

DIECAST

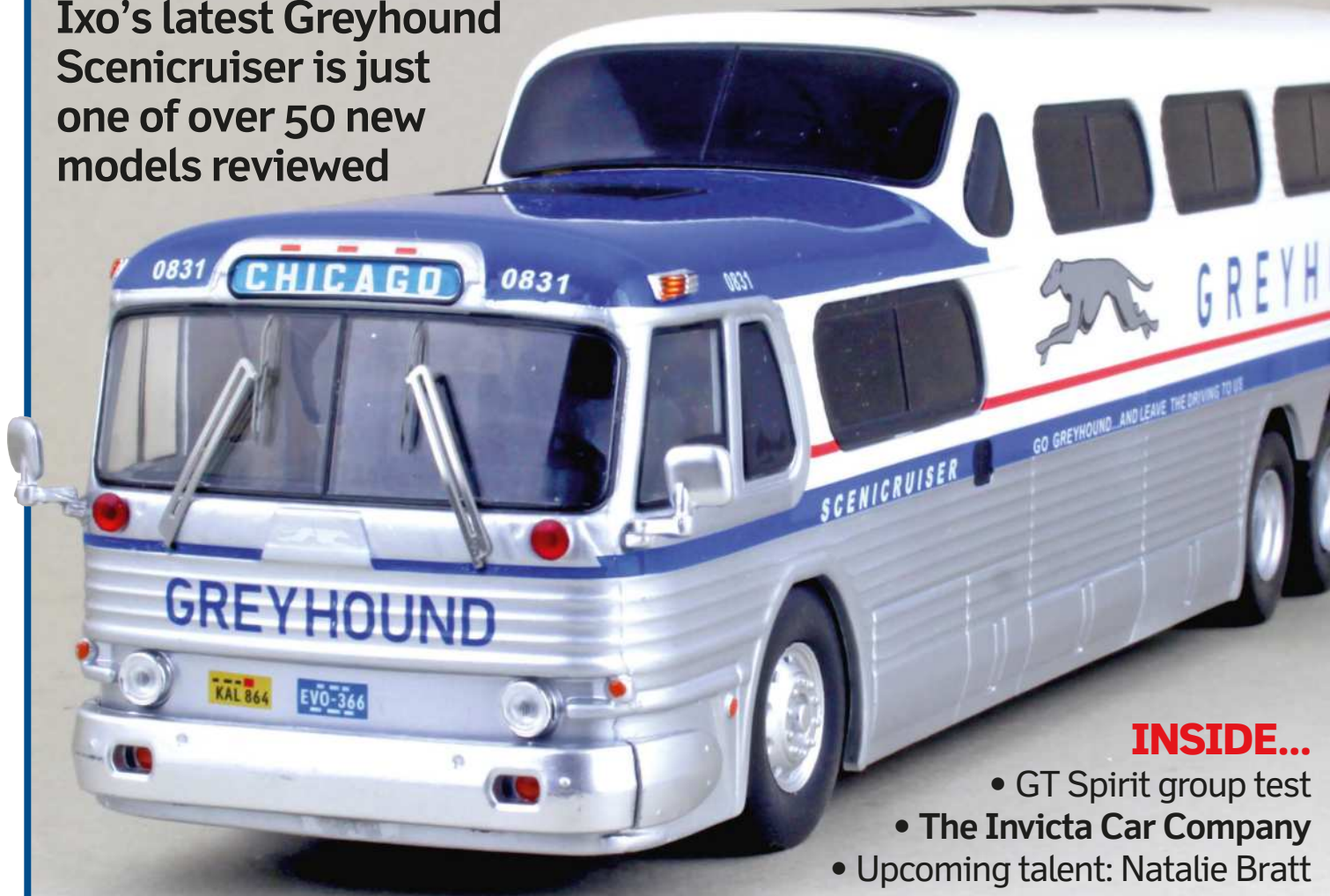
C O L L E C T O R

THE UK'S ONLY DIECAST MAGAZINE

£4.99 • June 2021 • Issue 284 • www.ccofgb.co.uk

GET ON BOARD!

Ixo's latest Greyhound Scenicruiser is just one of over 50 new models reviewed



INSIDE...

- GT Spirit group test
- The Invicta Car Company
- Upcoming talent: Natalie Bratt
- British Horsepower by Hot Wheels

ALSO IN THIS ISSUE



» MAZDA LE MANS WIN 30TH ANNIVERSARY



» MARKING 75 YEARS OF THE CHIPMUNK



» THE FASTEST EVER PRODUCTION CARS

Price: £4.99



WARNERS
GROUP PUBLICATIONS LTD
Display until 18/06/21

THE COLLECTABLES AUCTION HOUSE

As a family business we care for your items as much as you do



Model Railways & Vintage Toys
Upcoming auctions:
22nd May & 17th July 2021

**Model Railways, Vintage Toys, Diecast Models, Comics, Posters, Movie,
Music, Travel and Advertising Memorabilia & Autographs**

DIECAST COLLECTOR

EDITORIAL

Publisher Claire Ingram

claire.ingram@warnersgroup.co.uk

Editor Rick Wilson

rick.wilson@warnersgroup.co.uk

Editorial Design Cathy Herron

Editorial Assistance Katy Burrows

Editorial Contributors

David Pullen, Steven Downes, Richard Carlson, Francisco Mota, Michael Driver, Brian Gower, Mike Pigott, Andrew Ralston, Rick Wilson, Brian Salter, Stephen Paul Hardy, Graham Cook, David Wright, David Busfield.

Photography Rick Wilson

Marketing Manager

Katherine Brown Tel: 01778 395092

katherine.brown@warnersgroup.co.uk

Marketing Executive

Luke Hider Tel: 01778 395085

luke.hider@warnersgroup.co.uk

ADVERTISING

Advertising Manager

Kristina Green Tel: 01778 392096

kristina.green@warnersgroup.co.uk

Advertising Production Manager

Nicola Lock Tel: 01778 392420

nicola.lock@warnersgroup.co.uk

Advertising Production Assistant

Charlotte Bamford Tel: 01778 395081

charlotte.bamford@warnersgroup.co.uk

News Trade Distribution

Warners Group Distribution Ltd

Tel: 01778 391150

SUBSCRIPTIONS

Subscriptions hotline 01778 392006

Subscription rates starting from:

UK and BFPO £12.99

Europe & Eire Airmail £18.99

Worldwide Airmail £19.99

Digital subscriptions are available from

£12.99 – visit pktmags.com/dcc-subs21

for more information

Can't find a copy in the shops?

Order your copy online at

www.ccofgb.co.uk

CONTACT

Write to us at:

Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH.

Website: www.diecast-collector.co.uk

www.collectors-club-of-great-britain.co.uk

Printing Warners Midlands plc

Tel: 01778 395100



This publication is printed by Warners 01778 395111

DISCLAIMER

All material published remains the copyright of Warners Group Publications Plc, no part of this magazine may be published without the prior permission of the publisher. Views expressed by contributors are not necessarily the views of the editor or publisher and the greatest care has been taken to ensure accuracy, but the publishers cannot accept responsibility for omissions or errors.

While we take every care, we cannot accept liability for loss or damage to contributed copy/ material and the large volume of enquiries means not all correspondence can be replied to personally. Competition winners' details are available from the editorial address; please enclose SAE with your enquiry.

While every care is taken when accepting advertisements, we cannot accept responsibility for unsatisfactory transactions. We will however investigate any complaints.

Data Protection – Warners Group Publications Plc may lend reputable companies the names & addresses of readers who have responded to offers, services and competitions organised by Diecast Collector magazine. If you do not wish to receive such mailings, please write or phone us at the given address.

Contents

June 2021 • Issue 284

04 News and events
What's happening in the world of diecast collecting.

08 What's new
A selection of this month's new model releases.

20 Like daughter, like mother
Stephen Paul Hardy relates to DNA's stylish Volvo V70R.

22 A Knightsbridge quartet
GT Spirit car mag-style group test, by Stephen Paul Hardy.

24 Fast and strictly legal
Francisco Mota gathers the fastest production cars ever.

30 British horsepower
Rick Wilson examines Hot Wheels' newest Car Culture set.

32 Diamond of the skies
The de Havilland Canada Chipmunk is 75, so Rick Wilson gets up close and personal.

37 In the spotlight: Tiger Hobbies
Gary Ford tells the story of his company's success.

40 The Motocart
David Busfield looks at an interesting Dinky commercial.

44 American Ambulance, Great Britain
Graham Cook creates a series of Code 3 models.

48 The Invicta Car Company
David Wright unfolds a quintessentially English story.



22

52 Sgt Rock
Mike Pigott continues his series on comic book characters.

56 Pretty in pink
Rick Wilson catches up with a great future talent.

59 Size Matters part 21
Brian Salter continues his series discovering scale origins.

62 From the editor's collection
Mazda's 1991 Le Mans winner.

64 Desert Island Diecasts
David Busfield is this month's castaway.

66 Collecting by numbers
Matchbox Superfast #11.

69 Vintage Dinky
DTCA Chairman, Michael Driver, remembers a classic truck.

71 Off the beaten track
Andrew Ralston unwraps some sweet diecasts.

72 Auction news
News and results from live auctions and online.

74 Price Guide
Value your collection with our auction results.

79 ToyFair Times
News of events and fairs coming up soon.

81 Dear Editor
Your chance to get your questions answered.

84 Signing off
Stephen Paul Hardy treads carefully as he contemplates scaled-down tyre authenticity.

84 Next Month
A sneak preview at what's scheduled for the next issue.

85 The Last Word
Brian Gower contemplates procuring something for the weekend.



30

48



SUBSCRIBE & GET FREE MODELS WORTH £50

Turn to page 14 to find out more...

News & Events

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

REMEMBERING RYU

ANYONE who collects small scale diecasts will have been saddened by the recent passing of Hot Wheels design legend, Ryu Asada. It was known that he had cancer, but he finally lost the four-year battle on 23rd March. He was just 42.

Born in Osaka, he pursued a degree at the ArtCenter College of Design after emigrating to the United States. It is one of the world's foremost design schools and its graduates have shaped automotive trends for decades. Emerging talents are often headhunted from the College, and Ryu was snapped up by Peugeot, working in France for a brief period. He returned to the US to work for Mattel in 2004. Initially assigned to the Matchbox range, he moved across to the Hot Wheels range in 2012, becoming Designer Project Lead, having already worked on Hot Wheels as a guest designer in 2009.

An obsessive modeller and radio-controlled car fanatic from his youth, he was always creating things with his hands. His Hot Wheels designs reflected his out-and-out automotive passion, from replicating real vehicles, incorporating as much detail and authenticity as he could for the project's budget, to Hot Wheels famous fantasy cars. If you're a collector of Hot Wheels, you'll probably be surprised to know quite how many of your collection came from Ryu's pen.

There will be a full appreciation of Ryu's entire Hot Wheels back catalogue in a future issue. We extend our heartfelt condolences to his widow, Hazel, his family, and his legions of diecast friends. ■



LIMITED REPRINT OF A HISTORY OF WHITE METAL TRANSPORT MODELLING

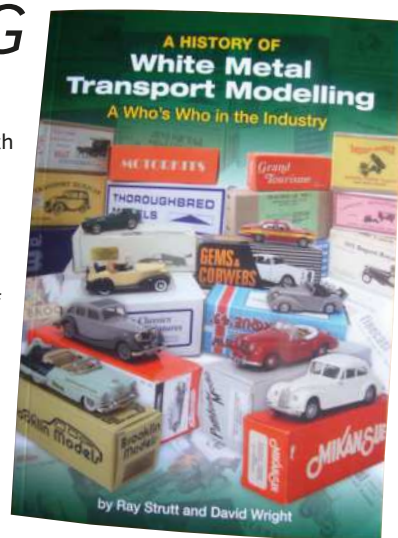
IN response to popular demand, David Wright, co-author of this comprehensive reference work with the late Ray Strutt, has arranged the publishing of a limited reprint of the original, *A History of White Metal Transport Modelling – A Who's Who in the Industry*.

As the first book in his series of three, this quickly sold out when first published in 2011.

Priced at £24.95, the reprint is available at a discounted price of £20.00 plus shipping.

This could be your last and best chance of securing a copy of this invaluable history, so contact David at david@transportmodellingbooks.co.uk

or visit his website at www.transportmodellingbooks.co.uk. ■



SPIELWARENMESSE 2021 CANCELLED

THE first-ever Summer Edition of the world-renowned Spielwarenmesse in Nuremberg was to open its doors this July, having already been postponed from January. In its role as organiser, Spielwarenmesse eG had pulled out all the stops to provide the industry with a suitable networking platform this year. Following the unrelenting uncertainty surrounding the coronavirus pandemic, both on a national and international level, it has been decided to cancel the event and to focus instead on Spielwarenmesse 2022.

Commenting on this latest move, Ernst Kick, CEO Spielwarenmesse eG, stated: "Initially, we received excellent feedback about the Summer Edition from both exhibitors and visitors. In recent weeks, however, the disappointingly slow improvement in the pandemic has been fuelling uncertainty across the industry. Our top priority remains the health and safety of all our participants."

From now on, all energy will be channelled into the regular Spielwarenmesse which is scheduled to run from 2 to 6 February 2022 and will take place in conjunction with Spielwarenmesse Digital. For the first time ever, the organiser will be linking the indispensable experience of the live exhibition in Nuremberg with the virtual world, enhancing the participation of both suppliers and buyers whilst providing them with the best possible service.

"We're receiving such a positive response from across the board. The market players cannot wait to get together again in February. And we're very much looking forward to welcoming everyone back to Nuremberg for the 72nd Spielwarenmesse," Mr Kick concluded. ■

NEW TRUCK TOOLING FROM OXFORD DIECAST

OXFORD Diecast has released images of the progress of its new 1/76 scale Scania R and S series tractor unit tooling. No further details of trailers and livery combinations

have been announced yet, but rest assured they will be plentiful and to the company's usual excellent high standards.

More information about the company's products can be found at www.oxforddiecast.co.uk. ■



BUILD THE LEGENDARY *FAST & FURIOUS* DODGE CHARGER R/T

JUST launched by Fanhome, the iconic Dodge Charger from the hugely popular *Fast & Furious* movie franchise makes for an incredible model at 1/8 scale – and the best bit is that you put it together yourself! Monthly deliveries build up into an impressively huge replica of Dominic Toretto's ride.

Fanhome is a new brand with one clear mission – to inspire fans with innovative content, high quality build-up models and exclusive collections. Dedicated to developing unique collections and build-up models from best loved brands like Marvel & Star Wars, as well as providing fully-illustrated magazines with inspiring content in every product – check out the Fanhome website (www.fanhome.com) to start collecting.

Fanhome is launching with this product, but will soon be releasing a wider range of unique collections and build-up models from your favourite fantastic brands. Every month you will receive parts for your exclusive model as well as magazines packed with fascinating facts and inspiring content, with information about the film, the car and how-to-build step-by-step guides.

At the beginning of the *Fast & Furious* movie run, we found out that Dom had helped his father build up and modify the 1970 Dodge Charger R/T back in his youth. His father had been killed in a stock car race accident, so Dom was reluctant to drive it as he feared its power. Despite several accidents as the franchise progresses, the mighty black Charger plays a key role.

This faithful replica 1/8 scale model of Dom's Dodge Charger R/T has perfect lines and, with its brutal horsepower, has become the best-known vehicle in the *Fast & Furious* Movie franchise. Weighing in at a mighty 8.3kg, the finished model is 68.5cm long, 24.4cm wide and 18.1cm high. But its size isn't the only impressive attribute – this highly-detailed, but easy-to-assemble, model features Illuminating headlights and side lights, opening doors, bonnet and boot, and a functioning steering wheel that actually turns the front wheels.

As you progress through the subscription, fabulous free gifts are included. To find out more about this astonishing build-up model, the amazing free gifts and how to order, visit Fanhome's dedicated website at <https://www.fanhome.com/uk/movie-series/dodge-build-up/>. ■



DID YOU KNOW WE ARE MORE THAN JUST A MAGAZINE?



www.ccof gb.co.uk



www.twitter.com/CollectorClubGB



www.facebook.com/CollectorsClubOfGreatBritain/



www.instagram.com/ccof gb



www.youtube.com/CollectorsClubofGB

Welcome

So, another 'lockdown' issue is done and dusted, and there are signs that things are beginning to return to some degree of normality.

Having just been released a little bit more back into the wild, I can begin to plan some diecast-related mileage in the not too distant future. A couple of club invites can now be provisionally accepted, plus catch ups with some of our regular contributors can finally take place over the next few months. Hopefully.

One little trip, originally planned for this issue, was to revisit the site where my photo, above right, was taken. Keen aircraft spotters will recognise the cockpit as belonging to a de Havilland Canada Chipmunk. As we celebrate the 75th anniversary of the first flight of the DHC-1 in this issue, I had been invited back to The Gliding Club at Husbands Bosworth, where my father's old mount still flies (an actual airframe he flew, and that's me sitting in it) for a photoshoot involving my Chipmunk collection. It will have to be a short supplementary piece for a future issue now, as we couldn't get onsite in time.

We certainly have another packed and varied lot for you this month and, amongst all the regular types of articles, I'm delighted to be able to introduce an incredible young talent to you all. Take a bow, Natalie Bratt – diecast customiser extraordinaire – ably encouraged by her proud father, Miroslav. There's a glimpse into the goings on in the family back garden (no spraying allowed in doors, of course) in Derby on pages 56 and 57.

Talking of customising, I've recently unpacked a box that has been in storage for some time, and it contains a whole batch of old diecast kits from Dinky and Solido. They were ripe for customising back in the day, but thankfully these are nearly all unmade. I'll begin to reveal all next month...



▲ 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.ccof gb.co.uk



NEW DUMPER TRUCK RANGE FROM IXO



IXO has announced the first two releases in its new 1/43 scale range of dumper trucks. Differentiating from its other truck ranges, models will be prefixed "TRUD" for clarity.

TRUD001 replicates a Magirus Jupiter 6x6 Dumper with a white cab and rear body on a dark red chassis with matching wheels. TRUD002 is a 1979 Mercedes-Benz LK 2624 Dumper with a rather eye-catching orange cab and dumper, also with dark red chassis and wheels.

For more information, visit www.ixomodels.com. For wholesale enquiries in the UK, contact John Ayrey Die-casts (www.ayrey.co.uk), and see your preferred retailer for normal purchases. ■

BROOKLIN ANNOUNCES EXCLUSIVE POPEMOBILE

BROOKLIN Models has proudly announced an exclusive limited edition of the Fiat Campagnola Pope John Paul II, to mark the 40th Anniversary of the attempted assassination of the Pope, on 13th May 1981.

Priced at £149.00 and offered initially to its loyal customers to pre-order before going on general sale to the public, any of the limited run of 99 models remaining after this period will then be put on the website for sale (www.brooklinmodels.com).

The distinguishing feature of this limited edition is the Pope John Paul II miniature, hand-painted by an Italian artist with a limited edition number of 99 Pieces. The miniature of Pope John Paul II makes the model unique, stopping time at one of the unforgettable moments in global history.

The Fiat Campagnola was donated by Fiat to Pope John Paul II during his visit to Turin on the 13th of April, 1980. On May 12th 1980 the Campagnola was registered with plates SCV 1 and then mainly used for the official ceremonies in St Peter's square. In fact John Paul II was on board this Campagnola when he was attacked. The car, in accordance with the Pope's wishes, remained in service even after this dramatic episode, despite the misgivings of the security staff. ■



BRUMM MARKS 50 YEARS OF THE FIAT 127

ON the occasion of the 50th anniversary of one of the most beloved Fiat road cars, the 127, Brumm is preparing a 1/43 scale diorama release that depicts a styling model at the Fiat Style Centre, in Turin.

Adding to Brumm's many earlier releases, the 127 is joined by two figurines and will be packaged in a fold-out box. A limited edition, numbers have yet to be confirmed. Contact your preferred UK retailer, or visit www.brumm.it for more details. ■



CORGI COMPLETES SPECIAL TRIO OF CHINOOKS

THE recent release of AA34216 Boeing Chinook HC.4, ZH777, RAF No. 28 Squadron, 100 Years Anniversary scheme marks the last of the three Centenary Chinooks to be released into the Aviation Archive range, and is a diecast celebration of an aircraft which has to be considered one of the most impressive in the RAF's current aviation inventory. Available now at www.corgi.co.uk, priced at £79.99.

DNA'S NEXT OCEAN RACE EDITION VOLVO

PRE-ORDERS can now be placed for DNA Collectibles' second 1/18 scale Volvo Ocean Race release – this time it's the XC70. Find out more at www.dnacollectibles.com.

HERE COMES THE SUNBEAM

MATRIX Scale Models is about to release four 1/43 scale versions of the original 1950s Sunbeam Alpine, all in right-hand-drive – two road cars and a pair of rally cars. The rally versions are due in May and the standard roadies in June, priced around £108.99 each. Contact Mike Coupe at Spa Croft Models (www.spacraftmodels.co.uk), or your preferred retailer.

DIECAST AUCTION WATCH

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

- **British Toy Auctions** – 7th May (www.britishtoyauctions.co.uk)
- **C&T Auctioneers** – 12th May (www.candtauctions.co.uk)
- **Vectis Auctions** – 12th/13th May (www.vectis.co.uk)
- **British Toy Auctions** – 14th May (www.britishtoyauctions.co.uk)
- **Wallis & Wallis** – 17th May (www.wallisandwallis.co.uk)
- **Warwick & Warwick** – 19th May (www.warwickandwarwick.com)
- **Sheffield Auction Gallery** – 20th May (www.sheffieldauctiongallery.com)
- **Vectis Auctions** – 20th May (www.vectis.co.uk)
- **Excalibur Auctions** – 29th May (www.excaliburauctions.com)
- **Special Auction Services** – 25th May (www.specialauctionservices.com)
- **Vectis Auctions** – 26th/27th May (www.vectis.co.uk)
- **British Toy Auctions** – 11th June (www.britishtoyauctions.co.uk)
- **Vectis Auctions** – 15th/16th June (www.vectis.co.uk)
- **Lacy Scott & Knight** – 18th June (www.lskauctioncentre.co.uk)
- **Vectis Auctions** – 22nd June (www.vectis.co.uk)



Items shown for illustration purposes only

May 2021 Auction Dates

- ◆ Wednesday 12th - Diecast Sale
- ◆ Thursday 13th - Diecast Sale
- ◆ Wednesday 19th - Military, Civilian Figures, Equipment & Accessories Sale
- ◆ Thursday 20th - General Toy Sale
- ◆ Wednesday 26th - Matchbox Sale
- ◆ Thursday 27th - Matchbox Sale
- ◆ Friday 28th - Model Train Sale

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

Catalogues & online bidding at vectis.co.uk & invaluable.com

Vectis Head Office - Fleck Way, Thornaby,
Stockton-on-Tees TS17 9JZ - **Tel: 01642 750616**

Vectis Oxford Office - Unit 5A, West End Industrial Estate,
Witney, Oxon OX28 1UB - **Tel: 01993 709424**

Vectis

Vectis Auctions - The World's Leading Auction House for Collectable Toys

Please check our website for forthcoming auction dates - enquiries at admin@vectis.co.uk

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.

9
BUMPER
PAGES!

MEET THE TEAM



Rick Wilson
Editor
and
general
reviews



Richard Carlson
Handbuilt
models

GET ON BOARD IXO'S LATEST GREYHOUND SCENICRUISER AND TRAVEL IN STYLE

1/43 scale

IXO MODELS

GMC Scenicruiser - Greyhound 1956

PRICE: £58.99

REF NO: BUS027LQ

www.ayrey.co.uk

THE future Greyhound company's first route began in Hibbing, Minnesota, in 1914 but it wasn't until sixteen years later that the company adopted the Greyhound name. Business had suffered during the Great Depression, but as the 1930s progressed, and the economy improved, the Greyhound Corporation began to prosper again. Then in 1934, Frank Capra's romantic comedy *It Happened One Night* centred around an heiress (Claudette Colbert) meeting a reporter (Clark Gable) whilst travelling by Greyhound bus - the Oscar-winning hit sparked a surge of public interest in the company.

Keen to keep the momentum of its popularity over the railways, Greyhound worked hard on its marketing and commissioned the General Motors Corporation to design

and manufacture a brand new bus that would become the flagship of its fleet. What GM came up with was the fabulous design that we all know today as the Scenicruiser.

Designated PD-4501, GM's Scenicruiser, manufactured exclusively for Greyhound with its name being a portmanteau of the words "scenic" and "cruiser", first appeared in July 1954 and lasted in revenue paying service for the company until the mid-seventies. The design was the result of several years' work by Greyhound and GM's Truck and Coach Division.

The production Scenicruiser could carry 43 passengers (10 on the standard deck and 33 on the upper floor) and was equipped with both air-ride suspension and air conditioning. Greyhound ordered 1,000

in total, although the final production figure was 1,001 as GM included the final prototype in that number when it was rebuilt to production specification at the end of the run - all were built between 1954 and 1956.

