" suffix. Now sporting Type 996 lights, the car was much improved. The factory entered two cars, running with numbers 25 and 26. This is where 'our' car comes in - number 26 was chassis number 005, and this was to be its first event.

Number 26 (chassis 005) led for most of the race, fighting closely with its sister entry, number 25, and last year's winner – yes, the very same car. McLaren's updated long-tail F1 GTR wasn't far



▲ The 1998 (Champion, front, Minichamps No 430986838) and 2001 (Gunnar Racing, rear, Minichamps No 400016876) Daytona 24 Hours entries of the same car.





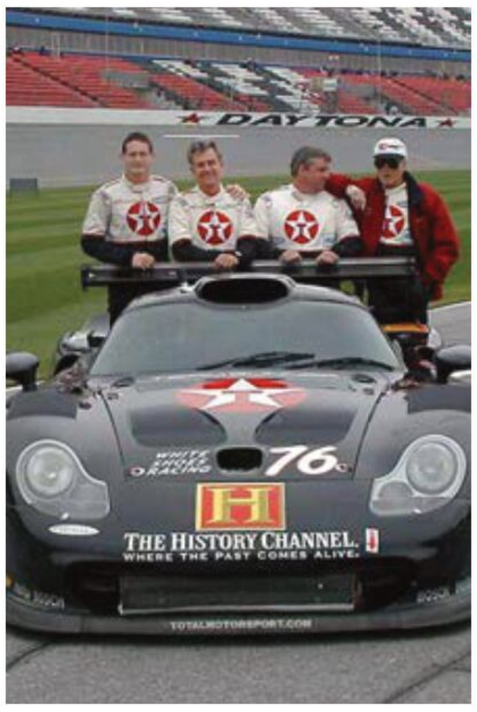
▲ The beginning for Porsche 911 GT1 Evo chassis 005 - as it ran at the 1997 Le Mans 24 Hours, its first race, where it came so close to overall victory (Minichamps No 430976826).

behind, but the aforementioned trio all had turns at the head of the field.

Chassis number 005 was a lap ahead of the 1996-winning prototype, with just two hours to go, when an oil leak caused its retirement on the famous Mulsanne Straight - the car caught fire in dramatic fashion. So near, but yet so far!

Minichamps produced a fine 1/43 diecast of this nearly-winner (No 430976826), as well as its sister of course, and it also appeared as a dealership release, as well as part of a special three-car set with the 1996 car and the extreme 911 GT1-98. The flamboyant graphics of its sponsor, Mobil, make for a very attractive model.

After Le Mans, chassis 005 ran as number 6 for the rest of the 1997 FIA GT Championship in the same colours. Minichamps took full advantage of this and released this version too – as No 430976606 – but I've yet to add this one to my collection.



▲ Drivers relaxing and posing with our car, the day before the 2001 Daytona 24 Hours. From left to right: Gunnar Jeannette, Michael Brockman, Wayne Jackson and Paul Newman.
Photo: Rick Wilson

NEXT STOP, USA

With the arrival of its new GT1-98, Porsche sold chassis 005 to a top US-based privateer, Champion Racing, in Florida. The car's first appearance in the United States Road Racing Championship, in Champion's trademark livery, was at the 1998 Rolex 24 at Daytona. Our car acquitted itself well but didn't quite make the finish due to overheating – classified 19th, it didn't actually take the flag, despite clocking up over 600 laps. Minichamps, of course, stepped up for this one too, as No 430986838, complete with those marvellous Champion graphics.

The following month, at Sebring, 005 finished 3rd overall, running as number 74. Returning to #38 for Mid-Ohio in June, Champion then gave 005 a run out at the inaugural Petit Le Mans that October – again finishing 3rd overall, but 1st in class. For 1999, 005 ran just three races again, the best of which was Sebring, where it finished 4th in the 12 Hours. That could have been it for our car, due to rule changes for

A TALE OF TWO PORSCHES



1



2



3

2000, but near-neighbours Gunnar Racing had been looking after it whilst Champion moved premises. This leads to our second 'chapter' in a short while, but 005 had one top-level outing left in her.

BACK TO DAYTONA, WITH PAUL NEWMAN

Yes, that Paul Newman. The film star was a seriously good racing driver too, finishing 2nd overall at the 1979 Le Mans 24 Hours in a Porsche 935, and had been involved with Gunnar Racing for a while, having already raced at the 2000 race, alongside Kevin's son Gunnar.

Just after his 18th birthday, Gunnar then completed the Le Mans 24 Hours that year, becoming the youngest ever finisher of the race. The team's regular photographer, the marvellous and much-missed Tim Crete, couldn't make the trip. Being the ultimate friend and all-round team-player that he was, Tim recommended yours truly for the gig. During race week, a conversation in the pits with the boss, Kevin, between qualifying sessions, revealed that I'd never been to Daytona. As soon as the team's entry for the 2001 race was confirmed, Kevin was on the phone with my invite – what a guy!

Whilst it had been resting at Gunnar Racing's workshop, chassis 005 had changed hands and was now owned by long-time Gunnar customer, Wayne Jackson. This would be our 2001 car, with Wayne and Gunnar joined by Mr Newman and Michael Brockman, another driver I'd got to know in France the previous year.

Our car got plenty of attention during the pre-race build up, for obvious reasons. With race number 76 (Paul Newman's age) and now painted black, with Texaco and History Channel sponsorship, it really looked the part. Kevin even sneaked one of my website URL stickers onto the tail – I loved that, as it has now appeared on models at various scales, including the inevitable Minichamps release (No 400016876) and even a Fly slot-racer. Yes, I have one of those too, of course.

Come the race and Gunnar started well, making up several places from our conservative grid-placing, running to the front of our class during the first few hours. Sadly, a collision with an inattentive back-marker during a safety car period was the catalyst for an oil leak, and our race was over after just one-sixth distance. We'd been running ahead of the eventual race-winning Corvette at the time too. So 005 signed off its top-level career as it began, four years earlier, with glory within reach, but elusive.

Passing through various owners, 005 resurfaced in Europe and was seen at occasional events, before being acquired by famous racing and sports car sales guru, Jan B. Luehn. At this point, only a few years ago, our car still wore our 2001 colour scheme, but Jan chose to restore the car back to the Mobil-sponsored works livery of Le Mans 2007. Much as I love this livery, it was such a shame that our car had worn its Daytona livery for all this time and this was stripped away in a matter of a couple of days. At least we have the wonderful Minichamps model though.

CHASSIS 005 REBORN

So back to the marvellous cranial workings of Kevin Jeannette. He has a fabulous way with words too, so I'll leave it to him to tell the next part of the tale.

1 Resin model of the G-99 prototype, as it ran during its post-Daytona test, by Running43 (No RUN16).

2 The interesting upper bodywork design on the G-99 prototype. This angle also affords an excellent view of the superbly-detailed cockpit.

3 A comparison, from the rear, of the G-99 prototype, and the car from which it was replicated, GT1-005, as it had run at its last race. Note the UK website on the tail of the GT1 - that's mine!



"While the car was at Gunnar Racing, we built a fixture so that we could repair the chassis, rather than send it back to Porsche. Because I had the fixture, I thought it would be a great idea to build the GT1 as a spyder. The rules for ALMS (American Le Mans Series) at this time said that if the car was built in 1999, it would be grandfathered into the 2000 season without having to be crash tested. So, we built an open cockpit GT1 and called it the Gunnar G-99 (G = Gunnar, 99 was the year of the project). I had hoped that Champion would want to race the G-99, but instead, it bought the Lola B2K-10. The G-99 sat idle until 2002, when Grand Am said we could finish the car as a spyder and, as long as it ran in 2002, it would be grandfathered for the 2003 season.

"Gunnar Racing built an identical GT1 chassis, with the exception of the front end - we used chome-moly tubing for the suspension pickups in the front. The cockpit, including the floor and the whole rear structure, is identical to the GT1, and the suspension is completely GT1. The transmission and rear suspension are also GT1, but the engine is from the 3.6 litre GT3-RS. The wiring harness is also GT3-RS. The problem is, Grand Am changed their minds! We didn't find this out until we showed up to the 2002 Daytona Finale, after working our behinds off to get the car ready for the last race of the 2002 season. The good news, they said, was that we could run it as a coupe in 2003."

Two days later, after the disappointment, the completed G-99 spyder was seen on track at last, during a test at Moroso Motorsports Park (now Palm Beach International Raceway) on 12th November 2002. Wearing fictitious "beer.com" sponsorship

4 Gunnar G-99 with Preston Henn's Swap Shop livery from Daytona 2003 (Minichamps No 400036806).

5 Mako Fighter Squadron tribute livery from the Homestead race (Minichamps No 400036896).

6 'My Favorites' livery from Barber Park (Minichamps No 400036856) - see if you can spot my website again!

7 Striking black and yellow chevron 'Caution' colour scheme (Minichamps No 400036886).



▲ All six liveries that the G-99 raced in during the 2003 season, in race order from the top down.



4



5



6



7

(Kevin has a wicked sense of humour), we sadly don't have a diecast of this car, but thankfully Running43 produced a limited run resin kit (No RUN16) – and it's an absolute beauty – I managed to track down an exquisitely built example in Australia.

Kevin continues: "So, $75,000 later, our G-99 was converted into a coupe and ready to run the 2003 season. The body panels are GT1 with the exception of the roof, in which I made a smaller inlet opening because the big opening was not needed to cool the intercoolers. The tail is from the Champion car that caught fire at the Minnesota street race. The doors are also from the Champion car. The front hood is factory new. We make our own original noses and side pods."

Readied in time for the Daytona test weekend, the car was again painted the beautiful metallic blue of the spyder and ran with its allocated number "78" in

A TALE OF TWO PORSCHES

white. Although Minichamps didn't release a model of this one, it stepped up with the subsequent race liveries (all six of them!), so this will have to be a future Code 3.

Now Kevin is one of the most creative guys I have ever met when it comes to sponsorship ideas and, although the G-99 didn't have sponsorship for the first few races of 2003, the G-99 appeared in a different eye-catching livery at each event. Thanks to Minichamps, we can tell this part of the story too.

For the 2003 season-opener, at Daytona, the car appeared in the evocative colours of Preston Henn's Swap Shop, harking back to the 1983-winning 935 that Kevin crewed for the Swap Shop owner, celebrating the 20th anniversary. This is the first of the Minichamps G-99s (No 400036806) and is an exact reproduction of its GT1 casting - given that the bodywork differences between the two designs are so minimal, this is perfectly acceptable.

The next race was at the Homestead circuit in Florida and, as Kevin states, "we wanted to honour the Florida Mako fighter squadron", so the car wore a grey fighter jet-inspired scheme, complete with Mako shark teeth either side of the nose section and "No Step" on the fragile wing mirrors! Minichamps didn't miss these on another great model (No 400036896).

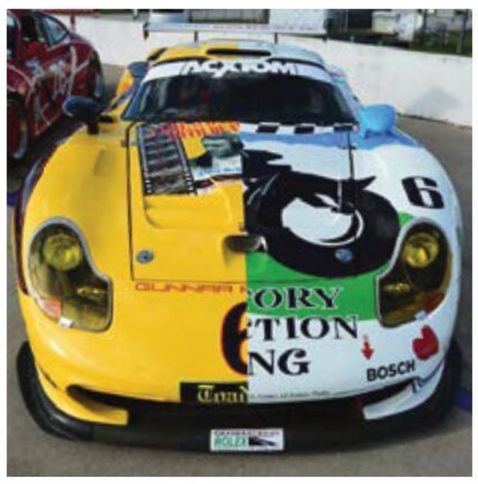
We then moved onto Barber Park, where the G-99 appeared in black, with bright green and red dots in various sizes, replicating young Gunnar's helmet livery. These blobs formed the dots of various website URLs of the browser favourites at Gunnar HQ – it was called the "My Favorites" livery. It certainly caught the eye and I'm proud to say that two of my websites featured on the car – I had no idea, it was a lovely surprise when I saw the race photos. Thankfully Minichamps reproduced everything very accurately as No 400036856.



▲ **Minichamps No 400036876, bearing allegiance to Paul Newman's and Kyle Petty's "Hole in the Wall Gang" camps.**



▲ **Minichamps No 400036866, driven by Chad McQueen (son of Steve), carrying artwork of the book about his father's film.**



▲ **G-99 is still with Gunnar Racing, wearing a split livery incorporating the final two schemes.** *Photo: John Singer*

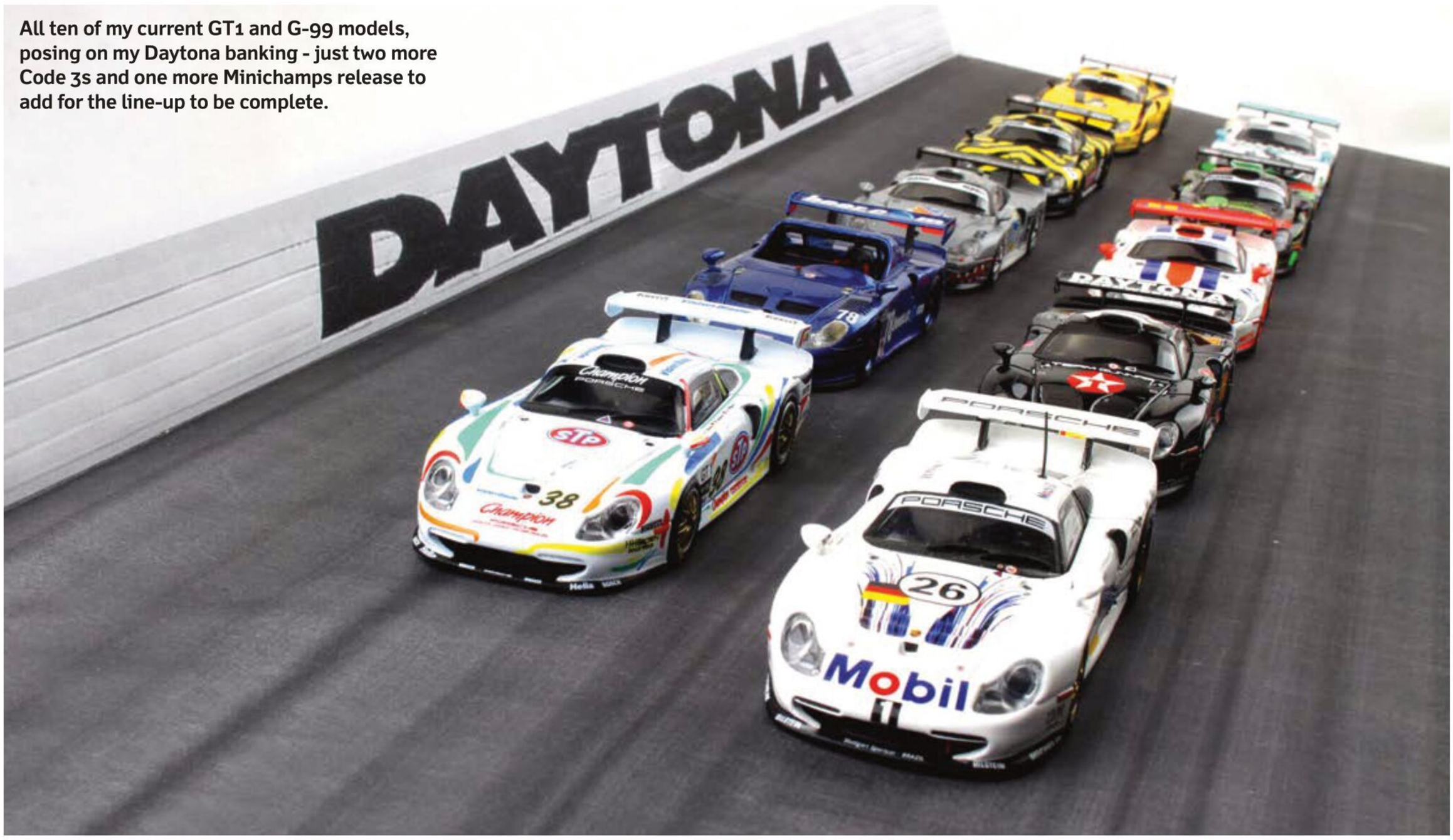
The G-99 didn't take part in the next three events, in June, as Gunnar was also a works Panoz driver – and June means Le Mans (he finished a fabulous 5th overall). So the next race for the G-99 was at the beginning of July, for the Daytona 250 Miles, where it finished 7th overall (and 3rd in class) wearing a fabulous black and yellow "Caution!" chevron livery. This wonderfully bright livery was very neatly replicated by Minichamps as No 400036886.

So now the G-99 had just two races left to run, and for the first of these, at Watkins Glen, Paul Newman was back at the wheel, undertaking his only race of 2003. Joining Paul and Gunnar was Kyle Petty, son of NASCAR legend, Richard. This time, the G-99 bore allegiance to Newman's and Petty's "Hole in the Wall" holiday camps for children and their families coping with cancer and other serious illnesses and conditions. The car finished 2nd in class and every cent of the team's winnings was donated to the charity. A rather intricate livery, Minichamps made a marvellous job of it as No 400036876.

To finish the season off, at the Daytona finale, the livery changed again, this time painted yellow. Special guest on the driving roster for this race was Chad McQueen, son of Steve, and the car wore sponsorship from Autosports Marketing (No 400036866).

Autosports' owner, Michael Keyser, co-wrote the book *French Kiss With Death* about Steve McQueen and the making of his *Le Mans* movie - the front cover adorned the bonnet. I helped with the research for this book (and get a credit in it!), so this is a lovely memento for me too – a perfect 'closing chapter'.

The G-99 is still with Gunnar Racing today, at its workshop in West Palm Beach. It wears a split paint job that incorporates the last two liveries. Visit **www.gunnarracing.com** to find out more about this amazing company. DC



All ten of my current GT1 and G-99 models, posing on my Daytona banking - just two more Code 3s and one more Minichamps release to add for the line-up to be complete.

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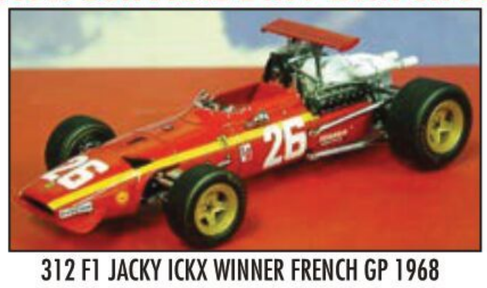
156 F1 PHIL HILL WINNER MONZA 1961



158 F1 JOHN SURTEES WINNER MONZA 1964



F1 87 GERHARD BERGER WINNER JAPAN 1987



312 F1 JACKY ICKX WINNER FRENCH GP 1968



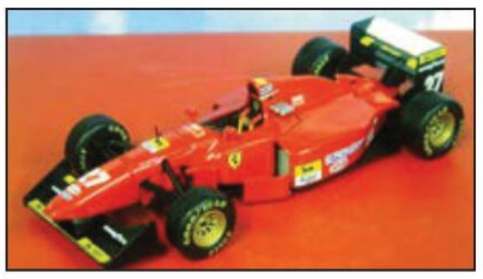
F2003 MICHAEL SCHUMACHER WINNER USA 2003



553 F1 SUPERSQUALO MIKE HAWTHORN WINNER SPAIN 1954



500 F2 ALBERTO ASCARI WINNER NURBURGRING 1952



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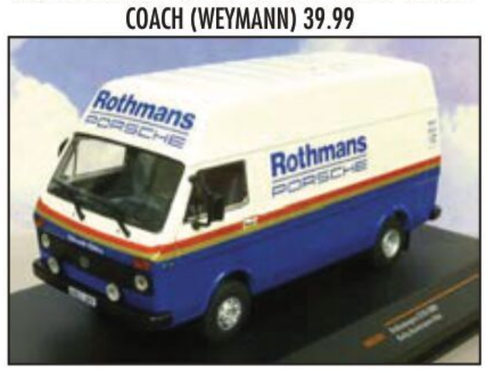
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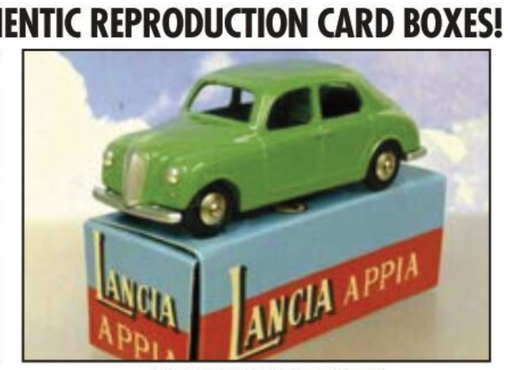
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Fast and fabulous

Never lost for things to talk about, *Rick Wilson* delves into his collection.