In 1961 and 1962 Marmon-Herrington rebuilt the Scenicruiser fleet. This included installing the newly-available Detroit Diesel 8V-71 engine and a 4-speed unsynchronised Spicer manual transmission. Greyhound freshened up the interiors too. The upgraded buses were now branded as Super Scenicruisers. Over 200 Super Scenicruisers were still in service when Greyhound began to withdraw them during 1975.

This is Ixo's third release of this iconic bus, well technically it's the fourth. Initially released as a part-work model for Hachette's "Autobus & Autocars du Monde"

series in 2014. Wearing the destination "Express", this was then re-issued by Ixo in its range proper as BUS001, with the destination as "Boston". These both wear the early 'Gold Stripe' livery. The much later 'Pepsi2 livery, with its bold red, white and blue striping, was released as BUS021. Now we have the interim colours you see modelled here.

It's another lovely replication, featuring a sturdy diecast chassis with a largely plastic body, and one the editor is very pleased to add to his Greyhound collection. **DC**



THIS MONTH'S INDEPTH REVIEWS:

8 GMC Greyhound Scenicruiser by Ixo

12 Mini GT's Bentley, Lamborghini Urus and parking pad

15 VW Golf GTI Clubsport S from DNA Collectibles

16 *EDITOR'S CHOICE* - Corgi's VW Splitscreen Devon



Steven Downes
Construction
& Trucks



David Pullen
Farming



▲ Viewed from the rear, the later single-door engine cover is correct (early models had twin doors, prior to modification).



▲ The lines and proportions of the iconic Scenicruiser look spot on, made even more attractive by the beautifully-applied and subtle livery.



AVIATION 72
de Havilland Canada DHC-1 Chipmunk
BBMF WK518/K

SCALE: 1/72 PRICE: £34.99 REF: AV7226022

www.clevelandsdiecast.co.uk

The second release, by Aviation 72, of WK518 in Battle of Britain Memorial Flight colours - this time in 'noughties' guise. Always such a great casting.



CORGI

Only Fools and Horses Reliant Robin Van - Trotters Independent Trading

SCALE: 1/36 PRICE: £22.99 REF: CC85803

www.corgi.co.uk

Probably the most famous 3-wheeler on UK TV screens, gets another outing, in rather work-worn roadmuck-stained finish. Perfick! (Oops, wrong series.)



AVIATION 72

de Havilland Canada DHC-1 Chipmunk Royal Navy WB671/910

SCALE: 1/72 PRICE: £34.99 REF: AV7226023

www.clevelandsdiecast.co.uk

In Royal Navy colours, when based at RNAS Yeovilton. Another superb livery choice - the red panels really make this model stand out. Superb again.



CORGI

Dad's Army Thornycroft van - J. Jones, with Corporal Jones figure

SCALE: 1/50 PRICE: £27.99 REF: CC09003

www.corgi.co.uk

A lovely rendition of this famous vehicle from the much-loved TV series. Wonderfully finished all over, and the added touch of the figure is excellent.



SCHUCO

Mercedes-Benz 280 SL - dark red

SCALE: 1/18 PRICE: £115.99

REF: SHU 00358

www.ayrey.co.uk

A truly wonderful diecast. Excellent detail with opening doors, bonnet and boot. Ignore the poorly fitting removable hardtop in the photo, it fits perfectly!



CORGI

James Bond Collection (Lotus Esprit, Little Nellie, Space Shuttle)

SCALE: FTB PRICE: £29.99 REF: TY99283

www.corgi.co.uk

A great little gift set featuring three very well-known 'vehicles' from the James Bond movie franchise. More novelty value than detail, but wonderful.



CORGI

James Bond Gyrocopter "Little Nellie" from *You Only Live Twice*

SCALE: 1/36 PRICE: £29.99 REF: CC04604

www.corgi.co.uk

Corgi has produced its exquisite Little Nellie again, in new packaging as part of a re-release series. The detail and finish is lovely on this intricate model.



IXO MODELS

Ford Fiesta WRC #2 Rally Catalunya 2018 - E. Evans/D. Barritt

SCALE: 1/18 PRICE: £79.99 REF: 18RMC042B

www.ayrey.co.uk

Absolutely stunning replica of the might Fiesta WRC in vibrant Red Bull colours. Packed with great detail and exquisite graphic application.



CONRAD

Avant 640 Wheel Loader (Updated Version)

SCALE: 1/25 PRICE: 64.50 € REF: 2447/01

<http://conrad-modelle.de>

New graphics and an extending telescopic boom, supplied with both bucket and pallet forks that clip into place on the loader arm.



UNIVERSAL HOBBIES

Komatsu WA600-8 Stone Handler

SCALE: 1/50 PRICE: 55.00 €

REF: KOM345

<https://webshop.komatsu.eu>

In block handling configuration with interchangeable specialist bucket and a set of forks. The model is highly detailed throughout.



BRITAINS

Case International 4894 Tractor

SCALE: 1/32 PRICE: £49.99

REF: 43295

www.britainsfarmtoys.co.uk

Britains has provided all-wheel steering and movable three-point linkage on its largely diecast tractor. It has a well laid out cab interior.



BROOKLIN MODELS

1959 Alfa Romeo Giulietta Spyder

SCALE: 1/43 PRICE: £135.99

REF: AR-03

www.brooklinmodels.com

The best white metal replica of this oft-modelled Alfa, very nicely finished in Alfa Red with black seats, well-detailed, right down to the dials on the fascia.



CORGI
Mr Bean's Do-It-Yourself Mini

SCALE: 1/36 PRICE: £27.99
REF: CC82114

www.corgi.co.uk

Another release of Corgi's Mr Bean Mini, but this time with the addition of the man himself in an armchair atop the roof, from a very famous episode. Super.



IXO MODELS
Ford Escort RS #5 Rallye San Remo
1996 B.Thiry/S.Prevot

SCALE: 1/24 PRICE: £39.99 REF: 24RAL004B

www.ayrey.co.uk

A great model in Ixo's fast-growing range of 1/24 scale releases. The bright, eye-catching livery is very neatly applied and it features good detail.



IXO MODELS
Škoda Fabia R5 #31 Rally Catalunya
2018 - J. Kopecký/P. Dresler

SCALE: 1/18 PRICE: £79.99 REF: 18RMC050A

www.ayrey.co.uk

Another stunning replica from the 2018 Catalunya Rally, and it's just as stunning. Gorgeous livery is perfectly applied and the detailing is top notch.



CORGI
James Bond Aston Martin Collection

SCALE: FTB PRICE: £29.99

REF: TY99284

www.corgi.co.uk

Another delightful gift set, comprising V12 Vanquish, DB5 and DBs, commemorating the marques continued association with James Bond. Lovely.



NZG
Komatsu WA380-8 Wheel Loader

SCALE: 1/50 PRICE: 95.00 €

REF: KOM335

<https://webshop.komatsu.eu>

The WA380-8 is an update to the previous generation, once again produced by NZG and packed with detail and good functionality.



CONRAD
Liebherr R938 Tracked Excavator
'Christen Decoration'

SCALE: 1/50 PRICE: 116.50 € REF: 2215/09

<http://conrad-modelle.de>

With a quick coupler allowing a bucket or sorting grapple to be fitted. It also has a protective frame covering the front and roof windows of the cabin.



BRITAINS
International Harvester Farmall 1066
Tractor

SCALE: 1/32 PRICE: £24.99 REF: 43294

www.britainsfarmtoys.co.uk

Smart, well-engineered diecast tractor with steerable wheels and working two-point linkage. Driver's platform features a detailed instrument panel.



MATRIX SCALE MODELS
1954 Jaguar XK120 Pininfarina Coupe

SCALE: 1/43 PRICE: £100.00

REF: MX 51001-082

www.matrixscalemodels.com

This special-bodied Jaguar looks better than most, with a bit of a Ferrari look to the rear wings especially. Maroon with a beige interior.

A BENTLEY GT, LAMBO SUV, AND A WHOLE LOT OF PARKING FROM MINI GT

1/64 scale

MINI GT

Bentley Continental GT - Orange Flame
Lamborghini Urus - Blue Eleos - with roof box
Parking Lot Pad - Type B

PRICE: £12.59 (Bentley), £14.39 (Lamborghini), £8.99 (Parking Lot Pad)

REF: MGT00116-R (Bentley), MGT00172-L (Lamborghini), MGTAC11 (Parking Lot Pad)

www.clevelandsdiecast.co.uk

MINI GT has very quickly cornered itself a huge percentage of the fast-growing 1/64 scale market. With its marvellous attention to detail (never easy at this scale), the models represent great value, and feature realistic rubber tyres and authentic colours.

Starting with the Bentley GT, for a design that is effectively 20 years old (launched in 2003, but several years in the making before that), it still looks absolutely stunning. Mini GT has already released several versions of this casting, in a variety of colours and trim, but there is something super stylish about the Orange Flame paintwork on this example. The racing versions are just as attractive (see review below), but the uncluttered lines of the original design are just so appealing - even more so in this colour, we think.

Moving onto the Lamborghini Urus, it's the latest use of parent company Volkswagen Group's platform, this time with the bodywork wearing the famous raging bull of the Italian marque. The underpinnings are shared by the Audi Q7, Porsche Cayenne, Volkswagen Touareg, and Bentley Bentayga.

The sumptuous Eleos Blue paint job on this new casting from Mini GT is very pleasing indeed. The addition of the roof-mounted top box really adds something a bit special to this car too.

Both models have a nicely replicated interior. It's actually difficult to see into the cars with the naked eye, but Mini GT's replicas are easy enough to take apart if you'd like to see for yourself - just two small screws in the base secure everything together.



▲ The sumptuous lines of the Continental GT contrast with the more aggressive stance of the Urus SUV. Both superbly replicated.



▲ The Urus looks less aggressive from the rear and the addition of the roof box really adds to the model. The Bentley looks superb from this angle too.



▲ Mini GT has released a "Type B" of its great-value parking lot pad. This one features room for 14 parked models, plus room for more in the driving lane.

The second release (Type B) of the parking lot pad - a flexible foam backed affair, very similar to a mouse mat - is exactly the same size as Type A (40cm x

25cm), and this version allows 14 cars to be 'parked', plus others in the driving lane.

Yet more superb releases from Mini GT. **DC**



MINI GT

Bentley Continental GT3 Presentation

SCALE: 1/64 PRICE: £14.00

REF: MGT00176-R

www.clevelandsdiecast.co.uk

Mini GT is making excellent use of its lovely Continental GT casting, and it looks superb in this works presentation livery. Absolutely wonderful.



MINI GT

Mercedes-Benz 190E 2.5-16 Evolution II

SCALE: 1/64 PRICE: £12.59

REF: MGT00164-L

www.clevelandsdiecast.co.uk

The mighty 190E gets the Mini GT treatment, and this first outing is a real winner. The wonderfully replicated grille and badge are particularly worthy.

Toys for the Collector

25 May, 13 July, 24 August



Fine Matchbox 1-75 Series – sold in our last auction for £420

We achieved excellent results in our 9 March sale, with more fine diecasts and tinsplate toys coming up in our future auctions. We are taking in lots now for our upcoming auctions 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 auction viewing and collection of purchased lots in person, if required.

Please contact Dominic Foster, Bob Leggett or Dave Kemp
(0)1635 580595 mail@specialauctionservices.com

Special Auction Services

**Plenty Close, Off Hambridge Road, Newbury RG14 5RL
and Baylies Hall, Tower St, Dudley DY1 1NB**

FREE DIECAST MODELS

WHEN YOU SUBSCRIBE TO *DIECAST COLLECTOR*!



WORTH
OVER
£55

FREE 32-PAGE HATTON'S CATALOGUE INSIDE THIS ISSUE!

DIECAST COLLECTOR

THE UK'S ONLY DIECAST MAGAZINE

£4.99 • May 2021 • Issue 283 • www.ccofgb.co.uk

ADVENTURE AWAITS!

VW's awesome Amarok
Aventura SUV
goes under the
spotlight

PLUS!
40 NEW
MODELS
REVIEWED



- PLUS...**
- Dennis the Menace
 - Corgi Thunderbirds
 - You can with a Nissan
 - More on the Mini Metro
 - The power of advertising

ALSO IN THIS ISSUE



Price: £4.99



That's right, subscribe to
Diecast Collector and save 10%

Plus, receive these **FREE** gifts:

- Set of 3 mini Land Rover models (Model number 76SET47)
- Land Rover 1/2 Ton Lightweight Military Police (Model number 43LRL002)
- Land Rover Series 1 88' Hard Top Fire Brigade (Model number LAN188010)
- Land Rover Defender 90 Station Wagon-Orkney Grey (Model number 76LRDF003)

To subscribe call our friendly team
on **01778 392006** and quote
DCC/LRBUNDLE or go online to
<http://ccofgb.uk/dcc-landrover21>

**This is a UK Annual Direct Debit offer only.
Offer ends 30.06.2021 and is subject to availability*

JOIN A NEW CLUB AND IMPROVE YOUR GAME WITH DNA'S NEW GOLF GTI CLUBSPORT S

1/18 scale

DNA COLLECTIBLES

Volkswagen Golf GTI Clubsport S

PRICE: £150.99 REF: DNA000037

www.dnacollectibles.com

THE most extreme Golf GTI ever built by the factory. This car was designed with track in mind and, as if to prove that, it beat the record at the Nürburgring for the traction hatchback category in 2017.

With insane performance, a tweaked chassis, and weight reduction, this car became fast – really fast! As big fans of VW models, of course DNA Collectibles wouldn't miss the opportunity to reproduce the Volkswagen Golf GTI Clubsport S.

A 1/18 scale resincast, the model is absolutely rammed

with the sort of attention to detail and quality that we have come to expect from our passionate friends in Switzerland. Limited to just 320 examples, each chassis is individually numbered.

As usual, the body colour was chosen by the company's enthusiastic social media community. It also chose to reproduce the more aggressive black pack version, which features the characteristic black 'Pretoria' 19" wheels, black side mirrors and of course the black roof.

Taking a closer look at the

exterior features of the model, you will notice the perforated brake discs – and even the Clubsport S sticker on the brake calipers. There are neat Clubsport S graphics to the rear of the side trim panels too.

The sharp body kit has all of the shiny black accents present, from the extra lip on the front and side skirts, to the rear spoiler extension. And, of course, there are those now legendary super-realistic light lenses front and rear, plus the finesse to the lower grille in particular is absolutely outstanding.

Moving inside, aesthetically this special edition differs from a standard version, coming with Recaro F1 fabric bucket seats with a honeycomb pattern (this detail is present on the model, of course). In order to strengthen the chassis, the back seats were

removed and this crazy Golf is equipped with a strut bar. Once you get your hands on this incredible replica, you might even notice that DNA pushed the detailing so far that you can even read the lettering on both the indicator and wiper stalks (left and right sides of the steering wheel, respectively).

Racing spirit is everywhere on this Volkswagen Golf GTI Clubsport S, from the red center stitching on the steering wheel, to the G-force gauges on the multimedia screen. The level of detail is, again, totally mesmerising.

This is another simply stunning release from DNA Collectibles, and should be included in every modern Volkswagen enthusiast's collection. Make sure you act fast to secure yours. **DC**



▲ Attention to detail is the name of DNA's game, demonstrated perfectly from the rear too.

► The detail to the front end alone is incredibly special – look at the finesse of the grille!



IXO MODELS

Porsche 911 (991) RSR #92 LMGTE

Pro Winner 2018 Le Mans 24 Hours

SCALE: 1/18 PRICE: £99.99 REF: LEGT18003

www.ayrey.co.uk

Joining Ixo's premium 1/18 scale range is this stunning replica of the 2018 class winner, with its lively commemorating the 1971 Pink Pig 917. Awesome!



SOLIDO

Meyers Manx Beach Buggy

SCALE: 1/18 PRICE: £49.99

REF: S1802704

www.solido.com

Solido's third issue of the marvellous SWB Meyers Manx buggy, looking superb in its sumptuous red finish. Diecast body and chassis.



CORGI

James Bond's Lotus Esprit Turbo
For Your Eyes Only

SCALE: 1/36 PRICE: £29.99 REF: CC04705

www.corgi.co.uk

This one has been around for a while, but the detail and finish has really been sharpened up. Stunning paintwork and good detailing - particularly the skis.



IXO MODELS

1983 Ford Taurus Ghia Metallic Green

SCALE: 1/43 PRICE: £26.99

REF: CLC363N

www.ayrey.co.uk

What we knew in the UK as the Cortina Mk4, wonderfully modelled in LHD Taurus guise. Stunning paintwork and superb striping, with very good detail.



IXO MODELS

Porsche 964 RWB Silver RAUH-Welt

SCALE: 1/43 PRICE: £32.99

REF: MOC307

www.ayrey.co.uk

A wonderfully evocative tribute to the 1970s Martini-sponsored Porsches that graced the racing tracks. Beautifully crisp graphics and lovely paint job.



CORGI

James Bond's Aston Martin V8 Vantage
No Time To Die

SCALE: 1/36 PRICE: £29.99 REF: CC04805

www.corgi.co.uk

A classic Bond car, the V8 Vantage, makes another appearance in the soon-to-be released movie. Lovely all round and looks great with the DB5.



CORGI

James Bond's Aston Martin DBS
On Her Majesty's Secret Service

SCALE: 1/36 PRICE: £29.99 REF: CC03804

www.corgi.co.uk

Re-released and repackaged in the stylish new look range boxes, this is a really nice model, although the wheels would have benefitted from extra work.



CCM

Caterpillar D7G Track-type Tractor

SCALE: 1/48

PRICE: US\$219.95

<https://ccmodels.com>

With an S-Blade and rear, three-shank ripper, both with height adjustment. With open ROPS frame, driver station and controls and instrumentation.



BROWNS MODELS

John Deere Model B Tricycle Tractor

SCALE: 1/32

PRICE: £85.00

www.brownsmodels.co.uk

Assembled Browns' 30-part metal kit is a good-looking tractor, with high levels of detailing on the engine and driver's platform.



MATRIX SCALE MODELS

1950 Alfa Romeo 6C 2500 SS
"Supergioiello" Coupé by Ghia

SCALE: 1/43 PRICE: £100.00 REF: MX 40102-022

www.matrixscalemodels.com

A pretty one-off earlier Alfa coupe, with Ghia's Supergioiello coachwork. Rather squarish-looking in the fashion of the period, but nonetheless attractive.



IXO MODELS

Ford Fiesta WRC #4 WRC Monte Carlo 2020 E.Lappi/J.Fern

SCALE: 1/43 PRICE: £43.99 REF: RAM746

www.ayrey.co.uk

Exquisite rally replica with some truly amazing body graphics, perfectly applied. Excellent detail throughout - those wheels are especially noteworthy.



CORGI

James Bond's BMW Z3 - *GoldenEye*

SCALE: 1/36 PRICE: £29.99

REF: CC04905

www.corgi.co.uk

Super replication of another of Bond's BMWs, this time from *GoldenEye*. Tidy all round, with a good interior and well-represented alloy wheels.



CORGI

James Bond's BMW 750iL *Tomorrow Never Dies*

SCALE: 1/36 PRICE: £29.99 REF: CC05105

www.corgi.co.uk

Re-release from the days when BMW had the Bond car gig. Roof-mounted missile launcher and bonnet badge wire cutter both pop up. Great fun.



IXO MODELS

Renault 11 Turbo #16 Tour De Corse A.Oreille/S.Oreille 1987

SCALE: 1/43 PRICE: £43.99 REF: RAC312

www.ayrey.co.uk

Ah, the lovely Renault 11, marvellously depicted in competition form. Truly excellent graphics over gorgeous paintwork. Great interior detail too.



IMC MODELS

Doosan DL420-7 Wheel Loader

SCALE: 1/50

PRICE: 85.00 €

<https://doosan-store.com>

An impressive model, including opening engine compartment, articulating chassis, authentic movement of the loader arms and a detailed cabin.



CORGI

James Bond's Aston Martin DB5 *Casino Royale*

SCALE: 1/36 PRICE: £29.99 REF: CC04313

www.corgi.co.uk

The iconic DB5 gets another outing for the new style packaging - and very nice it is too. Like the DBS, the wheels could be better. Opening doors are great.



UNIVERSAL HOBBIES

Valtra G 135 Tractor

SCALE: 1/32 PRICE: 82.80 €

REF: V42803430

www.shop.valtra.com

Metallic turquoise body panels for this limited edition G135 tractor. Largely metal, detailed tractor features steerable wheels and working linkages.



MATRIX SCALE MODELS

1955 Alfa Romeo 1900 Coupe, "Primavera" by Boanno

SCALE: 1/43 PRICE: £100.00 REF: MX 40102-082

www.matrixscalemodels.com

Previously released in 2-tone Grey/Pale Gold, but now in Blue/White. Excellent, with great details, right down to the 2-tone steering wheel.



SOLIDO
Mercedes-Benz 190E Evo 2
SCALE: 1/18 PRICE: £49.99
REF: S1801005
www.solido.com

Stunning replication of this fabulous eighties Merc, in Evo 2 guise, with subtly aggressive arches, bumpers and rear wing. Opening front doors.



SOLIDO
Ford Shelby GT500 Fast Track Red
SCALE: 1/18 PRICE: £49.99
REF: S1805903
www.solido.com

If new American muscle is your thing, then this new Solido release is a must-have. Opening doors, superb paint finish and excellent detail. Bargain.

NEWLY-TOOLED VEE-DUB SPLITTY IS A FITTING TRIBUTE BY CORGI

1/43 scale

CORGI

Volkswagen Type 2 1500 SP Devon Caravette - Pearl White and Velvet Green

PRICE: £29.99 REF: VA14500

www.corgi.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

VW'S second creation, after the Beetle, has become a real motoring icon. Examples today can fetch proper money, so for many of us, a good scale replica is the closest we can get. So it is with great pleasure that I received this newly-tooled beauty from Corgi.

The camper modelled was built in Hanover, Germany, in October 1966 to option codes M396 - UK market RHD, and

M543 - no seating in load area. It was supplied directly to VW's official UK camper van builder, Devon Conversions. This example was owned for many years by enthusiastic Split Screen Van Club (SSVC) member Christopher Pratt from Derbyshire, who restored the bodywork in 2010 and made sure, unusually in a VW Type 2, that the vehicle was kept completely original. In 2013 it was purchased by Shropshire-based fellow SSVC member

Ted Thomas. He's rebuilt the engine, gearbox and other running gear of the van himself, being an engineer by trade. He has also made sure it is kept original, something that's easier to do on this vehicle as it was one of the first to use a 12-volt electrical system. Ted and his family enjoy using the van regularly and it won 'Best Splitscreen' at Camper Jam in both 2016 and 2017.

What makes this an even more special model for me is

knowing the personal input that Corgi's Head of Brand, Darrell Burge, had in this release. A keen VW Camper owner, Darrell sadly passed away suddenly recently.

It's a truly lovely model, with some really splendid detail. The finesse of the windscreen wipers and both number plates is especially pleasing.

A fitting tribute to both Darrell and VW's iconic design. **DC**

The truly iconic split-screen Type 2 is a wonderful piece of new tooling from Corgi.



The roof rack and cases are a nice extra touch, and the finesse of the number plate is truly lovely.



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

Engineered to Greatness Scaled to Perfection

Finely crafted 1:18 models
officially licensed by Audi AG



A1 Quattro 1:18



RS3 8P Sportback 1:18



TT 3.2 COUPÉ 1:18

DETAILED. DESIGNED. DESIRED



www.dnacollectibles.com

f DNA-Collectibles | dna_collectibles | DNACollectibles

Like daughter, like mother

The team here at *Diecast Collector* is beginning to struggle with not being repetitious when it comes to the use of superlatives for reviewing new releases from DNA Collectibles, as Stephen Paul Hardy finds out.



► DNA Collectibles' depiction of V70 R production history is evolving with the new first generation version in Laser Blue joining the previously released second generation version in Flash Green. All we need now is the release of the third generation to complete the set.



▲ The pair, when viewed together, highlight how the smoother lines of the second generation quickly made the first generation look dated.



▲ The angular lines of the first generation V70R clearly mark it as an iterative development from the Volvo 850...



▲ ... and are perfectly captured, both in overall proportion and authentic detail in 1/18 by DNA Collectibles' resincast.

One of my personal preferences, when it comes to automotive scale model collections, is that they illustrate the sequential evolution of a marque or subject theme's production history – preferably in a consistent scale and style. That, I guess, explains why I particularly enjoy seeing a manufacturer's new releases building on its back catalogue. And here, this month, we have yet another perfect example of that from DNA Collectibles.

THE VOLVO 70 SERIES

Premiered at the Paris Motor Show, in 1996, the 70 series sat as the middle sister between the smaller Volvo 60 and the larger Volvo 90 models. With production spanning three generations in total, from 1996 to 2016, the 70 series family group of body configurations included the Coupé (C) models, the Cross (XC) models and versatile V-type estates. The 70 series has already become, proportionally, well-represented in 1/18 in the short space of time that high-end resincasts from DNA Collectibles have been available. Moreover, most of those releases to date have been so well-received by collectors that stock sells out very quickly.

This time last year I enthusiastically photographed and wrote about its VOLVO V70 R (Gen 2) for the May (and last ever) issue of *Model Collector*. That model (DNA000041) represented a 2003 version V70R resplendent in attractive Flash Green paintwork with Atacama orange upholstery. Released in September 2019, almost all the production run was sold during the pre-order period, with the remainder lasting only a couple of weeks in stock.

It was not just me who was enthusiastic about that Flash Green V70R. Affirmation came in the form of it being voted "Best Volvo Model Car" of the Year" in 2020 by members of the international "Volvo Model Cars" Facebook group.

Setting the latest, first generation (Gen 1), model alongside that Flash Green second generation (Gen 2) immediately starts to build a very clear depiction of V70 production history in miniature.

VOLVO V70 R (DNA000057)

Straight away, this latest addition really looks the part in Laser Blue – a colour chosen by a poll on DNA's popular Facebook group. A market sampling process that the astute company is using with increasing regularity on not just the more straightforward issue of colour preference, but also on the wider aspects of subject choice within the licensing arrangements for an increasing portfolio of marques.

As I have already alluded, setting it side-by-side with the V70R (Gen 2) model is visually very informative. The styling of the V70R (Gen 1) of 1996–2000 with its iterative development from the Volvo 850 series is readily evident. Not only has the body line the more angular edge of its predecessor, but period related details such as the radiator grille are plainly noticeable. In turn the pair, when viewed together, highlight how the smoother lines of the 2000–2007 second generation, by British designer Peter Horbury, quickly made the first generation look dated.

Volvo was a leader in headlight cleaning for many years and the detailing in not only the headlight wash/wipe system, but also in the light lenses themselves, is superb. Of the many other small



authentic details incorporated into this model is the “R” cast into one of the five spokes of the alloy wheels. A significant little detail that in 1:1 set this particular version aside from the rest of the range. All shut lines are crisp and clean – as are the joint edges on all the trims and badging. Looking at scale models from an angle other than the normal birds-eye view shows up how thorough the modelling process has been. So just as a sneak check on the extent of detailing on this Volvo I took a look up under the number plate hood on the tailgate – yes the number plate lights, etc., are all there!

When admiring the model from the rear-quarters – those idiosyncratic Volvo tail lights, the rear window wiper, heated rear window and period typical inclusion of the high-level brake light in the glazing are all as intricately included as the front screen and light wiper arms. Looking beyond and through the window, the cover to the rear load area is similarly well depicted. Here again the benefit of a glazed sunroof helps immensely when it comes to viewing the fully detailed interior – right down to the stitching in the upholstery and the miniaturisation of Volvo’s black and silver dashboard and controls.

AND THERE’S MORE

DNA catalogue coverage of the Volvo 70 series has also seen the recent addition of a reissue of the now obsolete Turquoise Pearl 1999 Volvo C70

► Similarly era evocative is the period typical inclusion of the high-level brake light and rear wiper motor bonded in the glazing.

“ **Setting the latest, first generation model alongside that Flash Green second generation immediately starts to build a very clear depiction of V70 production history in miniature.** ”



▲ Looking at scale models from an angle other than the normal birds-eye view shows up how thorough the modelling process has been, as amply illustrated in this shot.



▲ Superb detail in, amongst other things, the headlight wash/wipe system and radiator grille that were so characteristic of this era of Volvo production. Equally superb are the lights.



Convertible (DNA000022) in stunning Saffron Pearl (DNA000091), together with a matching colour 1998 Volvo C70 Coupé (DNA000066). Look out also for the forthcoming reissue of that award winning V70 R (Gen 2) in Cosmos Blue (DNA000079) with graphite (anthracite) colour-finished Pegasus alloy wheels – complete of course with that “R” embossing. Finally the Ocean Race theme will continue with another 70 series offering in the form of a 2006 XC70 (Gen 2) Ocean Race (DNA000070).

Then there is the issue that, for me, the V70 in all its generations still resonate as recent Volvo models and what really throws my switch are its 1960s and ‘70s predecessors. I was very much hoping to have included DNA Collectibles newly released Volvo 164 in this review, but amazingly – and very happily – it is already just about unobtainable. My sights are set on the 245 DL due out later in the year. Given that it was a car I dearly wanted to own in 1:1 (in orange), back in the ‘70s, that one will not slip me by. Watch this space... **DC**

A Knightsbridge quartet

Stephen Paul Hardy dips into the GT Spirit range to sample automotive exotica that evokes impressions of the Belgravia street scene.



▲ The powerful Mercedes-Benz Gelandewagen based Brabus 800 (GT807).



▲ The stunning McLaren GT (GT299).



▲ And equally stunning Audi R8 Decennium (GT251), visibly embellished with Audi Sport badging.



▲ As is the punch packing Audi RS 7 Sportback (GT302)

After immersing myself in the ambience and music at BCC Proms concerts over the years, I would then, on the fast track walk back to main line rail, revel in a totally different ambience and world of sound. That visual and audible automotive experience almost unique to London's West End – and Kensington High Street in particular.

The GT Spirit catalogue of 1/18 and 1/12 resincast models has a focus on the exotic end of the automotive spectrum and, in particular, but not exclusively, it has an accent on more modern machinery. Delving into that catalogue to assemble a group test quartet in the fashion of the leading automotive magazines just seemed like a diversionary enjoyment. After all, something at less than 1:1 is as close as most of us are going to get to ownership of most of the cars in that catalogue. But wallowing in a dream occasionally is good for the soul. Indulging in adding something exotic to the display cabinet keeps those dreams alive – and is good for the collection.

BRABUS 800 (GT807)

I have always felt there is some sort of incongruity – a sort of diametrically opposed functionality disharmony – with automotive fashion and ownership needs when it comes to recent chapters of the Mercedes-Benz G series production history. After all, the G series – Gelandewagen – was essentially a functional all-terrain vehicle, as the name indicates.

With a manufacturing history that commenced in 1979, it has become one of the longest production runs of a vehicle to carry the famous three-pointed star logo. More recently, as if to stand witness to wildly diversifying fashions, the G-Wagen has found itself carrying the badging (and in some cases

ostentatious bling) of the low volume, high value, luxury and tuning industries. Setting those issues aside, though, and taking a dispassionate view, the sheer brute power output that the attentions of AMG and others have breathed into the G series is significant and curiously interesting from a point of view of automotive development. The attention to trim, fittings and equipment leads off into another world entirely.

This recent release is but one of a series of derivatives that have been modelled by GT Spirit of AMG, Brabus and Maybach variations on the G-Wagen theme and which, so far, has included: G63 AMG (GT035), G 63 AMG 6×6 (GT100), G500 4×4² (GT142), Brabus 500 4×4² (GT143), Maybach G650 Landulet (GT174), Brabus 850 (GT196), Brabus 500 4×4² (GT199) and G65 AMG (GT715).

Based on the Mercedes-AMG G 63 the Brabus 800 takes its model number from its 800hp engine output and black and gold edition trim is reputed to command a price tag in excess of 440,000 €. In 1/18, modelled by GT Spirit, it is an exceptionally

▼ This month's group test quartet of automotive exotica from GT Spirit - which one would be your first choice?



well-detailed and finished record of a very particular facet of the Mercedes-Benz story.

AUDI RS 7 SPORTBACK (GT302)

Moving down one (body) size in our group test comes the latest Audi offering in the GT Spirit catalogue. Resplendent in Glacier White, with black accenting, and flouting Audi Sport detailing, this is yet another example of what were traditionally referred to as “sleepers”. Unassuming (if the muscle that is the RS 7 Sportback could be described as that) in its saloon body, it is capable of delivering a breathtaking punch from its twin-turbo V8 with road-holding to match. Audi as a marque, and as a collector's theme is now very big with most 1/18 resin cast manufacturers. As such, fans have a lot on offer to tempt them. And don't let that “unassuming” first impression fool you, the detailing is superb.

AUDI R8 DECENNIUM (GT251)

Stepping back to a release from late 2019 that



▲ The matte Daytona Grey paintwork and carbon fibre finish of the Audi R8 Decennium is outstanding, and a very welcome change from the usual high gloss paint finishes.



▲ The gold embellished blackness of the Brabus 800 is both its hallmark and the setting for a lot of excellent detailing - check out that smoked glazing for example

hit the market in early 2020, in some ways it got overshadowed by the evolving pandemic, is this gorgeous model of the R8 series mated with Audi's V10 engine to celebrate the power plant's 10th anniversary. Just one of the R8 series produced so far by GT Spirit, it looks absolutely stunning in its superbly-replicated exclusive matte Daytona Grey and carbon fibre finish.

Other back-catalogue R8 stablemates include Audi R8 Spyder (GT256), in Kemora Grey, and the dramatic Audi R8 Performance Parts (GT254) in blue.

MCLAREN GT (GT299)

Keeping with the modern exotic GT theme, we move on to the last, but certainly not least, fourth car of our group test. Now I have to be bluntly honest, the modern exotic GT is not an automotive theme that particularly attracts me, but by the same token, and as equally blunt, as a model this is a stunner. I love it.

There is something about it that demands attention and a longing gaze. The Burnished Copper paint finish just looks so good with the off-white interior and overall black detailing. There is something also about the way the lines, with so many sharp edges to the panel work, the authentic small details and that attention grabbing panoramic roof glazing all gel together that, in my view, make this a gem of a display and conversation piece. I am guessing that GT Spirit reckon this is a winner also because a follow-up blue version (GT818) should have been released by the time you are reading this.

All four models are superb in their own right, but in group test tradition I must declare a winner. Well for me it was a very close thing between the Audi R8 Decennium (GT251) and the McLaren GT (GT299), but it was the British car that took the winners flag from me. **DC**



▲ A photo that would withstand enlarging to half the size of this page, still be sharply in focus and allow the brake disc perforations to be counted, and the McLaren logo would be clearly legible.



▲ Similarly here, the Audi logo on the caliper, in addition to the detailing of the wheel centre hub, in which the four interlinked rings of the Audi logo are fully defined.

Fast and strictly legal

What is the fastest car in the world? Francisco Mota looks at it from the perspective of street-legal cars and then reduces it into 1/43 scale replicas. This is part 1 and starts just after World War I.

Photos: João Carlos Oliveira



If you consider that vehicles like Thrust SSC are cars, then that is the fastest car in the world, having reached 763.035 mph in 1997, driven by Andy Green. However, if a twin turbofan jet-powered engine, not connected to the wheels is not your idea of a real car, then the answer to the question “What is the fastest car in the world?” is a little different.

If you consider street-legal cars only, there is a set of rules to establish what exactly constitutes one. It has to be constructed for retail sale to consumers and for their personal use on public roads. The example used to measure its top speed needs to be in the same specification as the cars available for commercial sale. It also needs to have a VIN number with a WMI number that identifies the manufacturer. It has to fulfill the homologation tests required by the law in one of the following markets: USA, EU or Japan. Finally, it has to be on sale in more than one national market.

▲ Some of the fastest post-war production cars were the 1949 Jaguar XK120 (Spark), 1955 Mercedes-Benz 300 SL (Minichamps) and 1967 Lamborghini Miura P400 (Minichamps).

This is just for the cars, what about the measurement procedure? Obviously, it also needs to follow its own rules. Top speed is only homologated as the average of two runs, one in each direction, to eliminate possible tail wind effects. The car can be tested without the rev-limiter on, but the homologated top speed will be the value achieved by the car when reaching the standard engine speed limit. And that's not the end of it – top speed of each car has to be verified by an independent body, not the car manufacturer. If you apply all this criteria, the list of cars that once were the fastest car in the world gets smaller. However, there are still many cars that wore the crown.

STARTING IN THE 1940S

It was during the late forties that top speed became a strong selling point to the majority of sports cars manufacturers, and it has not faded since – even after speed limits appeared for public roads



1



2



▲ Jaguar's dash is perfectly rendered by Spark, including all the dials and knobs fitted to the real car. Great steering wheel.

1 Spark's Jaguar XK120 Roadster is one of the best 1/43 scale replicas available of this iconic British sports car.

2 Excellent proportions and shape, and many details to keep the collector busy.



▲ Closed front end on this speed record special XK120, made by Spark.



▲ Side by side, the street legal Jaguar XK 120 and speed record version, both models by Spark.

THE EARLY EFFORTS

We start in 1949 with a famous car that had its top speed in its name – Jaguar's XK120. Aerodynamics in the 1940s was a very different science compared to today, but you just had to look at that shape to be sure this was a seriously fast sports car, with those enclosed rear wheels and all. The XK 3.4 inline six-cylinder engine delivered some 160 bhp and that was enough to be even faster than the name, reaching 124.6 mph. Some publications tested the car at 133 mph, however that car was a tuned prototype, not a production version.

On the scale model front, there are many Jaguar XK 120 1/43 scale replicas to choose from – we went for the Spark resincast painted in Old White. As usual with this brand, there's a lot to admire in this model that replicates a 1949 Roadster. The shape of the model is close to perfection and really grabs your attention. How could a car launched in the 1940s look this modern? There's no shortage of details too, like those colour-coded dish wheels with chromed hubcaps. The grille is just like the real one and the headlamp lenses have incredible depth and chromed frames. The windscreen looks thin and fragile, fitted at the correct angle. Behind, we have a glorious red interior, with excellent leather seats and a complete dash, featuring every instrument and

in many markets. As you see, it's not enough for a manufacturer to claim a top speed for it to be considered legitimate. Not everything is black and white, mind you. In particular, when considering older cars, because there was no central authority to verify claims. The job of establishing the fastest car is not always an easy one. Many times, it comes down to speed tests measurements made by car magazines over the years. Even that needs close investigation.

A famous example was the 1985 Lamborghini Countach 5000QV. The German magazine *Auto Motor und Sport* reached 185 mph with it, however, the following year *Fast Lane* magazine did even better, reaching 190.1 mph. In the end, someone uncovered that the example tested in Germany was a standard car, while the one given to *Fast Lane* had a modified airbox. There are other stories, like the American 1990 Vector W8 that claimed a 218 mph top speed, but the car was never allowed to be tested by an independent body.

FASTEST PRODUCTION CARS – PART 1

3



Gullwing doors do not open on this Minichamps, but the interior looks perfectly modelled.

4



Aston Martin DB4 GT, by Vitesse/Sunstar, features nice wire wheels and the general shape is very good.



knob. The four-spoke big steering wheel and the long gear lever are also very good.

Just because there was one available in the collection, we also featured the famous 1953 Jabbeke speed record XK120. Also a Spark creation, this special XK120 features a bumperless body and closed cockpit with a fighter style canopy for the driver to see where he was going. Painted dark green, this XK120 famously reached 172 mph on the well-known stretch of motorway in Belgium.

Six years later, Mercedes-Benz released another car that was also ahead of its time, the iconic 300 SL, with those unforgettable gullwing doors. The reason for those innovative doors was the tubular spaceframe under the body and its large and high side members that made conventional doors impossible to engineer. Stiff and light, the 300 SL was also powerful, a true supercar before the word was invented. The 3-litre inline six-cylinder engine up front was good for 212 bhp and this was enough to reach 150.7 mph. The measurement was made in 1958 by the Swiss *Automobil Revue* magazine and was the average of both runs. During the fastest run, the 300 SL reached 152.2 mph.

Arguably the most iconic Mercedes-Benz of all times, the 300 SL has been produced by many model makers. Our choice went to a diecast launched by Minichamps some time ago. The model does not have opening gullwing doors, as many scale models and toys replicating the 300 SL had. But that's exactly what allows for excellent detail and precision. Shape and proportions are spot on, paint is the traditional silver and the detail level is really great. Chromed hubcaps with an engraved logo are top notch, side vents have the mandatory horizontal fins and both bumpers look very realistic. Two small details that show how deep Minichamps dives to get the best diecast possible are the air vents on the

3 Mercedes-Benz 300 SL
Gullwing was a true supercar when released in 1955.

4 1959 Aston Martin DB4 GT,
by Vitesse/Sunstar, still looks accurate by today's standards.



▲ Note the long exhaust pipe on the Mercedes-Benz 300 SL by Minichamps.



▲ Side grilles are a 300 SL trademark that Mercedes-Benz used on other cars afterwards.



▲ Vitesse/Sunstar Aston Martin features chromed wipers and there's even a small aerial on the right wing.

roof's rear side, plus the bullet-shaped wing mirror. Cabin is finished in the classic red leather and features an ivory steering wheel and several knobs.

BACK TO BRITAIN

Britain was back on top with the fastest production car in the world by 1959. This time the car that grabbed the title was the beautiful Aston Martin DB4 GT.

Autosport magazine measured it at 152 mph in 1961. Apparently, it took two years for a press car to reach a magazine capable of making credible speed measurements. Only 75 examples were ever made, but it is still classified as a road car. The Superleggera spaceframe was part of the reason this classic looking car was light and fast, together with the 3.7-litre inline six-cylinder, delivering a claimed 302 bhp.

To illustrate this model we have a Vitesse diecast, a great replica, with a very good shape and proportions, plus a fair amount of details. Front grille and wire wheels are realistic and the model also features a nice power bulge on the bonnet, with its own air scoop and grille. Good cabin, with wood effect steering and plenty of dials on the instrument panel.

The Aston Martin DB4 GT was famously rebodied by Zagato, so we just grabbed one and featured it next to the standard car. It is also a Vitesse made diecast, with similar quality level and it serves to show how different two cars made on the same mechanicals can look.

Four years later, Aston Martin's reign was over and, maybe surprisingly, the new speed king came from Italy, however it was not a Ferrari, neither a Lamborghini. It could have been Maserati's 5000 GT, that was claimed to reach 172.4 mph. Unfortunately, the car was never independently measured and the claim was for the 340 bhp 4.9-litre V8 engine that was only fitted to the first two cars produced.

5



6



From the standard body to the Zagato special, there is a world of difference in styling, whilst sharing the main mechanical components.



Iso Grifo in Convertible and Coupe flavours. Elegant tourer or brutish sports car? Convertible by Matrix, Coupé by Minichamps.

ISO, WHAT IS ISO?

The first Italian car to grab the title of fastest car in the world was, in fact, the 1963 Iso Grifo 365 GL. This Italian monster had styling by Giotto Giugiaro, while the young designer was working for Bertone styling house. Chassis tuning was engineered by Giotto Bizzarrini and Grifo's early examples had a Chevrolet small-block 5.4-litre V8 engine, with a Borg Warner four-speed manual transmission. Power was rated at 360 bhp and this was enough for the Italian beast to reach 161 mph during a top speed test run by *Autocar* magazine in 1966. Note that, as rare as it seems today, Iso managed to build in excess of 400 Grifos, until 1974, a considerable production volume for such an exquisite car.

Our scale model is a resincast by Matrix and it reproduces an early 365 Convertible version painted a dark shade of metallic grey, a realistic hue, but one that does no favours to the scale model. However it still manages to look great. The aggressive front end with quad headlamps and black mesh grille is quite something. The long tail is perfectly modelled and there are many other things to spend your time looking at. For instance the windscreen assembly is perfectly rendered, with photo-etched wipers and

5 Aston Martin DB4 GT was also built with Zagato bodywork (right, by Vitesse/Cinerius).

6 The Iso Grifo was the first Italian car to feature on the fastest production cars list.



▲ Matrix made a great job of modelling the Grifo's interior, with all the real car's details.



▲ Big overhangs were part of the styling codes that defined a fast looking car in the sixties.

▼ One of the best looking Italian sports cars in the sixties. Being the fastest was a bonus.

chromed frames. The side grilles, just behind each front wheel are also very fine and chromed bumpers look true to the originals. Of course Matrix made a splendid set of wheels, with those magnesium rims meticulously reproduced. Take a look inside the cabin and you can see realistic leather seats, wood-rimmed steering wheel and an elegant wooden dash, with all the dials in place. We've also added a 1968 yellow coupé version for comparison. This is a Minichamps diecast with opening bonnet and a great reproduction of the Chevrolet big-block 7.0-litre V8 engine that Iso introduced that year, delivering 435 bhp. The company claimed it could reach 186 mph, but no independent test was ever published.

American power seemed the best way to beat the record for the fastest production car on the planet, and so it proved again, in 1966, when *Car & Driver* magazine clocked an AC Cobra MK III 427 at 165 mph, only 4 mph better than the Iso. The AC Cobra story is well known, being made in Los Angeles by Shelby American on a chassis originally produced by AC Cars of Surrey. A case where the modified car earned much more fame than the original. And it's easy to see why, when you look at that iconic wide tracks and almost animal-like body. The engine that beat the record was fitted to the MkIII version from 1965, a Ford 7.0-litre (427 cu in) V8 producing 485 bhp. The chassis was new to this version, wider, had different suspension geometry and was much stiffer. Production was around 25 examples. Hundreds of replicas were made afterwards.

Japanese model maker Kyosho released its scale model some time ago. It's a high quality diecast that reproduces the 1965 Cobra 427 S/C faithfully, with those enlarged mud-guards, black rims with golden central lockers and a lot of chrome, both in the front bumper, safety roll-bar and



FASTEST PRODUCTION CARS – PART 1



▲ AC Cobra MKIII 427 S/C was the fastest production car in 1965. Kyosho released a fine diecast model several years ago.

windshield frame. Side exhausts look menacing and there are even metal locks in the front bonnet, plus a quick release fuel filler cap. Inside the cockpit, are a great looking steering wheel and dash, and there's a fire extinguisher between the seats.

THE MIURA REVOLUTION

From old school to leading edge engineering, the record went from AC Cobra to Lamborghini, with its revolutionary Miura, considered by many as the first real supercar. Its closed box chassis was so innovative that Lamborghini showed it to the public before the car body was ready. It featured a transversely-mounted mid-ship V12 engine, with the transmission beneath it, directly inspired by the Issigonis-designed Mini. When the car was launched in 1967, it became instantly known all over the world, because it represented a quantum leap in automotive engineering. The engine itself was a masterpiece, a 4.0-litre V12 delivering 350 bhp, enough to propel the original Miura P400 to a verified 171 mph – the aerodynamics playing a major part in this record. The car was tested by *Motor* magazine in 1967.

Our scale model for the Miura P400 is a diecast by Minichamps, painted a very seventies gold hue. The model seems too low, but the dimensions are correct – the Miura really was like that. Eyebrows around the headlamps are a typical detail on early Miuras, just like the magnesium wheel rims, very well rendered. Air scoops just after each door feed the engine and are elegantly modelled. Windscreen wipers are a bit too thick, though, considering the quality of the model. The cabin has nice looking sports seats and a complete dash and centre console. Great looking steering wheel too.

The Miura launch, the speed record it attained and its revolutionary engineering lead one famous Italian neighbour to declare 'war' on Lamborghini. Enzo Ferrari himself went on record saying "it's the horses that pull the wagon", meaning the mid-engine made no sense to him. And he proved his point in 1968 when launching the fabulous looking 365 GTB/4 Daytona. A conventional front engine, rear-drive super sports car, the Daytona had a 4.4-litre V12 with 350 bhp and this was what it took to 174 mph in the hands of the *Autocar* magazine testers, beating the Miura by 3 mph.

Kyosho released a series of high-quality Ferrari diecasts around 2006 and the 365 GTB/4 Daytona was one of those. Paint is superb, shape is flawless and details like those gorgeous wheels and front visor over the headlamps are excellent. The cabin also follows in the same quality level, with a dash full of those typical Ferrari dials, three-spoke steering wheel and chromed gear lever. Seats look as close to leather as plastic will allow. And this is not all. In this series, Kyosho tried a little harder and supplied all cars with opening parts. The boot lid can be opened, as can the bonnet, displaying an excellent V12 reproduction. Shame the doors are not opening parts as well.

That would not be the end of the war between Ferrari and Lamborghini for the fastest production car in the world title. One year later, Lamborghini launched the Miura P400 S, with the engine uprated to 370 bhp, and the German magazine *Sport Auto* took it to 179.3 mph, beating Ferrari and taking the trophy back to Lamborghini. Our blue model is also a Minichamps release, following the same path as the base version.



▲ Wide rear wings, chromed roll-bar and side exhausts were all part of the Cobra show.



▲ Just in case – a fire extinguisher between the seats. Kyosho didn't miss that.



▲ Miura badge with a bull tail graphic. Nice touch from Lamborghini. And Minichamps.



▲ Pop-up headlights were there to keep the front end as streamlined as possible.



▲ The Miura S had almost no differences to the Miura. Both modelled here by Minichamps.





▲ Long bonnet, short tail - this was Ferrari's fastest production car in the late sixties.



▲ An opening bonnet reveals a very good representation of that iconic V12 engine.



▲ Boot is also an opening part. Regrettably, side doors are not.