This month, we have a kind of two-pronged follow-on. Firstly, this piece last month featured the exquisite Ferrari P5 by Dinky, so there's the Maranello connection, but also, it connects to my largely Daytona-related article on the preceding pages.

Ferrari's last attempt to build an outright endurance racer was this magnificent beast, designated the 333 SP. The SP clearly stands for sports prototype, but I've yet to uncover where the 333 inspiration comes from. Ferrari used to have a habit of making this easy, such as with its 312-series racing cars – 3-litre with 12 cylinders - and so on.

Ferrari (responsible for the chassis and engine) worked initially with Dallara, then Michelotto, for production. Dallara produced the transmission, suspension and bodywork, having also developed the aerodynamics. The two production companies made 16 and 24 cars respectively, making a total of 40 produced. The majority did race, but some were bought by collectors and went straight into storage, sadly.

▲ Dallara's beautiful styling remained largely untouched throughout the 333 SP's production run, although some teams dabbled with long-tailed bodywork for Le Mans. Here we see both of my 1/18 and 1/43 scale models. Will I ever get around to upgrading them to replicate the 2001 car, seen to the right?

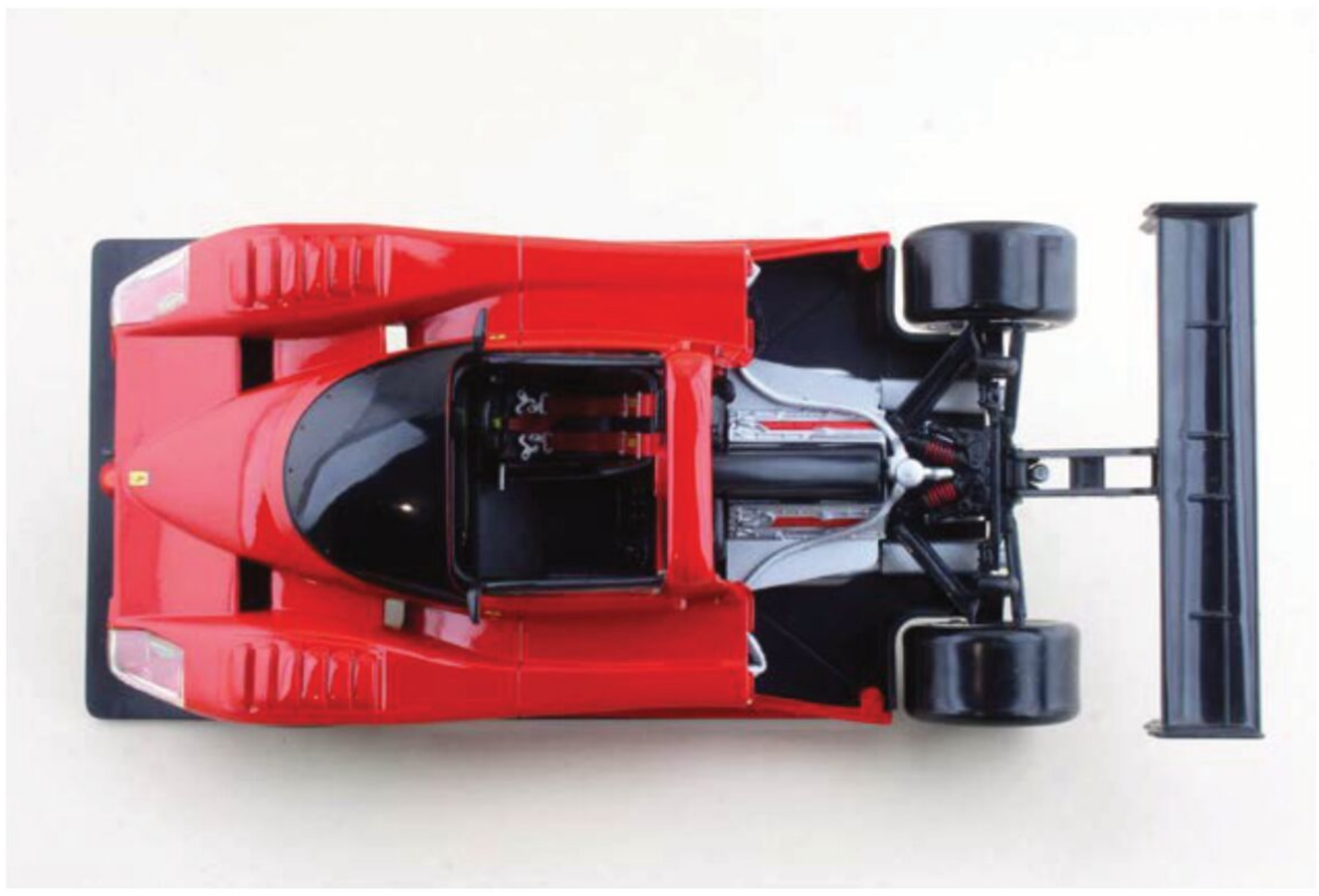
Powered by a modified 4-litre version of the 65-degree V12 engine from the Ferrari 641 F1 car, from 1990, it made the most delightful noise at full tilt. Prior to my trip to Daytona in 2001, I had seen it race at various tracks in Europe, including Le Mans several times, but nothing prepared me for the ear-splitting delight of one screaming (literally!) around the famous banking in Florida. I can still hear it now, 20 years later (maybe my ears are still ringing?). An absolute joy to witness.

In addition to its obvious mechanical attraction, it's also a beautifully-styled car, with simple, but effective, aerodynamics. And, to me, it looks best in Maranello Red. So when Hot Wheels produced a run of models in 1/18 scale, I just had to have one. I could have gone for the 1998 Daytona-winning Momo-sponsored car, available in pristine





▲ My pair of 1/43 scale partworks, representing the 1998 Daytona winner and a plain 'collector' car. The latter is ripe for a Code 3 conversion of the 2001 car.



▲ The 1/18 scale model, by Hot Wheels, features a removable rear body section. The detailing revealed isn't as good as I'd like, but for the price I paid, I'm very happy with it.



◀ At Daytona for the 2001 Rolex 24 - Ralf Kelleners at speed on the famous banking, exiting the final turn during qualifying. The noise was incredible! *Photo: Rick Wilson*

or race-worn looks, but I chose the later plain car, as it would provide the basis for a simple Code 3 transformation to the 2001 Daytona car – but as you can see, it hasn't happened yet!

On my travels, I have also acquired two partworks in 1/43 scale – one virtually identical to the larger model, and one depicting the 1998 Daytona winner. Hot Wheels has also produced several versions in its small-scale blister packs, but I've yet to find one in a realistic livery. I still had to buy them, though, of course.

Going back to the larger model, it has a removable rear body section, which is a nice feature – although what is revealed is very basic in terms of detailing. But for the price I paid, I'm still very happy with it, especially if I ever get around to my Code 3 of that 2001 Daytona beauty.

That particular car (chassis 037) had been bought by a collector, and he wanted it to race once before it retired to his garage. Four top-notch sportscar racing legends were hired to drive it, as it had a real chance at outright victory, and 2001 would be its last chance, as the rules for racing at Daytona were about to change dramatically, which would outlaw the 333 SP and its contemporaries. So with Allan McNish, David Brabham, Eric van der Poele and Ralf Kelleners providing the talent (in the absence of any major sponsorship, they had all signed the bodywork too), the car was qualified fastest (but started third, strangely, I can't remember why). In the race, it was running very well, leading at times – but the engine let go with little warning during the night. With our car out after four hours (see previous pages), we'd actually all gone back to the hotel for some rest, and I was most disappointed when I returned to the track in the morning to find that the Ferrari had retired. I haven't seen one in anger since, but those laps at Daytona will live in my memory forever. DC



▲ Three of the small-scale Hot Wheels releases - the bottom one is the closest to any of them resembling a realistic livery!



Corgi's Little Tows

Mike Pigott continues his series on Corgi Juniors with a look at the model trailers from the range.

Most diecast manufacturers have featured trailers in their ranges. Sometimes these were issued as single models, but often they were issued in sets or twin packs, together with a towing vehicle. Matchbox released a number of model trailers in the 1-75 range, and others that were exclusive to the Two-Pack line. Majorette of France also had an impressive line-up of trailers, including some double-length items. Husky Models, and its successor range, Corgi Juniors, had a small number of trailers, some of which were in production for a very long time. Surprisingly, there have never been any in the Hot Wheels 'Mainline' range.

Model trailers always had a lot of appeal for children. The fact that they could connect them to miniature cars with a towing hitch gave a lot of extra play value. Many of them also had the additional novelty of moving and removable parts, such as boats that could be detached or separate model animals. The most common types of trailers were caravans, boats and horse floats. The first miniature trailer, the Rice Horsebox, was added to the Husky range in 1968. This was soon followed by a speedboat, the Batboat, and two farm trailers. However, in the Corgi Juniors era, only a few new examples were added – a dinghy, a field gun, a caravan and a cement mixer. Towards the end of the original Corgi period, three American style trucks with matching drawbar trailers were added to the Corgi Twin range. In this article, we will be looking at mainly domestic trailers made by Corgi Juniors and its predecessor marque, Husky Models. Character toys and military models have been covered previously, and we will cover agricultural models and truck drawbar trailers in future issues.

▲ **The horse exiting the horsebox.**



▲ **A real Rice Horsebox converted into a mobile café.**

▼ **Rice Beaufort Horsebox in metallic yellow.**

RICE BEAUFORT SINGLE HORSEBOX

The first model trailer was released way back in 1968, during the Husky Models era. It was a Rice 'Beaufort' Horsebox (Beaufort being the model designation). Rice was a long-established manufacturer of horse trailers that had been based in Yorkshire since 1932. Rice trailers were probably the best-known horse floats in the UK, and had a distinctive tapering front end. They were made of aluminium with a glass-fibre top, and were known for their high quality. Although the company is no longer in business, a large number are still in service, and many have been transformed into mobile cafés.

The Husky model was based on the single-horse version of the Beaufort trailer. It is a one-piece casting, which includes the body, floor, towing hitch and mudguards. The casting is very detailed



> *Model trailers always had a lot of appeal for children. The fact that they could connect them to miniature cars with a towing hitch gave a lot of extra play value.*



▲ **Speedboat on Trailer.**

for its size, and includes planking, vents, and a front window for the horse. The wheels are crimped to the base, and initially were black wheels with chrome hubs. There is one action feature, a drop-down, bottom-hinged rear door. At first, this door was painted body-colour, but later examples were unplated bare metal. Inside the trailer is a fairly realistic plastic horse, which was initially moulded in white, and later in brown.

Early examples were painted a bright turquoise colour, but this was quickly changed to metallic green. After the changeover to Corgi Juniors in 1970, the horsebox was recoloured red. Early releases still had Husky wheels, but WhizzWheels were soon made standard. Later colours included bronze, metallic yellow and, in the final days, bright green.

Rice Beaufort Single Horsebox was sold as a single model until 1971, at which point it was only available in sets. In the Corgi Twin range it was normally teamed up with a metallic green Land Rover Pick-up, which was a perfect companion for it. In 1983, it was packaged with a matching green Matra Rancho.

SPEEDBOAT ON TRAILER

This model of a speedboat was released in 1969 as a Husky Model. It was an all-plastic boat mounted on a diecast trailer. The boat was removable, and was clipped to the trailer by means of pins at the rear, fitting into slots on the boat's stern. Unlike the Rice Horsebox, the boat manufacturer's name was not given - it may have been based on a Glastron, like the larger Corgi model. The boat had a plastic hull and a separate deck, which included the seating, although there was no steering wheel. There was a clear, wrap-around windscreen at the front and a swivelling outboard motor at rear.

Early issues had a blue or metallic blue trailer with Husky wheels. The boat had a red hull, white deck and blue motor, with a blue-tinted windscreen. Sometimes a gold trailer was included, as this component was shared with Batman's Batboat. In 1970, it was moved across to the Corgi Juniors line, and the trailer casting was modified to fit the wider Whizzwheels. Later examples had a white trailer, white hull, red deck, black motor and clear windscreen. A version with a silver trailer, white deck and black hull was exclusive to a James Bond gift set.

Speedboat on Trailer was sold as a single model until 1973, but afterwards was only sold in sets. In the Corgi Twin range it was first paired with a metallic red Jaguar XJ5, then a rather under-powered Citroën Dyane, and finally a Ford Mustang.

CARAVAN TRAILER

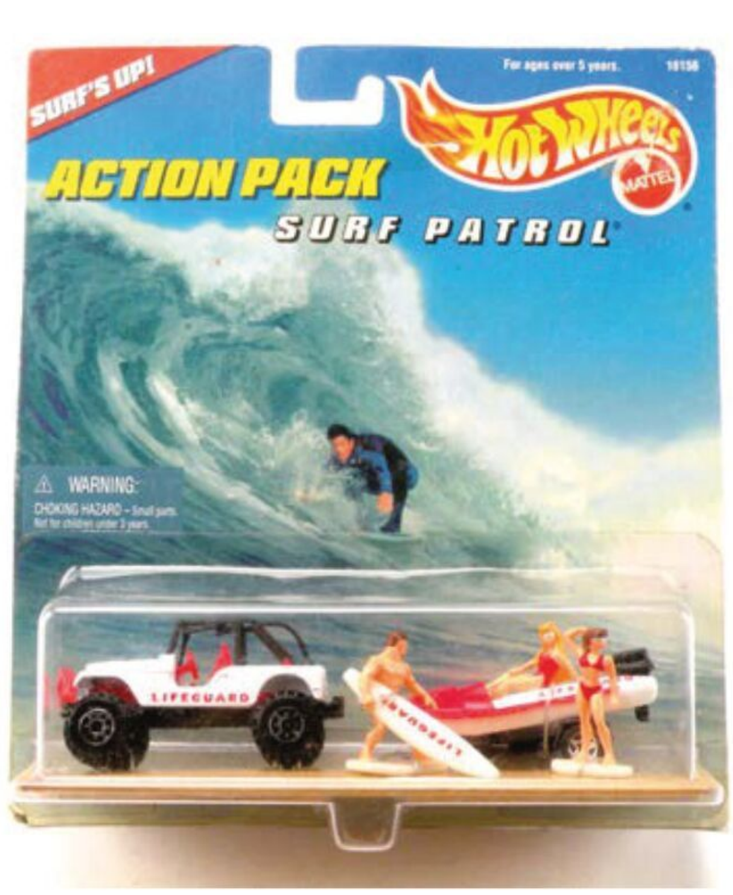
Given that most diecast ranges included a caravan or two among their ranks, it was quite surprising that there were none in the Corgi Juniors line until 1976. (The main Corgi Toys series was also a late starter, with the first trailer caravan having appeared in 1975.) The Corgi Juniors caravan is a single-axle model with a slightly-arched roofline. The body is diecast, and includes a raised central roof area with two skylights, fluted sides, and a pair of gas bottles at the front. The base is blue plastic, and incorporates the interior floor and furniture; a sink, oven and table with two bench seats are visible through the windows. Unfortunately, there is a casting lug passing through the centre of the dining table. The door is also in blue plastic, and opens when a small door catch is pulled with a finger. A towing hitch is fitted at front, made of a tough black plastic. Clear

▼ **Caravan Trailer.**



CORGI JUNIORS TRAILERS





glazing is fitted, and the van rolls on two standard Whizzwheels.

Caravan Trailer was available as a single model from 1976 to 1980, and was always finished in white with a blue interior, base and door. From 1977, it was also included in a twin pack, in its standard colours, together with a blue Mercedes-Benz 240D. This set was later recoloured with a red Mercedes, plus a cream caravan with a brown door and base. It was also packaged with a metallic green Volvo Estate, when it was coloured ivory with a red door and interior. The caravan was the only trailer revived in the 'New Corgi' era after 1984, when it was painted an unlikely colour scheme of red with a tan door.

DINGHY & TRAILER

The next trailer, first released in 1977, was another boat, but this time an inflatable-type dinghy made to a larger scale than the speedboat. Again, only the trailer was diecast, while the boat was all plastic. The trailer was a fairly simple casting, and was flat except for the wheel arches. The wheels were standard Whizzwheels, with the axle crimped to the base of the trailer. The boat had three small holes in the underside which clipped on to three corresponding studs on the top of the trailer. The trailer was normally painted blue, but could also be found in metallic blue.

The dinghy was made from four pieces of plastic. The hull was red plastic, and the sides and floor were a separate piece, also red. The upper front end was yellow plastic, and this part also incorporated the seats and ropes along each side. There was a rope reel moulded into the prow and an oar moulded into each pontoon. A swivelling blue outboard motor was mounted at rear - this was the same component as on the speedboat.

Unlike the previous models, Dinghy & Trailer was not sold as an individual model, it was only ever available as part of a twin pack. Initially, it was packaged with a strange blue and white pick-up called Rough Terrain Truck. In 1979, it was packaged with Triumph TR-7, a somewhat more unlikely pairing. From 1983 it was recoloured black and yellow with a white trailer, and could be found in a twin pack with either Ford Sierra or Rover 3500.

1 Dinghy & Trailer.

2 The dinghy in Hot Wheels packaging.



▲ Site Cement Mixer.

Dinghy & Trailer has the distinction of being the only trailer released by Hot Wheels. After Mattel acquired Corgi, some of the Corgi Juniors models were incorporated into the Hot Wheels mainline series. One of these was the dinghy, released in an Action Pack that was a twin pack with a few accessories. Dinghy and Trailer was packaged in the Surf Patrol set with another ex-Corgi model, a Jeep 4x4, a pair of girls in bikinis, and a big-muscled guy with a surfboard. It was moulded in red and white with a black-painted trailer. As was the case at Corgi, it was only released as part of a set, so technically it was not part of the Hot Wheels Mainline, which has still never included a trailer.

SITE CEMENT MIXER

The final trailer released by Corgi Juniors was something completely different, a Site Cement Mixer. First issued in 1976, it was the only diecast site mixer since the early Matchbox toy of the 1950s. It was based on a four-wheeled site mixer; these are usually more powerful than two-wheeled models and can be towed behind a car or truck.

The Corgi model had a diecast frame, which included the motor housing and support struts, and was plated rather than painted. The wheels were black plastic discs that had previously been used on Husky models. The cement barrel was in light red plastic, and included the mixing wheel. A gold-tinted engine was fitted, and covered by a strange, translucent amber cover. The model had plenty of play value, with a rotating drum, a lifting engine cover and a swivelling red plastic tow bar.

When I was a boy, I thought this was a great model – just because it was so unique. Unfortunately, most other kids didn't agree, and it proved to be a notorious 'peg warmer', with unsold examples clogging up the racks in toy stores. As a result, it was discontinued after only two years.

Site Cement Mixer was included in two different sets. It was packaged in a twin pack with Site Dumper, although it was over-scale compared to the other construction vehicles in the Juniors range. It was also included in the more prestigious Corgi Toys large-scale Block Construction set, which also contained a Mazda pick-up and a tractor shovel. DC

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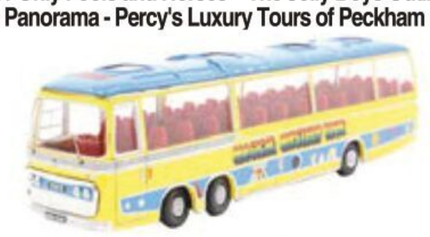
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Family favourites

October 2020 marked the 50th anniversary of the launch of the Ford Cortina Mark 3, presenting an opportunity for David Lynn to update his series to pursue every 1/43 scale diecast ever made of Ford's popular family car.

We carried the ninth part of this series in the December 2020 issue. This latest update was too large for one article, so the Mk1 and Mk2 models appeared first – now we bring you the Mk3, Mk4 and Mk5 1/43 scale releases for the corresponding period, making this the tenth stage of my collecting odyssey.

The scope is 1/43 diecast and resin models, without venturing very far into models made with other materials. Again, it has been impractical to physically obtain examples of every recent release. The releases are discussed in Mark sequence.

CORTINA MK3

The Mk3 had the longest production run at six years of any Mark, but surprisingly, in the half century since launch, Corgi in various forms is the only model-maker to produce one in 1/43 with a 2-door GXL in the 1970s, a budget 1990s revival in its Motoring Memories series, and since 2000, a series of Vanguards 4-doors. As a footnote to earlier comments on the 1970 Corgi No 313 GXL 2-door, very early examples have a printing typo on the box stating "Whizzwhells" instead of Whizzwheels. This occurs on some mustard yellow promotional and normal blue examples, but was rapidly corrected.

Three Vanguards additions since last time all depict the range-topping 2000E that succeeded the GXL in the September 1973 mid-life range facelift, giving a titular nod back to the 1600E and marking the début of the rectangular headlights. No VA10312 shows HPU 981N, a 1975 automatic in Sahara Beige, with brown vinyl roof, in an edition of 1,000. With a beige interior, the livery is reminiscent of caramel shortbread and, for me, is perfectly attractive. However, shortly after its issue in 2017, an example appeared on ebay with the following comments: "I have corrected the front indicators as this model actually had orange behind a clear lens so shouldn't be bright orange and the wiper colour to silver (only the last all-black grille models had black wipers), and corrected the poor tail lamp colouring, for some reason Vanguards painted a black strip on the front and rear valances so I continued this onto the sills, and added some bling with different door mirrors and spot lamps. It has too much beige for my liking,

▲ **A trio of Mk3 2000E Cortinas, all by Vanguards.**



▶ **The advertising flier for the proposed Atlas Editions "Hot Hatches & Street Classics" partwork - it never happened.**

FORD CORTINA



A Vanguards Mk3 (left), compared with the European Ford Taunus (centre and right), both modelled by NEO.

I was going to repaint the roof, but a simple interior change to black really improves the look." So maybe I am too easily pleased.

VA10313 arrived in Purple Velvet with black vinyl roof and grey interior, from a December 1974 car (GRN 529N) in an edition of 1,300. It adds front spotlights, otherwise it is identical to VA10312, and one likeable detail in both cases is the presence of front and rear bumper under-riders, an accessory on the real car and an element Vanguards occasionally include. The Cloud Grey interior was a rare option compared to the usual black or tan, but shows how Vanguards has recently upped its game by including coloured highlights, with, in this case, brown emphases for the wood veneer door cappings and instrument panel. However this inadvertently highlights a fudge as a new and very different dashboard was fitted for the September 1973 facelift, and it is now clearer that the old style was carried through. Online forum mutterings claim that the Vanguards Mk4 interior is a straight swap to give the correct second style if anyone wants to test the idea. There is one unexpected goof with the small driver side shield moved from its correct position low behind the front arch to perch on the door. This affects the whole batch, and has not happened on other Vanguards Mk3s.

The third model number leaps to VA10317 (edition size 1,300), with no clue what happened to 10314/5/6. OYX 41R is an October 1976 car registered in the month of the Mk4 launch, and a special order from Ford Special Vehicle Operations of black body and vinyl roof with Cloud Grey interior, which was a very rare and possibly unique combination. It looks very distinctive with a subtle contrast between the gloss body and the matt effect on the roof, and the pale interior gives visual depth. The under-riders are omitted and, given the comments above about the home-modified VA10312 on ebay, it may be that black wipers and an all-black grille should be present. Whatever, it is a well presented and intriguing livery.



▲ **Mk4s aplenty! Six examples in 'S' trim, all by Vanguards.**

Another Mk3 was proposed for a 2015 Atlas Editions "Hot Hatches & Street Classics" partwork, using eight Vanguards castings. I scratched the surface of this story in the June 2017 issue with a description of the batch of 200-250 red Capri Mk3s discreetly mailed out to selected Atlas subscribers in England, as a market tester, with a leaflet describing the other intended models, all based on actual cars photographed at display events. The project was abandoned, and none of the proposed seven models ever emerged apart from mock-ups for the leaflet. This showed a yellow Mk3 GT with black vinyl roof, front fogs, sculpted steel wheels, ENR 863L plates and the correct GT grille, with a narrow single band grille instead of the GXL's 3 bands. The irony, as explained in that article, was that the Capri sampler was made by IXO rather than Vanguards - it later appeared unchanged for another unbranded partwork in greater numbers, and

▼ **This Mk3 2000E has the wing badge on the door instead! It's correctly placed on the other side.**



Three recent Vanguards Mk4 releases.







▲ Another Vanguards Mk4, this time in GL trim (No VA11913).

▲ Both by Vanguards and in Strato Silver, Mk4s of course - 2.0S VA11902 (left) and 3.0-litre 'Savage' (VA11912, right).

then received a left-hand-drive interior for a Solido budget issue.

As mentioned, the Mk3 Cortina was a sea-change from its predecessors that were entirely UK projects. Dearbon was pushing hard for a unified Ford Europe and gave Cologne the major responsibility for developing a shared mid-range product as the Taunus TC1, with British input to differentiate the Cortina restricted to revised bodywork and fitting the UK engine family. Subsequent Mk4/5 Cortinas were denied even these small distinctions so became pretty well identical to the Taunus TC2/3 ranges.

The comparison between the Mk3 and TC1 in their 1970 top-of-the-tree versions can be illustrated by two NEO resin Taunuses from 2011, shown against the Sapphire Blue colour match from VA10311. NEO's GXL also appeared in dark metallic brown and bright green, and several years ago, Minichamps issued some lesser TC1s in 2-door saloon, coupé and Turnier estate body styles.

CORTINA MK4/ TAUNUS TC2

Back in the mists of time, when work started on this series, there was one solitary Mk4/TC2 model in 1/43 - a black Taunus Ghia from Universal Hobbies for a James Bond 007 partwork, but Vanguards came to the rescue with a series of Mk4 Cortinas that continues today. However, the field is still very sparse, with only NEO contributing some resin 2-door saloons and a pair of Turnier estates. This section is therefore predominantly another Vanguards discussion.

One endearing Vanguards tradition is its dedication to uncovering unusual incarnations, and VA11912 (edition size 1,200) delivers a Mk4 3.0 Savage conversion. Jeff Uren was a Ford loyalist, winning the 1959 BSCC in his own Zephyr Mk2 and driving works Zephyrs on, for instance, the 1959 Monte Carlo Rally (VA06108). He then engineered the Savage series of conversions in the 1960s, which famously dropped 3-litre Essex V6s into Mk2 Cortinas and Escorts. This continued into the Mk3 era but declined by the late 1970s, partly because Ford began offering larger engines itself. In Europe this reached 2.3 litres, but overseas extended further with South Africa, for instance, developing a 3.0 S (VA11911). Very few Mk4 Savages were built and UGM 830S may even have been unique - it featured in a 1979 Autocar roadtest based on a 2.3 S in Strato Silver with black vinyl roof receiving a 170bhp Essex V6 and wide Minilites among its upgrades, but then disappeared without trace.

The model looks suitably boyracer-ish with alloys, two sets of added front lights, appropriate black trim and inconspicuous grey seat panels, but is basically a rehash of the silver 2.0S (VA11902, PNO 548R) that Corgi coyly described as a squad car from a fictional TV series about the Flying Squad, presumably to avoid copyright fees for "The Sweeney". This repetition prevents VA11912 being an essential buy, but in isolation it looks good.

FORD CORTINA





▲ The most recent Vanguards Mk4 release, No VA11914 - a 2.3S in Signal Amber.

◀ A full set of seven Mk5s, by Ixo.



▲ Israeli Police Mk5, by Ixo.

VA11913 (edition size 1,100) shows a 1978 Mk4 2.0 GL in Diamond White, again with black vinyl roof, and breaks the preceding reliance on S and Ghia trims, but in practice is simply a Ghia minus wing plaques, so the difference is barely noticeable. XHB 607T belongs to the first owner's granddaughter and is one of the most original Mk4 survivors. Despite this provenance and chromed door mirrors, the model is bland with a plain black interior.

VA11914 is a 1978 Mk4 2.3S in Signal Amber, with black vinyl roof and a much more vibrant prospect, including Orange Cadiz-striped seat panels to brighten the interior. ALY 331S was one of only 476 2.3 S models produced at Dagenham and, after restoration, is the only currently roadworthy example of two known survivors.

NEO recently revisited its dormant 2-door TC2 resin casting with 45139, which is described and badged as a 1976 Taunus Ghia 2.3 in a dull pale green, but as released has plain trim, steel wheels, but without a vinyl roof, Ghia front wing shields or side trim mouldings. The result is more like the low-range L trim, similar to both Turnier estates described previously and, coupled with a mediocre shape, looks a rapidly forgettable model onscreen that offers nothing to justify its premium pricing.

One Ford trait during the Mk4/TC2 phase was the extrovert colour choices for the S version, and some judicious selections from Vanguards and NEO can create an unusually eye-catching sub-set.

CORTINA MK5/TAUNUS TC3

Mk5 fans have to rely on Taunus TC3 models with only one serious choice, apart from an obscure Ukranian1990s resin or white metal model that barely left any trace - even the brand name is uncertain.

IXO produced a pale green Taunus 1.6 GL (CLC 203) about ten years ago, followed by a silver livery in its Junior range, with both being pretty good renditions. However the casting was mercilessly recycled, usually for obscure partworks with a fairly abysmal standard of finish. One exception was a red 2.0 GL for WhiteBox (WB032) which was a serious effort and a good looker in that colour. Three additions since last time include a black 2.0 GL for the "Cult Cars - Czechoslovakia" IXO/IST partwork, which is another cheaply finished example with over-shiny wheels and mediocre paint on mine, but looks OK if you don't peer too closely. Another partwork followed in a "Police Cars of the World" series, depicting an Israeli police car in a garish black and white scheme with two roof mounted blue lights and loudspeaker. Mine has wobbly rear lights and fuzzy paint edges, but its notable feature is the rear badging that, despite a left-hand-drive interior, proclaims it as a Cortina 1.3 L, providing a unique opportunity to acquire a "proper" Cortina Mk5.

The final model is another Whitebox (WB200) of a 1982 Ford Taunus TC2 2.0 GL "Brillant" (the spelling is correct, with no second i) in dull metallic blue with faint red coachlines, black window trim and grille, and grey LHD interior. The Brillant was a 1982 run-out edition for Germany (2/4 door and estate) with enhanced paint and Ghia interior, similar to the Bravo for Belgium, XL for Austria etc., and the Cortina Crusader, but without the two-tone option. Released in an edition of 1,000, the bland colour isn't particularly enthralling and, while the finish is better than bargain-basement, it has exaggerated black window paint and cheap shiny wheels.

CONCLUDING THOUGHTS

The 2016 instalments finished with an overview to highlight unfilled gaps and some favourite models discussed through the series. Nothing much from the last few years has changed those thoughts. I include my musings about the instalment published in the December issue here.

The first theme about obvious gaps with market appeal could be repeated almost word-for-word, as



there is still no current Lotus road car in cream with green stripe. Excellent models from Minichamps (Mk1a) and Classic Carlectables (Mk1b) are now virtually unobtainable, and no Mk2 road model has ever had such a scheme, despite featuring on about 80% of the real cars, although Oxford's imminent convertible provides some succour. Other clear gaps are the iconic Mk2 1600E as explored above, and anything significant for the Mk5, although with the caveat that the real car had several minor shape differences from the Mk4, so the Vanguards casting for instance would not provide an easy transfer unless these minutiae were addressed.

One persistent frustration is regular failures to get the basic shapes right because, however much detail is added, if the shape's wrong the model almost always looks wrong. NEO is the worst recent culprit with its distinctly wonky Taunus TC2s, and there are a few things awry with the IXO/Atlas Jim Clark Lotus Mk1 discussed in December. Vanguards has also lapsed despite the excellent Mk3 casting, as its Mk1b was a bodged carryover of a poor 1990s casting, and the Mk2 and Mk4 have niggling cabin errors.

Some errors are more amusing than serious, such as DetailCars' 1990s model of Söderström's 1966 RAC Rally Mk1b, which proudly claims on the display plinth that it is a "Cortina Louts GT". A more bizarre sequence stems from an unexpected subtlety of the DetailCars range that provided alternative gear lever positions between long throw saloons and short shift Lotuses. Solido later reused this component set for a solitary saloon, but couldn't decide which to adopt so fitted both, giving a Cortina with two gear levers. Cararama's subsequent Mk1b range was a new casting, but otherwise very closely cloned from the Solido, so the doubled gear sticks reappeared.

Ignoring nostalgic preferences and allegiances, my highlights over the last half century are as follows...

Almost all period models fall down against modern standards, so fail to make the cut. The only exception is the metal Politoys Mk1a (No 507) where impressive 1960s engineering provides a full selection of opening features, and Corgi's Mk1a Super estate earns a nod for being unusual and its intricate fake wood side trim.

The Mk1a/b ranges from Trofeu, Classic Carlectables from Australia, and Minichamps (Mk1a only) are all excellent contenders, with several road

▲ **Made by Ixo for WhiteBox is this Mk5 'Brillant' (No WB200).**

> ***Some errors are more amusing than serious, such as DetailCars' 1990s model of Söderström's 1966 RAC Rally Mk1b, which proudly claims on the display plinth that it is a "Cortina Louts GT".***

and exquisite race/rally liveries to choose from a rich menu. My highlights are probably Trofeu's 1964 and 1967 East African Safari pair, the crash-damaged Jim Clark 1966 RAC Rally Lotus and the Classic Carlectables Mk1b GT500 in green and Lotus Mk1b road cars. Every Cortina collection also needs at least one of the red/gold Alan Mann cars.

The Mk2 is my favourite Cortina shape, so I like the Vanguards range despite its cabin quirks. Particular stand-outs from many excellent competition liveries include VA04113, Söderström's white 1967 EAS GT and VA04115 Roger Clark's white Lotus from the 1968 London-Sydney Marathon. The Australian 4-door GTs from Trax/Top Gear are also excellent and Oxford's Crayford convertible is eagerly anticipated.

The real Mk3 looks too bloated and fussy to me, but translates well in miniature. Vanguards has emphasised flashier top-end versions, but my favourites are early releases in L trim - VA10300 in Sapphire Blue and VA10303 in Fern Green.

Among Mk4/5s and Taunus clones, the simple red Vanguards Cortina 1.6L (VA11903) and vibrant Signal Yellow 2.0S (VA11905) stand out for just looking right, while from IXO's Taunus TC3 stable, the original silver/green release and the red Whitebox reissue are the picks. As a wild card, I'd add NEO's Taunus TC2 Turnier estates, despite clumsy outlines.

That's my list of the best miniature moments in 1/43, and no doubt other fans would make very different selections. The next commemorative milestone is the long haul until the Mk4's half century in October 2026, and it is a safe bet that more than enough new Cortinas will emerge in those six years to justify another resumption. DC

STOP PRESS!

Just before we went to print with this issue, Corgi unveiled its proposed releases for 2021, as you may have already seen in this issue (pages 21 to 25). It was very timely for this catch up, as four new Cortinas are on their way! Colin Chapman's Mk2 will have to wait for the next update in a few years, but there are three new models relevant to these pages – two Mk3s and a Mk4, pictured here.

For the full details of all four, including price and estimated arrival, nip back to page 24.





From Britain to the World

In part 1 of this article about Shooting Brakes scale models, we featured some of the most iconic examples, based on expensive sports cars, starting with Aston Martin. These are the most famous Shooting Brakes of all, and they started a trend that many other companies followed. The UK led the way in manufacturing this unique type of car, however, other brands from mainland Europe soon followed the trend.

Some of those buyers would prefer to have their Shooting Brakes based on something closer to them, prestige cars produced in Italy or Germany by brands like Ferrari or Porsche, to name just two. Following what we've seen from Audi with its shooting brake concept cars, there was also a wish from car stylists to explore this idea. Many were only "what if…" kind of concept-cars, others led to production models.

As we saw in part 1 of this article, shooting brakes started as ultra-exclusive cars used by some fortunate buyers for their hunting parties. However, with the passing of time, the concept turned much more into a lifestyle accessory that could be seen more often at golf courses than at hunting grounds.

▲ Lamborghini 400 Flying Star II (WhiteBox, left), Jaguar XJ-S Lynx Eventer (Matrix, centre) and Lotus Elite (Spark, right) are three different takes on the Shooting Brake theme.

Interestingly, many of the shooting brakes made from expensive European cars, were not even referred to as such - some did not have a specific name for the bodywork variant and others received completely different names.

FERRARI WEEKENDINA

Let's go back to the fifties, in Italy, and to a car maker that was still a very young one - Ferrari. Based on the 212 sports coupe, a shooting brake was produced and received the unique name of 212 Weekendina. This one-off was commissioned by the Italian Count, Giannino Marzotto, so its also known as the Weekendina Marzotto. The car was based on a regular 212 Coupe and the project was to make a very fast chase car to be used in the Carrera Panamericana race, in Mexico. Carrozzeria Paolo Fontana (better



Shooting Brakes started in the UK, however they soon attracted manufacturers from other countries. Francisco Mota looks at some of the most interesting examples from Germany, Italy and Sweden in the second part of this story. Photos: João Carlos Oliveira

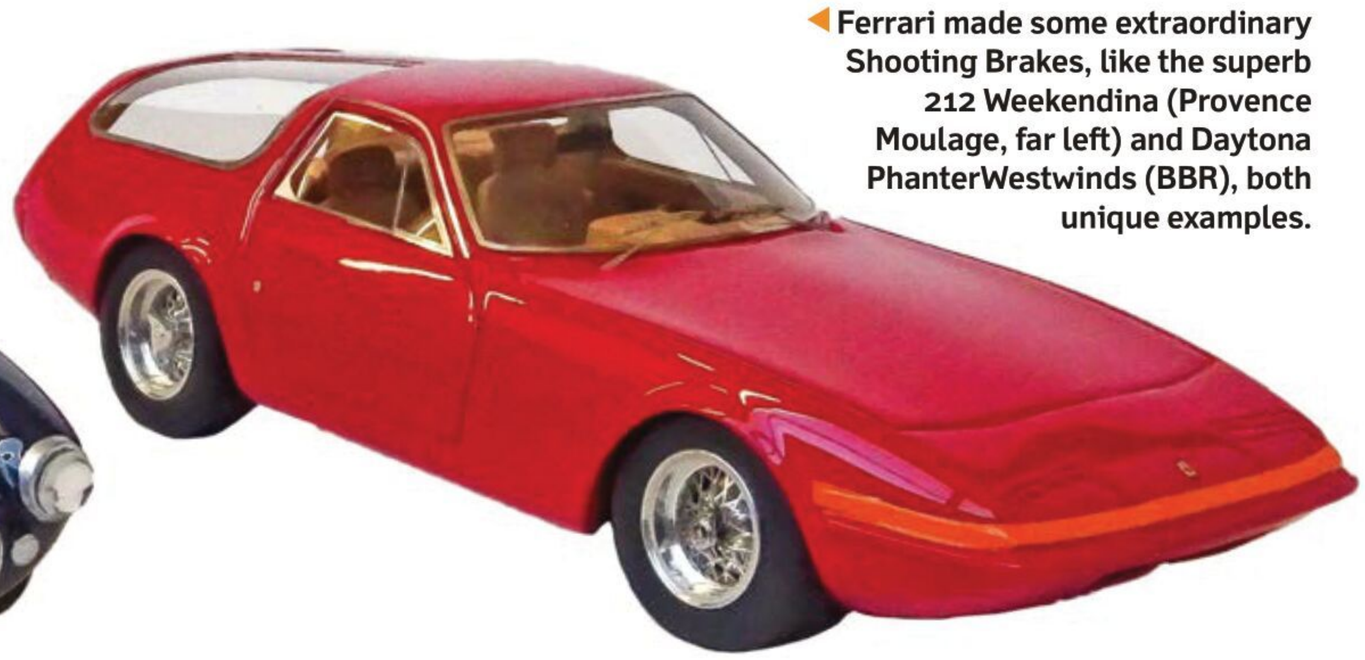
known for its unique Ferrari 212/166 MM "Uovo") converted the original Ferrari in 1952, however it was never used for the purpose it was designed.