▲ Countach LP500S arrow shape rear wing, as modelled by Ixo.



▲ Wide rear track and wheels completely changed the Countach's looks, from the early versions.

▼ 1967 Miura P400 (gold) and P400 S (blue) - both models by Minichamps.



Early shape 1968 Ferrari 365 GTB/4 Daytona, as modelled by Kyosho in a special Ferrari only series.

SPEED IS NOT SO 'SEXY'

The oil crisis in the seventies discouraged manufacturers from continuing with this fight for top speed honours in production cars. For a while, top speed wasn't 'sexy' anymore, and marketing departments had no use for it.

Cars, even fast cars, were also getting stricter emission control devices. This had the effect of reducing maximum engine power and the ability to raise Lamborghini's record, that had been measured in 1970.

Ironically, it would be Lamborghini that revived the "fastest production car in the world" tag when it launched the Countach LP500 S. The original Countach 'on steroids' gave birth to a car with wings, wide tracks, lowered suspension and big diameter wheels. Bedroom walls were filled with posters featuring a red 1982 Countach.

Under those dramatic looks, the new Countach also had some substance. The 4.8-litre V12 engine was now good for 375 bhp and this took the LP500 S to 182 mph in the hands of *Auto Motor und Sport* magazine testers. It was the first production car in the world to beat the 180 mph milestone and 323 people around the world bought one, probably just because of that.

Ixo released a very good diecast model of this 1982 Lamborghini Countach LP500 S. The original car, a Bertone design, was released in 1974 and took the Italian wedge to a new dimension. However, it completely changed its looks by the end of the decade, with successive modifications to the engine, chassis and bodywork.

Lamborghini Countach LP500S, as reproduced by Ixo - a great looking diecast.



Ixo's model of the 1982 Countach is both realistic and inexpensive.



The 1982 version was really amazing and Ixo captured the shape very well. Much closer to the floor than previous iterations, it also had outrageous wide tracks, with big mudguards extensions over phone dial style wheel rims.

The rear, arrow shaped wing makes for the highest visual impact on Ixo's model. But just look at those boxy air scoops either side of the engine cover and the two piece side windows. The rear view is as aggressive as the rest of the car, with four exhaust pipes and a sneak peek of the gearbox. The cabin also looks very much the real thing, with well modelled seats, instrument panel, centre console and steering wheel.

For some of us who were boys in the eighties, it was great to know that this Lamborghini was not only fabulous to look at, but it was also the fastest production car in the world.

Today, as scale model collectors, Ixo's release surely brings back sweet memories, through an excellent diecast that does not cost a fortune.

Next month, we'll bring the story of these magnificent machines right up to the present day. Don't miss some more tasty stories and gorgeous scale models. **DC**



British horsepower

Rick Wilson gets his hands on the new Hot Wheels premium Car Culture range.

Hot Wheels' Car Culture series is focused on the adult collector and features vehicles popular with motoring enthusiasts. All vehicles in the series feature premium Real Riders wheels (shod with realistic rubber tyres), and have a diecast body and chassis. Five vehicles are released simultaneously in each set.

The first series, Japan Historics, went on sale in 2016, and Alex Crawford detailed the superb Japan Historics 3 set in the June 2020 issue. A very recent release, the first for 2021, is this rather marvellous collection of British engineering. The cards all feature highly-detailed artwork, although you might think that it always rains in the UK!

1/5 – MCLAREN F1 GTR

Hot Wheels first released this casting in 2010, in the Speed Machines series. Four different colourways were released that year, and this latest version is the

▲ A rather impressive little series, released under Hot Wheels' premium Car Culture sub-brand.



▲ The Mini uses Hot Wheels' 'pop-off' casting feature and that interior looks ripe for detailing!

12th of this casting (not all have featured the rear wing), and the second use of it for a Car Culture release with a diecast chassis – all the mainstream versions, plus the Gran Turismo premium release in 2018, have a plastic chassis.

Its previous Car Culture outing was in a similar livery as part of the Gulf set in 2019. That version was a nod to the darker blue 1995 Le Mans 24 Hours entry, whereas this wears the mid-blue from the 1996 race.

2/5 – JAGUAR LIGHTWEIGHT E-TYPE

Designed by Mark Jones, the Hot Wheels casting first hit the shops in 2019, and this is only its third release – all three have been premium Car Culture issues (previous versions have been British Racing Green, for the 2019 Car Culture Team Transport, and bare Zamac for the 2020 Car Culture Collector Set). Finished in white with a pair of blue racing stripes

from front to back, this is clearly a representation of the famous Cunningham racing colours.

3/5 – MORRIS MINI

Designed by Phil Riehlman, based on the BMC Mini Cooper, the casting made its debut in the 2000 First Editions series as #30 of 36, Mini Cooper. Since then, it has also been given the names Morris Cooper, Morris Mini, and (inaccurately) Morris Minor.

Bodies are usually diecast (there have been a few with plastic bodies, some of which are interestingly translucent) and the chassis was originally diecast, although a plastic chassis has been a more regular fitment over recent years – but I'm pleased to report that this little cutie features a bare Zamac metal chassis. Occasionally, more recent releases have featured a 'pop-off' bodysheet, and this is one of those too. Removing the body reveals the neatly-moulded plastic interior. Some releases have included a roll cage, but this one doesn't. The livery is a generic racy one, with racing number 850 hinting at the engine capacity

4/5 – LOTUS ESPRIT S1

The fabulous creation of the sadly recently-deceased Ryu Asada (see the news pages of this issue), Hot Wheels' stunning Esprit has been beautifully crafted and really suits its Real Riders wheels. First released in 2015, this is the 12th release of this casting – always with a diecast body, but nine have featured plastic bases, three with diecast, of which this thankfully sits in the latter group.

Finished in a stunning yellow, with black detailing, it looks superb with those premium rims and tyres. The crisp "esprit" graphic on either C-pillar really finishes it off perfectly.

5/5 – LAND ROVER DEFENDER 110 HARD TOP

An interesting inclusion, given that the other four in the set are racy or performance cars – I guess that shows the respect and affection that is felt for the mighty old Landie overseas. Plus its brutally powerful engine definitely sits well within the 'horsepower' remit.

First released in 2019, as part of a *Fast & Furious* set, this excellent casting has only appeared on five occasions, all in premium series. This is its second Car Culture release, as it was part of the Wild Terrain set in 2020. It is finished in a very realistic Olive Green body with a white roof. The "DEFENDER" stripes to either side are superbly replicated too, adding an extra touch of authenticity.

These have an RRP of £7 each, and whilst that is a fair bit more than the standard Hot Wheels, these really are a huge step up in terms of detailing. These will likely be found in larger supermarkets and toy stores, but might take a little tracking down. It's a great little set and, if you're anything like me, it will most likely prove too tempting to leave the models intact in the blister packaging – some careful teasing with a precision craft knife facilitated the escape for mine. If you do it carefully, they can be returned to the packaging and resealed for display. **DC**



▲ No 1 of 5 - McLaren F1 GTR in Gulf racing livery.



▲ No 2 of 5 - Jaguar Lightweight E-Type in Cunningham colours.



▲ No 3 of 5 - Morris Mini in fictitious, but fab, colour scheme.



▲ No 4 of 5 - Lotus Esprit S1, looking superb in yellow.



▲ No 5 of 5 - Land Rover Defender 110 Hard Top.



▲ Wearing a fairly realistic racing livery from the 1996 season, the F1 GTR really suits its boots.



▲ A Car Culture-only casting (so far) gets its third release, with racing stripes and beautifully deep chromed rims.



▲ The Hot Wheels Mini casting is always a popular one, and a truly British range couldn't be released without one.



▲ Ryu Asada's exquisite casting certainly suits its Real Riders 'alloys', with realistic rubber tyres.



▲ An interesting choice for the final model, but it looks stunning in Olive Green with realistic graphics.

Diamond of the skies

The de Havilland Canada Chipmunk celebrates its diamond anniversary on 22nd May. Rick Wilson explores the collecting options and, quite literally, takes off with excitement.



▲ Just six of the 21 Chipmunks so far released/announced by Aviation 72, ready for action at 'Old Garden' airfield.



▲ Me preparing to take to the skies in an aircraft my father actually flew solo several times (WG417, now G-BBNA), during his RAF training, in 1953. Photo: Holly Wilson

Designed and developed immediately after World War II, by de Havilland Canada, as a trainer replacement for the de Havilland Tiger Moth biplane, the DHC-1 Chipmunk first took to the skies at DHC's Downsview base, near Toronto, on 22nd May 1946. Into service within months, the Chipmunk was procured in large numbers by the Royal Canadian Air Force (RCAF) and Royal Air Force (RAF). Now, seventy-five years after the type first entered service, hundreds of Chipmunks remain airworthy and are in operation around the world.

The options in 1/72 scale diecast are currently limited to just one manufacturer, Aviation 72, but it has already built up quite a catalogue of these magnificent aircraft. But if you fancy something a little larger, Staples and Vine will make custom 1/48 scale pewtercasts to the colour scheme and markings of your choice. I did, and I am absolutely thrilled.

INTO SERVICE

A total of 1,283 Chipmunks were built – 217 by de Havilland Canada, until production ended in 1956,

and 1,000 were built under licence by de Havilland itself – initially at Hatfield Aerodrome before production was transferred to Broughton, near Chester. A further 66 were manufactured by OGMA (Oficinas Gerais de Material Aeronáutico), at Alverca in Portugal from 1955 to 1961, for the Portuguese Air Force. Amazingly, six are still in service with the Força Aérea Portuguesa today!

The prototype was fitted with the air-cooled Gipsy Major 1C, but production aircraft in Canada (designated T.1 and T.2) were fitted with the Gipsy Major 8. Those produced in the UK (T.10) also had the Gipsy Major 8. The RAF took 735 T.10s, seeing action with the Royal Navy and Army too, and 217 were exported and redesignated as Mk 20s. The Mk 21 was the civilian production version – 28 were built.

ROYAL & FAMILY CONNECTIONS

The Chipmunk was soon the official training aircraft for the RAF. In late 1952, two pilots were about to embark on their respective Chipmunk careers, both taking their first solo flights on the type in early 1953. One you will know, one you won't. As I type this,



The two latest releases from Aviation 72 – No AV7226022 BBMF WK518 and AV7226023 Royal Navy WB671.



AV7226006 – RAF Basic Trainer WP962, as preserved at RAF Hendon Museum.



▲ Nos AV7226003 (WG486) and AV7226022 (WK518) – the two BBMF Chipmunks wore a rather striking, but simple black and white livery during the noughties. These days it's silver and dayglo orange – can we have those next please?

on Saturday 17th April 2021, HRH Prince Philip, Duke of Edinburgh is being laid to rest. During his early years, he very much enjoyed learning to fly and, throughout his long life, always maintained that the Chipmunk was his favourite aircraft. He first flew solo at RAF White Waltham, near Maidenhead, in Chipmunk WP912 – an aircraft that survives today, on display at the RAF Museum, Cosford. This would make a great future Aviation 72 release.

At the same time, at RAF Burnaston, my father was going through a similar training regime. The two Chipmunks he flew the most were WB563 (first solo) and WG417. Both are still flying today – more about these later.

CIVILIAN LIFE

Many Chipmunks that had been in military use were sold to civilians when they were struck off charge, either to private owners or to companies. Typically, these were used for a variety of purposes, often involving the type's excellent flying characteristics and its capability for aerobatic manoeuvres.

Towing gliders and crop spraying have been two



▲ Coming soon are a trio of College of Air Training releases – Nos AV7226018, AV7226019 and AV7226020, seen at Nuremberg Toy Fair in early 2020.

areas where the Chipmunk's talents are still used today. Conversion to civil use saw the T.10 redesignated as Mk 22, with five converted for agricultural spraying duties as Mk 23.

BATTLE OF BRITAIN MEMORIAL FLIGHT

Two Chipmunks are part of the Battle of Britain Memorial Flight, based at RAF Coningsby in Lincolnshire. Both are still active on the display circuit, but are the BBMF's least used aircraft for that purpose, being used mainly for training pilots on tail-wheel aircraft, pilot delivery to pick up fighters that have been serviced, delivery of small spare parts, and reconnaissance of new fly-past venues. WK518 has been with the BBMF since April 1983 and WG486 since 1995.

Both of these aircraft have been modelled by Aviation 72, one of them twice in fact. WK518 can be found in its 1994 livery as AV7226010 and wearing noughties colours as AV7226022 – a brand new release. WG486, in the same colours as the new release of WK518, was an early release as AV7226003. The real aircraft now sport a rather eye-catching silver and dayglo orange colour scheme, so we may yet see these modelled in years to come.

OPERATIONS NORTHERN CIRCLE & NORTHERN VENTURE

Another Aviation 72 release to make specific reference to is WP962 (AV7226006). Preserved and on display at RAF Museum, Hendon, since May 2000, this aircraft has a rather special history.

Built in 1952 at Broughton, it spent its entire military life serving many squadrons and bases until January 1996. During the mid-nineties, the RAF planned an expeditionary flight to establish a route for light aircraft from Europe to North America via Russia, named Operation Northern Circle, using a pair of Chipmunks. WP962 was one of those chosen and, for the trip, it was equipped with an electric starter, the latest GPS equipment and additional fuel capacity giving a 500 mile range. An initial attempt was in July and August 1996, but forest fires in Siberia forced the flight to turn back. In May 1997, another attempt was made, this time named Operation Northern Venture. This flight was successful – a journey lasting 64 days and covering 16,259 miles and visiting 62 airfields.



▲ AV726004 – British Army WB660 in period early '50s training colour scheme.



▲ The second release in Irish Air Corps livery, wearing registration 164 (No AV7226021).

DE HAVILLAND CHIPMUNK 75TH ANNIVERSARY



▲ An exquisite pewtercast 1/48 scale model of Dad's old aircraft, complete with him in miniature form, commissioned from Staples & Vine. The super-talented Sera Staples can personalise one for you from photographs – find out more at www.staplesandvine.com.



▲ The very aircraft that HRH Prince Philip took his first solo flight in – WP912, preserved at RAF Cosford Museum, photographed in 2018. Photo: Rick Wilson.

STILL FLYING & SUPERMUNKS

Over 500 Chipmunks are still airworthy around the world – nearly half of the entire production run. And this is where it gets a little personal – two in particular that are of great interest to me are the two my father flew the most, of course. I tracked them both down a few years ago and, amazingly, they were both based within an hour's drive from my parents' home.

WB563 was one of those converted to Mk 23 specification as a crop sprayer. Painted in a rather striking black and yellow colour scheme, affectionately known as Bumble Bee, this was now a single-seater. But WG417 had spent the greater part of its RAF days at the RAF Gliding Club, based at Husbands Bosworth. It was the first airframe to be upgraded to Supermunk status, fitted with the more powerful Avco Lycoming O-360-A4A engine.

When it was 'retired', WG417 became G-BBNA, remaining at Husbands Bosworth for what was now simply named The Gliding Centre, a civilian enterprise. These days, it wears yellow and white in reference to



▲ The real WP962, modelled as AV7226006, photographed at RAF Hendon in 2018. Photo: Rick Wilson.



▲ The actual aircraft that my father first flew solo in as WB563. Very much modified after its later life as a crop sprayer – it is still flying, now working as a glider tug, and affectionately known as "Bumble Bee". Photo: Rick Wilson.

its banana-esque registration. Having got in touch with its current-day owner, Tim Treadaway at The Gliding Centre offered for Dad to have one last flight in his old charge. Sadly, Dad's health deteriorated and he passed away before we had the chance to get him up. Tim kept his promise though, as I went in Dad's place, taking his ashes for that final flight after all, in October 2018.

As a special memory, I commissioned the amazingly-talented Sera Staples, at Staples and Vine, to make a 1/48 scale pewtercast model of WG417 wearing the colours and markings when Dad had flown it at Burnaston in 1953. Sera even hand-sculpted a suitably-scaled figurine of Dad to go with it. You can see the stunning model she made me top left of this page. I am incredibly pleased with it and, more importantly, so is Mum! More information can be found about Sera's talents and at www.staplesandvine.com.

With a wealth of enthusiastic owners and a good supply of spares still being manufactured, the venerable old Chippie will keep going for a long time yet. Some owners even offer flights, if you fancy one. Having had the experience myself, I would wholeheartedly recommend it! And if you'd like to find out more about the range of Aviation 72 releases, head on over to the Cleveland Diecast website at www.clevelanddiecast.co.uk. **DC**

AVIATION 72 1/72 SCALE DE HAVILLAND CANADA DHC-1 CHIPMUNK RELEASES

REF	LIVERY	REGISTRATION
AV7226001	RAF	WP790
AV7226002	Army Air Historic Flight	WD325
AV7226003	Battle of Britain Memorial Flight	WG486
AV7226004	British Army	WB660
AV7226005	Royal Navy Historic Flight Yeovilton	WK608
AV7226006	RAF Basic Trainer (Preserved)	WP962/C
AV7226007	Royal Canadian Air Force	671
AV7226009	Danish Trainer	P-146 OY-ATL
AV7226010	RAF BBMF Coningsby 1994	WK518
AV7226012	Danish Air Force	P-140 OY-ATR
AV7226013	Danish Air Force	P-129 OY-ATO
AV7226014	Danish Chip Chaps	P-142
AV7226015	Danish Air Force	P-147 OY-ALD
AV7226016	Army Air Corps	WP964
AV7226017	Irish Air Corps	168
AV7226018	College of Air Training	G-ARMG
AV7226019	College of Air Training	G-AMUC
AV7226020	College of Air Training	G-AMMA
AV7226021	Irish Air Corps	164
AV7226022	Battle of Britain Memorial Flight	WK518/K
AV7226023	Royal Navy	WB671/910

75TH ANNIVERSARY CELEBRATIONS

If you're quick (this issue is on sale from 4th May), there are big celebrations planned at Old Warden Aerodrome, Bedfordshire, on 22nd May – exactly 75 years to the day from that first flight. Around 40 examples are currently confirmed to be attending, so it sure to be an incredibly emotional day, whatever the weather! As I type this, given the current nationwide Covid status, the event is still scheduled to be going ahead. But to be sure, and for more information, check out the event website at www.chipmunk75th.com.

OO Gauge (1:76 Scale)

Base Toys Ltd.

Base Toys - Buses

B108B Bristol Lodekka LD1 Open Platform Short Radiator 'Bristol Omnibus Co.' 23 to Chipperton (circa 1957-1973) (RRP £21.99) **BARGAIN** £13
B117A Bristol Lodekka LD6G 'Southern Vectis - Blackgang' £21

Commercial vehicles

DA84 Albion Reiver Bulk Tipper 'Glover's Transport' (circa 1961-1971) £8

Corgi

Corgi Collectables - Buses

OM46623 New Routemaster - London United - LTZ 1146 - Route 10 - Kings Cross - Coca Cola® £35.50
CC99726 Triple Decker 'Knight Bus' - Harry Potter range £26

NEW



OM46517A Wright Eclipse Gemini 2 Go North East NL63 XCB Route X10 Newcastle Royal Fusiliers **NEW** £35.50
OM46517B Wright Eclipse Gemini 2 Go North East NL63 XCB Route X10 Middlesbrough Royal Fusiliers **NEW** £35.50



OM46631A Wrightbus New RM - Arriva London - LTZ 1120 - Route 59 Euston - Seedlip £35.50

EFE - Buses



30-525bus Bristol VRT Series III open top tour bus - 'Stratford-upon-Avon' - split from 30-525 set £10
26611 Plaxton Paramount 3500 coach 'Yorkshire Traction' (RRP £19.95) **BARGAIN** £10

Hornby

Hornby - Commercial vehicles

R7242 Morris J Van, Centenary Year Ltd Ed - 1957 £9.99

Northcord

Northcord Model Company - Buses



UK6514 ADL Enviro400 MMC - 'First in Glasgow' £51
UK6510 ADL Enviro400 MMC - 'Yellow Buses' £51

Oxford

Oxford Diecast - Buses



76BI002 Beadle Integral Maidstone & District £17



76BI004 Beadle Integral Southdown £17
76BI005 Beadle Integral Thornes Of Bubwith £17
76MIW003 Bristol MWG - Eastern Counties National Bus Company £17
76MIW005 Bristol MWG - Thames Valley £18
76IR6002 Irlizar 16 West Coast Motors £21
76SB006 Sarr Bus Trent £17

Cars

76SET70 3 Piece Ford Escort Set Mk1/Mk2/XR3i £17
76BSL001 Bentley State Limousine HM The Queen £8



76ESC003 Ford Escort Mk2 Diamond white £5.50

Public Service vehicles

76SFE001 Scania Fire Engine 'Cleveland Fire & Rescue' £17



76TN005 Thornycroft Nubian 'Duxford Airport Fire Services' £16
76TN006 Thornycroft Nubian 'Glasgow Airport Fire Services' £16

Commercial vehicles

76ATKL005 Atkinson Cattle Truck L Davies & Sons £13.50



76AT001 Austin 'Low loader' taxi in black £5

76DAF001 DAF 85 40th Box Trailer Royal Mail £20.50

76TPU003 Ford Transit Dropside London Underground £12



76FT1009 Ford Transit Mk1 'RAC Service' £5.50

76DAF001 DAF 85 40th Box Trailer Royal Mail £12

76KRS003 Konecranes 'Eddie Stobart', Fully posable £23



76KRS002 Konecranes Reach Stacker (for freight containers) 'W H Malcolm', Fully posable £23

76SCL001 Scania Crane Lorry 'D R Macleod' £16.50



76SCA02LT Scania Houghton Parkhouse Livestock Transporter Ian S Roger £24

76VOL4010 Stobart Renewable Energy £21.50

76VOL101 Volvo FH3 3 Axle Nootlebeam Semi Low Loader - Eddie Stobart £21



76VOL4011 Volvo FH4 GXL Fridge Trailer Gibbs of Fraserburgh £22

Farming and construction

76TK006 Bedford TK Horsebox in green/brown £8.50

76CHV001 Combine Harvester - Red £14.50



76SET76 JCB 3 piece anniversary set £59.50

Construction Vehicles



76JXC003 JCB Backhoe Loader - 1980s £21

Military ground vehicles

76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 £12

76SM004 Sherman MkIII 4th/7th Royal Dragon Guards, France 1944 £23

1:72 Scale

Corgi

Corgi Collectables - Aircraft - military



AA32626 Avro Lancaster B.1 PA474, operated by The Battle of Britain Memorial Flight, the only airworthy Lancaster in Europe £139.50



AA27204 Avro Vulcan B.2 XM575, RAF No.101 Sqn, Waddington Wing, 1975 £180



AA34216 Boeing Chinook HC.4 ZH777 RAF No. 28 Sqn 100 Years Anniversary Scheme **NEW** £72



AA38410 Bristol Blenheim MkIV GBPIV Spirit of Britain First Z5722 WMZ Duxford Airfield 28th May 1993 £65



AA36615 Lockheed P-38G Lightning 43-2264 'Miss Virginia', 339th FS, 347th FG, 'Operation Vengeance', 1943 £49.50
AA35314 North American B-25J Mitchell 'Betty's Dream', 499th BS, 345th BG, Le Shima, Okinawa, 1945 £34.50
AA39105 Westland Whirlwind XA868 Falkland Islands HMS Protector 1963 £52

Oxford

Oxford Diecast - Aircraft - military



AC102 DH Mosquito - 23 Squadron RAF 1943 £16

1:50 Scale

Corgi

Corgi Collectables - Commercial vehicles



CC09003 Dads Army TV Series - J. Jones Thornycroft van and Mr Jones Figure £25.50



CC99203 Edward Stobart 1954-2011 Commemorative Set (Scania 4 Series Curtainside and Scania 111 Tractor Unit) (RRP £124.99) **BARGAIN** £83

1:48 Scale

Corgi

Corgi Collectables - Aircraft - military



AA27901 McDonnell Douglas Phantom FG.1 - XT864/007R, No.892 Naval Air Squadron, Fleet Air Arm, HMS Ark Royal, November 1978 £135
AA37908 SPAD XIII 57000 - Rene Fonck, Escadille 103, Autumn 1918 Allied 'Ace of Aces' £45

1:45 Scale

Corgi

Corgi Collectables - Cars



CC03502 Chitty Chitty Bang Bang £21.50

O Gauge (1:43 Scale)

Corgi

Corgi Collectables - Cars

VA11209 A40 Farina Mk1 'Alf', 1960 Monte Carlo Rally, Winner, Coupe des Dames, Pat Moss & Ann Wilson £27
VA13904 Jaguar XJ6 (Series 2) 4.2 - Thames Valley Police £27
VA14500 Volkswagen Type 2 1500 SP Devon Caravette, Pearl White and Velvet Green £27



VA14501 Volkswagen Type 2 Camper 'RAT-Look Splitty' £27

Public Service vehicles

VA09013 Rover SD1 Vitesse - Grampian Police £27

Ixo

Ixo Models - Buses

IXO-BUS018 AEC Regent RT open top 'London Transport' £46

Oxford

Oxford Diecast - Buses



43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast £37.50



43WFL001 Weymann Fanfare Southdown Motor Services £37.50

Cars

43CCC001A Ford Cortina MkII Crayford Convertible Blue Mink Roof Up £22



43CCC001B Ford Cortina MkII Crayford Convertible in Blue Mink (Roof Down) £22

43HRP5002 Rolls Royce Phantom V James Young Burgundy/Silversand £21



43VA002 Volvo Amazon Cherry Red £20

1:36 Scale

Corgi

Corgi Collectables - Cars



CC99189 Del Boy's Reliant Regal and Ford Capri MkII £35.50



CC04314 James Bond - Aston Martin DB5 - 'No Time To Die' £27



CC82114 Mr Bean's Mini - 'Do-It-Yourself Mr. Bean' £25.50

Other Scale

Corgi

Corgi Collectables - Aircraft - military

CS90649 Avro Vulcan **NEW** £6.30

CS90652 Hawker Hurricane **NEW** £6.30



Limited

TIGER HOBBIES LIMITED HOBBY IMPORTERS AND WHOLESALE

**TIGER HOBBIES ARE ALWAYS SEEKING NEW RETAILERS
FOR OUR DIECAST PRODUCTS!**

**HOBBY MASTER HA6702 1/72 TORNADO
GR1 9 SQN RAF HONNINGTON 1983 STOCK
£89.95**



**Hobby Master 1/48 HA8320 "Spitfire
Mk.IXc ML214, Sqn. Ldr. Johnny Plagis,
126 Squadron Stock £79.99**



**Hobby Master HA6650 1/72 Eurofighter
Typhoon FGR4 ZK361, 12 Sqn, RAF
Coningsby, 2020 stock £89.99**



**Hobby Master HA5422 1/72 "F-15E
"Mi Amigo 75th Anniversary
Sheffield flypast Steel City Eagle
RAF Lakenheath Stock £99.99**



**Hobby Master HA6901 1/72
"Lockheed U-2S 68-10337, 9th
RW, USAF, Beale AFB, California,
2015" DUE Summer 2021 £119.99**



**Hobby Master HA6704 1/72 "Tornado GR.1 "Mig
Eater""ZA447/EA, No.15 Sqn, RAF "Operation
Granby DUE SUMMER 2021 £89.99**



**HOBBY MASTER HA8651 1/48 HAWKER
HURRICANE PZ865 BBMF 2016 SEAC
stock £69.95**



**Hobby Master HU1002 1/48 Hawk T.1
Advanced Trainer XX301 of FRADU, RNAS
Yeovilton, May 2009 STOCK £74.99**



**HOBBY MASTER HU1001 1/48
Hawk T1 Trainer 100 Sqn, RAF
Leeming, 2009 STOCK £74.99**



Tiger Hobbies Ltd.