Provence Moulage, the old 1/43 scale resin kit producer, made a replica of this unique car and sold it both as a kit and as a hand built. The model finished in dark blue that we have photographed for this article is one of those elusive 'works' handbuilts. As expected, the paint job is no less than perfect; proportions are as in period pictures, with that square roofline and vertical tail door. The positioning of the wire wheels, something that can make all the difference in a scale model, is perfect. There are some great details like the tri-dimensional front grille, headlamps with chromed frames and a pair of tiny wipers, under a wide exterior sun visor. Looking inside, one can see the detailed dash and seats and, at the rear, an open toolbox. It really is a very nice model. Tron models also made this as an easy to build resin kit that is easier to find today.

If the Weekendina charms you with its simple, almost naïve look, the red Ferrari Shooting Brake next to it is a much more sophisticated affair. It's full name is Ferrari 365 GTB/4 Daytona PhanterWestwinds. This was another one-off commissioned by American Ferrari collector, Bob Gittleman to Luigi Chinetti Jr. The son of the legendary Le Mans winner teamed up with architect Gene Garfinkle to design a futuristic looking shooting brake based on a standard Daytona. A donor car was sourced and the coachbuilding was the responsibility of PhanterWestwinds, in the UK. Only the windscreen, A-pillars, bonnet and doors remained from the standard Daytona, all the other body panels were new. Access was via two side gullwing glass doors. Reports from 1974 said this project amounted to four times the price of a standard Daytona. The car was originally painted black, however it was repainted red at some time in its life, before a full restoration brought it back to the original colour. High-end

SHOOTING BRAKES - PART 2





◀ Ferrari made some extraordinary Shooting Brakes, like the superb 212 Weekendina (Provence Moulage, far left) and Daytona PhanterWestwinds (BBR), both unique examples.

model maker, BBR, reproduced this unique car in red, and it looks as amazing as the real thing. Mirror-like paint finish gives it a luxury feeling, as well as the glass-like plastic windows with chromed effect photo-etched surrounds. Wheels are exact replicas of the originals and all the chrome the real car had is there. Inside, the cabin, the finish is as close as it can be to real leather. An astonishing scale model.

BACK TO THE UK

For the next pair we go back to the UK, and two Jaguars. The 1984 XJ-S Lynx Eventer is a scale model made by Matrix and follows the elegant shape of the real car, with the very low roof and long side windows. Matrix reproduced those XXL chromed mirrors very well, as it did with the generous chromed-frame around the windscreen. The model reproduces a pre-restyling car, made from 1982, and still features those trademark rear triangular lamps. The real car was relatively successful with 52 examples manufactured, and a further 15, after the rear lamps were swapped to rectangular ones.

The second Jaguar is a five-door version of the 1989 XJ40, a shooting brake design by its own merits. It was styled by Chris Humberstone, also known for his involvement with F1 teams, McLaren and Benetton. Only three cars are known to have been made. Mr and Mrs Williams, owners of Hatfield Cars in Sheffield, commissioned two in the late eighties. Neo reproduced it as one of its usual precision resincasts, with great results. The scale model looks as characterful as the real car, featuring a nice rear door and elegant side view. There's plenty of chrome, a pair of roof rails, a Jaguar mascot on the bonnet and a detailed cabin, very well finished, plus an unobstructed view to the boot.

In the mid-seventies, Lotus was in search of improving the image of its road cars, and getting away from its kit-car past. A new shape was needed and the 1974 Elite brought exactly that. The three-door car had a shooting brake format that suited it very well. The body was fibreglass, and the backbone steel chassis was an evolution of the previous Europa. The Elite replaced the ageing Elan Plus 2 and more than 2,500 were produced between 1974 and 1982. Spark modelled this Lotus with great attention to detail, finished in a very seventies gold hue. It features lots of chrome and wide glass areas, plus a large C-pillar. The model looks just like the real car, which says a lot about the work by Spark. Rubber bumpers and intricate wheel rim design are just two gorgeous details.

For the next pair, we jump directly to the present century with two large cars that have nothing in common except size. The first is the 2008 Maserati Bellagio Fastback Shooting Brake. It was based on the Quattroporte model and featured a five-door body, designed by Louis de Fabribeckers, from the Italian Touring Superleggera coachbuilder. Only three cars were ever made and they all look great, as the PremiumX scale model proves. The front end is very close to the Quattroporte donor car, however, it all starts to change from the rear side doors backwards. The C-pillar has a unique design and the rear hatch features curved glass that fits the car very well. PremiumX made a very nice job of reproducing this one. Just look at the wheel rim detail, or the side vents behind the front wheels. Quad tailpipes give it a sporting attitude, common to all Maseratis, and the cabin is very well finished. Note also the front grille plus the detailed headlamps. The model feels much more expensive than it really is, something that can be said about many PremiumX scale models.

We've photographed the Maserati next to a 2012 Mercedes-Benz CLS Shooting Brake. Maybe some would say the Daimler car is just an estate with other name. However, there are enough distinctive



▲ Ferrari Daytona rear panel features fixed glass, and BBR reproduced it perfectly.



▲ Boot access in this special Daytona was via a pair of gullwing glass doors.



▲ Born in 1952, the 212 Weekendina had sports wire wheels. Provence Moulage made four excellent replicas.



▲ Jaguar mascot on top of the front bonnet of this 1989 XJ40 Shooting Brake, by Neo.



▲ TheMatrix modelled the 1984 XJ-S Lynx Eventer and Neo made the 1989 XJ40, both are top-level 1/43 scale models.



▲ Rear styling on the XJ-S is truly elegant and fits the car perfectly. The XJ40 has more of a classic shape.



▲ Lotus Elite features a unique design that takes the Shooting Brake concept to a new level.

▶ Pop-up headlamps make for a very low front bonnet - a very seventies look for the Elite.

details to give it the benefit of the doubt. All body panels are different from the E-Classe Estate, with which the CLS Shooting Brake shares the platform and engines. It has frameless door windows and even the cabin features a unique dash, lower roofline and more upmarket feel. Norev made a very good reproduction of this one, with that trademark sloping roofline, flush windows all around and big wheels. The rear lamps look real and the front grille with the star at the middle is like the original one. A nice detail is the chrome fin that separates the side window area from the roof.

ONE THEY SHOULD HAVE MADE

Say Lamborghini and shooting brake in the same sentence and it doesn't feel right. However, there was such a car, first presented to the public at the 1966 Turin Motorshow. The Lamborghini 400 GT Flying Star II was a two seater, three-door creation, made as a concept car for the show. Carrozzeria Touring made it from a standard 400 GT chassis and engine, and imagined what would be the ultimate supercar with luggage space. This was the last car made by the original Carrozzeria Touring. It was a concept car, but fully functional and would be later registered for road use and sold to a French collector. Lamborghini did not sense there was a market for a car like that in the late sixties. What a shame.

WhiteBox produced a nice diecast of this unique Lamborghini as an unpretentious model. The shape is 100% correct, most of the details are there, however it is obviously a controlled cost product. Still, it features nice details like the quad exhausts, Campagnolo style wheel rims and good-looking headlamps and rear lamps.

There are a few shooting brakes made on Porsche 944 and 928 chassis, most of them manufactured by independent companies from Germany. But, if we dig a little deeper, we can find some more, made on



▲ Quattroporte Bellagio Fastback features a unique C-pillar styling.

▲ Daimler's CLS has side windows without frames, impossible to see on Norev's model.

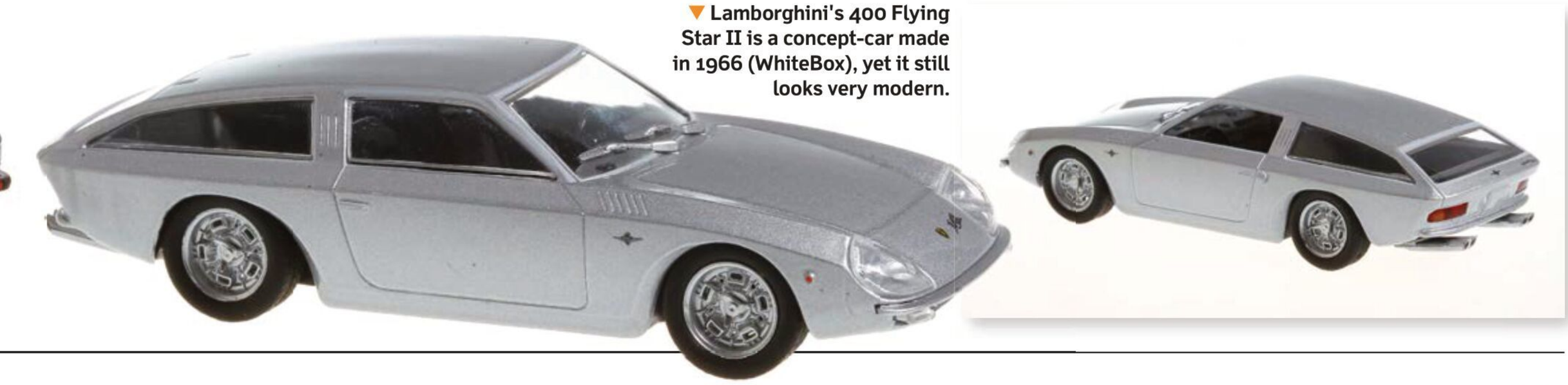
different Porsche models. One such car is the Porsche 356 Kreuzer. It was based on a 1958 standard 356 A that was damaged in an accident. John Dixon from Tal Ma Garaj commissioned this Shooting Brake 365 to Rob Bennett's Rod Shop in Dayton, Ohio, USA. The front end of the car was kept unchanged until the B-pillar. From there backwards, a higher roof was shaped, following the 356's original lines. A side-hinged door was fitted and the car looked like a delivery van with side panels. Matrix reproduced this one-off that never left the Taj Ma Garaj car collection for anything except classic car events. The shape is gorgeous and looks like it could have come from the Porsche factory. The rear engine grille was kept as were the rear lamps. The model features two exhaust pipes and a luxurious red interior, as it had when the original 356 arrived in the USA. Only one example was ever made.

The second Porsche shooting brake was based on a 1970 mid-engined 914. Porsche and Volkswagen had just launched the 914 and Carrozzeria Eurostyle, from Turin, presented its take on the new model at the 1970 Turin Motorshow, which featured a flat and long roof over the engine compartment. It had

▼ Maserati Quattroporte Bellagio Fastback (PremiumX) and Mercedes-Benz CLS Shooting Brake (Norev) are two recent entries to this collection.



▼ Lamborghini's 400 Flying Star II is a concept-car made in 1966 (WhiteBox), yet it still looks very modern.



SHOOTING BRAKES - PART 2



▲ Two lesser-known models in this collection - the 1970 Porsche 914 Eurostyle (Autocult) and the 1956 356 Kreuzer (Matrix), both based on Porsches.



▲ The 356 Kreuzer is a panel van made with a Shooting Brake shape, while the 914 Eurostyle uses the same type of shape for aerodynamic purposes.



▲ Minichamps produced this Sport Turismo for Porsche dealers to sell

▼ This is the Panamera Sport Turismo, a new age take on a classic concept that Minichamps reproduced with its usual quality.



a tilted rear spoiler at the end and featured many special body panels.

AutoCult launched a 1/43 scale replica. The model follows the original shape of the real car, with lower front end, a pair of extra spotlights and the shooting brake style roof. There are some details that show how carefully AutoCult goes about its original subjects, for instance the front and rear wheel rims are of a slightly different design. The cabin is painted in electric blue and the rear panel features a visible exhaust system with a single pipe. There is no shortage of chrome around the windows, and on the outside mirror,

SHOOTING BRAKES TODAY

The third Porsche shooting brake is on sale today, but the company does not use the famous name. Instead, it's called the Panamera Sport Turismo. However, the styling gives a clear hint to the classic shooting brake shape, in the five-door variation. The Sport Turismo is directly derived from the regular Panamera, with a longer and flatter roof.

The scale model we brought to the photo session is a diecast manufactured by Minichamps, sold at Porsche Dealers. The shape is spot on, and it is a 2017 model-year Turbo version, featuring all the details that can be found in the real car. Maybe the tyres in the model look a little too low-profile, or is it the suspension that is set too low? Anyway, the carbon-ceramic disc brakes look great with red Porsche-branded calipers. Inside, we see a luxurious finish.

Probably one of the most extraordinary looking models in this collection is the 1968 Volvo P1800 ES Rocket, modelled by PremiumX as a resincast. This was a concept car designed by Italian car stylist Pietro Frua, as a proposal based on the P1800 S coupe. However, Volvo found this "too futuristic", and went for a more conventional design, penned in-house by Jan Wilsgaard. The scale model shows that the front end was similar to the conventional coupe, changes were made only from the B-pillar backwards, with a longer horizontal roof and very wide C-pillar. Doors feature fridge-like handles and wheel rims are pure concept car material. The rear overhang is much longer than in the final version, but the biggest difference to the production car is the rear panel with a big glass third door. There's all the chrome anyone could ask for, nice wipers and a detailed interior painted red.

Some of the ideas shown in the Rocket were adopted much later in cars like the 1986 Volvo 480 ES. Everybody still remembers the impact this car caused when it was first revealed, a mixture of a



▲ Great detail can be seen through the panoramic glass roof of Norev's Volvo Concept.



▲ Pop-up headlights were featured on Volvo's 480 ES and replicated by Minichamps.



▲ The Jensen GT Shooting Brake is a very recent addition to this collection, just released by Matrix.

Volvo has a past in shooting brake models, so it came back with the 1986 480ES (Minichamps) and the 2014 Concept S/B (Norev).





▲ The Volvo P1800ES Rocket was a 1968 concept-car that did not make it into production, but has been modelled by PremiumX.



▲ Rear section styling was considered too futuristic in 1968, so the P1800ES Rocket was abandoned in favour of a more conventional design.

hatchback with a coupe. Pop-up headlamps were a very unusual feature in a compact car. The rear hatch was all made of glass, just like in the Rocket.

Minichamps released an excellent diecast replica some years ago. The shape looks exactly as the real car, with a long front overhang and short rear in a cab-rearwards silhouette. The bulbous bonnet is very well replicated and the five spoke wheels are just as the ones we could see in the late eighties. There are wipers for the rear window and windscreen, which features the top tainted dark brown. Open side windows allow us to see a complete dash replica, plus the four leather seats.

These gave Volvo the inspiration for a new shooting brake in 2014. This was a concept car that showed what would be the next design theme for future Volvo models, the ones we can see today on the streets. Presumably, it was never the intention to build a production version of this, but it sure looked ready to get the go ahead. Norev reproduced, for Volvo dealers, some of the concept cars the Swedish manufacturer launched during the second decade of this century, and the Concept Shooting Brake was one of those. It looks big next to the 480 ES, because it was. Wheels are huge and give the car a menacing look, while the front end features the headlight design that Volvo calls Thor's hammer. The rear has what is now called the light signature, made by the LED rear lights. The highlight in the model is clearly the panoramic sunroof that gives a wide view of the cockpit. Here, we can distinctly see the central tablet-sized touch-screen, a perfect steering wheel replica and those comfortable Volvo seats. The side view brings back memories of both the 480 ES and the older P1800 ES. Just a shame Volvo did not go ahead with this one, giving full priority to its range of SUVs instead.





▲ The Rocket's front end was almost identical to the P1800's coupe version - the famous *The Saint* car.



▲ Unmistakable front-end design on this Phantom II Shooting Brake, by Matrix.



▲ Wood body panels were a classic choice in the thirties. Matrix mad a great job of reproducing this feature.

BACK TO THE BEGINNINGS

The last scale model in this story is the oldest one, a 1930 Rolls-Royce Phantom II that takes us back to the start. What better way to express the concept than build a conversion of one of the best cars in the world at the time? The Phantom II, released in 1929, represented a quantum leap for Rolls-Royce, much faster and sleeker than any car the company had made before. So it was the perfect basis for conversion. The original fabric body was replaced by wood, with a double rear door and three rows of dark green leather seats. The car only received its special body when it was sold to its second owner in the fifties. He decided the conversion was the best option to replace the original, worn out Weymann body.

Matrix, always a reliable source for Shooting Brake scale models, did not miss this one. The dark green paint has an incredible depth, but it's the wood panel's reproduction that makes our eyes stare. This is a big model, as the real car is, and full of small details. Just look at those minimal mirrors on top of the front wings, or the third search light. The iconic grille with the Spirit of Ecstasy on top was perfectly modelled, as were tyres and wire wheels. A lovely scale model.

With this, we come to the end, however, the subject is continuously growing with new models being released. There are still a few unexplored subjects, though. For example, shooting brakes made on Jaguar XK150 chassis, Bentley MkIV, Triumph TR6, some newer Zagato Aston Martins and a Jensen GT Shooting Brake that Matrix has just released and got to our desk in time for a quick photo (opposite page, bottom left). So stay tuned, because we might need to come back to this collection theme soon. DC



▲ Made in 1930, the Rolls-Royce Phantom II was the ultimate Shooting Brake.

Better in red

A recent pair of second-time-around releases from OttOmobile puts Stephen Paul Hardy back on the 1980s essentials trail.

There is no doubt in my mind that paint colour is of paramount importance when it comes to a car's charisma. An opinion that applies just as much to scale models as it does to full-sized vehicles. The two OttOmobile offerings on road test this month really hit the spot because, although both were good first time around, they are even better this time thanks to new colours.

When it comes to scale models in 1/18, I feel that it is not just the paint colour that is important, but the combination of external and internal trim contrast. For me authenticity and fidelity to automobile manufacturers' actual production colours are particularly important. Within that context, light colour internal trim and upholstery works so much better on scaled miniatures, because it makes interior detailing so much more accessible to the eye. Both of our road test models this month set external colour schemes of black-trimmed red paint off with grey interiors - the detailing of which, on both models, is a treat.

I have to admit that comparatively few Japanese cars appeal to my own particular automotive tastes, and even fewer of them ignite my levels of interest to more than a passing one. The Honda CR-X Mk 2, produced between 1988 and 1992, ranks as one of the rare exceptions.

Whilst the ride and roadholding were not best suited to the average European road surface, it had an engine development pedigree well founded in sustained F1 involvement. It was however the styling of the CR-X that I was always drawn to, with its pleasing width/length/height proportions and pleasing lines, all combined with that clever two window rear hatch design that inspired several other manufacturers to follow suit.

HONDA CR-X SI MK 2 (OT855)

Resplendent in Rio Red, this version supplements the Blade silver metallic version (OT252) from OttOmobile, released back in November 2017. Two things are immediately noticeable - the fact that the model is RHD and that it is complete with the 'Cyber Glass' roof, which stretched from the top of the windscreen all the way back to the hatch opening. Examples of CR-X equipped with this option are now pretty rare. Such was the popularity of this and other contemporary and succeeding Honda models that many have become substantially modified by the tuning fraternity. As for OttOmobile representing a RHD version



▼ The absolutely fab little XR2 and the pleasing lines of the CR-X both just look so good in red.



1



2

rather than a mainland European export variation, the Si was a Japanese home market model. A market which of course is one of the very few RHD markets and, as a result, is the source of quite a few grey imports into the UK. Prospective owners of second-hand CR-Xs were (indeed, still are) well-advised to research the history of the car to check if it was originally an official UK market import or not.

Metallic paint finishes on models tend to distract the eye from casting details, such as the crispness of shut lines, whereas solid paint colours leave no hiding place. In this context the CR-X displays commendably crisp shut lines that are sufficiently convincing to raise the expectation that the doors, door handles, fuel filler flap etc., could open. Something of course that on resincast models just isn't possible.

Whilst the front bodywork is authentically uncluttered, and of minimal detailing, the rear end hosts a myriad of delightful fine detailing. The Cyber Glass roof that extends into the large expanse of rear glazing with its long rear wiper, the vertical glazed panel below it, the rear light panel below that and all the small details included are very nicely modelled indeed. Graduations

1 The CR-X rear end hosts a myriad of delightfully fine detail.
2 The XR2 badging and trim are all there in exacting detail.



▲ **Unmistakable, revised, front lighting set the XR2 aside from all other versions of the Fiesta.**



▲ **The pleasing proportions of the CR-X are well captured by OttOmobile.**



▲ **Commendably crisp shut lines and good definition of the black trim edges against the solid colour red paintwork are very evident on the CR-X...**



▲ **... and XR2 - as are the convincing finishes on the alloy wheels of both models.**

of tint and partial obscuring in the glazing are similarly well-portrayed, as is the set of body-kit parts to the body side sills and front & rear bumpers. A body-kit set that on the real vehicles are, with time, a source of corrosion.