Unit 18B, Goldthorpe Industrial Estate,
Commercial Road, Goldthorpe,
Yorkshire S63 9BL UK

**www.tigerhobbies.co.uk
sales@tigerhobbies.co.uk
01709 890940**

Tiger Hobbies

Gary Ford explains how his diecast retail with hobby import business came about and grew into the success it is today, despite its fair share of challenges.



Tiger Hobbies was formed in 2006 after a period trading as Gary's Models. Prior to that I served 26 years in the Royal Air Force, in the supply trade, joining as a 16-year-old in 1976, leaving as a Senior Non-Commissioned Officer (SNCO) in 2002.

I served at ten UK bases plus overseas service in Cyprus, Germany, Central America, Falklands, Italy, Saudi Arabia, and finally Alaska, at Eielson Air Force Base, with one of the largest RAF exercises of that period, Exercise Cope Thunder.

We started off as Gary's Models in 2002, in a 150 sq ft unit, in an old school converted to council business units near Barnsley, where we sold pre-owned diecast models and plastic kits. It was at this time that there were major changes in our hobby trade, with a number of business folding or in trouble, leaving surplus stock to be had at good prices. Soon I was buying pallets of models, so much so that we had to move these on to other hobby traders, thus we started our wholesale side. In about 2004, we started to use my logistics experience to import plastic kits and some diecast, on a small scale, to keep the wholesale side going.

The council business units were very flexible, meaning that we were able upgrade to a larger unit at very short notice, so we found ourselves needing to do that almost by the month. In 2006, we were approached by a new company in Hong Kong who were looking for a UK Distributor. It had tried more established UK importers, but got no response, other than these are same type of models as Corgi and they will not compete.

▲ Hobby Master's impressive, large-scale 1/48 Spitfire range covers virtually every Mark of Spitfire, with 59 models so far manufactured. As you can imagine, it has proved to be an incredibly popular model.

▶ Tiger Hobbies has sold close to 15,000 units of the Harrier castings so far released by Hobby Master, making it one of the most popular castings – and, with the detailing this good, it's easy to see why.



▲ Hobby Master has so far released 125 versions of its F-4 Phantom tooling, with the first two releases (this is the second, HA1902) regularly commanding about £400 on ebay.



Corgi, at the time owned by a US parent, was struggling and the company in Hong Kong was making the models for it. Shortly afterwards, Corgi's parent company folded, leaving the brand out of the picture for a while, until it was taken over by its current owners, Hornby, who would then need time to get Corgi back into the swing of things. That, understandably, took quite a while.

Our new import agency was called Hobby Master, and its range of diecast aviation models was suddenly sucked into the vacuum left by the lack of Corgi models to sell. Now named Tiger Hobbies, we went from £150,000 turnover in 2005 to £1.2 million in a little over three years, mainly selling Hobby Master. This, on the face of it, seems great, but the banks would not lend a great deal of money, so we had to work on an extremely lean basis, and make sure we did not spend any money on anything that was not necessary, as each larger load soaked up the profit from previous smaller loads, sometimes leaving us with no money in the account until we were paid in 30 days.



1



2



3



4

1 Due Summer 2021 at Tiger Hobbies – Hobby Master HA6901 1/72 scale USAF U2 Spy Aircraft Beal AFB. This is brand new tooling and is the first model of the famous U2 ever released in diecast.

2 Just arrived at Tiger Hobbies – Hobby Master HA4522 1/72 scale F-15E Strike Eagle, as flown as part of the “Mi Amigo” flypast over Sheffield. Note the correctly-angled engine air intake.

3 Just arrived at Tiger Hobbies – Hobby Master HA8320 1/48 scale Spitfire Mk IXc.

4 Just arrived at Tiger Hobbies – Hobby Master HA6650 1/72 scale Eurofighter Typhoon FGR4. Note the correctly curved leading wing edge.

SAVED BY THE 2008 FINANCIAL CRASH

In 2008, the global economy suffered the financial crash in the housing market, that rattled through the rest of the banking world. This did not really bite down hard until 2010, and Tiger Hobbies’ turnover soon fell by more than 50%, to less than £600,000. For most companies this would have been the end, but Tiger Hobbies was small and very agile, and coped by quickly cutting our cloth accordingly. Over a period of about three years, we lost many customers, including Modelzone and most of our museum customers. But this left a hardcore range of trade customers who worked hard to keep the Hobby Master range going. We found we were importing fewer products, with loads of no more than £30,000 per month, which did not deviate in quantity by much each month, but the profit stayed in the bank rather than being taken up by a larger load. So Tiger Hobbies found itself doing a lot less business, but having more money to play with, taking this time to plan for a broader future with other brands and not to expand our diecast portfolio, keeping just Hobby Master and Century Wings, and look at the opportunity in the world of plastic kits again.

Tiger Hobbies are now the UK Agents of 17 fantastic brands – diecast by Hobby Master and Century Wings, plastic kits by Rye Field, Gecko Models, NUNU, Very Fire, IBG, Pig Models, Zoukie Mura, Hobby 2000, ARMA Hobby, Valom, Horizon Models, Great Wall Hobby and Modelcollect. There

are also action figures by Star Ace and plastic soldiers from Armies in Plastic.

Tiger Hobbies is now approaching the milestone of 500,000 Hobby Master models sold in the UK and Europe, and Hobby Master is now the world’s largest range of quality diecast aviation – and we are proud of the part we have played in that. Tiger Hobbies is still a dynamic, but as we used to say in the RAF, lean and mean company. We have built back up our turnover to about £1.5 million, despite all the problems that businesses have faced in the last few years, including Brexit (Tiger Hobbies has lost about 25% of its turnover again, as all but two of our European customers stopped trading with us due to the border problems and duties levied), but we have increased our number of UK trade customers to take up the lost turnover. Covid has affected everyone, but the recent international shipping crisis, which seems to have been totally overlooked by the UK Government, has tested our resolve more than anything else. We have seen rises of 300% in shipping charges from the Far East, plus the cancelling of all sailing from Hong Kong and China for most of April 2021. This will come to an end and we are looking forward to expanding the Tiger Hobbies presence within the hobby trade once more. **DC**

FIND OUT MORE

To view and find out more about the impressive range stocked at Tiger Hobbies, the company’s website can be found at www.tigerhobbies.co.uk.

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.

Diecast Gems

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.

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.

Corgi

- 150S Vanwall Racing Car Red RN25 A/A- £190
- 152S BRM Racing Car Turquoise RN7 A—A/A- £180
- 200 Ford Consul Green & Beige A £195
- 200 Ford Consul Cream A—A/B+—A- £325
- 201 Austin Cambridge Met Green & Silver A-/B+ £195
- 203M Vauxhall Velox Red No Silver Flutes A—A £330
- 206 Hillman Husky Met Brown A—A £295
- 222 Renault Floride Met Green A-/A £130
- 239 VW 1500 Kharmann Ghia Gold & Yellow Int A/B+ £295
- 265 Supermobile Blue Mint Box NM £145
- 304 Mercedes Benz Hardtop Lemon Scarce. A—A/B £350
- 419 Ford Zephyr Police Car A—A £165
- 472 Public Address Vehicle Green & Yellow A—A/B+—A/B+ £210
- 1130 Chipperfields Horse Transporter A/B+—A- Complete £195
- 1139 Chipperfields Circus Menagerie Tr & Trailer Cast Wheels A/A- £385
- 1140 Chipperfields Circus Crane Handyman & Rhino A/B+ £395
- GS36 Oldsmobile Tornado & Boat A/B+ £395

Bargains

- C219 Plymouth Suburban Sports Wagon Apricot/ Cream B+/B-B+ £85
- C261 James Bond Aston Martin Gold Missing secret Int pack. A- /A- £230
- C403M Bedford Van Red KLG Plugs. Model Paintwork One damaged side transfer. Box complete but tired. A—A/B £150
- C437 Superior Ambulance Red & Cream. Body A--A Loose base plate. Box B-B+ Inc Instruction Sheet £55
- *D38e Armstrong Siddeley Grey & Dark Green & Grey W. A/U but flats tyres and loose base plate. £65
- *D40J Austin Somerset Red 40J on base A-/U £70
- D133 Cunningham Rare with spun wheels. Paint badly flaked. Box very nice but one side flap missing. B/C £45
- D168 Singer Gazelle Grey & Green Model Mint. Box missing a side flap. A/C £80
- D169 Studebaker Green & Beige & W. About Mint. Box complete but crushed A/B-B+ £95
- D170 Ford Forder Lowline Cream & Red. Box one main flap missing. A—A/C £175
- 194 Bentley Grey & Burgundy. Mint except crack windscreen. A—A/A- £110
- D242 Ferrari Racing Car Red & Green Hat. Mint but touch-ups. NM Box B+/A- £25
- 254 Austin Taxi Yellow & Brown Int. VNM Box Missing main flap and repairs. A—A/C £85
- *282 Roadmaster Coach Red & Silver NM No Box. A-/U £45
- D420 Forward Control Lorry. Red & Scarce Cream W. NM Box complete but tired and tape marks. A-/B-B+ £55



Bargains Cont.

- D435 Bedford TK Tipper. Blue/White/Orange-Black PW VNM Box complete but faded and some surface loss A—A/B-B+ £130
- D481 Bedford Ovaltine Van Excellent. Box 2 missing flaps. B+/C £35
- D563 Blaw Knox Heavy Tractor Orange Green W. NM. Box top label some loss. £55
- D958 Snow Plough Black & Yellow. Appears Mint but some touch-ins. Box 2 broken corners
- Models marked with * shown in pictures. B+/B £95
- Nicky 693 Howitzer Mint Box Tired but complete. A/B £110

Dinky

- *36a Armstrong Siddeley. Scarce Burgundy/Black B+—A- £330
- *38e Armstrong Siddeley Grey & Blue-Black W B+—A- £185
- *38e Armstrong Siddeley Green & Dark Green-Black W Scarce colour B+ £280
- 107 Sunbeam Alpine Competition Cerise/Grey A/A- £175
- 109 Austin Healey Competition Cream & Red A—A/B+ £180
- *140b Rover 75 Cream A—A £145
- 141 Vauxhall Victor estate Lemon A—A/B+ £160
- 151 Triumph 1800 Blue A/A- £170
- *152 Scarce Austin Devon Blue & yellow Mint UB A/U £345
- 159 Morris Oxford Green & Cream. A--A/B+ £325
- *164 Vauxhall Cresta Beige & Burgundy UB A/U £75
- 165 Humber Hawk Burgundy & Beige A—A/A- £145
- +165 Humber Hawk Rare version Green & Black roof only. A—A/B+ £950
- +165 Humber Hawk Green over Black scarce. A £325
- 166 Sunbeam Rapier Two Tone Yellow A—A/A- £140
- 167 A.C. Aceca Burgundy/Cream Silver Painted W. A-/A—A £150
- 171 Hudson Commodore Red & Turquoise Highline A-/A- £230
- 173 Nash Rambler Pink & Blue Beige Wheels. A—A £190
- 175 Hillman Minx Blue & Grey A-/B+ (one end spot coloured in) £125
- 181 VW Beetle Grey & Blue wheels A/A- £145
- 181 VW Beetle RAF Blue & Spun W. A- £130
- 192 Desoto Fireflite Grey Red A-/B+ £230
- 197 Morris Traveller Cream & Yellow Int. Scarce. A—A/B+ £240
- 198 Rolls Royce Phantom White/Grey A--A/B+ £110
- 252 Bedford Refuse Wagon Scarce Orange/Grey/ Green plastic shutters. Red Pl W. A/A- £475
- *281 Luxury Coach Cream & Orange-Cream W. A- £85
- 451/31B Trojan Dunlop Van Red & Maroon W.B+—A-/B+ £210
- 465 Morris Capstan Van Two tone Blue. A—A £240

Grading guide

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

**Postage for Bargain section - £5
Signed & Tracked - £10**

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

The Motocart seen here is leaving Kildwick Grange Farm with a load of milk churns.



The Motocart

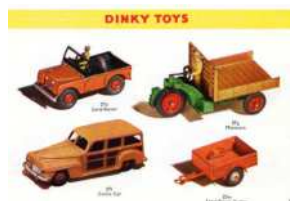
David Busfield examines an interesting and popular release by Dinky Toys.

In late 1930s Britain, right-hand-drive American cars were not uncommon, although some might actually have been assembled in Canada, or even here (Chrysler had a facility in Kew). Consequently, Dinky cars of the 39 series were not as rare as you might think.

Through the years, Meccano made a few 'interesting' choices of vehicles as prototypes for the production of Dinky Toys models. Amongst these were the No 34a Morris Commercial Royal Air Mail Service blue car (this was a promotional vehicle and only one was ever made), No 60y Thompson Aircraft Fuel Tender (a vehicle that would have only been seen at airports) and No 29b Albion-based Holland Coachcraft Streamlined Bus (in real life this vehicle was a delivery van, I have seen no evidence of it ever being a bus). These were pre-war issues and to this list I would add the post-war No 27g/342 Motocart. It is a lovely, functional model,



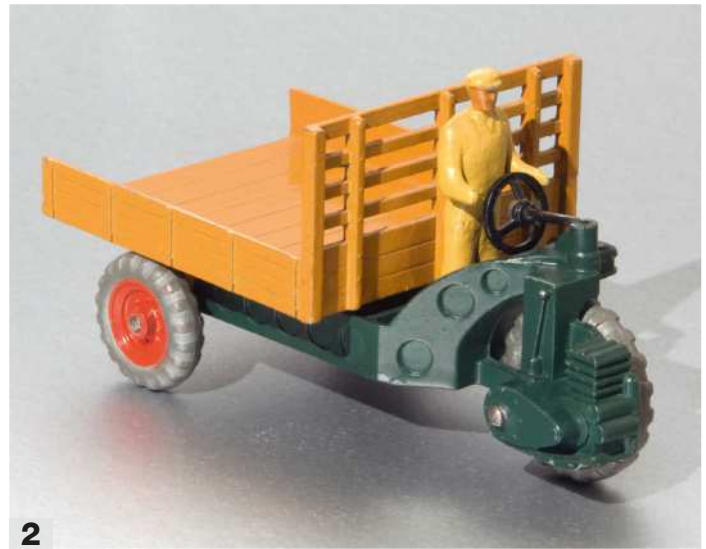
▲ The Motocart as featured in an editorial, in the January 1950 edition of *Meccano Magazine*.



▲ Page 9 of the May 1952 Dinky Toys catalogue, featuring the Motocart in a full colour illustration.

which I liked very much as a child. However it was a vehicle very rarely seen on the streets of the UK. I never saw a full-sized one until I was 65 years old! It was predominantly the preserve of farmers and in industrial locations such as coal mines, large factories and dockyards etc., and some haulage companies. I do not think there have been any other diecast models of the Motocart made by any other toy company than Meccano.

No 27g/342 Motocart was introduced to the 'Farm and Garden' section of the Dinky Toys range in December 1949 and remained available until 1959. Some publications claim 1961 as the discontinuation date, but it does not appear in either the 1960 or 1961 Dinky catalogues. In the January 1950 *Meccano Magazine*, there was a very good editorial of some recently introduced Dinky Toys and I have extracted the relevant Motocart information for use here. Also shown is



- 1 The Motocart in the common pale green colour scheme.
2 The much rarer darker green version of the Motocart.

the December new product information panel that appeared at the front of the magazine. The editorial is interesting as it only mentions agricultural uses for this versatile and low-cost vehicle, as will be shown later the actual uses were much more varied. Additionally, page 9 of the May 1952 Dinky Toys catalogue shows a nice coloured illustration of the Motocart. This was the first post-war Dinky Toys catalogue to feature illustrations in full colour.

This little-known vehicle remained in the Dinky range for 11 years, so it must have been a good selling item, this is now reflected in a good availability of excellent or near mint examples at quite reasonable prices. The model features a standing driver, steering wheel, a rear tipping body and excellent engine detail. The wheels are of the early all metal, one-piece, construction as used on a number of other agricultural models. The single front wheel is a design unique to this particular model, the twin rear wheels appeared on a number of other Dinky models, such as the Muir-Hill Dump Truck, tractors and some farm trailers. There are no known casting variations during the production run of this vehicle, other than the change of model number from 27g to 342 underneath the chassis.

Initially the Motocart was supplied to dealers in trade boxes that would have contained three models. The use of trade boxes was largely discontinued in 1954 and the packaging changed to a yellow individual picture box. The one shown here is quite rare as it is an early, dual-numbered version showing 27g and 342. Later boxes just showed the newer catalogue number of 342. Whilst the model was produced using both light green and dark green paint colours, the boxes only ever showed a light green colour scheme.

The Motocart was designed and built by SE Opperman Ltd., in the Stuart Works, Stirling Corner, Boreham Wood, Hertfordshire. The manufacturing commenced in 1945 and the vehicle remained in production until around 1952. The black and white illustration of the Motocart clearly



▲ Dinky trade box of three, with a boxed version in dark green and one more in the more common shade for good measure.

Initially the Motocart was supplied to dealers in trade boxes that would have contained three models. The use of trade boxes was largely discontinued in 1954...

shows how accurately Meccano had modelled the Dinky version of this vehicle.

It is a large mono-wheel tractor with the powertrain carried directly on the front wheel hub. Power was delivered by an 8hp JAP single-cylinder petrol engine and a four-speed gearbox, giving a maximum speed of 12mph plus reverse. It was a simple vehicle with a very rigid, all steel, chassis. An external control handle allowed the driver to move the vehicle forward, or back, for a short distance by walking alongside, this saved time by not having to climb in and out. There was no suspension other than that provided by the very large front tractor tyre.

The Opperman leaflet claims the vehicle to be suitable for use in agriculture, building, mining, municipal and other industrial environments. The company also stated that the simple construction of the vehicle led to very reliable operation with simple servicing and repairs when necessary. Mechanics could access all the engine and mechanical parts directly as they were not covered by bodywork. The leaflet says that the Motocart is "Far the most economical 30 cwt transport" and further states "Does three times the work of a horse and cart – at considerably lower cost".

The Motocart leaflet lists many industrial uses and the page from the Opperman leaflet shows it being used on a large building site, and also by a

VINTAGE COMMERCIAL VEHICLES



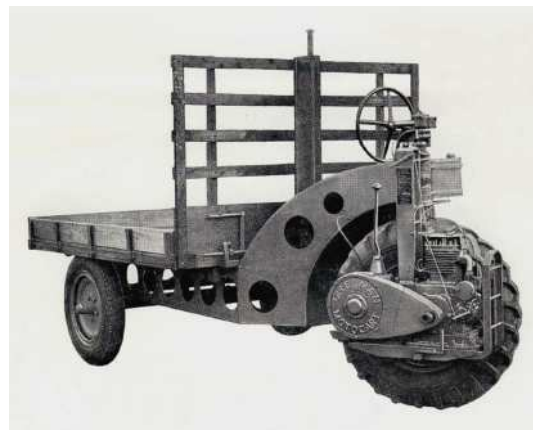
▲ A lovely preserved Motocart, seen in 2011 at the Haddenham Steam Rally.



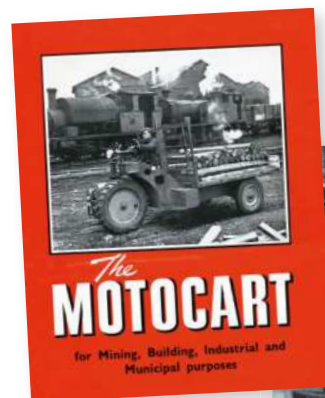
▲ These images of the real vehicle show very clearly how accurately Dinky portrayed the Motocart.

haulage company based in Longton, near Stoke-on-Trent. The driver is shown with a happy smile on his face, I am not so sure he would be feeling like that on a cold, wet winter's day, as the Motocart was not fitted with a cab to keep out inclement weather. The front cover of the Opperman leaflet includes a lovely photograph of a Motocart in use transporting what look to be pit props at the Manvers Main Colliery – this was on the northern edge of Wath-upon-Deane in West Riding of Yorkshire.

There are only a small handful of nicely preserved Motocarts in the UK and I finally tracked one down at the excellent annual Haddenham Steam Rally near Ely, Cambridgeshire, in 2011. As far as I know, this vehicle is still 'doing' the show circuit. To give an idea of the rarity of these vehicles, this is the only Motocart I have seen in over 55 years of attending events featuring preserved vehicles. The two images of the real machine show that Dinky captured the details and shape of this truly functional vehicle accurately and I think that the darker shade of green, as exhibited here, is the more realistic colour with respect to the



▲ An excellent image of the 1945 Opperman Motocart from the original leaflet.



▲ The front cover of the Opperman Motocart leaflet showing it being used in a colliery.

▼ The Motocart in use on a building site and an example used by a haulage company.



original prototype.

In summary, this was an interesting, and quite unusual, vehicle for Meccano to choose for the production of a Dinky. For some reason, it was only promoted as a farm vehicle, but in reality it had a significantly wider potential usage in industrial applications. Even though it was a somewhat obscure vehicle, it remained in the range for eleven years, so it must have been a good selling item, I have very fond memories of owning one of these as a child. I think that this long run in the Dinky Toys range would in part be down to its functionality with the tipping mechanism. Thankfully it is an easy model to acquire nowadays and prices today are at a realistic level, even for a mint boxed example. **DC**

FURTHER READING

If you want to read more about the world of Dinky Toys there are a number of excellent books giving a lot of detailed information:

Dinky Toys, David Busfield, ISBN 978-1-4456-6580-1, Amberley Publishing, 2017

Dinky Toys and Modelled Miniatures, Mike and Sue Richardson, ISBN 0-904568-33-4, New Cavendish Books, 1986.

The Great Book of Dinky, Mike and Sue Richardson, ISBN 1-872727-83-2, New Cavendish Books, 2000

Ramsay's Catalogue of British Diecast Model Toys, 17th Edition, ISBN 978-1-910525-21-0, Warners Group Publications plc, 2020

AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

"FOR LOTS MORE EXCITING MODELS, PLEASE VISIT MY WEBSITE: WWW.KEITHSCARS.CO.UK"

GREAT NEW 1/43 DIECASTS! ALL POST FREE!!