That shallow windscreen, glass roof and very flat rear window all give ample opportunity to see the extent of interior detailing, complete with the fully detailed "CR-X"-emblazoned bucket seats. All in all a very nice model of a car that will very probably rate increasingly in the lists of modern classics.

FORD FIESTA XR2 MK 1 (OT848)

I never cease to be amazed just how some particular scale models have the emotional leverage to catapult me back in time. This fab little Sunburst Red Mk 1 XR2 is just such a model.

OttOmobile had previously released the casting in black (OT136) in November 2014 and, although colour preference is very much a matter of personal taste, I have to say that this second issue is far more evocative than the earlier one. Probably because the black paintwork of the former detracted from all the black accents of the XR2 décor that come alive set against red bodywork.

Like its big sister, the Escort Mk 4 RS Turbo that I reviewed in the December 2020 issue, the little Fiesta really is an amazingly evocative model that just looks as if a real car has been magically reduced in size. To my eyes everything looks just perfect.

The superbly finished, distinctive, alloy wheels, the spoilers, the trim decals, XR2 unique front lighting, the inset reversing light, and standard tail lights, are all there in exacting detail. And as on the Escort the factory glass sunroof is also so characteristic of an era. An era when, in 1981, the feisty XR2 version was released into a world of hungry, aspiring XR3/Golf GTi owners that needed a bottom rung of the ladder. Although production of the Mk 1 XR2 ceased in August 1983, with the introduction of the Mk 2 Fiesta, a generation – or several - of boy racers cut their teeth and ratcheted up points on their driving licence in the first generation XR2. An absolute gem of a model. **DC**



Route 36 - the way forward

Brian Salter continues his series examining the origins of scales used.

If you take a look at the three main diecast brands' catalogues in, say 1972, the array of items on offer is rather bewildering, scale wise. Dinky had improved on its scale selection of cars and commercial vehicles since copying Spot-on's 1/42, but had lost the plot with many other items, especially military. Matchbox was, as always, all over the place but, helpfully and uniquely, still giving the scales alongside each item, even those not modelled on any real vehicle!

Corgi gives the best impression visually but what about scales? It's still a bit of a mix, particularly with cars and generally smaller than Dinky - when you got to the shop, it noticed. Dinky were still seen as something of a threat. Time to think outside the box again, something Corgi had already proved it was good at - more than once.

At that time there was no up-to-date range of F1 racing cars by a British manufacturer. Dinky had produced a couple, the first in 1970, a Lotus. There was something very different about this Lotus, its size. Racing cars are fairly small with quite a bit of visible detail and complex decoration. To do them justice, how about something larger? Dinky took the bold step and went for 1/32. It took two years for a Ferrari to join the Lotus, but too late, the long delay had let Corgi in. In June 1972, its first new F1 car was in the shops - No 150, a Surtees TS9.

Was 1/32 too big? Probably. If you looked at the very small print under the TS9, there for all to see was "SCALE 1/36". Looking back, Corgi chose

▲ **They were all at it. The Corgi XJ12, left, was one of its first street cars that, in 1974, followed the numerous F1 introductions. The ever so slightly smaller Matchbox version, next right, was its first attempt at 1/36 scale, in 1978. It tried again, a whole ten years later, with the XJ6, whilst Dinky only just made it with its 'big cat' XJ 5.3C, in 1979, just as its brand was about become history.**



▲ **Three more F1 cars arrived in 1974 to make eight, and the scale was now very prominent in the catalogue - as seen here with Graham Hill's Embassy Shadow.**



▲ **This is how it all started back in June 1972, the very first 1/32 scale Corgi. It was not alone for long and, by 1978, there were twelve F1 cars to chose from. This box style was on the way out, most releases soon had something larger, and some boasted unique graphics to match the model.**





▲ The first releases in Corgi's new scale carried the details underneath, a first for the brand. Sometimes the print was very small, this is one of the better ones - the Ferrari 312 B2.

wisely. Nice scale for detail, nice friendly size for a child's hand and better for the floor and garden. The two new Dinkys aside, there's no doubt that a larger scale and size suited very well. Plus, a virtually unique scale to encourage brand loyalty. Today, 1/36 is still with us – didn't Corgi do well?

From that point on, almost all new Corgi cars and smaller commercials were to the new scale. The 1973 catalogue showed five racing cars spread over two pages with the same five artistically spread over the whole of the front and rear cover. The following year, 1974, brought three more, and the first two non-F1 cars, although these were not exactly street machines. The catalogue content of

> ***Looking back, Corgi chose wisely. Nice scale for detail, nice friendly size for a child's hand and better for the floor and garden.***



▲ The small Vigilant, an early commercial variant of the Range Rover, was Corgi's last smaller scale vehicle to appear in the catalogue, in 1980, by which time there were around 30 different 1/36 scale vehicles listed. It was four years later when the 1/36 scale replacement arrived, a standard four door that eventually had at least 24 liveries.



▲ The Dinky Princess, right, was one of its first 1/36 scale products, not that there was much said about the scale at the time. It was, however, near perfect scale wise. Its Rover 3500 came two years later, and was a trifle short, whilst Corgi's 1980 version was slightly wide. On the toyshop counter, I would guess the Corgi would win hands down, if only for its hefty metal base, but, of course, dad might have a Princess.

▼ In the new big scale, British Fords did rather well. The Capri and Escort came in 1982, and an Escort van the following year. In September 1982 the real Sierra, the replacement for the Cortina, was launched in Paris and both Corgi and Matchbox must have already been aware of what was coming. Almost simultaneously, both with each other and the real car, two exact 1/36 scale versions arrived the following Spring. Corgi perhaps had the plum, with special packaging and four Ford authentic colours, whilst Matchbox, right, had the twin-spoiler XR4. Give or take the thickness of a coat of paint, they could be a matched pair.



SIZE MATTERS – PART 18





▲ Long live the Mini, so say Corgi, but the same could be said for the London Taxi. Both vehicles have been reinvented and Corgi stayed with 1/ 36 scale for their miniature replacements. The earlier Mini, which joined the range in 1976, is still in the catalogue. It almost certainly holds the Corgi 1/36 scale record for the number of variants, and even unashamedly boasts its scale on the box end at times.

◀ The same year as the last 'old scale' model bid the Corgi range farewell, 1980, the two largest 'new scale' models were introduced. The HCB Angus Firestreak, left, was fairly short lived in the catalogue, whilst the Mercedes Binz ambulance did duty in many parts of the Continent in at least twelve model versions. Both real vehicles were rare in Britain, the Binz particularly so, whilst I`m told Hampshire Fire Service had a Firestreak. The same scale Renault 5 is there for comparison, but Corgi used its 1/36 scale cars for a veritable multitude of emergency service vehicles.

anything smaller scale decreased steadily so that the last one was in 1980, a version of the Vigilant Range Rover and that only in a set.

By then, Corgi was unstoppable in its new found scale, and 1980 brought its two largest items - an HCB/Angus Firestreak appliance and Mercedes Bonna ambulance. Its two main rivals had to do something, but only one turned out to be anything of a competitor - Matchbox. Dinky was the first to move, with two introductions in 1977 - a Volvo estate and a Princess. Their lightweight construction tended to distract from the reasonable near-1/36 scale proportions, but it is difficult now to see where Dinky was heading, It was then two years before its Rover 3500 was in the shops. The Corgi all-metal version followed some nine months later and shortly after, sadly, the one-time world's leading diecast brand from Liverpool became history.

Matchbox, with its Super Kings, was a different matter. It was no quicker off the mark than Dinky, possibly because it assumed that the new scale was just for the racing machinery - good cover story, Corgi. However, 1984 brought something as ordinary as a Citroën Dyane, and as desirable as a Jaguar XJ12. Corgi's scale was going places. A little surprisingly, one of the first Matchbox attempts at up-sizing was the XJ12, the civilian version, only available paired with a very presentable Europa caravan. Thereafter, and throughout the 1980s, there was a continuous flow of new Super Kings to bother Corgi, quite a number being of very similar vehicles.

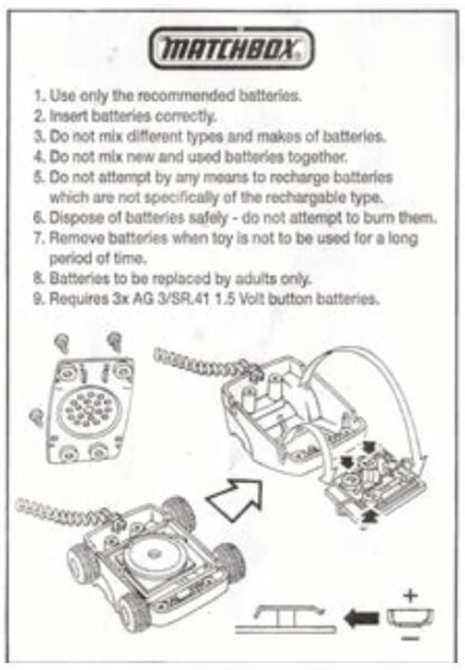
Neither brand, though, updated its range in line with the real world. Matchbox kept many of the models in production into the 1990s, but, by that time, Corgi was more than firmly into the collector's market. Some old moulds never die - Minis come to mind, as do those of 'star cars', the vehicles associated with films and TV. Thanks to these, the scale is not only alive and very well, but generating a new following. For instance, if there was a Capri in your family, how much nicer to have a contemporary model, perhaps the model you also remember. Corgi quite literally invented its own future with its own unique 1/36 scale. **DC**

Final call

Mike Pigott looks at the very last British-made Matchbox toy, a promotional phone-on-wheels, made for a car insurance company.



▼ The famous phone on wheels - the handset is removable.



▲ The instruction leaflet that came enclosed with the telephone.



▲ The phone came in a package with the same styling as other Matchbox products.

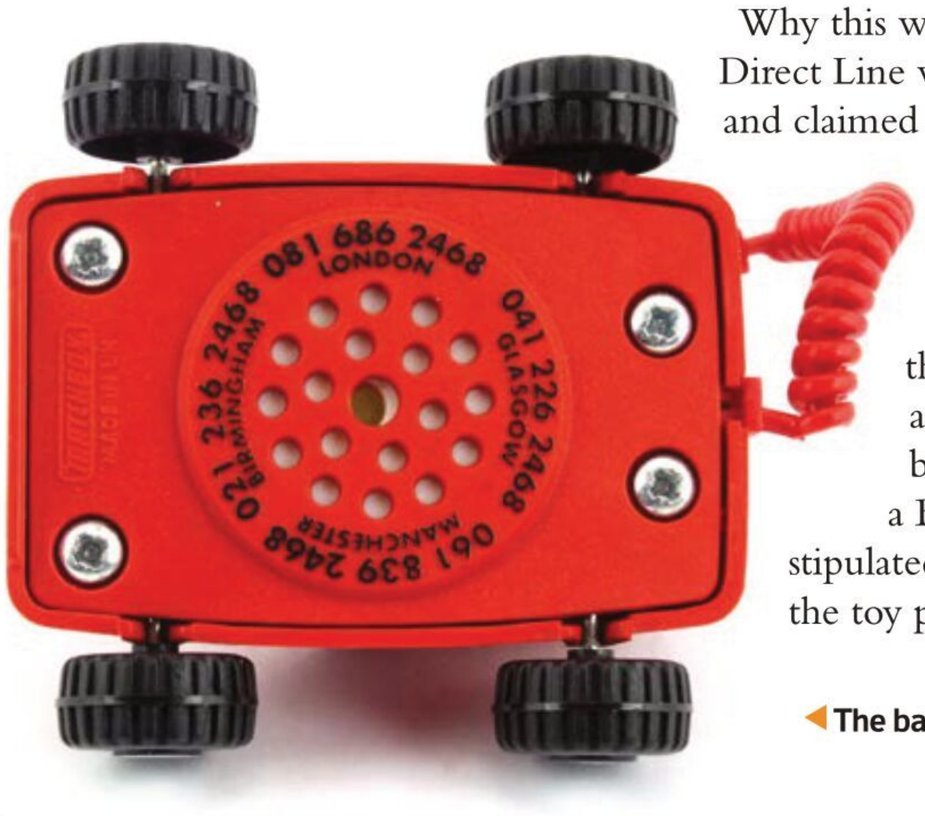
In 1982, Matchbox was acquired by Universal Toys of Hong Kong and, within a few years, the production of diecast models moved to the Far East - first to Macau and later to mainland China. The British factories were wound down and only a few offices remained in the UK, including the design office. However, in 1992, a British-made promotional model in Matchbox packaging was produced for Direct Line Insurance, based on the company's 'telephone on wheels' mascot.

At the time, Direct Line Insurance was a relatively new company, having been founded in 1985. Based in South London, it was the first insurance company to sell its services direct to clients by phone, rather than through a broker. It advertised extensively on TV and radio. A series of TV ads involved people wondering where they could find affordable car cover, when a red phone on wheels burst onto the scene playing Direct Line's musical fanfare.

MATCHBOX PHONE

These adverts became quite successful and the little phone was a widely recognised trademark. To further promote the company, Direct Line contracted Matchbox to produce a miniature model of the red phone. However, unlike the other Matchbox toys produced in 1992, this model was made in the UK rather than Macau or China.

Why this was the case is unsure, but Direct Line was a British company and claimed to use only UK-based call centres, so possibly it insisted that its promotional products were also sourced in the UK. Perhaps the firm approached Matchbox believing it to still be a British company, and stipulated that to get the contract the toy phone would have to be produced in the UK.



◀ The base showed it was made in the UK, plus regional office numbers.

The phone was plastic rather than diecast, and did not have the 'feel' of a Matchbox toy. It's likely it was designed by Matchbox, then sub-contracted out to a plastics firm somewhere in the UK. It was a good representation of the phone seen on the TV adverts, and of the push-button landline phones common at the time. It was made of hard red plastic, and had a removable handset - the two parts were connected by a spiral cord made of soft, stretchy plastic. The push buttons were made of a single piece of white plastic fitted to the inside, with clear numbers tampo-printed. There was a Direct Line Insurance sticker applied to the front edge. The phone rolled on four chunky black wheels with chrome hubs.

However, there was a surprise. The phone had an electronic device fitted inside so that, when the dialling buttons were pressed. it played the Direct Line fanfare from the advertisements - twice. The rather tinny jingle played through a speaker in the base. The mechanism was powered by three 1.5 volt button batteries that could be changed by unscrewing the base.

PACKAGING

The phone was packaged in a window box typical of Matchbox toys of the era, but without a header card. It was dark blue with light blue checks, plus red and yellow stripes around the window. There were photos of the TV phone on the end flaps. The phone sat on a blue vac-formed insert, and the box was about 10cm square.

I believe that the model phone was given to customers who took out motor insurance with Direct Line. However, I recall buying my example from the London Motor Show, where the company had a stand, and paying a pound or two for it. As it was branded Matchbox, it attracted considerable interest from Matchbox collectors. Admittedly, a toy phone is of marginal interest, but it is a landmark model given that it is the last Matchbox product to be manufactured in the UK. And it is quite well made; with a set of new batteries installed, my phone still plays its little jingle after nearly 30 years. DC

Desert Island Diecasts



Imagine you're stranded on a remote island and had only taken a handful of your collection favourites on that fateful trip, which five would you want it to be? **Paul Spek** is this month's castaway hero.

I have selected these five models from the top of my mind. Because if I can't remember my favourite models, what's the point of collecting? On the other hand, if you would ask me next week, I just might select five others!

LION CARS DAF DAFFODIL 31

First my Lion Cars DAF Daffodil 31 springs to mind. It is a 1/43rd scale model of the car I used to have as a classic, and in which my brother and I took part in the most fantastic classic car events. It's a simple but quite accurate miniature. It's as Dutch as can be - as you know DAF is a Dutch car and truck brand, and Lion Cars is a Dutch model car manufacturer. Lion Cars made all DAF cars in the 1960s and '70s. I repainted it in the colours of my real pride and joy, and put it on Stilauto-wheels, exactly like my car had.

DINKY COLLECTION MINI COOPER

Second favourite is the Mini Cooper from Dinky Collection (1/43). It has all the detail it needs to represent the real car and nothing more. Although the model is from the eighties, it is detailed just like the Lion Car of twenty years earlier. Like the Daffodil, it's nostalgic in its simplicity, and it even feels and sounds very pleasant when you pick it up and hold it in your hand. It is strong and simple enough to withstand rough handling - and I have about fifteen examples anyway. I like it so much.

POLISTIL FIAT 126

The third model is my Polistil Fiat 126. The 1/24 scale model is as cute as the real thing. It's a bit of a shame the wheels are so wide, but from the side they do look good. As a good toy car should, it has lots of play value, with opening doors, boot and (rear) engine cover. Although I'm no fan of green, in this instance the realistic shade goes very well with the tan interior.

LION CARS DAF 1900-2100

The fourth diecast miniature I would take to a desert island is the Lion Cars DAF 1900-2100 or 'kantelcabine' (tilt cabin). The lines of the cabin of the real thing are so pure and simple, a kid could draw it in eight straight lines and two curved ones. Lion Cars made a great, lean and faithful reproduction of it in



▲ Lion Cars DAF Daffodil 31.



▲ Dinky Collection Mini Cooper.



1

1/50th scale. I usually don't care much about the load department of trucks (takes up a lot of cabinet space), so when I restored this example, I put on the simplest of beds on the chassis. I painted the truck a pale shade of blue and it works very well with the little detail and finesse of this miniature, and the white roof and canopy.

BRITAINS MASSEY-FERGUSON 45 TRACTOR

The fifth model would be the Corgi Toys Lions of Longleat set of a Land Rover Pick-up and lions, lions den and chunks of meat. No, although it's a childhood birthday present and I love it, there's a lot of plastic and this is about diecast. I'd take Corgi's Burlingham Seagull bus. No, no, no! It would be the Massey-Ferguson tractor from Britains in 1/32nd scale. The hours I played with it, looked at it and combined it with all sorts of farm implements - it started a new sub-collection.

Oh, it's five already. Shame, I've got so many favourite model cars, that I could go on and make hundreds of Top 5s. But if I really had to move to a desert island, I would take my shoeboxes of Dinky, Corgi and Lion Cars wrecks, and some paint and brushes. Then I could pass the time building a fine new collection! DC



▲ Lion Cars DAF 1900-2100.



▲ Polistil Fiat 126.

1 Britains Massey-Ferguson 45 tractor.



WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

Fancy having some fun and sharing your choices? Just email the editor photos of your five choices, together with about 125-150 words on each, including your reasons for choosing, to **rick.wilson@warnersgroup.co.uk**.

Superfast 1969-1982

Rick Wilson charts the evolution of the Matchbox Superfast range during the Lesney years, from 1969 to 1982.



For the 1969 Lesney Matchbox range, No 8 Ford Mustang was kept as a Regular Wheels. By the time the 1970 catalogue arrived, this had been updated with Superfast wheels. This would only last for a year, though - replaced by a modified version, renamed Wild Dragster, from 1971. De Tomaso Pantera stepped in from 1975 and, for the final Lesney year in 1982, No 8 would become the very popular Rover 3500.

▲ **From left to right: Ford Mustang, Wild Cat Dragster, De Tomaso Pantera, and Rover 3500 - with their relevant boxes to the rear.**

FORD MUSTANG
Catalogue: 1970
Box Styles: F, G

Ford's Mustang is a very hard release to find in anything approaching reasonable condition today - and you have to pay a heavy price to secure one as a result. This is a combination of two main factors - the scarcity of these having only been a Superfast for one year, and the fact that most of these got raced hard back in the day, no doubt influenced by Steve McQueen's antics in the film *Bullitt*.

The white regular wheels release from which this model was developed featured the flick steering, controlled by a short lever that protruded from one side of the body casting. As the baseplate had to be modified for the Superfast wheels, this feature was lost.

Only a small production run of these was produced with narrow wheels, making these the hardest to find of all. Produced in both white and the new orangey-red, these were quickly upgraded to be amongst the first Superfast to get the new fat wheels, but these are still hard to get hold of, even more so with a decent box.



WILD CAT DRAGSTER
Catalogue: 1971-74
Box Styles: G

Modified for the 1971 catalogue, the Mustang gained a new lease of life as Wild Cat Dragster, with its protruding chromed engine block and even bigger rear wheels. Easier to find than its older stable mate, many of these have still been worked hard so it might take a bit of hunting, and cash, to secure a good one.

In addition to the obvious body modifications described above, a more subtle change to the casting was the removal of the door lines so that the new stickers would sit flat. Now painted orange, the shade of which can vary, many of these that you will come across today may have suffered from being left in the sun too much and all sorts of faded paint jobs can be found - it's just one of those colours that seems to suffer more. Occasionally, a run of Hot Pink would leave the factory too.

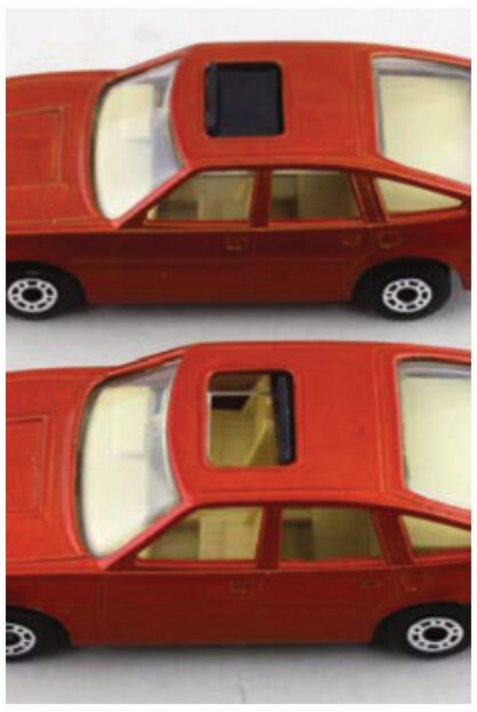
The interior is yellow and the window unit is tinted green. To the sides, the stickers changed during the run with a black only version to begin with (as per the box art shown on page 66) and the more stylised, coloured version came later, as seen on the model at the top of page 67.



▲ **Top row, left to right – Regular Wheels Mustang, later red Mustang, Wild Cat Dragster with later stickers and Wild Cat Dragster in Hot Pink. Middle row: De Tomaso Pantera trio showing three sticker variations. Front row: US-market De Tomaso Pantera, post-Lesney Rover 3500 police car, and much later reimagining of the Pantera as Greased Lightning, another US release.**



▲ **Subtle variation in colours of the plastic rear deck and interior (top two) and original blue base next to a later unpainted version (bottom two).**



▲ **A rather pleasing feature, on Rover 3500, is the working sunroof.**

DE TOMASO PANTERA
Catalogue: 1975-81
Box Styles: J

The V8-powered De Tomaso Pantera was a good replication, capturing the wide stance of the real car very well. It had a good run in the range and was nearly always white with blue, orange and black stickers to the sides and nose. Later releases were produced with an unpainted base, presumably as a cost-cutting exercise. The interior and rear deck are moulded in an orange plastic, the shade of which could vary. The Pantera is also one of those models that can be found with alternative stickers from other models - a fairly common practice at the Lesney factory if the correct stickers had run out temporarily.

For the US Market, Pantera was blue with white markings. Many years later, long after the Lesney era had ended, the casting was revived and a protruding rear engine added in place of the louvred rear deck - this was renamed Greased Lightning.

ROVER 3500
Catalogue: 1982
Box Styles: L

Replicating Rover's flagship SD1, this was a really good reproduction and even featured a working sun roof. A very short initial production run in yellow with a red interior is hard to get hold of, and pricey when you find one. The more regular colour is the metallic reddy-bronze shown here, with a tan interior and black plastic sunroof, the only colour retained from the yellow car. This model is also notable for being one of the first to have a plastic base.

In the post-Lesney era, the casting was modified with roof-mounted lights and painted white, with 'jam sandwich' stripes added, replicating the numerous police cars seen on UK roads. DC

Andrew Clark Models

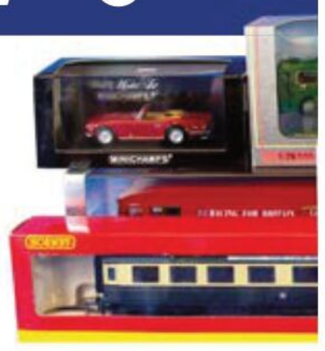
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Volvo 122S

DTCA Chairman, **Michael Driver**, celebrates classic Swedish style.

In the 1960s, most of the cars seen on British roads were of English manufacture, such as Austin, Morris, Ford and Hillman – these perhaps being the most common. Occasionally, a 'foreign' vehicle would pass by and, in those days, that car would stand out as unusual. Although our toy makers here generally concentrated on home produced English saloon cars for their models, they did add European, American and other cars to their ranges. Dinky Toys were no exception, and of course they also had an eye on the export markets.

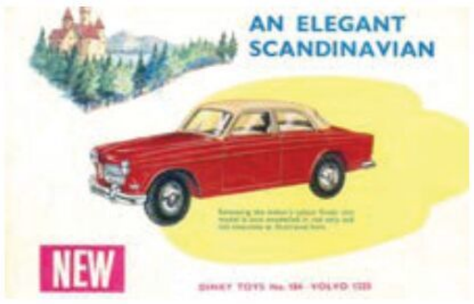
One such foreign car was the Dinky Toys Volvo 122S (No 184) that appeared in December 1961. It is seen in an advert in the *Meccano Magazine* that month, and is featured in the Dinky Toys News in "New Model Has A Swedish Background", which says "It is a miniature of that very fine Swedish car the Volvo 122S". It also says "We have had very many requests for this model from enthusiasts both in this country and abroad".

The *Meccano Magazine* back cover advert headlines it as "An Elegant Scandinavian". The advert shows the car in red with a cream roof and has the following note under the picture "Following the maker's colour finish, this model is now enamelled in red only and not two-tone as illustrated here. It is headlined as An Elegant Scandinavian". A further comment also states that "Here is a model every collector will want to own." The all red model has a silver painted radiator and bumpers, plus four-wheel suspension, Prest-o-matic steering and windows, together with a white plastic interior. A 'not very common' version is finished in off-white with the same interior. The cars were, of course, left-hand drive and were fitted with spun wheels and treaded tyres. The model was sold in a yellow-illustrated card end flap box and the model was deleted in 1964.

▲ **Dinky Toys Volvo 122S in off-white and red.**

▶ **South African Dinky Toys Volvo 122S in Sage Green.**





▲ ***Meccano Magazine* advert, December 1961, showing the two-tone car.**



▲ **Dinky Toys Catalogue of 1961, illustrating the two-tone model.**

During 1963, Dinky Toys sent some castings to South Africa, including the Volvo 122S. The models were to be assembled and finished there. This led to different colours and the Volvo was sprayed in lavender, sage-green and mid-blue. They had white plastic interiors and all the features of the English model. The illustrated yellow card end flap boxes had English and Afrikaans descriptions of the model. The model appears to have been available for about a year, and like other South African Dinky Toys is much sought after.

The real Volvo 122S, known as the Amazon, was introduced in 1956. It had a 1.8 litre four-cylinder engine and a four-speed manual gearbox. In 1959, it was the world's first car to be manufactured with seat belts as standard equipment. A further first was the later fitting of three-point seat belts. The car was first made in Gothenburg and then Torslandaverken, and during its lifetime about 230,000 four door models were produced. There were also two door and estate versions of the car produced before the model was discontinued in 1970. **DC**

FURTHER INFO

The Dinky Toys foreign cars in the series added variety and interest for collectors and they often feature in the DTCA Journal. If you would like to find out more details or join, then visit the website at **www.dtcawebsite.com**

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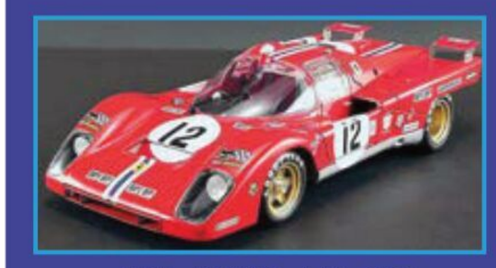
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AUCTION NEWS

SPECIALIST SALE FEATURING THE CHARLES MATTHEWS AUSTIN HEALEY COLLECTION AT VECTIS





▲ Lot 2692 Corgi Toys GS15 Silverstone Racing Layout Gift Set.

◀ Lot 2643 Corgi Toys No 218 Aston Martin DB4.

THE specialist sale, held by Vectis on the 9th December, included the Charles Matthews Austin Healey Collection. The collection featured over 360 lots of models including clockwork and friction drive Bandai models, in scarce colour and livery variations, plus, models from Joustra, Tri-ang Minic, Autoart, Kyosho, Cult Scale Models, Corgi, Dinky, Tri-ang Spot on and many others.

Other items in this collection included Blue Box cars, sets, gift and presentation sets, plus wooden and resin bodies, plastic kits, remote control cars, dioramas and scarce early tinplate Scalextric models. Further items in the sale included boxed and unboxed Dinky road and race cars, including Dublo Dinky, French Dinky and pre-war models. Plus, Britains Lilliput Series, Matchbox, Corgi catalogues and TV and Film related models.

There were plenty of very interesting diecast up for grabs, and here are just some of the highlights (turn to page 74 for more results in our Price Guide).

• Lot 2643 Corgi Toys No 218 Aston Martin DB4
Estimate: £800 - £900 Sold For: £1900
Rare dark red-brown body, cast open, rare ivory interior, grey base, flat spun hubs. Near mint in excellent plus blue/yellow box.

• Lot 2692 Corgi Toys GS15 Silverstone Racing Layout Gift Set
Estimate: £700 - £900 Sold For: £1700
Seven vehicles, all good plus to excellent in fair to good plus boxes, five kits unmade in original factory plastic bags complete with instructions & unused decal sheets, plus figure packs. Good to near mint in fair to good blue/yellow window boxes. Set complete with vinyl roadway & instructions.

• Lot 2425 Dinky Toys No 39c pre-war Lincoln Zephyr Coupe
Estimate: £80 - £120 Sold For: £320
Mid-green, with black smooth hubs, thin axles and lacquered baseplate, lacks the front tyres and some play wear. Fair to good.

• Lot 2427 Dinky Toys No39e pre-war Chrysler Royal Sedan
Estimate: £200 - £300 Sold For: £680
Scarce yellow example, with black smooth hubs, thin axles and lacquered baseplate, some play wear. Fair to good.

• Lot 2428 Dinky Toys No 39f pre-war Studebaker Stake Commander 2-door Coupe
Estimate: £80 - £120 Sold For: £580
Violet blue with black smooth hubs, thin axles and lacquered baseplate, lacks a rear tyre. Fair to good.

• Lot 2465 Dinky Toys No 25m Bedford End Tipper
Estimate: £50 - £60
Sold For: £600
Orange cab, body and chassis, green ridged hubs. Excellent plus to near mint.

• Lot 2527 Dinky Toys No 264 Ford Fairlane RCMP Patrol Car
Estimate: £50 - £70 Sold For: £320
Dark navy blue body with white door panels, red roof-light & original rear aerial, ivory interior complete with both figures, baseplate without number cast, spun hubs. Excellent plus in good box.

• Lot 2536 Dinky Toys No 920 Guy Warrior Van "Heinz Tomato Ketchup"
Estimate: £300 - £400 Sold For: £660
Red cab & chassis, yellow van body & Supertoy hubs, signs of some repainting to van body roof although both decals are factory original. Excellent in good plus correct blue-striped box.

• Lot 2650 Dublo Dinky No 068 Morris Minor Royal Mail Van, 071 Volkswagen Transporter Delivery Van "Hornby Dublo" and 073 Land Rover & Horse Box
Estimate: £60 - £70 Sold For: £240
Interesting trio of Dinky Dublo Toys, all in good to excellent condition, with just a few paint chips to each, and in excellent original boxes.

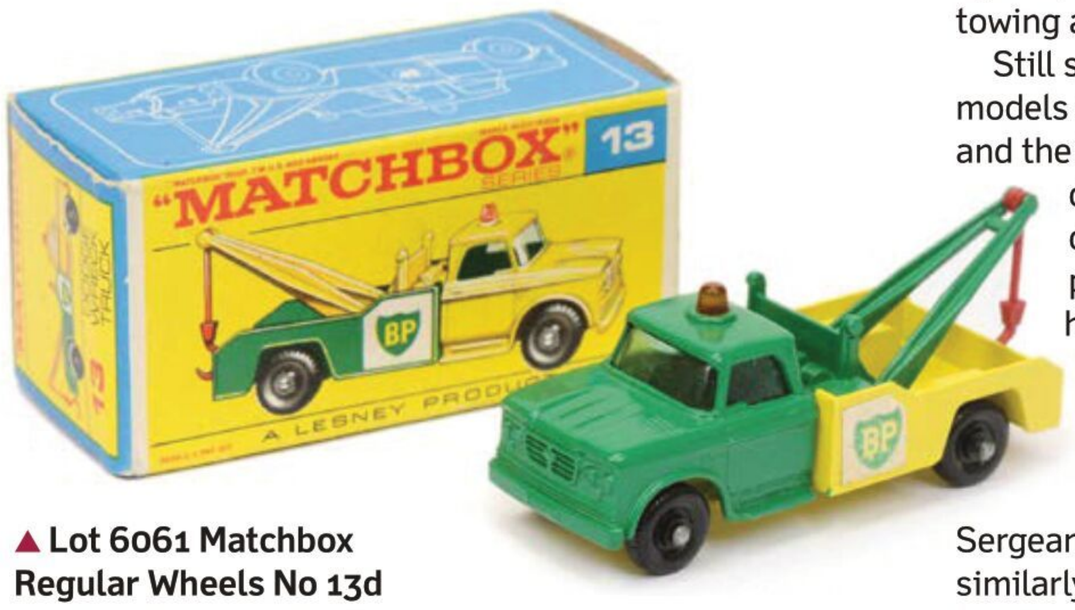


▲ Lot 2425 Dinky Toys No 39c pre-war Lincoln Zephyr Coupe.

TWO UPCOMING SALES TO LOOK OUT FOR



▲ Lot 3178 Husky (Corgi Juniors) "Batman and Robin" No 3002 2-piece gift set.



▲ Lot 6061 Matchbox Regular Wheels No 13d Dodge BP Wreck Truck.

SHORTLY after we go to press with this issue, there are two specialist diecast sales coming up at Vectis – and we will certainly be keeping an eye on both.

On 21st January 2021, as part of the TV& film plus specialist diecast including the Tees Valley Collection, a very rare early issue Husky Batman Gift Set is up for auction. The 2-piece set, No 3002, includes a black Batmobile with blue-tinted windscreens, Batman and Robin figures, knobbly grey plastic wheels, towing a Batboat on its trailer.

Still sealed in its blister pack, the models appear to be in mint condition, and the backing/header card itself is described as "excellent plus", despite having a small pen price mark to the top right-hand corner. The estimate is, not surprisingly, set at £700-£800.

Just eight days later, on the 29th, as part of the Philippe Sergeant Matchbox Collection, a similarly very rare 'reverse-coloured' Matchbox Regular Wheels No 13d Dodge BP Wreck Truck, with the harder-to-find amber rooflight, is up for grabs.

Dating from 1970, it is one of the last produced before the Superfast version was released. The cab is painted green, as are the type B jibs, and it features a dark red plastic hook, turquoise green windows and lemon yellow rear body, adorned with BP labels.

Described as "excellent plus", it has 45-tread black plastic wheels with crimped axles, and it comes in an excellent type F2 box. The estimate is £2000-£2400.

There are plenty more astonishing items to be found in both auctions, and we'll bring you the highlights of these in the next issue.

• Lot 3178 Husky (Corgi Juniors) "Batman and Robin" No 3002 2-piece gift set.
Estimate: £700 - £800

• Lot 6061 Matchbox Regular Wheels No 13d Dodge BP Wreck Truck.
Estimate: £2000 - £2400

Keep up with big wins on this popular online auction website - we choose three outstanding performers each month.

ebay WATCH



DATE: 14th January 2021
TITLE: Vintage 1966 Matchbox 72b Standard Jeep with white interior
SOLD FOR: £2081.58
BIDS: 62

This auction is for a scarce and seldom seen variation in gorgeous and very, very near mint and boxed original condition (the only reall blemish is a chip to the frame of the windscreen). Normally found with a red interior, this variation with the white interior is an exciting find.

This model was purchased new in the 1960s (straight into an adult collection) and has been carefully stored for decades since then. The model features an original dark yellow finish, black baseplate, and yellow plastic hubs/wheels.



DATE: 17th January 2021
TITLE: Pre war Dinky 23 racing car - incredibly rare
SOLD FOR: £620.00
BIDS: 30

A fine example of the very first Dinky of its type. In 1933/34, right at the very start of Meccano Dinky Toys production, the company's first racing car was introduced - based on the MG 'Magic Midget' racing car used to set records by George Eyston. This is one of the very first and is extremely rare.

It is differentiated by the fact that there is no driver, no exhaust pipe (only stubs) and that the axles - on yellow hubs - are rounded at one end and crimped at the other.



DATE: 22nd December 2020
TITLE: Corgi Toys, Gift Set 31 Buick Riviera Boat Set, original
SOLD FOR: £321.00
BIDS: 34

Original Corgi Toys Gift Set 31, Buick Riviera Boat Set, made between 1964 and 1968. In all original condition, all component parts are very good, graded at 9.5/10, although may have the odd nick/scuff. The Buick is plae blue and the set is complete, with all parts and figures. The sticker on the boat is pristine.

The box is in all original condition too, very good, graded at 9.+/10, with just a slight teat to one side of the box. The set comes complete with a lightly-creased and folded club leaflet.

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PriceGuide

73 AUCTION PRICES LISTED



Welcome to our regular **Price Guide section** where we highlight a variety of collectables that have been sold through auction houses during recent months.