UNIVERSAL HOBBIES FOR ATLAS 1958 FORDSON POWER MAJOR 14.99



1957 VANWALL VW57 STIRLING MOSS 1957 12.99



LOTUS HONDA 99T SATORU NAKAJIMA 1987 14.95



ELF TYRRELL P34 6-WHEELER JODY SCHECKTER 1976 14.99



IXO 1955 PETERBILT 281 34.99



ZASTAVA 750 (FIAT 600) 'SUPERMINI' 12.99



IXO FOR ALTAYA SEAGRAVE MARAUDER II PUMPER FIRE ENGINE NEW YORK FIRE DEPARTMENT 2003 24.99



IXO FOR ALTAYA IVECO MAGIRUS DLK 23-12 FIRE ENGINE LAM F.D. GERMANY 24.99



PINDER CIRCUS DRAWBAR TRAILER WITH FENCE LOAD 17.99



PINDER CIRCUS FORD F094 CAB & DIRECTOR'S CARAVAN TRAILER 1957 34.99



GREENLIGHT 1980 DODGE RAM B250 'STREET VAN' 27.99



IXO FOR ATLAS 1958 IKA KAISER CARABELA 19.99



IXO JAGUAR D-TYPE WINNER LE MANS 1957 35.99



IXO AVIA A21F LADA SPORT RALLY TEAM SERVICE VAN 1993 42.99



DIREKT COLLECTIONS RENAULT R2087 FRENCH MILITARY AMBULANCE 1950 17.99



IXO FERRARI TR60 WINNER LE MANS 1960 35.99



IXO MARTINI PORSCHE 936 WINNER LE MANS 1976 35.99



IXO AUDI R18 TDI WINNER LE MANS 2011 39.99



AUTOCULT 1950 TRIUMPH TR-X PROTOTYPE ROADSTER 333 PIECES ONLY!! 93.99



AUTOCULT 1960 DIDA 150 'DREAM CAR' OWNED BY BOBBY DARIN 104.99



ATLAS 1965 PORSCHE 911 TARGA 19.99

AMAZING MINICHAMPS 1/43 2020 F1 CARS. 83.99 EACH ALL POST FREE!!



McLAREN MCL35 LANDO NORRIS 3RD AUSTRIAN GP



WILLIAMS RACING MERCEDES FW43 GEORGE RUSSELL HUNGARIAN GP



ASTON MARTIN RED BULL RB16 MAX VERSTAPPEN 3RD STYRIAN GP



BWT RACING POINT F1 MERCEDES RP20 LANCE STROLL AUSTRIAN GP

CORGI
"DO IT YOURSELF MR. BEAN"
MINI 27.99 POST FREE!!



GREAT 1/24 WELLY JAGUAR XJ
8" LONG WITH
OPENING DOORS & BONNET.
24.99 POST FREE!!



1965 FORD MUSTANG HOONICORN V2 PIKES PEAK 2016



1965 FORD MUSTANG HOONICORN V1



1977 FORD F-150 PICKUP

FANTASTIC TOP MARQUES 1/43 KEN BLOCK "HOONIGAN" CARS! 88.99 EACH POST FREE!!

BIG STUFF! GREAT NEW 1/18 DIECAST MODELS ALL POST FREE!!



SOLIDO 1999 NISSAN SKYLINE GT-R (R34) ADVAN RACING 49.99



SOLIDO 1999 NISSAN SKYLINE GT-R (R34) BAYSIDE BLUE 49.99



BACK IN STOCK!! 1938 MERCEDES-BENZ G4 (W31) 6 WHEEL GERMAN STAFF CAR 64.99



SOLIDO 1970 MEYERS MANX BEACH BUGGY 49.99



NOREV 1981 FORD FIESTA XR2 79.99



SUN STAR FORD ESCORT MK2 RS1800 WINNER ROGER ALBERT CLARK RALLY 2008 99.99



SOLIDO FORD MUSTANG SHELBY GT500 COUPE 1967 (ELEANOR!!) 54.99



SOLIDO PORSCHE 956LH WINNER LE MANS 1984 59.99



CMR GULF PORSCHE 917K LE MANS 1970 DAVID HOBBS & MIKE HAILWOOD 72.99



CMR PORSCHE 917K WINNER LE MANS 1970 72.99



CMR MAZDA 787B WINNER LE MANS 1991 72.99



CMR MARTINI PORSCHE 917K WINNER LE MANS 1971 72.99

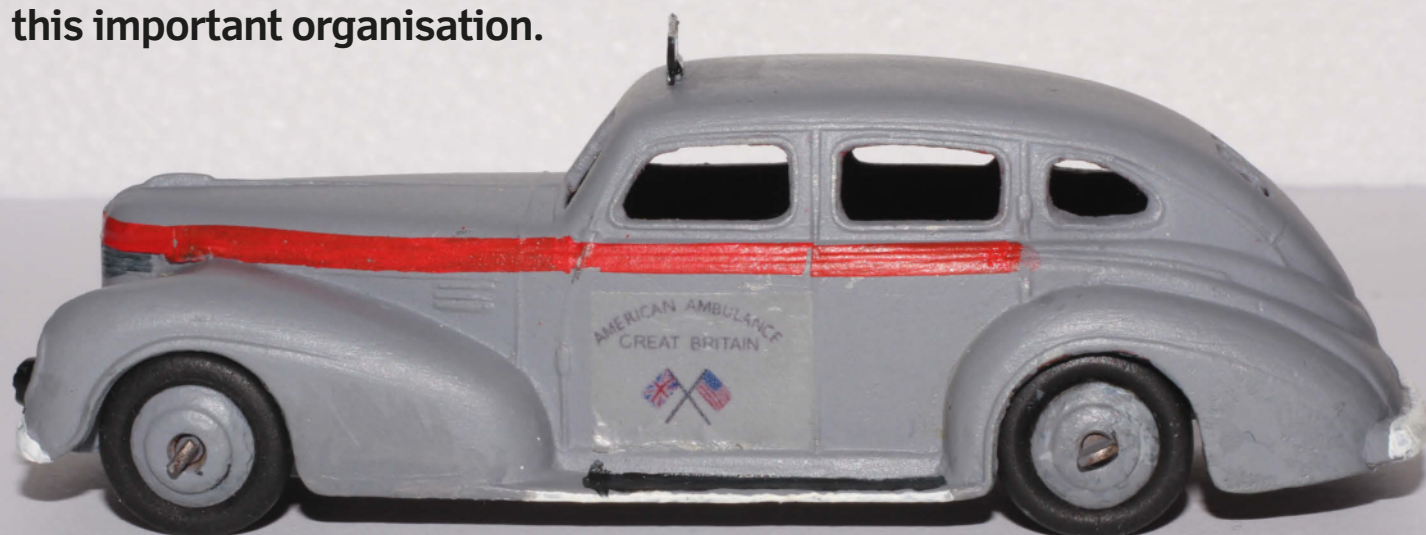
CONTACT KEITH BY EMAIL: SONOFCORNERSHOP@BTINTERNET.COM CHEQUES/POSTAL ORDERS PAYABLE TO KEITH BRADLEY - SEND YOUR ORDER TO:

KEITH'S CARS, DEPT D.C. 25 ALLESTREE LANE, DERBY DE22 2HQ TEL: 07976 917574

American Ambulance, Great Britain



Graham Cook creates a range of Code 3 models to commemorate this important organisation.



▲ Dinky Chrysler.

Inset: AAGB logo. Reproduced with the kind permission of James Sansom.

In late 1930s Britain, right-hand-drive American cars were not uncommon, although some might actually have been assembled in Canada, or even here (Chrysler had a facility in Kew). Consequently, Dinky cars of the 39 series were not as rare as you might think.

During the Blitz, a number of powerful cars, including many American sedans, were requisitioned, or donated, to tow fire pump trailers. Others had the rear behind the driver cut off and replaced by a box body, to see service as Fire Control, mobile ARP stations, ambulances or even a mobile canteen.

However there were some late models that were delivered new and remained intact. I found a couple of photos of Packards (Dinky 39A and reproduced by Atlas), Chryslers (Dinky 39E), and Buicks (Dinky 39D). All had the sign "SURGICAL UNIT" and carried the legend "American Ambulance, Great Britain" (AAGB). I'd never heard of them, so, intrigued, I searched further.

THE AAGB

Founded by a group of Americans, who met in London shortly after the Dunkirk evacuation (completed on 4th June 1940) and who created a humanitarian organisation to provide extra support to the emergency services, the AAGB was to be in the form of suitably equipped vehicles – ambulances, First Aid posts (medical equipment in mobile vans) and limousine "Surgical Units". It was funded by private donations from Americans in Britain, and many others in the United States.

It received a further injection from the American Field Service (AFS), which initially supplied vehicle maintenance. This was another aid organisation originally set up to provide ambulances and drivers in France (who later were to serve with the 8th Army – but that's another story).

On July 17th 1940, ambulance No 1 was formally handed over, and this was followed by more vehicles at a ceremony at Grosvenor Gardens eight days later.



AAGB finally operated around 300 vehicles, and operated from 17 stations – five in London and one in Cardiff, Cambridge, Birmingham, Bristol, Edinburgh, Glasgow, Leeds (where all training was carried out), Manchester, Newcastle, Nottingham, Reading and Tunbridge Wells.

PERSONNEL

All vehicles were driven, and soon serviced, by women. Initially they were seconded from the Mechanised Transport Corps, and the First Aid Nursing Yeomanry (Princess Royal's Volunteer Corps), until the AAGB recruited its own drivers – mostly from the UK, but it also included one from Jamaica and another from Malaya.

No money was available for uniforms. Volunteers had to purchase their own, which were similar to those worn by the MTC, but with AAGB buttons and badges.

I haven't been able to find any 1/48 or 1/43 female figures in suitable uniform or fatigues to put beside the vehicle, as drivers or mechanics. Bearing in mind that women drove so many vehicles including fire engines and motorcycles that's quite an omission. So these will have to be conversions... unless anyone knows of a supplier?

THE VEHICLES

Ambulances: Left-hand-drive American Ford 1½ ton, V8 truck chassis, with twin rear wheels, were chosen to traverse rough and damaged roads. The bodies for these trucks were made in England. From photographs there appear to have also been some panel vans on the same or similar chassis, which would have made conversion quicker. The AAGB also purchased Bedford civilian ambulances, and much later the ubiquitous Austin K2 "Katy".

First Aid Vans: The British Fordson E83W (Thames) 10cwt (1/2 Ton) van was selected, but fitted with twin rear wheels to aid mobility over rough ground. These carried medical supplies and were intended to accompany other vehicles carrying medical staff.

Surgical Units: These were intended to get doctors as close as possible to seriously injured casualties, but could also be used to carry patients to hospital. They would have to sit, or be laid across the back seat, as the vehicles had standard bodywork and fittings. Large American sedans were selected – Packards, Chryslers and Buicks. Packards appear in most pictures I've seen, then Chryslers, then Buicks. I'm not aware of any other makes.

SUITABLE MODELS FOR CONVERSION

In order to create the models, I considered what was available. Packard Eight – Dinky Toys 39A, and reproduced by Atlas. Chrysler & Buick – Dinky 39E and 39D respectively, although I've also seen white metal reproductions. The Fordson/Thames E83W van – made by Matchbox Dinky in 1/43 in several liveries. A crude version was also made by Charbens, post war. In smaller scale, a 1/72 version is made by Classix. None of these have double rear



1



▲ Dinky 39 series Packard reproduction by Atlas Editions.

1 Dinky Buick.



▲ Composite shot of Chryslers to represent vehicles at Grosvenor Gardens. Photo: G Cook

wheels, so adding these is a future project. The old Corgi Juniors Ironside Police Van seems to be the 1940 Ford with Van body, but is very crude. The only current model of the 1940 American Ford 1½ ton truck chassis with twin rear wheels, I know of is 1/16 scale by Highway 61. There are several versions, but not an ambulance. In 1/43 there's a pick up, made by Gearbox, although it is described as a 1942 model. The Bedford with civilian body is similar to that made by Lledo.

The Austin K2 "Katy" ambulance is widely available in 1/76 scale from Airfix – part of the No A03304 RAF Emergency Set.

In the end I decided on representing an AAGB Packard, having an old damaged Dinky Packard earmarked for the job, but it's gone AWOL for the moment, so I used a Chrysler that I already had. I then added a First Aid van as well, when I picked up a battered Matchbox Dinky Radio Times version.

COLOUR, STRIPES, AND FITTINGS

All vehicles were painted a utility grey colour, with a straight red stripe along the front and side. In the case of the Surgical Unit sedans, this stripe stopped at the end of the rear doors, but for other vehicles it continued right round the back doors as well. Packards, having a full radiator grille, were unique in having the red paint extended upwards to the top of the flat front grille.

The 'Katys' had the red line running at the bottom of the rear body and probably had it continue across the rear doors. It may have run

VINTAGE EMERGENCY VEHICLES



Side view of the Fordson.



Fordson front three-quarter angle on the driver's side.



Rear three-quarter driver's side view of the Chrysler.



Front nearside shot of the Chrysler.



▲ Rear three-quarter driver's side view of the Fordson.

▼ Corgi Juniors 1940 Ford Ironside van.

across the front as well but I've not seen any clear photographs to confirm this.

All vehicles had the reduced-beam 'blackout lights', with covers on each lens allowing only a small amount of light out. As Chryslers had headlights flush with the wings/fenders, these were painted over, leaving only a tiny hole on each side. An additional headlamp was fitted on the left of the bumper on a couple of metal supports, or later fitted to the bumper itself. A white stripe to make them more visible at night was painted on. For the sedans this was only on the side of the running board, the upper part of which appears to have been painted black. On the vans, it was along the body side (some only up to the bottom of the door,

others a bit higher) as well as on the side of any steps fitted. The wings/fenders do not seem to have any white marking or edge, unlike almost all other civilian vehicles. No white side stripe appears to have been applied to the Austin Katys. All bumpers were painted white.

MAIN SIGNAGE AND EMBLEMS

Most First Aid vans had "FIRST AID POST" signs (which all appear to be in white on black). Those that didn't had wire loops on the roof (presumably for carrying spare stretchers or other equipment). Sedans had "SURGICAL UNIT", and ambulances had the words in capitals along the front roof, if fitted with purpose-built ambulance bodywork, or on a metal upright sign if based on a panel van.

All vehicles carried the AAGB emblem, with "AMERICAN AMBULANCE" in an arc and "GREAT BRITAIN" beneath in a straight line, with crossed British and American flags, although the position and style varied. Sedans had the emblem on the front two doors only, First Aid vans on the front doors and across the rear. On the ambulances, Fords had the emblem on the side behind the cab doors and across the rear, Bedfords initially had the emblem on the doors, then applied in the same way as the Fords. The Katys, not having metal front doors, had the emblem on a board beneath the side windows and in a different style - "AMERICAN AMBULANCE" curving upwards, then the crossed flags, then "GREAT BRITAIN" curving downwards.





CONVERSION WORK

The main thing to do after the painting was fixing the roof sign. On the Chrysler, a plastic card sign is stuck on the roof. On the van, as an experiment, the sign was paper stuck to card, the lower part of which was secured to the roof, and then painted over. I didn't know if it would work, but thankfully it has so far.

When the Packard is located and completed it will have the sign supported by three metal struts on the roof like the real thing. However this won't involve drilling through an old Dinky as the front part of the roof is missing from its time buried in a garden!

The Fordson E83 van should have double rear wheels, but I've not had a go at doing that yet. I decided on representing the blackout light on the Chrysler, and had to make lights for the Fordson van as these were missing when I bought it. I made them out of Greenstuff modelling putty. These stuck perfectly - until the final photos - then fell off and were a pain to fix. They will be replaced in due course.

Decals were created on the computer, typed in larger size and cut letter by letter to fit the curve. Flags and poles were created the same way. I had a photo of the side of each of the vehicles reduced to about the right size, and then reduced the emblems

▲ Side-on view of the 1940 Ford Pick-up.

◀ 1940 Ford Pick-up, with its distinctive front.

I decided on representing the blackout light on the Chrysler, and had to make lights for the Fordson van as these were missing when I bought it. I made them out of Greenstuff modelling putty. These stuck perfectly - until the final photos - then fell off and were a pain to fix.

to size and checked them against the models. The decal paper is specifically for clear decals. Having made sure I had enough to allow for accidents, they were printed onto this and allowed to dry. Three separate layers of semi-matte varnish were then applied, with hours given between coats. Cut to size and put in water, then came the fixing. The decal intended for the van rear didn't fit so a spare intended for the cars was fitted instead. Most of the red stripes are hand-painted. Decals were awkward to fit round curves and had a general tendency to break or move.

All vehicles had number plates and identity codes, and many had donor's references as well, but I chose not to show these at this time. In the end I was pleased with the result as shown in the pictures. These are finishes you don't usually see on these models, and I think the red lines lift the utility grey.

With the end of the war, the AAGB was run down rapidly, and like many wartime units, vital for the duration, vanished quickly and was soon forgotten. Most vehicles probably went straight to the scrapyard, and most women drivers, as with many involved in war work, returned with relief to peacetime, and didn't record or want to discuss their experiences.

As far as I know, no vintage vehicles are preserved in the AAGB scheme and there are no 're-enactors' either. Few, if any, full uniforms survive, so if you have a part of one please don't send it to recycling! **DC**

CREDITS

All photographs by Iain J Cook, except for those otherwise credited.

Particular thanks to James Sansom - who solved the mystery of what a 'Surgical Unit' was, and whose book *The American Ambulance, Great Britain* opened up another forgotten area. There is very little about non-combat organisations and the variety of vehicles operated, and recollection of it is going fast.

The Invicta Car Company



David Wright unfolds this quintessentially English story.



▲ Brand new release by Esval Models of the 1946 Invicta Black Prince.

Inset: The splendid winged badge.



▲ Minimarque43 1932 4½ Litre S-type.

Who wouldn't be fascinated by a car that bears such a beautiful badge? Created with a bird in mind, comprising two wings, its feathers are enamelled in red blue and green.

I saw no less than six of these amazing cars at Fawley Hill, Sir William McAlpine's estate, some years ago, and have never forgotten their stunning appearance.

The Invicta Car Company was founded by Captain Albert Noel Macklin in 1924, a highly-respected English motoring enthusiast and former racing driver, working from the stables at his home in Cobham, Surrey. His aim was to build a car with the quality of a Rolls-Royce and the performance of the W.O. Bentleys.

His sister-in-law, Miss Violet Cordery, was a talented and tenacious driver setting record-breaking performances in Britain, France, and Italy. In 1927, she made a round the world trip at an average speed of 25 mph. The next year, with her sister Evelyn, she covered 30,000 miles in as many minutes, averaging 61.57 mph for almost 21 days, driving a standard 4.5-litre Invicta Tourer at Brooklands.

The first production car was fitted with a Meadows 2.5-litre engine, overhead-valve, straight-six engine and a four-speed gearbox. Macklin's

performance car dream came true as the racing victories started to mount up. By late 1928, they had improved the power to 4½ litres, still with a Meadows engine. The Motor magazine, in 1931, said "There are probably not more than one or two other makes of car in the world that can compare, for acceleration, with the 4½ litre Invicta Sports."

Donald Healey, who would later become a legend in Britain's sports car manufacturing history, won the 1931 Monte Carlo Rally in an Invicta. This was the first time a British-built car had won the event since its inception in 1911. This car is modelled beautifully, by Matrix Models, in both the Monte Carlo version, and in white as the road version. In the later 4½ litre form, the company produced special bodies to order, and both a drophead version, for the all weather, yet discerning motorist, and a closed saloonette-bodied style were available.

As the effects of the worldwide depression set in, Macklin refused to cut production costs by compromising his build quality. Sales stalled and the company closed its doors in September 1933. Macklin went on to found Railton, still building them in his Cobham premises, and that's another story!

There was an attempt to revive Invicta in 1946 with an impressive car called the Black Prince. A



1



2



3



▲ Unknown 1931 S-Type, featured alongside the Piccolino at 1/76 scale.



▲ Autotorque 4 1/2 litre coupé.



▲ Grand Prix Models 1931 S-Type.

1 Autotorque 1931 S-Type S90 Simplon.

2 Autotorque 1931 'Low Chassis'.

3 DMH 1931 4 1/2 Litre S-Type sports tourer.



▲ Esval's first tooling prototype of the Black Prince.

complicated car, it again used a Meadows 120bhp 3-litre twin cam engine, but now mated to a kinetic variable ratio gearbox and independent suspension. Macklin cut prices dramatically, but refused to compromise the Invicta's engineering standards, build quality or workmanship. Between 1946 and 1950, some 25 Black Prince limousines were built, but the company was finally taken over by Fraser Nash.

Four dropheads were commissioned to be built by Jensen, by Brooklands of Bond Street in 1949, one of which was ordered by the Countess of Strathmore, the mother of Elizabeth the Queen Mother. This now resides in a museum near Newcastle.

Later, Invicta owner Michael Bristow bought the rights to the Invicta name, and then founded the Invicta Car Company in 2000. He built a very expensive 600-horsepower Ford V8 powered sports car, the S1, capable of 200 mph, which became the world's first one-piece carbon fibre sports car. The S1 is ranked the 79th fastest car in the world with a 0-60 mph time of 3.8 seconds. A very limited number of cars were built between 2008 and 2012. The company filed for bankruptcy in April of 2012, changing the company name to the Westpoint Car Company to save the Invicta name, but the company was no more. Many have asked if it will be revived for a fourth time.

THE INVICTA MODELS

The Autotorque range offers beautifully crafted classic car models in 1/43 scale, handbuilt in white metal. Its 1931 S-Type S90 Simplon Invicta is one such example. With rounded rear bulkhead to accommodate the larger petrol tank, it is of superb quality in highly polished black. The dashboard and instruments offer fine detail, and the only hint that it is a small model in white metal is the windscreen frame.

The 1931 Low Chassis model by the same maker is shown here in green, and the tonneau cover looks almost real. Its proportions reproduce the low slung chassis so well. The detail is quite astounding, with leather effect seats, exceptionally fine painted wire wheels, and clear lenses for the headlamps.



▲ The real Black Prince, with its bonnet up.

4 Countess of Strathmore's Black Prince drophead – the subject of a future Esval release.



▲ Matrix Scale Models road car, in white.

The DMH green example shown on a wooden plinth is a very crisp vehicle, with well-defined lines, and good interior detail. Its scale is unknown and it may even have been scratchbuilt. Two simpler models are the 1/43 unknown maker car with hood erect, and the Piccolino, featured together.

Richard Briggs' Minimarque43 model range also delivered a 1932 4½ litre S-Type, which for a much older casting, is really very acceptable. Its wheels are up with current models, and the body has very sharp lines.

Finally, Grand Prix Models produced an example in the 1970s of the S-Type, in its GPM range, with roof up. The shape is unmistakable, but the wire wheels, whilst good for their day, are very 1970s and don't hold up against more recent offerings.

Finally, on the 4½ litre models, Matrix Models has now just released two finely-moulded resin miniatures. These display the level of skill and detail now achievable from high-quality workshops in China. The green car is the Monte Carlo winning car in 1931, driven by Donald Healey, in a wonderfully-detailed finish, with the body painted in matt to represent fabric covering, sparkling chrome on the headlights and radiator, and even the Invicta bonnet badge shows some of its enamel gleaming. The Monte Carlo plaque is beautifully printed too.



▲ Production version of Esval's 1946 Black Prince saloon, with separate mounted headlamps and no chrome bumpers.



▲ Esval has also released the 1948 version of Black Prince, which differs by having faired-in headlamps, whitewall tyres and chrome bumpers.



▲ Donald Healey's Monte Carlo 1931 winning car, by Matrix Scale Models.

Moving to the first revival of the company name, in 1946, we are indebted to Esval Models for choosing to create a 1/43 scale model of the Black Prince. Esval Models is based in the USA, and has specialised in up-market and unusual cars as its subjects. The company was founded in New York by model car enthusiasts who have been collecting for over 40 years, hence their desire to achieve the highest standards in model craftsmanship.

The Black Prince model has been in development since 2015, and began with a first tooling prototype shown here. This has been followed by a deco prototype which has featured in their on-line catalogue, and has finally now just been released. I am also pleased to confirm that Esval Models also plan to produce the rare drophead version. That's another link for me to Jensen, and all you collectors specialising in royal connections – here's another one to add to the cabinet. **DC**

ACKNOWLEDGEMENTS

Grateful thanks must go to Alex Kotyar, of Esval Models, for granting access to images of the prototype and final production versions of the mighty Black Prince.

The Countess of Strathmore's drophead images and information comes from Richard Calver's splendid book *Jensen – All The Models*.