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▲**Corgi Toys GS15 Silverstone Racing Layout Gift Set,** seven vehicles, all good plus to excellent in fair to good plus boxes, five kits unmade in original factory plastic bags complete with instructions & unused decal sheets. Good to near mint in fair to good boxes. Set complete with vinyl roadway. ***£1700, Vectis, December.***



▲**Dinky Toys No 39c pre-war Lincoln Zephyr Coupe,** mid-green, with black smooth hubs, thin axles and lacquered baseplate, lacks the front tyres and some play wear. Fair to good. ***£320, Vectis, December.***



▲**Dinky Toys No39e pre-war Chrysler Royal Sedan,** scarce yellow example, with black smooth hubs, thin axles and lacquered baseplate, some play wear. Fair to good. ***£680, Vectis, December.***



▲**Dinky Toys Salmson 4-seater,** fawn with black wings and ridged hubs, solid tinplate windscreen. Excellent plus. ***£200, Vectis, December.***



▲**Dinky Toys No 39f pre-war Studebaker Stake Commander 2-door Coupe,** violet blue with black smooth hubs, thin axles and lacquered baseplate, lacks a rear tyre. Fair to good. ***£580, Vectis, December.***



▲**Dinky Toys No 264 Ford Fairlane RCMP Patrol Car,** dark navy blue body with white door panels, red roof-light & original rear aerial, ivory interior complete with both figures, baseplate without number cast, spun hubs. Excellent plus in good box. ***£320, Vectis, December.***



▲**Dinky Toys No 109 Austin Healey 100 in competition finish,** mustard yellow, with black knobbly tyres, racing number 28, white driver and blue interior with ridged hubs. Excellent in good box. ***£440, Vectis, December.***



▲**Dinky Toys No 23a post-war Racing Car,** silver with red trim, racing number 4, black ridged hubs. Excellent plus. ***£35, Vectis, December.***



▲**Tri-ang Spot-on No 105 Austin Healey,** scarce colour variation of dark grey, with white interior. Near mint in good box with picture card (depicting the two-tone colour scheme). ***£220, Vectis, December.***



▲**Tootsietoy (USA) Austin Healey Cars,** kit with bare metal diecast body, wheels and other fittings, plus pair of unboxed No 24 cars in blue and bronze. Kit is excellent including backing card and blister pack, loose cars are fair to good. ***£45, Vectis, December.***



▲**Dinky Toys No 35d Austin 7 Open Tourer,** light blue with black solid wheels, this version not fitted with wire windscreen. Excellent. ***£50, Vectis, December.***



▲**Dinky Toys No 920 Guy Warrior Van "Heinz Tomato Ketchup",** red cab & chassis, yellow van body & Supertoy hubs, signs of some repainting to van body roof although both decals are factory original. Excellent in good plus correct blue-striped box. ***£660, Vectis, December.***



▲**Dinky Toys No 30b post-war Rolls-Royce,** scarce very dark blue with black solid chassis and ridged hubs. Excellent plus. ***£110, Vectis, December.***



▲**Dinky Toys No 25b Covered Wagon,** light grey with dark grey tinplate tilt, black type 4 chassis. Excellent plus. ***£35, Vectis, December.***



▲**Dinky Toys No 172 Studebaker Land Cruiser,** light green with mid-green ridged hubs. Excellent in good box with correct colour spot. ***£80, Vectis, December.***



▲Dinky Toys No 162 Ford Zephyr, two-tone light blue upper with dark blue lower and grey ridged hubs. Near mint in fair box with correct colour spot. ***£40, Vectis, December.***



▲Dinky Toys No 162 Triumph 1300, powder blue with red interior. Near mint in good picture box. ***£40, Vectis, December.***



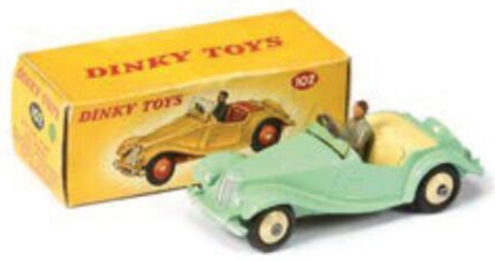
▲Matchbox Superfast No 45a Ford Group 6, metallic green body, clear windows, ivory interior, bare metal base, with non-original Matchbox label to nose. Excellent plus in a good plus type G box. ***£35, Vectis, December.***



▲Dinky Toys No 154 Hillman Minx, two-tone green/cream, including ridged hubs with black smooth tyres, silver trim. Good to good plus in fair yellow and red carded picture box. ***£70, Vectis, December.***



▲Dinky Toys No 410 Bedford "Fire Rescue Unit" Van (Code 3), red, chrome base, Speedwheels. Near mint in good plus standard issue 410 "Royal Mail" window box. ***£20, Vectis, December.***



▲Dinky Toys No 102 MG Midget, lime green body with cream interior & driver, beige ridged wheels. Excellent plus in good box with correct colour spot. ***£130, Vectis, December.***



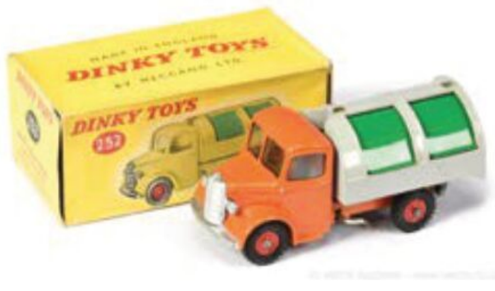
▲Dinky Toys No 192 Range Rover, metallic bronze body, light blue interior, bare metal base, cast hubs. Mint in good plus box. ***£45, Vectis, December.***



▲Dinky Toys No 475 1908 Ford Model T, dark blue body, gloss black chassis, brown plastic wheels, complete with original figures. Mint in good plus window box. ***£20, Vectis, December.***



▲Dinky Toys No 109 Gabriels Ford Model T from the Gerry Anderson TV Series "The Secret Service", yellow & black body with yellow wheels, complete with figure. Near mint in good plus box with inner pictorial card tray & original packing piece. ***£45, Vectis, December.***



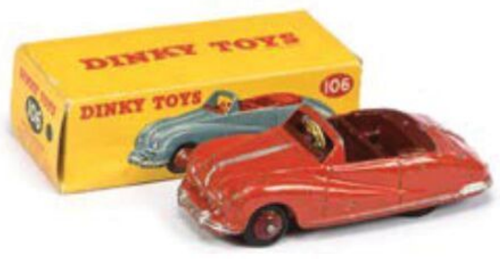
▲Dinky Toys No 252 Bedford Refuse Truck, orange cab & chassis, light grey rear body with mid-green rear opening hatch, darker green plastic rear shutters with windows fitted, silver painted radiator grille & headlamps, gloss black tinplate base, red plastic hubs with black treaded tyres. Excellent in good lighter yellow box. ***£220, Vectis, December.***



▲Dinky Toys No 563 Blaw Knox Heavy Tractor, burnt orange body complete with tan driver, mid-green rollers with original & pliable olive green rubber tracks. Excellent plus in excellent box. ***£90, Vectis, December.***



▲Corgi Toys No 422 Bedford CA Van "Corgi Toys", yellow body with single windscreen, mid-blue ribbed roof, flat spun hubs. Good. ***£45, Vectis, December.***



▲Dinky Toys No 106 Austin Atlantic Convertible, red body, maroon interior with cream thin steering wheel, red ridged wheels. Fair in fair but incomplete box with black colour spot. ***£120, Vectis, December.***



▲Dinky Toys No 106 Austin Atlantic Convertible, light blue body, red interior with thick beige steering wheel, red ridged wheels. Near mint in fair box with correct colour spot. ***£80, Vectis, December.***



▲Dinky Toys No 107 Sunbeam Alpine Sports, light blue body with racing number 26 decals, original windscreen, white driver, cream interior with beige thick steering wheel, large base print with model number 107, beige ridged wheels. Near mint in good box with correct colour spot. ***£80, Vectis, December.***



▲Dinky Toys No 108 MG Midget Sports, red body with racing number 24 decals, original windscreen, tan interior with black thin steering wheel, white driver, base with model number 108, red ridged wheels. Excellent plus in fair box with correct colour spot. ***£90, Vectis, December.***



▲Dinky Toys No 109 Austin Healey 100 Sports, dark yellow body with racing number 21 decals, original windscreen, white driver, mid-blue interior with black thin steering wheel, base with model number 109, mid-blue ridged wheels. Excellent in good box with correct colour spot. ***£90, Vectis, December.***



▲Dinky Toys No 110 Aston Martin DB3 Sports, mid-green body with racing number 22 decals, white driver, red interior with beige thick steering wheel, base with model number 110, red ridged wheels. Near mint to mint in excellent box with correct colour spot. ***£130, Vectis, December.***



▲Dinky Toys No 111 Triumph TR2 Sports, salmon pink body with racing number 29 decals, original windscreen, white driver, mid-blue interior with beige thick steering wheel, base with model number 110, blue ridged wheels. Excellent plus in good box with correct colour spot. ***£80, Vectis, December.***

PRICE GUIDE



▲**Dinky Toys No 114 Triumph Spitfire,** metallic silver-grey body, original windscreen, red interior complete with female driver & seatbelt, black plastic steering wheel, matt black base, spun hubs. Near mint in excellent plus box with correct colour spot. ***£130, Vectis, December.***



▲**Dinky Toys No 131 Cadillac Eldorado Convertible,** salmon pink body, original windscreen, light grey interior complete with driver & beige thick steering wheel, beige ridged wheels. Excellent to excellent plus in fair box with correct colour spot. ***£45, Vectis, December.***



▲**Dinky Toys No 158 Riley Saloon,** cream body, large base print with model number 40A, mid-green ridged wheels. Excellent plus in good box. ***£70, Vectis, December.***



▲**Dinky Toys No 175 Hillman Minx,** light grey body, mid-blue roof & trunk, mid-blue ridged wheels with treaded tyres. Excellent plus to near mint in fair box. ***£70, Vectis, December.***



▲**Dinky Toys No 181 Volkswagen Beetle,** pea green body, mid-green ridged wheels. Excellent in good box. ***£50, Vectis, December.***



▲**Dinky Toys No 193 Rambler Cross Country Station Wagon,** yellow body with matt white roof, red interior with ivory steering wheel, spun hubs with white treaded tyres. Excellent plus in good box. ***£35, Vectis, December.***



▲**Dinky Toys No 238 Jaguar D-type,** light turquoise blue body with matt black air intake, white driver, black plastic steering wheel, gloss baseplate, yellow plastic hubs with black treaded tyres. Excellent in good box. ***£160, Vectis, December.***



▲**Dinky Toys No 253 Daimler Ambulance,** white body, with windows fitted, gloss black baseplate with model number 253, cherry red ridged wheels. Excellent in good to good plus box. ***£40, Vectis, December.***



▲**Dinky Toys No 257 Nash Rambler Fire Chief's Car,** red body with red roof light, matt black base, spun hubs. Excellent plus in good plus to excellent box. ***£70, Vectis, December.***



▲**Dinky Toys (Made in Hong Kong) No 57/001 Buick Riviera,** light blue body with ivory roof, red interior, matt black base. Excellent plus in fair box. ***£90, Vectis, December.***



▲**Dinky Toys (Made in Hong Kong) No 57/005 Ford Thunderbird Hardtop,** mid-blue body with white roof, red interior, matt black base. Excellent to excellent plus in good plus to excellent box. ***£190, Vectis, December.***



▲**Dinky Toys (Made in Hong Kong) No 57/006 Rambler Classic Station Wagon,** green body with silver rear roof panel, ivory interior, matt black base. Near mint in good plus box. ***£150, Vectis, December.***



▲**Dinky Toys No 117 Four Berth Caravan,** yellow body with pale grey plastic opening door, large roof window panel, red interior with blue carpet, matt black baseplate, spun hubs, knobbly grey plastic jockey wheel. Excellent to excellent plus in fair box. ***£100, Vectis, December.***



▲**Dinky Toys No 27D/340 Land Rover,** burnt orange body, dark blue interior complete with tan driver, red ridged wheels with grey tyres. Good plus in fair trade box ***£60, Vectis, December.***



▲**Dinky Toys No 176 Austin A105 Westminster Saloon,** light grey body & roof with red side stripes, gloss black baseplate, spun hubs with white treaded tyres. Excellent unboxed. ***£50, Vectis, December.***



▲**Dinky Toys No 289 London Transport Routemaster Bus "Tern Shirts",** red body with cream lower deck seats, ivory upper deck seats, complete with driver & clippie figures, spun hubs. Good plus in good to good plus box. ***£20, Vectis, December.***



▲**Dinky Toys No 29G/281 Luxury Coach,** beige body with burnt orange wings & side stripes, beige ridged wheels. Excellent in good dual-numbered box. ***£90, Vectis, December.***



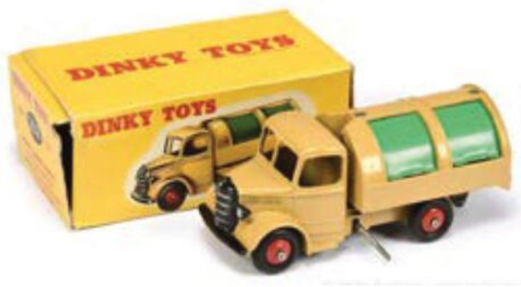
▲**Dinky Toys No 29H/282 Duple Roadmaster Coach,** dark green lower body, cream upper body & ridged wheels, baseplate without model number. Excellent in fair to good dual-numbered box. ***£60, Vectis, December.***



▲**Dinky Toys No 25X Commer Breakdown Lorry,** brown cab & chassis, mid-green rear body & jib, red ridged wheels. Good plus in good box. ***£70, Vectis, December.***



▲**Dinky Toys No 430 Commer Breakdown Lorry,** beige cab & chassis, mid-blue rear body with unpainted gloss black tinplate jib, red ridged wheels. Fair in good plus box. ***£130, Vectis, December.***



▲**Dinky Toys No 25V/252 Bedford Refuse Wagon,** tan body with mid-green shutters & rear hatch, red ridged wheels. Excellent plus in good dual-numbered box. ***£70, Vectis, December.***



▲**Dinky Supertoys No 978 Bedford TK Refuse Wagon,** green cab with door decals, silver trim to grille, red interior, grey roof box & tipping body, dark graphite grey chassis & rear body cradle, red plastic hubs. Near mint in good plus box. ***£60, Vectis, December.***



▲**French Dinky Toys No 500 Citroen 2CV 1966,** light grey body with grey plastic roof, red interior, matt black base, light grey wheels. Excellent plus in good box. ***£80, Vectis, December.***



▲**Corgi Toys No 322 Rover 2000 Monte Carlo Rally Car,** metallic maroon body with white roof, 1965 Monte Carlo Rally racing number 136 decals, red interior, spun hubs. Near mint in good plus box with "Join the CorgiModel Club" leaflet. ***£150, Vectis, December.***



▲**Dinky Toys No 25M/410 Bedford End Tipper Truck,** red cab & chassis, cream tipper body, red ridged wheels. Excellent plus in good dual-numbered box. ***£90, Vectis, December.***



▲**Dinky Toys No 982 Bedford Pullmore Articulated Car Transporter,** tractor unit with windows fitted, gloss black baseplate, mid blue ridged wheels, light blue trailer with model number 982 cast to base, mid-blue Supertoy hubs. Good plus to excellent in good dual-numbered box. ***£120, Vectis, December.***



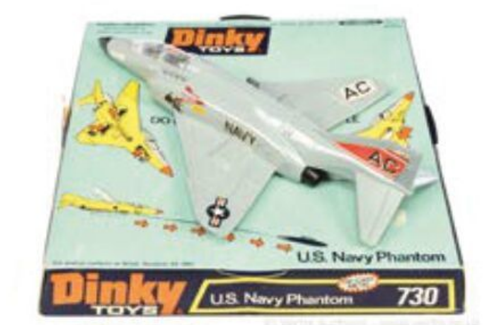
▲**French Dinky Toys No 516 Mercedes 230SL,** metallic silver body with ivory interior & removable hardtop, silver painted base. Excellent in good box. ***£50, Vectis, December.***



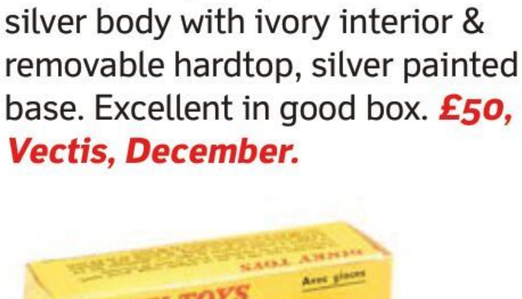
▲**Corgi Toys No 302 Hillman Hunter Rally Car,** mid-blue body with matt black hood & white roof, grey interior & base, cast take-off wheels, plus kangaroo figure. Mint in mint window box with original retailers price label to base and unused decal sheets. ***£240, Vectis, December.***



▲**Dinky Supertoys No 943 Leyland Octopus Esso Tanker,** red with white stripe and blue lettering. Near mint in good plus blue striped box. ***£140, Vectis, December.***



▲**Dinky Toys No 730 US Navy F-4 Phantom II,** light grey with white lower surfaces, light grey undercarriage. Excellent with fair card plinth, but missing bubble. ***£50, Vectis, December.***



▲**French Dinky Toys No 526 Mercedes 190SL,** metallic silver body with black roof, with windows fitted, gloss black 24H baseplate, spun hubs. Near mint in good plus box with "Avec Glaces". ***£80, Vectis, December.***



▲**Dinky Supertoys No 958 Guy Warrior Snow Plough,** black cab & chassis with yellow cab stripe, yellow rear dropside body, yellow & black blade, yellow Supertoy hubs. Near mint in excellent box. ***£90, Vectis, December.***



▲**Dinky Toys No 727 US Airforce F-4 Phantom II (US export issue),** brown & green camouflage with dark grey lower surfaces & undercarriage. Excellent unboxed. ***£80, Vectis, December.***



▲**Corgi Toys No 300 Austin Healey Sports Car,** red body, ivory seats, original windscreen, flat spun hubs. Near mint to mint in good to good plus box. ***£140, Vectis, December.***



▲**Corgi Toys No 292 Starsky & Hutch Ford Torino,** red body with white stripe, pale yellow interior, 4-spoke wheels, complete with original figures. Excellent plus in good plus window box. ***£100, Vectis, December.***



▲**Dinky Supertoys No 962 Muir Hill Site Dumper,** yellow body, tan metal driver, gloss black baseplate, metal wheels with cherry red hubs. Excellent plus in excellent blue-striped box. ***£35, Vectis, December.***



▲**Dinky Toys No 733 German Bundesluftwaffe F-4K Phantom II (German issue),** light grey/ olive green camouflage with metallic silver lower surfaces, bare metal undercarriage. Good plus unboxed. ***£80, Vectis, December.***



▲**Corgi Toys No 307 Jaguar E-type,** metallic graphite grey body, maroon removable hardtop, spun hubs. Mint in excellent plus box with "Join the Corgi Model Club" leaflet. ***£100, Vectis, December.***



▲**Corgi Toys No 290 Kojak Buick Regal,** metallic bronze body, ivory interior, scarce 4-spoke wheels, complete with dark grey Crocker figure & bald head Kojak figure. Excellent to excellent plus in good plus window box complete. ***£120, Vectis, December.***

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TOYFAIR TIMES

Due to the on-going situation and in accordance with Government advice, **some swapmeets and auctions are now taking place**. Please contact the auction houses and organisers directly for up to date information.

FAIRS

7 FEBRUARY
- **Malvern**, Bull Dog Fairs, 013[CANCELLED]52857

21 FEBRUARY
- **Exeter**, Bull Dog Fairs, 013[CANCELLED]52857

AUCTIONS

2 FEBRUARY
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

5 FEBRUARY
- **Bury St Edmunds**, Lacy, Scott & Knight, 01284 748623

6 FEBRUARY
- **Canterbury**, The Canterbury Auction Galleries, 01227 763337

7 FEBRUARY
- **Canterbury**, The Canterbury Auction Galleries, 01227 763337

9 FEBRUARY
- **Newbury**, Special Auction Services, 01635 580595

12 FEBRUARY
- **Runcorn**, British Toy Auctions, 01928 579032

16 FEBRUARY
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833
- **Stockton-on-Tees**, Vectis, 01642 750616

18 FEBRUARY
- **Stockton-on-Tees**, Vectis, 01642 750616

19 FEBRUARY
- **Stockton-on-Tees**, Vectis, 01642 750616

22 FEBRUARY
- **Online**, UK Toy & Model Auctions, 01270 652773 or 07892 870729

23 FEBRUARY
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Newbury**, Special Auction Services, 01635 580595

24 FEBRUARY
- **Woking**, Ewbank's Auctioneers, 01483 223 101

25 FEBRUARY
- **Stockton-on-Tees**, Vectis, 01642 750616

26 FEBRUARY
- **Chippenham**, Wessex Auction Rooms, 01249 720888
- **Stockton-on-Tees**, Vectis, 01642 750616

27 FEBRUARY
- **Chippenham**, Wessex Auction Rooms, 01249 720888

28 FEBRUARY
- **Chippenham**, Wessex Auction Rooms, 01249 720888

2 MARCH
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

9 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Newbury**, Special Auction Services, 01635 580595

12 MARCH
- **Runcorn**, British Toy Auctions, 01928 579032

16 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

17 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Kent**, C & T Auctioneers, 01233 510050
- **Warwick**, Warwick & Warwick, 01926 499031

19 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616

26 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616

30 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833

31 MARCH
- **Stockton-on-Tees**, Vectis, 01642 750616

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Scooters by Dalia of Spain

Andrew Ralston makes the move to two wheels and dons his Parka.



For over forty years since it started making toys in France, in the 1930s, Solido of France maintained a link with a Spanish partner, Dalia of Barcelona, which allowed the majority of Solido products to be produced in Spain. The colours were often different, and the boxes and bases of the models carried the Dalia name, but the vehicles were made from the same tooling, the one exception being that quintessentially Spanish car of the sixties, the SEAT 1400/1500 saloon, which did not appear in the French range. This was produced in a number of Spanish liveries, notably in the distinctive colours of Barcelona and Madrid taxis, and we examined these in a previous issue.

However, working closely with Solido did not preclude similar arrangements with other firms and, from 1957 onwards, a series of 1/32 scale Vespa and Lambretta scooters appeared, based on models from Mercury of Italy. Spain, at that time, was a less developed industrial economy than other European countries and it was only when the Fiat 600 began to be mass-produced as the Seat 600 that car ownership started to become a possibility for ordinary people. Until then, many people used scooters and these were also fitted with sidecars or a carrying platform at the front for making deliveries. Described on the boxes as "motocarros", these provided Dalia with a fertile source of subjects to model.

Dalia made some minor modifications to the Mercury models in the course of production. For example, plastic seats and a spare wheel were added to the Vespa, and the headlamp moved higher up onto the handlebars. Similarly, there are two Lambrettas, the thinner front of the Lambretta B making it look significantly different from the Lambretta A. Both Vespa and Lambretta can be found with a sidecar.

▲ **Vespa and sidecar.**



▲ **Original Mercury version of the Vespa. Note the single cast-in seat and the lower position of the headlamp.** *Photo: Vectis.*



▲ **One of the various three-wheeled 'Motocarro' delivery vehicles.** *Photo: Vectis.*



▲ **Later style of Dalia packaging.** *Photo: Vectis.*

The biggest difference compared to Mercury is that Dalia produced the scooters in many more permutations and livery variations. In some cases, a logo is applied as on the black "Policia" Vespas, the yellow Vespas with the markings of "Obras Publicas" (Department of Transportation and Public Works) or the red and white Lambrettas in Coca-Cola livery.

The three-wheeled carriers are typical of their era, well suited to negotiating their way through narrow urban streets. The large tray in front of the rider offered Dalia plenty of scope for different loads - orange plastic canisters of 'Butano' gas, oil drums, barrels or six crates with bottles. Even these come in different forms - clear for mineral water, red for wine, and white for milk, in addition to what might have been the most popular with youngsters, Coca-Cola.

These are finely cast and well-detailed models, and their construction is quite complex for their time. On the Vespa pictured, the sidecar is attached to the scooter by a locating pin, and the makers have gone to the trouble of giving it a tinplate base, with a painted floor. There are no identifying inscriptions, so you need the box to establish that it is a Dalia.

French Solido expert, Bertrand Azema, covers the Dalia issues in detail in a chapter of his authoritative book Jouets Solido, 1932-1957, published some thirty years ago and he lists more than forty different variations of the Dalia Vespas and Lambrettas. Unfortunately, they rarely turn up in the UK, even at specialist auctions. DC

Dear Editor...

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OR WRITE TO US The Editor, Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH.



ANOTHER FLEET HOVES INTO VIEW

ON reading the letter entitled 'Maritime Mud-Bound Mystery' in the February issue, it reminded me of two small ships that I have had for many years. I don't know how they came to be in my possession, or where they came from, but I do know that they were not dug up in the garden! I have had them for about 65 years, but they were definitely not new at that time and the vessels do appear to be of a pre-war design. They are between 5 and 7 centimetres long and are in the same condition now as they were in the 1950s. Does anybody have any information about them please?
Allan White, Hoddesdon

ED It seems that we've really started something here! I certainly don't recognise these, so we're going to have to throw this one out to our super-knowledgeable readership again.

VIVA LA VAUXHALL!

CAN you tell me if any company is to launch a model of the HC Viva saloon? I can get the coupe (see photo, by Oxford Diecast) but not the saloon. I'm a Vauxhall nut and I've had FB, FD, FE, VX, HB, HC, Carltons, Royales, a Senator, and an Omega. I'm trying to get them in 1/43 scale and it's only The HC that I'm having problems getting hold of. My father and brother worked for Vauxhall in Luton.
Phillip Trugg, email

ED I'm a bit of a classic Vauxhall fan myself (my parents had a Firenza and HB back in the 1970s), so tend to notice when models come up and am not aware of any that have been released in the recent past. I'm putting another call out here, as there might be something in the white metal and handbuilt areas that could have sailed under my radar.



STILL SEARCHING FOR A MYSTERY BMW M1 MODEL

I was in Munich in 1982 and found a BMW M1 model there. I am looking for this car again. I cannot seem to find it anywhere. I have tried asking on Reddit a few times and have been looking on ebay for years now. This particular BMW M1 is not the following: Gama, Mini Gama, Hot Wheels, Corgi, Matchbox, Norev, or from the BMW Museum collection, as I have emailed BMW in Munich also. What is unique about this particular BMW M1 is that the headlights popped up via lever from underneath. The engine compartment at the back was hinged and manual. The key thing is the door which were on a cam-type opening. Just like a switchblade knife. There was no spring but a folded piece of metal that acted like a spring. The buttons to open the doors were a black button just behind the doors about where the body line would be on the real car. The front seats tilted forward a bit for access to the rear. The car was silver, about 5" (8cm) long, about 1.5" (3cm) high, and about 2.5" (5cm) wide, as best as I can recall. Mind you this is going back about 35 years since I lost this car. This car has a LOT of sentimental value to me. I bought this when I was in Munich, as I said, and it reminds me of the great times that I had with my family at that time. I have since lost all contact with them and this is a piece of my memory that I would love to find again. I can remember that it was screwed to a black plastic base with a Phillips screw. I know this because my uncle, now deceased, had a hard time finding one in the house to remove the car from the base. Any help or lead and I will be forever in your debt.
Mark Richter, Illinois, USA

ED Many thanks for getting in touch. I've always admired the M1 and have a fair number of models at various scales, but none of them fit the description, and it's also not one I've come across before. I'm passing the baton to our readers on this one too, and hopefully this might dig up some more information.

MAG BACK ISSUE SEARCH: MISSION ACCOMPLISHED

REMEMBER my request for the back issue of May 2020's *Model Collector*? It has arrived safely in Australia in perfect condition and very well packaged, thanks. *Diecast Collector* February has also arrived. Considering current Covid19 restrictions, well done to your postal service. I would somehow like to reimburse your postal cost. Once again, many thanks.
Len Searles, Australia

ED That's great news, and also good to know that the postal service is working now. I've had several offers to send you a copy - I think you could have had about six! Many thanks for the offer, but no reimbursement is required, it's all part of the service.



EAGERLY AWAITING CORGI'S NEW RETRO COLLECTION - IS IT COMING SOON?

I'VE just picked up the great February copy – last one in the shop. It had only been in the shop for two days, so as the shop is three miles away, I've treated myself to subscribe for a year. If anything in this strange world makes sense, this idea did!

Have you any news on the Blue 14 D2C Brands Corgi Toys Collection by post? I've tried getting in touch, but I've not been able to get a reply.

Mr D Vickers, Leeds

ED Firstly, many thanks for joining our growing list of subscribers - a wise choice, for sure, as it takes away the worry of missing out, plus it saves you money, of course! Your request about the new Corgi collection is very timely as there have been some rumblings about that being just about to start in earnest, after the original trial run. I received my first model, the ice cream van, as part of the trial run at the end of 2019. I've just sent a message, asking for confirmation of the proper start, and will report back soon, hopefully!



LOOKING FOR A MASSEY FERGUSON MF390

I have been trying for a long time to find a Massey Ferguson MF 390, or MF390T, without success, as production of the 1/32 scale model I've been looking for finished in 2010. It was made by Universal Hobbies. Will a new model be produced this year? I'm a small collector of aircraft and car models, and only recently became interested in tractors, as my son-in-law is a part-time small farmer. I bought him his first six tractors (Massey only), one for each decade from the 1940s. His actual real tractor is a 390, hence my particular interest in that model. I've just been beaten for one on an ebay auction. It had an original run of 1,000/1,500 pieces in 2010. Scarce as hens teeth and relatively expensive.

Felix McCann, email

ED I've passed this query onto our farming expert, David Pullen. He replies "Have not heard anything about Universal Hobbies re-issuing its MF 390 tractor. Covid has made it more difficult to know. Currently UH appears to be only announcing its new models once it knows they are available. Suggest ringing around the farm model dealers or local Massey Ferguson dealerships. Someone might just still have one in stock." I'll keep an eye out for one too, Felix, and will get back to you if I hear of a new release, or find one online.



DID DINKY WHEELY MAKE A MISTAKE WITH ITS S.E.P.E.C.A.T. JAGUAR?

I have just been reading the February issue, including the piece on the Dinky Jaguar jet. Looking at the main photo, something bothered me - the undercarriage. The real Jaguar had twin wheels on the main undercarriage legs, and a single nosewheel, but the Dinky model has single wheels on the main undercarriage, and a twin nosewheel. This is actually correct for the Jaguar M, a carrier-based version built for the French Navy. But only a single example of this variant was built. The serial number also looked odd, XW514 actually belongs to a Northrop Shelduck D1, a small target drone. The name of the model, as cast into the underside of the port wing, is "S.E.P.E.C.A.T. jaguar". Since the Dinky Jaguar came out in 1973, just as the real thing was entering service with the RAF, it must have based its model on the prototypes rather than the production aircraft, and got a little mixed up with the different versions. That just adds to the fun.

Paul Brent Adams, email

ED Good spot, sir! It's always been a favourite of my Dinkys – I had one of the Dinky No 1043 kits. In fact, I'm sure I still have it somewhere – I must dig that out of storage. But even during many years of ownership, I've never spotted the wheel mystery – thank you for sharing!



AN EMERGENCY IN WARTIME



I write hoping that you can advise me. I am looking for a 1/76 scale model, preferably a kit, with opening rear doors, of an Austin K2/Y World War II ambulance. I need three, to complete a cameo on my railway layout, together with my ambulance train. I know there was suitable Airfix one (Series 2, code no 02304-5, cat no A230V), but I have been unable to locate any. Do you know of any others?

Peter Nelson, Barcelona

ED Ah yes, the marvellous RAF Emergency set by Airfix. There was a re-run a couple of years ago, numbered A03304, but Airfix itself is sold out and its website recommends that you check retail stockists. There are always a few up on ebay too. In terms of diecast, the closest I can find in that scale is the Austin ATV (pictured) by Oxford Diecast. With a little plasticard tweaking and some judicious use of modelling tools to cut and set the doors open, this might make a suitable alternative. There are several castings, some with roof-mounted bells and ladders too – just search for Austin ATV on Oxford's website at www.oxforddiecast.co.uk.

AN INSPIRED WINTER PROJECT

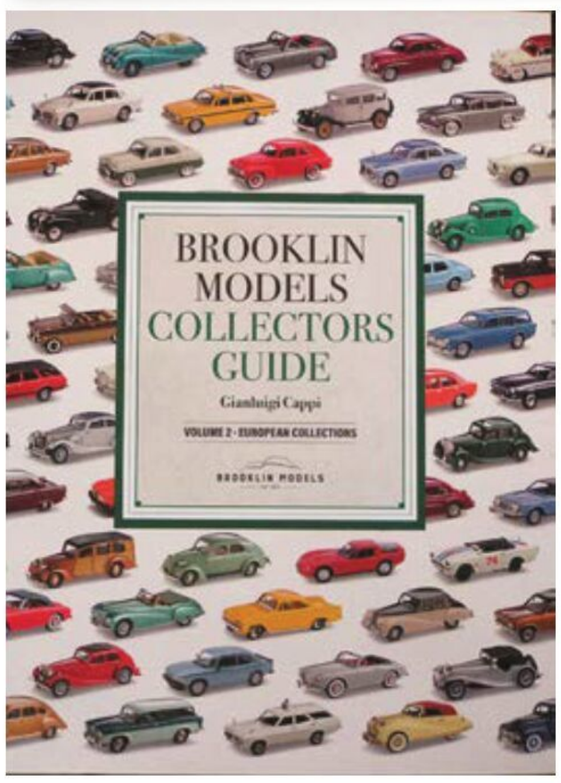
HAVING viewed the magazine over the last few months, I was very interested in how your models were enhanced by placing them within a theme, i.e. bus terminal, garage, etc. I thought, I would drop you a few photos of my very first scratch built diorama, which is nearing completion. Forestry, around my area is a very productive industry and, during one of my many walks, I noted the lorries uplifting the timber logs - which had been already felled & placed at edge of the forestry track, in the form of a lay-by, and ready to be loaded. It was decided, this was the project. So I photographed this particular view and then went onto replicating it on a diorama. By the way, the haulage company wasn't Stobart - it was one of our own local haulage companies. Most of the material I used was from around the house, shed or even the garden - because very early into the project, I realised that diorama construction material can be quite expensive. Base was an old dressing cabinet drawer, stone wall was made from stones from the flower pots, fence wire was in the shed and used for retaining my plants, fence posts were old used matchsticks. Gates/posts were plywood from old packaging, terrain is wall filler, which was lying around in the shed, and the ground material I swept from the kerb. That said, I did purchase the trees/grass & foliage.

Alexander Tough, email

ED Wow! That is superb, Alexander! The realism is excellent, and I love the fact that you've used so many bits and bobs from around the house (and garden!), very resourceful. Top job!



DIECAST COLLECTOR Bookshop...



BROOKLIN MODELS COLLECTORS GUIDE – VOL.2, EUROPEAN COLLECTIONS

Author: Gianluigi Cappi
Format: Hardback, 328 x 250mm, 153 pages
Price: £39.00 + postage
Availability: Brooklin Models stockists or www.brooklinmodels.com

As the title suggests, this is the companion volume to the earlier book that covered all the American cars that have been made by Brooklin Models over the years, and this new one covers the Lansdowne Collection of British cars, the Robeddie range of Scandinavians, and the new "Italian Design" series that encompasses recent commercial commissions of models of cars from the Alfa Romeo Museum, miniature steering wheels of famous historic Maseratis, and models of Riva speedboats.

Like Volume 1, it is beautifully presented, printed on high-quality paper, and is very well-illustrated with top-quality colour photographs throughout. The first main section, of 98 pages, covers the Lansdowne range, and comprises the individual listing of every model in the range and all of its variants. The details for each include production dates, quantities of limited editions, a description of the original vehicle and, frequently, notes regarding the model itself, plus every variant is photographed.

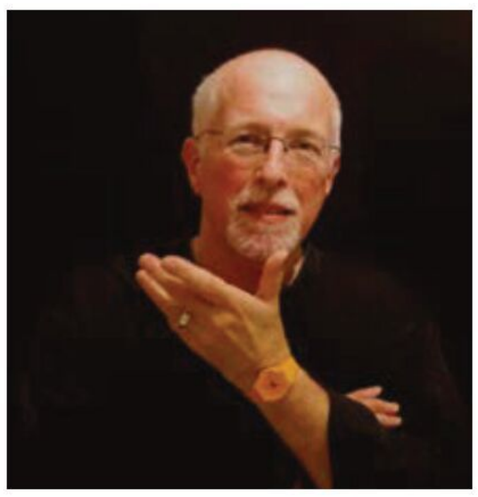
Following this is a subsection covering the series of special models made for collectors' clubs, box designs used over the years, and also the British cars in Brooklin's own I.P.V. (International Police Vehicles) and Rod 43 street rods ranges. Next come summary lists of the Lansdowne range in both model order and in order of vehicle manufacturer.

The Robeddie range of Volvos and Saabs is next, with similar comprehensive treatment for each model, and with a summary listing once again. This section covers a further 46 pages. Finally comes the Italian Collection series, again with each item well-described and illustrated.

If you're a serious Lansdowne or Robeddie enthusiast, this book is an essential addition to your bookshelf. But once you've opened it, be warned, it will be hard to put down! ***Charles Barnett***

Au naturel - well, aluminium

Stephen Paul Hardy contemplates baring all.



▲ Stephen Paul Hardy.

Despite ostensibly being an automotive buff, I, like many others I know, have a parallel passion for most things aeronautical. To the extent that the new releases month after month - not to mention the editor's recent features on de Havilland - have really tested my resolve and self control of late. I guess it is that nostalgic tug on the emotions, but planes, like cars, from the 1930s, '50s and '60s really do something for me. Interestingly though, and unlike my automotive preferences, when it comes to planes, it is the British ones that I have most affection for.

Glancing through the numerous liveries released in the past couple of years, ramped up by the 2021 proposals, sets my little grey cells into musing overdrive. In this case, to an earnest conversation long ago with a colleague who was deeply into model aircraft. He made one of those jaw dropping comments, about something so obvious, that you knew in the back of your mind, but had never articulated. In this case, "Is it the development history of the particular aeroplane or the representation of its extensive use in service that is really the core interest?"

He continued to elaborate by pointing out that, if it was the former, then to have a collection in consistent scale and modelling style of the successive production variants - all in natural aluminium finish - was surely the best way to appreciate the subject. He had a good point and, at a pragmatic level (if diecast manufacturers offered the option), going for examples in 'au naturel' finish certainly eases the stressful decision process of balancing budget and desire in the face of extensive alternative finish options.

The snag - and there always seems to be one - is the theory works well with planes, but when it comes to cars, vans and lorries then models of them in unpainted steel "just don't seem natural"… back to the drawing board. (Maybe a scale model automobile collection all finished in paper white anyone?) So let's hear it for Tecnomodel, who has just released its new Porsche 550 RS and 718 F2 models in plain 'Press' demonstration silver, in addition to the liveried versions. DC

NEXT MONTH

April 2021
Issue 282

Virtual Toy Fair

In the absence of our annual report from London and Nuremberg, we bring you the pick of the crop of the releases for 2021 from the leading players.



Please note: These planned editorial contents may be subject to change where necessary.

PLUS...

- **Dinky Foden Hookloader**
- Racing Colours: Bastos - part 1
- **Jaws by Tomica**
- Diecast Gems profile
- **Ford RS200 by Matchbox**
- New model spotlight
- **Lockheed Orion**
- Collecting by numbers – Superfast #9
- **Size Matters - part 19**
- Auction results and ebay watch
- **All the latest news**
- Extensive selection of new model releases, reviewed by our team of experts

April issue on sale 2nd March or download the digital edition
7 DAYS EARLIER on 23rd February at www.pocketmags.com/diecast-collector

Utterly chic

Brian Gower shows his admiration for European produce.



As I write this, the rain is hammering against the windows and I wonder why I have just bought a French Blue linen jacket for the summer. Ah yes, now I remember. I bought it because it fits beautifully and Wifey loves it, but its principal quality is this - it is chic.

When I was a little lad, I decided I wanted to be a car designer, an ambition that I held until my mid-teens when I saw a TV programme about the Royal College of Art and found that there were other outcasts like me, so I should be an art student. This in truth was a much more appropriate route towards car design than the four-year engineering course I had been directed into at age thirteen by a panel of gentlemen, who knew no better but meant well. Beware of people who mean well.

I think I recognised chic before knowing what it was. The Renault Floride was undeniably chic and I associated it with angora jumpers, short pleated skirts, dark stockings and Vidal Sassoon hair-styles, so, apart from my new jacket, perhaps chic is a feminine attribute. Thinking about it, all of the cars I am going to cite are small, pretty and have been designed with a light touch. They are all two-door coupés with slender roof pillars and clean-lined bodies. Not one of them is British. Although pretty cars have been produced here, none of them look quite like these continental offerings - all, more importantly, are available as models. Available, that is, if you can find them, because these particular diecasts are obsolete. Never mind - they were made in their thousands, so there is always a good chance.

▲ **Lancia Fulvia, by Vitesse.**



▲ **Corgi's Renault Floride.**



▲ **Solido's stylish Panhard 24.**



▲ **A Corgi release, this Simca 1000 has been resprayed by Steve Flowers.**

The Renault Floride (No 222 by Corgi) was also produced by French Dinky (No 543) and in open form by Solido (No 109). Later, the Portuguese maker, Metosul, produced a Floride based on Corgi's original, but with plated parts, wipers and an improved interior. This model was still being made in the 1980s and shouldn't be too hard to find. In Portugal.

Solido No 143, the quick Panhard 24BT, has opening doors, boot and bonnet, with a convincing engine under it. The Simca 1000 (Corgi No 315) I found in its usual chrome finish with racing stripes and numbers but Lord Flowers of Leicester, without a thought for his ermine-trimmed robe, has resprayed it in Daffodil Yellow, which is much nicer. Chrome finish is not chic.

Italy produced the Lancia Fulvia, modelled here by Vitesse, with all the extra detailing of more recent products, luckily without interfering with the pleasing simplicity of the Lancia. Larger cars, such as BMWs, also captured 'the look' from the late 1960s through to the late '80s, but size mitigates against chic. Really big creations like the Bentley Continental are simply magnifique, so we don't have to worry about it.

People will always argue over definitions and confuse expense or build quality with the less tangible attributes of design. A Rolex Oyster Perpetual is both expensive and well-engineered, but a Cartier timepiece is more likely to have the edge in aesthetic terms. I believe the above motor cars to be Cartiers. **DC**

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