Clevelands Wholesale Limited

Woodcock Hill Industrial Estate
Harefield Road, Rickmansworth
Herts WD3 1PQ

Tel: +44 (0)1923 711772

Email: sales@clevelandsdiecast.co.uk

www.clevelandsdiecast.co.uk

DIECAST • MODELS • HOBBIES • TOYS



FOLLOW US
@ClevelandsTrade



LIKE US
ClevelandsTrade



SEE LATEST MODELS
user/ClevelandsTrade

Wholesale distribution of all major model, hobby and toy brands to the trade

TRADE ONLY

UK DISTRIBUTOR FOR:

PMAP0329 – 1/72 KARL GREAT (MORSER KARL) FENRIR
(SON OF LOKI) 1945 APRIL



PMAP0501 – 1/72 HORTEN GOTHA GO 229 1945



TS0317 – 1/18 FORD GT 2021 HERITAGE EDITION



TS0292 – 1/18 BENTLEY CONTINENTAL GT CONVERTIBLE
CRICKET BALL



CBW721415 – 1/72 F-14A IRIAF 1980 CLASSIC CATS



CALIBRE WINGS

CBW722405 – 1/72 SU-24MR FENCER UKRAINIAN
59 YELLOW WAVE 3



Wholesale distribution of all major model, hobby and toy brands to the trade



Sgt Rock

Mike Pigott continues his series on comic book characters, as we focus on the most obscure DC Comics diecast line of all time – military hero Sgt Rock, as modelled by AHI.



▲ Sgt Rock action figures were heavily advertised in comics, but not the diecast vehicles.

Although DC Comics is best known for its iconic super-heroes, such as Batman, Superman and Wonder Woman, the company has also published a wide range of different genre comics over the years, including Westerns, romance, humour, horror and war. Of the military comics, the best known character was Sgt Rock, a rugged US soldier from World War II.

Sgt Rock first appeared in the anthology war comic *GI Combat* #68 in 1959, and proved popular enough to be revived as the recurring title feature in companion magazine *Our Army at War* a few months later. Rock was created by writer Robert Kanigher and artist Joe Kubert, a team that produced most of his adventures over the years. Kubert had a very distinctive, gritty style of art with a scratchy, cross-hatched finish. In 1977, *Our Army at War* was renamed *Sgt Rock*, and the comic book continued its 29-year run until 1988, at which time battle comics had fallen out of favour and the book was discontinued, although *Sgt Rock* stories have still occasionally been published.

THE ROCK OF EASY

Frank Rock was a tough Pennsylvania steelworker who joined the US Army after the attack on Pearl Harbour. First assigned to the infantry section in Europe, he rose to the rank of Master Sergeant in

charge of his own platoon, Easy Company. Rock served in North Africa, but most of his stories took place in occupied Europe, mainly France and Belgium. Easy Company was a rag-tag band of disparate soldiers, all of whom were given nicknames by Rock, such as 'Bulldozer', 'Wildman' and 'Little Sure Shot'. In stories narrated by Rock, he referred to them as "the combat-happy Joes of Easy Company". Rock and Easy Company adventures generally involved them wandering around occupied Europe and getting attacked and ambushed by Nazis in Tiger Tanks and Stuka bombers.

Writer Robert Kanigher had always intended that Rock and his troop would not survive the war, and that Rock was killed by the last bullet fired in the conflict. However, the magazine was cancelled before this story could be written, and subsequent writers had Rock appearing in present day stories, even some bizarre team-ups with Batman and Superman! In 2010, a story was published that told the tale of Rock's death – he was killed on the last day of the war in Europe while saving a child who had wandered into the crossfire.

AZRAK-HAMWAY INTERNATIONAL

Azrak-Hamway International (AHI) was a New York-based toy importer founded in 1964 by Marvin Azrak and Ezra Hamway. Initially the



◀ M60 Tank.

company imported cheap toys from the Far East, mainly Hong Kong, but during the 1970s moved increasingly into licensed products. AHI obtained some really major franchises of many of the most popular TV and comic-book characters of the times, but its toys were cheap, plasticky and usually poor-quality items. Often the blister packs were more interesting than the contents. Franchises included some pretty big names, such as Batman, Superman, Spider-Man, the Incredible Hulk, Star Trek, Space:1999, Planet of the Apes and The Flintstones. AHI did not try to compete with high-quality brands like Mattel and Corgi, and stuck to budget items such as water-pistols, toy parachutists, and plastic wind-ups. Some vehicles were produced, including several plastic knock-offs of Corgi's Batmobile and Batboat. AHI was a reactionary company that frequently exploited the market with cheap imitations.

In 1974, AHI acquired the trademark of defunct toy company Remco. Remco was one of the major American toy manufacturers during the 1950s and '60s, making a wide range of innovative and high-quality toys, but had gone bankrupt in 1971. AHI intended to use the Remco brand for a line of more ambitious products in order to move beyond low-priced 'rack toys'. In 1982, AHI acquired the franchise for several more DC Comics characters, including Sgt Rock. The reason for this was because there were talks in progress regarding a Sgt Rock feature film – Arnold Schwarzenegger was in the frame to portray Rock. Unfortunately or fortunately – depending on your outlook – this film was never made.

GI JOE

Surprisingly, the Sgt Rock toys owe their existence to competitor Hasbro's 'G.I. Joe' range of action figures. Introduced in 1963, G.I. Joe was a large, posable male doll that was sold in various military uniforms. The British version was called Action Man. These toys fell out of fashion in the late 1970s and G.I. Joe was retired.

In 1981, Hasbro felt the time was right to revive the concept of G.I. Joe, but as much smaller 10cm figures, such as had been popularised by Kenner's Star Wars range. However, Hasbro designers were stuck when coming up with a concept and back story for the figures. Fate intervened when the boss at Hasbro met the head of Marvel Comics at a business dinner. In addition to its own superheroes, Marvel specialised in producing comics based on toys and other licensed properties. Marvel offered to help Hasbro design characters for its G.I. Joe range, and to produce a comic book tie-in. Instead of being soldiers, the figures were now a mercenary team, and G.I. Joe was the code name for the squad. Their enemy was an evil terrorist organisation called COBRA.

The small action figures proved a huge success, and the comic book, written by Vietnam veteran Larry Hama, became Marvel's top selling magazine for several years. Marvel's animation division produced a TV show, and there was even a feature film released in 1987.



Centurion Tank.



King Tiger Tank.



▲ Sgt Rock comic cover.



▲ Sgt Rock plastic vehicles were promoted on the back of the packaging, but not the diecast series.

SGT ROCK FIGURES

In 1982, AHI released a range of Sgt Rock figures, under the Remco brand. Similar to G.I. Joe from Hasbro, the figures were around 10cm tall with moveable joints and miniature weapons. However, despite the range being called "Sgt Rock", the only named character was Rock himself – his platoon members such as Wildman and Bulldozer were not included. Instead, the other figures were just generic types of soldiers with names like Airman, Marine and Marksman. Included in each pack was an imitation dog tag – this was later changed to a military patch.

Like G.I. Joe, Sgt Rock was given his own line of enemies. However, replacing the Nazis he usually fought was a team of terrorists with the incredibly unimaginative name of "The Bad Guys", supposedly the "Ultimate Enemy". These bad boys were dressed in black uniforms, and packaged on black blister cards featuring a drawing of... a cobra! The figures were billed as being "compatible with Sgt Rock and all mini action figures", presumably to attract collectors of G.I. Joe. Both Sgt Rock's team and the Bad Guys had a number of accessory sets and vehicles. Quite clearly they were rip-offs of G.I. Joe and Cobra. But because they were officially licensed from DC Comics, and based on a long-running feature, they couldn't really be accused of plagiarism. Remco also produced a range of larger action figures based on DC's sword-and-sorcery series The Warlord. These stocky, muscular figures were a complete knock-off of Mattel's Masters of the Universe Range.

As AHI had the license to Sgt Rock, the company also introduced a number of cheap 'rack toys'

1



2



3



4



1 SU-100.

2 Military Jeep.

3 Military Police Car.

4 Military Ambulance.



▲ Bad Guys packaging.

based on the franchise, under its own trademark. These included things like water pistols, dart guns, parachutist figures, and toy flying helicopters. And most importantly, there was a range of eight different diecast vehicles.

DIECAST VEHICLES

The diecast range was released under the AHI brand, presumably because they weren't of high enough quality to be Remco. They were very much cheap budget toys, and were not original castings. The line consisted of four tanks and four other vehicles – a Jeep, a helicopter, a military police car and an ambulance.

The model tanks represented military vehicles from four different countries. They were not new castings, and were not exclusive to AHI. They had appeared under a number of different brand names in various packaging, and were probably made by Universal Toys prior to acquiring Matchbox. They featured in Universal's own Kidco Tough Wheels packaging, plus other generic brands such as Die Cast Dyna Mite, Uniborn, Victory Force, and Military Action – some of these were probably the shop's own brands. While they were generally recognisable replicas of the real tanks, they were fairly 'el-cheapo' items. They did not have working tank treads, with the tracks and road wheels being part of the black plastic base. The tanks rolled on four slightly-over-sized concealed wheels.

M60 TANK – Being an American main battle tank, this would seem to be an ideal addition to the range, although as it did not enter service until 1960, it would be unlikely that Sgt Rock came into contact with one. Painted dark tan, it had a rotating

turret, raising cannon and secondary, small turning gun turret in black plastic. A clear "US Army" label was fixed to the turret sides.

CENTURION TANK – The main British tank of the post-war era, it was designed during the war but did not enter service until 1946. Painted dark green with beige camouflage, it had unlikely US Army labels on the sides – unlikely because the USA did not operate Centurions. It featured a rotating turret and elevating cannon.

SU-100 – This Soviet armoured vehicle was not actually a tank, as it did not have a turret; it was classified as a tank destroyer. The model was painted light grey with patches of black camo, had a moving cannon, but strangely also had US Army labels. Although the SU-100 was a World War II vehicle, they were mainly used on the Eastern Front, away from where Rock was based in Western Europe.

KING TIGER TANK – The tank that Easy Co most frequently encountered was a Tiger tank, so this model of a King Tiger would seem appropriate for the range. It was painted tan with brown camo markings, and had a turning turret and elevating gun. Unbelievably, this enemy tank had also been given spurious USA markings! Later, the SU-100 and King Tiger were reissued without US Army labels and in Bad Guys packaging, indicating that the neutral terrorists were now Russians and Germans.

MILITARY JEEP – The only vehicle in the range that Rock himself may have used was this combat Jeep. Although crude, it featured a folding



Military Helicopter.

// *They were packaged on blister cards with a red and yellow background, logos for DC and Sgt Rock, and an illustration of Rock that appeared to be drawn by Joe Kubert.* //

windscreen and a rotating double-barrel machine gun. However, it rode on undersized speedwheels, lacked a steering wheel, and the front seats were for some reason in the folded-down position. It was gloss dark green with a green metal base and a star decal on the bonnet.

MILITARY POLICE CAR – Another strange inclusion was a modern MP car. Based on a Chevy Impala, this casting had previously been issued by LJN Toys in its Road Stars range, as a police car from the TV series *The Rookies*, featured in the December 2008 issue. It was painted matt olive green with a bare metal base, black interior, clear blue windows, and a star label on the bonnet. The roof lights were not highlighted and were left in body colour.

MILITARY AMBULANCE – Also a modern vehicle, this was clearly not an ambulance, but a fire truck. Again originating in the Road Stars line, it was formerly the Dodge squad truck from *Emergency!* Now painted in olive with khaki camo, it had a large Red Cross decal on top. The base was bare metal and included the grille and running boards. It really looked nothing like an American military ambulance, and there was nowhere to load patients.

MILITARY HELICOPTER – The final item in the range was a helicopter, which was



▲ Sgt Rock packaging.

also unlikely to have been used by Sgt Rock as helicopters were not used in World War II. Actually, this was a reasonably competent model of a Hughes 369 helicopter, which was used by the US Army – although not until 1966. The casting originated as part of a range based on the TV series *CHiPs*, made by Imperial Toys (February 2011 issue). The fuselage was all diecast, and included the skids. It was painted light olive, with working top and tail rotors in brown plastic.

PACKAGING

The models were about the same size as Hot Wheels cars (the tanks and helicopter were slightly larger). They were packaged on blister cards with a red and yellow background, logos for DC and Sgt Rock, and an illustration of Rock that appeared to be drawn by Joe Kubert. The back of the card featured AHI's other Sgt Rock merchandise, although there was no mention of the diecast vehicle series. There was also a cut-out coupon for a discount subscription to the Sgt Rock comic. The two enemy tanks came on black *Bad Guys* cards, with a badly-drawn picture of a huge cobra.

Unfortunately, there was no mention of DC Comics or Sgt Rock on the models themselves, so once removed from the packaging they just became generic budget military toys. They are hard to locate today. Whilst not great models by any means, they are of interest for being the only diecast toys based (however loosely) on a DC Comics military character. **DC**

▼ The military ambulance in its original guise as a fire truck in the LJN Road Stars range.





Pretty in pink

Whilst perusing one of the many specialist diecast-related pages on Facebook recently, **Rick Wilson** was introduced to the terrific restoration talents of a future diecasting legend.

Miroslav Bratt lives in Derby and is a keen diecast collector, frequently restoring and customising his playworn finds. Recently, he has been joined in his endeavours by his young daughter, Natalie, and she has already shown that she has a keen eye for customising her own projects – and there seems to be one particular colour running through her collection of creations.

Facebook is very useful for making like-minded diecast friends and one of my regulars for visiting is “Diecast Rescue, Restoration, Dinky, Corgi, Matchbox/Lesney, Spot-on Toys UK”. It was on this page that I was first introduced to this young lady’s talents. Recently, I caught up with Miroslav and Natalie, and naturally I had a list of questions – they were very happy to answer them for us.

RW: What got you started down the road to restorations? Was this something you did on your own first, Miroslav, with Natalie joining in, or did you start at the same time?

MB: I like cars and everything to do with them

▲ A recent Matchbox No 34 Formula 1 Racing Car conversion – finished in Natalie’s much-favoured pink.

Inset: Miroslav and Natalie spend a lot of time with cars, both real and diecast.



▲ With the next project chosen from the scrappers box, Natalie gets to work removing the chassis.

from an early age. I was 12 when I started to collect car models – Bburago ones. At the age of 18, I passed my driving test and changed car models to real cars. My first car was a VW Scirocco, following this with a VW Corrado, Vauxhall Calibra, Peugeot 406 Coupé, and then a Hyundai Coupé. Natalie was born so I had to change the 2-door coupe for a 4-door family car, but you can still find nice and fast family cars around. We worked together on our cars, making some modifications at home, Natalie was always around cars with me. Also we like racing days – before the Covid situation, we would spend nice weekends at Donington Park.

RW: You’ve owned some very nice cars indeed, including several still on my own wishlist! Donington Park is a great circuit, and very handy for you in Derby. When did Natalie start restoring diecasts?

MB: Natalie started in about 2018 – her first project was a little Peugeot 205.

RW: Did the whole lockdown situation give you both much more time to work together?

MB: The Covid situation and lockdown did not change too much, as I am key worker and work every day. We try to spend as much time as possible together, but it all depends on the weather as we cannot do any spraying inside our house (my wife would not be happy if we did).

RW: *Totally understandable, it's the same for me at home! I can see that you don't just stick to one model manufacturer. What are your favourite brands and is there any particular reasoning behind any choices?*

MB: We like old British-made models, before production was moved to China. We like Dinky Toys, Corgi, and Matchbox.

RW: *Who is in charge of colour choice?*

MB: We know who is the boss!

RW: *How do you feel as a father, Miroslav, seeing your daughter work so brilliantly, doing all the stages now?*

MB: It is all about spending more time together. I am very proud of Natalie's progress and how she is learning everything. We have a lot of memories and funny stories, like one day I was at work and Natalie made everything ready for spraying for when I got home – she even turned the central heating on and put spray cans on the radiators to get them ready.

RW: *Very impressive. Before the actual painting, which method do you use for paint stripping?*

MB: In the past, we used brake fluid, but now we are using shop-bought paint stripper. It is a not too aggressive way to remove old paint – we put the model in and leave it there overnight.

RW: *What are Natalie's favourite diecasts to work on? Is there a particular type of car that she prefers?*

MB: Natalie likes new challenges and always thinks how she can do something better, and what Code 3 we can do next. She draws her idea before she starts to work on her model. A great example of her creativity was the Matchbox Sand Digger, as Natalie used big wheels from our spare parts box and I must say that this is the most 'sick' Code 3 model so far.

RW: *That is indeed a fabulous creation, and a perfect example of her obvious talent. What is next? Are there any development projects on the horizon? Is she considering going onto larger scale diecasts? Or do you just take it one model at a time?*

MB: As I said before, it is all about spending time together. We do not have any plans for our next models.

RW: *Many thanks for taking the time to answer my questions. I have thoroughly enjoyed seeing your work on the Diecast Rescue page on Facebook, and it is great to see such a young talent in action – the future of diecast is looking bright with people such as Natalie coming through. It is lovely to see a father and his daughter clearly loving working together. I look forward to keeping in touch and I'm sure we'll see more from Miroslav and Natalie very soon!* **DC**



▲ One particular project called for a roof chop – Natalie was happy to get sawing.



▲ Miroslav's favourite of Natalie's work so far – Matchbox Sand Digger – before work began.



▲ Why, it will be pink, of course!



▲ Natalie proudly poses by the completed Sand Digger, now part of her growing collection on display.



▲ Natalie's first project well underway – a Matchbox Peugeot 205 T16.



▲ Sand Digger now stripped and ready for painting – but what colour will it be?



▲ Body sprayed, with the original components laid out alongside their chosen replacements.

JOHN AYREY

DIE-CASTS LIMITED

THE UK'S LEADING DIE-CAST WHOLESALER - WWW.AYREY.CO.UK



1066 Unimog 406 with Folding Top LKW-Grey - 1:32



1059 Fendt Favorit 612 LSA - 1:32



1061 Massey Ferguson Wotan II with Roll Bar - 1:32

weise-toys



4800501 M60 A1 Tank Green Camo - 1:48



4800101 M1115 Humvee Green Camo - 1:48



4800602 M270/A1 Rocket Launcher - 1:48



GTM145 F3 GP Macau 2019 Winner - 1:43



GTM146 Dallara F3 GP Macau 2019 - 1:43



LM2011 Audi R18 Le Mans Winner 2011 - 1:43



43056141 Ferrari 250 Europa GT 1955 - 1:43



43043020 Bentley B3 Coupe 1994 - 1:43



43057000 Triumph Roadster 1949 - 1:43

KESS
scale models

KESS
scale models



65201 65202 - BMW M3 in White or Green - 1:64



55256 - 2019 Audi R8 LMS EVO - 1:64



55103 Mitsubishi Galant VR-4 Rally El Corte 95 - 1:64

64
PARA

64
PARA

64
PARA

Head Office and Main Showroom
Discovery House, 8A Sapper Jordan Rossi Park
Otley Road, Baildon, BD17 7AX
Tel: 01274 594119 - Fax: 01274 531505
E-mail: enquiries@ayrey.com

WE ARE - TRADE ONLY
COLLECTORS PLEASE CONTACT
YOUR LOCAL MODEL SUPPLIER

Southern Office and Showroom
Unit 15, Liberty Close, Woolsbridge Ind. Park
Three Legged Cross, Dorset, BH21 6SX
Tel: 01202 828308 - Fax: 01202 829706
E-mail: southsales@ayrey.co.uk

Maritime matters



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

Ship and boat model collectors, as long as they keep to reasonably 'domestic' scales, probably have less of a problem than most. As a subject, such models go further back in time than almost any other, a bit like the real thing, of course. Due to the worldwide use of water transport over thousands of years, models range from tiny playthings to super detailed shipyard models to aid design and construction. Do relax though, our story here starts around 1908 and mainly concerns just one scale, 100 feet to the inch – or 1/1200.

Prior to this, the firms that eventually came to be known as Bassett-Lowke had manufactured all manner of maritime models, mainly to a much larger scale for commercial purposes. As the century changed, demand had grown for all manner of transport-related miniatures for the domestic market. Enter Messrs Denton and Checker, originally from Czechoslovakia but now B.L. connected, who started making all their waterline models to a constant scale. This then was the first venture into the commercial field of selling small scale hand-made waterline ship models. Initially only Royal Navy vessels were available, but other nations soon followed. Their 1/1200 scale is very popular today worldwide, a bit like Skybirds' early 1930s introduction of 1/72 for aircraft.

As even this small scale was hand-crafted and relatively expensive, a selection of smaller scale models was produced and cast in lead to 150 feet to the inch – 1/1800 – and, in due course, some at 125 feet. These were in relatively small numbers and did not last beyond the 1920s. This is only a slight simplification and, as they say, other scales were available. B.L. would

▲ A great pair from Mercury of Italy to the very British scale of 1/1200. The T.N. Cristoforo Colombo proves this to within .5 of a millimetre and doubtless the cruiser Montecuccoli is as accurate. These are up to Minic Ships quality, or better - last month we saw the cruiser's floatplane in close-up, just visible here amidships.

make anything to any scale, not just maritime, although this was a major part of the business.

Other manufacturers must have noticed or even beaten B.L. to it. Small scale lead ships seem to abound in most suitable collections and some are not easy to attribute accurately be it vessel or model manufacturer. Although small, and some of the smaller vessels are tiny in miniature, they stick to their chosen scale very well indeed. Remember, we are about to enter the new era of diecast toy and model cars where a common scale



► From an earlier era and a popular way of presenting the models. These are about as good as early lead models get and quite large for the earlier years of the last century.

SIZE MATTERS – PART 21

was a rare thing. Even Dinky's first set of six aircraft in 1934 was in a mixture of scales.

Dinky also broke new ground with its ship models, diecast for the first time and presumably taking the slightly crude previous styles as their inspiration. Here it followed suit and kept to one scale throughout – 1/1800. The extra detail that pressure diecasting allowed, plus a very strong quality toyshop presence made them steady sellers in the 1930s. Although the items from the only two sets, Famous Liners and Ships of the British Navy, were also available separately, they did in due course signify the virtual end of the smaller maritime scales.

To assist the smaller mainly lead scales, Astra-Pharos, famous for its working model artillery guns and searchlights, introduced three ready-built model harbours in the mid 1930s. The style was heavy but the idea for the toyshop worked well – they survive well to this day as a nice period item. At the time little attention was paid to scenic accessories.

Having set the world to rights with 1/72 scale for aircraft, Skybirds sensibly went for the established, although slightly up-market, 1/1200 for its Ship Series models. The firm was seriously into kits and with the larger vessels this was a good way forward. Sensible again, smaller items were ready made including some cargo vessels and steamers. Also available were some wooden wharfs with a very neat travelling dockside crane and some plaster blobs purporting to be The Needles. The series was not greatly expanded after the initial couple of years, but as war approached the firm bought in other manufacturer's products. Some were smaller scale old-style items, usually made up into sets, whilst others were to the standard scale, ready made in metal.

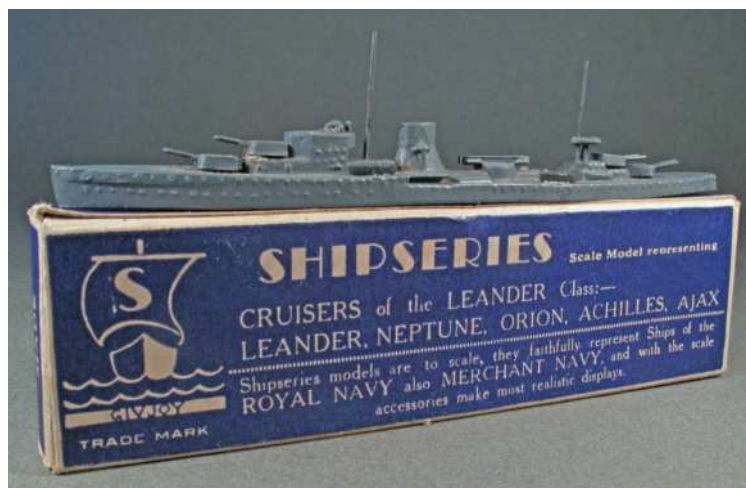
These latter came from Treforest Mouldings and its Tremo range. They were still lead but most represented a new generation of vessels – today they form a significant and historic part of any British miniature navy, particularly 1/1200 scale. At about the same time, Wiking in Germany started making something very similar indeed, but in a strangely different scale. Hello to 1/1250. The story goes that it did not want to copy the Imperial scale, but must have thought, quite correctly of course, that 1/1200 was a very suitable scale. Today, a considerable industry exists hand-building



▲ Aimed very much at the toy market in the late 1930s, this Astra harbour was sort of in scale with the smaller, and cheaper, lead miniatures. Three styles were available, all with some sort of lighting.



▲ The best known diecast ship model of all time, that's for sure. The only Dinky liner not part of its set of six, it was issued before the vessel was even launched, the box carrying the builder's job number.



▲ Skybirds had great success with its 1/72 scale aircraft kits, but this did not transfer to the Ship Series. Despite the 1/1200 scale, they were only developed from 1932 to 1935 with smaller vessels and accessories being ready made.



▲ The two main contenders in the late 1930s, with near identical ships. These are H.M.S. Nelson and H.M.S. Rodney - Dinky (1/1800 scale, right) modelled both by changing the name underneath, a not uncommon practice. At left is the slightly later Tremo version in 1/1200 scale.



▲ The ultimate comparison of naval architecture straight from the toyshop, around fifty years apart. Tri-ang's diecast 1960 H.M.S. Vanguard versus B.M.C.'s lead H.M.S. Bellerophon from just before World War I, both to 1/1200 scale.

► Just how long the Mercury 1/1200 scale range lasted is unclear, but it must surely have been inspired by Tri-ang. Italy's "C" Line is represented by at least seven vessels, each and every one a different casting.



► All to scale, a Tri-ang floating dock, with attendant tugs, is host to an Anguplas Crucero Canarias. The diecast Anguplas range was fitted with detachable plastic lower hulls - perfect for docking, unlike any purely waterline model.



miniature ships, mainly in Austria and Germany, to Wiking's scale.

Tremo did not continue for long after the end of hostilities and it was ten years or so before there was any sign of new activity on the British horizon. Tri-ang, in the late 1950s, was looking to expand with new products, and one of these was Minic Ships. Choice of scale cannot have been a problem, the range was mainly contemporary British, and aimed firmly at the toyshop market with lots of play-value scenic accessories. There had never been anything like it. In its original form it lasted for six years from the first series introduction in 1958. A brief revival in 1976 majored on a few capital ships with some basic harbour parts. Almost unbelievably, an enthusiast in 2003 started a whole new range of modern vessels all made in a style to match the first incarnation, a story in itself.

Those first six years were surely noticed in Europe. Mercury in Italy produced a range of at least 14 larger passenger and merchant ships and a cruiser, whilst

▲ **The Tri-ang range was not over detailed, as befits its market sector, but being small did nothing to put them off. The lifeboat is a mere 12mm long.**

Anguplas from Spain had a more limited range of its country's merchant marine and, again, a cruiser. There is no scale obvious for the Mercury items, but Anguplas do show 1/1200 on the box. This is quite handy as it had copied the basic Minic harbour parts!

Alongside all this collectable stuff came a vast hoard of plastic kits, scales just about anywhere. Bassett Lowke went heavily into 1/600 scale for wartime recognition models and when the first Airfix ship kits arrived from 1959, it used this scale. Just before this, Eagle in the UK had indulged in an extensive series of 1/1200 scale kits based on various World War II naval battles, the first being the four combatants in the Battle of the River Plate.

Today, the collector of miniature ships can be in heaven for choice, at a price. Just about every country in every period is a possibility for a subject, just as long as you limit yourself to two scales, 1/1200 and 1/1250. Some choose one or the other, whilst others have both either mixed or separate - such is collecting. **DC**



Japan's rise to Le Mans glory

Never lost for things to talk about, Rick Wilson shares another selection from his collection.



It seems incredible that it is thirty years since Mazda was victorious at the Le Mans 24 Hours. I remember it well, and it still gives me goosebumps remembering when no 55 took the lead from the ailing Sauber Mercedes just before 1pm on the Sunday afternoon, three hours from the finish.

We were sitting on the spectator banking on the approach to the Ford Chicane, the last corners right before the pit straight. The three-car Mercedes team had been dominant throughout the race, but all

▲ Mazda's 1991 Le Mans winner in 1/18 and 1/43 scales.

► 1991-winning driver, Johnny Herbert, demonstrates the restored racer back at Le Mans on the 20th anniversary of its victory.

succumbed to a variety of problems. Number 1 was still leading, though, with the Mazda closing it down in second place, when the leading car pitted with water pump failure. It was pushed back into the garage in an attempt to repair it as the Mazda screamed past to take the lead. The huge roar of approval from the grandstands could be heard where we were above the noise of the cars on track. And there go those goosebumps again!

Mazda first entered Le Mans for the 1974 event with a race-prepared RX-3. The RX-7 then raced



several times, before Mazda entered its first prototype, the diminutive 717C, for 1983. Then came the 767, a completely different animal, which was subsequently developed into the 787 and the 787B that you see here. All the prototypes were powered by Wankel rotary engines and these made the most incredible high-pitched scream at full tilt. Only this and the thundering Panoz V8s have ever made me think about whether I should invest in some ear defenders at Le Mans!

For the 1991 event, Mazda had entered two 787Bs and one 787. The team's other two cars wore the



▲ The lines of Mazda's pretty prototype are very well replicated on both models.



▲ The larger-scaled CMR diecast features opening doors.



▲ Viewed from above, you can fully appreciate the vibrant colour scheme of sponsors, Renown.



▲ The interior of the CMR replica is nicely detailed.

company's traditional white with blue markings, but chassis 002 was sponsored by Renown, a Japanese clothing manufacturer, and wore this rather striking orange and green colour scheme, complete with tailor's stitching marks!

The victory was not just the first for Mazda, it was the first (and so far only) for a rotary-engined car, as well as being the first for a Japanese company. Toyota had been trying for many years, but it was Mazda that took the honour. Chassis 002 was immediately retired to the company's museum and was completely overhauled and restored to racing condition for 2011 to mark the 20th anniversary, undertaking some demonstration laps on race day morning that year, in the hands of one of the 1991-winning drivers, Johnny Herbert. I witnessed this from the banking at Tertre Rouge, at the start of the famous Mulsanne Straight (or Ligne Droite des Hunaudières, to give it its proper French name), as you can see from the photo here. To hear the wailing Wankel at speed one more time was absolutely marvellous.

The pair of models seen here are both relatively recent acquisitions, the 1/18 very much so, as it is issued by CMR only a few months ago. The 1/43 is the second model released in a Le Mans part-work collection a few years ago in France, some of which have found their way to the UK, thanks to wholesaler John Ayrey Die-casts (www.ayrey.co.uk). To the naked eye, both of these wear an unrealistic day-glo orange, but when photographed, this magically becomes the correct flatter shade as raced in 1991. It's very clever, although slightly frustrating when viewed on display! Another niggle is the aerodynamic front wheel trims on the CMR release, as they feature graphics that weren't present during the race (but were seen when the restored car was displayed at Rétromobile in 2011) – the smaller part-work wears the correct raced version.

Both also feature some excellent detail, and the body shape is beautifully captured on each one too. The bonus of the bigger CMR is that it features opening doors on both sides, and the nicely detailed interior can be more appreciated as a result.

They both make for a splendid memory of a landmark occasion at my favourite motor race. And I hope to be celebrating the 30th anniversary of this at the track later this year, raising a glass and shouting "kanpai"! **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? *Diecast Collector* contributor, **David Busfield**, is this month's castaway hero.

Making a choice of just five models is a very challenging task, but the thought of escaping to an idyllic desert island in the midst of this dreadful pandemic could be very appealing. Selection was concentrated on models with a good degree of play value and Dinky never disappointed in producing models that matched this criteria. Being born in the immediate post-war 'baby boomer' generation I have made my choice from the classic 1950s era of Dinky Toys. There are so many other contenders for inclusion, I suspect that on another day my chosen five may be different, but here are my selection for a life in the sun.

DINKY NO 173 NASH RAMBLER STATION WAGON

New in the *Meccano Magazine* of May 1958, this was part of the small, but important, ever present, range of American cars that formed part of the Dinky catalogues throughout the years. This is a very stylish car and I have chosen the salmon pink version with cream painted hubs from the early issues of this model. This would be a very versatile car to have on the desert island as the functionality of the extra room in the rear would be beneficial when collecting supplies or other essential materials. Of all the Dinky Toys USA vehicles, this is my personal favourite and was based on the new compact sized car manufactured by the Nash Kelvinator company in Kinosha, Wisconsin, and introduced in 1956.

DINKY NO 555 FIRE ENGINE WITH EXTENDING LADDER

An all time classic Dinky Supertoy that first appeared in the range in the *Meccano Magazine* of November 1952 and was part of the ever present range of emergency vehicles for over 18 years. The version shown here is one of the early production models and features the rarely seen extending ladder painted in brown - the majority of engines were fitted with silver painted ladders. Later versions



▲ Dinky No 555 Fire Engine with extending ladder.



▲ Dinky No 173 Nash Rambler Station Wagon.

were fitted with window glazing inside the cab. This iconic model is based on a fire engine made by Carmichael and Sons and was mounted onto a Commer chassis.

It would be an absolute essential on the desert island as it will be the only emergency vehicle and will have to be ready to cope with any number of potentially dangerous incidents without undue delay. If the need arises the Nash Rambler Station Wagon will have to be pressed into service as an ambulance.

DINKY NO 972 COLES 20-TON LORRY MOUNTED CRANE

Another famous and classic Dinky Supertoy that first appeared in the *Meccano Magazine* of May 1955 and remained in the range until 1969. A stunning and very functional model with lots of play value, it is based on a Coles Ranger 20-ton mobile crane, which was built on an AEC chassis. Shown here is

Dinky No 930 Bedford Pallet-Jekta Van "Dinky Toys".



Dinky No 972 Coles 20-ton Lorry Mounted Crane.



an early version that featured both a driver and a crane operator wearing blue overalls, later versions only included the driver in his cab. Towards the end of production, there was a black and white diagonal warning sign added on the rear of the crane and the wheel hubs became plastic. This would be an important vehicle on the desert island in order to help with any construction work and to ensure a safe and efficient collection of the coconut harvest.

DINKY NO 930 BEDFORD PALLET-JEKTA VAN "DINKY TOYS"

A stunning Dinky Supertoy that first appeared in the January 1960 edition of the *Meccano Magazine* and was destined to remain in the range until 1964. It has opening rear doors, cab windows and an ingenious system for either the loading, or unloading, of three yellow plastic pallets, which were supplied with the truck. It is very brightly coloured in yellow and cream marked with "Meccano" on the front and "Dinky Toys" on each side. It is a faithful representation of an actual vehicle used by Meccano in Liverpool and is based on a Bedford Chassis. This is an essential vehicle for the desert island as it contains a good quantity of supplies from the

▲ Dinky No 698 Thornycroft Mighty Antar Tank Transporter and Centurion Tank.

Meccano, Dinky Toys and Hornby Dublo ranges of toys and models.

DINKY NO 698 THORNYCROFT MIGHTY ANTAR TANK TRANSPORTER AND CENTURION TANK

I must confess to cheating just a little bit here, as this is actually a gift set, which contains two classic Dinky military items. However, it was essential as the desert island may need defending from marauding invaders. First announced in the October 1957 *Meccano Magazine*, this gift set comprised the Thornycroft Mighty Antar Tank Transporter and the Centurion tank, it was to remain in the range until 1965. It is not an easy set to find in mint condition. Full of play value and accurately depicting the real world vehicles, this represents the best of 1950s Dinky Toys, when the company was not trying to add as many features as possible to every model. The world seemed a much simpler place in those post-war years when we made our own fun and the pace of life was not as frenetic as it is now. **DC**



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.



As per the previous couple of numbers, 11 comprise three basic models, but some interesting variations add to the collecting options here. The common practice of upgrading a Regular Wheels release to Superfast gets us rolling, but then a fantasy model takes over the reins, followed by a 'caricature' of a real vehicle sees out the Lesney years (and carries on beyond).

SCAFFOLD TRUCK

Catalogue: 1970-72

Box Styles: G

New to the regular wheels range at the beginning of 1969, as Superfast was about to be unleashed, the

▲ From left to right: Scaffolding Truck, Flying Bug and Car Transporter - with their relevant boxes to the rear.

model was quickly modified to accommodate the new type of wheels and these first began to appear in this form for the 1970 catalogue.

The play value of these was very high with the inclusion of six scaffold section and a 'wooden' board, all moulded in yellow plastic, with which a scaffolding tower could be built. Endless hours were had everywhere. Obviously many of these have lost parts up the vacuum cleaner, under sofas or at the bottom of toy boxes, so the best approach to finding a completely original example is to go for one in a very good box, that's more likely to yield success. As with the pipes for No 10 Pipe Truck, there are some excellent reproduction parts available that are virtually indistinguishable from

No.
11



the originals, if needed.

Mainly produced in all-over silver with green tinted window unit, red grille and front bumper, the sides of the back section are adorned with stickers bearing "Builders Supply Company" in white on a red background.

FLYING BUG

Catalogue: 1973-77

Box Styles: I

A fantastic concept, with a heavily modified VW Beetle sporting a back end on steroids and two jet engines either side of an aircraft's rear fin. Add the chrome-helmeted flying ace into the bargain and the old Iron Cross on the car's front and you begin



▲ Back row, left to right – Regular Wheels Scaffolding Truck and a later Car Transporter with dark grey rear frame. Front row – Flying Bug was revamped in orange as Flying Beetle, a US release as No IV of the Roman Numeral series, and a dark red-cabbed Lesney release of Car Transporter.



▲ It wasn't just the main cab and transporter frame colours that varied – the glazing did too, here in two differing shades of blue. The positioning of the differently coloured cars varied too.



▲ Scaffolding Truck also appeared as one of the eight vehicles in the superb G-4 Truck Super set.

to see where Lesney was going, especially if you put this side-by-side with No 14 Mini-Ha-Ha, that would follow three years later, and you have proper old school dogfighting, but with cars!

The main colour was a rich metallic darkened red and the jet engines were moulded in a golden yellow plastic. The only major variation was the colour of the creation's side windows – these can be either a silvery-grey (as was always the case in the catalogue photos and as shown here) or a pale blue.

Orange versions can be found with black engines and a flying insect graphic but these are a US release, as No IV Flying Beetle in the Roman Numeral series.

CAR TRANSPORTER

Catalogue: 1978-82

Box Styles: K

Seeing out the Lesney days of No 11 is Car Transporter – an interesting release that can be quite divisive amongst collectors, thanks to its large proliferation of plastic content (the transporter frame and individual miniature cars) and the rendering of the cars themselves. It's a colourful one though, of that there is no room for discussion. Having said that, the youngsters voted with their pocket money when it was around in the shops and kept this one going long after Lesney had closed its doors.

Most car transporters of this type in period were articulated, but, clearly in the interests of fitting this into the box, a simpler style was chosen. It means that it would have been cheaper to produce as well – a huge consideration for Lesney by this time.

The examples photographed here demonstrate just three of the myriad of colour combinations that were produced over its eight-year lifespan and generally the cars will always be still with the transporter as these are fixed in place and not easily removable. As well as the obvious colour differences in the cab and transporter frame, the colour of the glazing to the cab varied too – blue, green or purple being three examples. Of the models shown here, these all feature blue glazing, but even that has variations of either light or dark blue. **DC**



Exquisite Line of Scale Models

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

1949-53 Chevrolet 3100
Panel Delivery



1949-53 Chevrolet Suburban



1932 Austro-Daimler ADR8
Alpine sedan



1936-38 Humber Super Snipe



1938 Maybach SW38 Cabriolet A



1971 Trident Venturer Coupe



1932 Austro-Daimler ADR8
Alpine sedan



1936-38 Humber Super Snipe



1934 Duesenberg sedan by
A.H. Walker



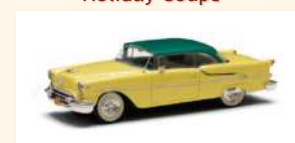
1946 Invicta Black Prince
saloon by Charlesworth



1934 Hispano Suiza J12
Cabriolet by Vanvooren



1955 Oldsmobile Super 88
Holiday Coupe



1934-41 Adler Trumpf Junior
2-door sedan



1948 Invicta Black Prince
saloon by Charlesworth



1933 Ford Model 40 roadster



1933 Ford Model 40 roadster



Unit 1, The Idas Ind Est
Pontefract Road
Leeds
LS10 1SP

**FREE post on
any order of £50
or more.**



WWW.HWMODELS.COM

Unit 34, Pembroke Centre
Cherney Manor Ind Est
Swindon
SN2 2PQ

**We build collector
boxes for anyone who
is happy to wait.**

With over 30 years in the business at toy fairs and cars shows
up and down the country, we are pleased to announce the
opening of **TWO** new shops specialising in everything
1/64 diecast related!

With all the latest USA
exclusives and pre orders of
the latest cars we aim to make
it easier for you to get some of
the harder to find diecast
models into your collections!



www.hwmodels.com



Dinky Toys Bedford TK Crash Truck (No 434) in Top Rank livery and with metallic red cab.

Bedford TK crash truck

DTCA Chairman, Michael Driver, remembers a classic British truck.

When we played with our Dinky Toys, we used our imagination to provide real life scenarios and tried to emulate these situations as realistically as possible. As in real life, a car or vehicle would break down and need to be towed to a garage. Pre-war Dinky Toys were rescued by the Breakdown Car (No 30e). Post war there was the Breakdown Lorry (No 25x/430) with its hook that could be lowered or raised.

In 1964, the Dinky Toys Bedford TK Crash Truck (No 434) came to the rescue as advertised in the April *Meccano Magazine* of that year. The advert states “Fully Operating Winch” and “A must for your Motorway – the Bedford TK Crash Truck”. In the Dinky Toys News by Toyman, it says “Anyone who has travelled on, say, the M2 or the M6 will probably have seen the type of vehicle on which it is based, and will no doubt recognise the Top Rank Motorway Services transfers it carries.”

The model is finished in white with a red plastic interior. The cab doors carry the Top Rank logo and along the sides of the back is a green transfer with Top Rank Motorway Services in cream. A panel on the back of the truck also has the same wording. The



▲ *Meccano Magazine* advert, April 1964.



▲ Dinky Toys catalogue 1968, showing the red cab with a black roof.



▲ French Dinky Toys Depanneuse Berliet Crash Truck (No 589) that used the English back casting.

wheels are in dark green plastic. The crane winch is operated by a red plastic knurled wheel which has a spring to allow side movement to lower or raise the tow hook. The model comes in an illustrated yellow card lift of lid box.

There was colour change to a red cab with or without a black roof or metallic red, all with red plastic interiors and light grey backs with a label for “Auto Services” in red. When this change occurred is not clear. The first 1964 Dinky Toys catalogue illustrated the model with a red cab and a black roof, but the second edition shows the Top Rank model. The 1965 catalogue shows the Top Rank version and in the 1966 it is a red cab and second edition it is red with a black roof. The 1967 to 1969 catalogues show red and black roofs and then red cabs from 1970 to 1972, when it was deleted. The first model is I think therefore the Top Rank as shown in the *Meccano Magazine*. The red and grey models came in the later illustrated card end flap boxes and then the Vis-Pacs in yellow and the gold export version.

The Top Rank model was included in the Motorway Services Gift Set (299) that included the Fire Chiefs Car (No 257), the Superior Criterion Ambulance (No 263), the Jaguar Motorway Police Car (No 269) and the Airport Fire Tender (No 276). The set was in a grey corrugated top-opening box. The crane truck back casting was also used on the French Depanneuse Berliet Crash Truck (No 589) complete with the 434 number and “Made in England” in the casting.

The real Bedford TK vehicles filled many roles and were a common sight in the 1960s and '70s. **DC**

FURTHER INFO

The various Dinky Toys breakdown vehicles have always been popular and they occasionally feature in the DTCA Journal with photographs. You can find out more or join by visiting the website www.dtcawebsite.com.

Vintage & Collectible Toy Auction

Wednesday 12th May 2021



BID LIVE ONLINE VIA:

www.candtauctions.co.uk



Please contact our Toy Specialists
Glen Chapman or Leigh Gotch for more information
regarding consignments and valuations:

Tel: +44 (0) 1233510050 Email: enquiries@candtauctions.co.uk



Andrew Clark Models
Est. 1981  **Collectors Toys**

Email: andrew@andrewclarkmodels.com
Or post list to: Andrew Clark Models,
Unit 1, Toller Court, Shortbank Road,
Skipton, North Yorkshire. BD23 2HG

WANTED NOW!

All Diecast, Tinplate, Toys and Trains

Top prices paid for;

Dinky, Corgi, Matchbox, Spot-On, Tinplate Toy,
All Trains, Planes, Britains, Scalextric, White Metal
Models, Minichamps, Quality 1/18 scale models,
Plastic Kits (Airfix etc...), Modern Collectibles.

- Anything Considered
- Will collect and pay on the day
- Will pay in a method to suit you
- Large collections a speciality, established 1981
- Many auction prices beaten

Call Andrew Today on 07753 804232 (Best Number) or 01756 793354



Always a brilliant selection of Dinky, Corgi,
Matchbox, Tinplate Toys, White Metal Models etc...
With new stock everyweek on our superb website!

Check out andrewclarkmodels.com

Also listing on ebay every week
Username: [andrewclarkmodels2](https://www.ebay.co.uk/user/andrewclarkmodels2)



100 years of Haribo

Andrew Ralston unwraps some sweet diecasts.

You may not have heard of Hans Riegel, but you, or your children, will have almost certainly eaten some of his products. A century ago, Riegel started making sweets in Bonn, Germany, creating the trade name “Haribo” by taking the first two letters of Hans, Riegel and Bonn. The idea for the famous gelatine sweets in the shape of bears was apparently inspired by the fact that, at the time, dancing bears were popular in circuses. Today, Haribo is still a family firm, but has expanded far beyond Germany, with 7,000 employees worldwide and an annual turnover in the region of two million euros.

Haribo’s success is credited not only to the taste of the sweets, but to clever marketing. The slogan “Haribo macht Kinder froh – und Erwachsene ebenso” (“Haribo makes children happy – and adults as well”) stressed that the products were for everyone. Haribo’s flair for publicity is also seen in the company’s appreciation of the value of model vehicles in Haribo livery and these, too, appeal not only to children but, even more, to adult collectors.

Probably the most desirable item comes not from Germany, but from Denmark. In the fifties and sixties, Tekno issued hundreds of variations on the basis of its Volkswagen and Ford Taunus vans, most of them with the elaborate and colourful transfers for which Tekno is famous. Sometimes the transfers on one side would be of a different design from the other, as in the case of the Haribo Taunus van which shows the figure of a pirate on one side and a boy on the other. The words “lakrids” and “moppedrenge” refer to liquorice sticks. The model

▲ **Rare and expensive Tekno Ford Taunus van from Denmark.**
Photo: Vectis



▲ **Colourful decoration of the Siku VW Transporter van appeals to collectors and children alike.**



▲ **1/55 scale Mercedes articulated box van in Haribo livery.** *Photo: Vectis*

uses the first type Taunus casting that is simpler than the second, which had an opening rear door. Even so, it is still quite an ingenious design, being constructed in three sections – base, lower and upper body – which made it easier to produce three-colour finishes, in this case a dark blue base, light blue lower body and red top.

An original Tekno will cost hundreds of pounds today, but there are plenty of more affordable models in Haribo livery. Many are in plastic in HO scale from companies like Herpa and Brekina, which fit in well with the various model railway wagons with Haribo markings from Märklin.

A German diecast range with particularly close links to Haribo is Siku, and various models have been refinished in the blue and red colours of the confectioner, such as the city bus and the tramcar. A Volkswagen transporter van in blue and a black Porsche 911 ‘Cup Race’, both with Haribo markings were released in 2011. (A similar, though much more expensive, model has recently been made by Spark in 1/43.) The most sophisticated Siku Haribo model is a Mercedes articulated box truck in 1/55 scale, which was listed between 1989 and 1991. This has a system of tilting axles and the rear doors of the trailer open. Also from the nineties is an earlier Volkswagen van, in turquoise with “Haribo” in white letters, a small quantity of which came in a special promotional box.

We will continue with the Haribo theme in this column next month, with some colourful Volkswagen vans. **DC**

AUCTION NEWS

MATCHBOX MARVELS IN THE LEIPZIG COLLECTION ACHIEVED ASTONISHING PRICES AT VECTIS



Matchbox Superfast No 38b Stingeroo Chopper.



Matchbox Superfast No 32a Leyland Petrol Tanker "N.A.M.C."



▼ Matchbox Superfast No 45a Ford Group 6.



▼ Matchbox Superfast No 30a 8-Wheel Crane.

HELD on 29th March, the Vectis auction of The Leipzig Matchbox Collection featured an assortment of 826 lots of Matchbox and Superfast models, and related paraphernalia. The listings included cars, buses, coaches, trams, farm & agriculture, military, police, fire & emergency services, ships, boats & submarines plus books, catalogues, magazines and miscellaneous print media.

The diecast part of the collection included colour trial variations, pre-production, rare and hard to find models, most of which outstripped their respective estimates by some margin. Particular highlights included a very rare early-production No 45 Ford Group 6 racing car, No 30 8-Wheel Crane in a rare colour combination, No 38 Stingeroo Chopper with chromed forks and bars, and No 32 Leyland Petrol Tanker in the incredibly rare "N.A.M.C." livery (all pictured above).

• **Lot 2462 Matchbox Superfast No 45a Ford Group 6** (early production example with flat green paint and transitional box)
Estimate: £1,200 - £1,500 Sold For: £3,600

• **Lot 2318 Matchbox Superfast No 30a 8-Wheel Crane** (rare colour combination with orange crane jib, as per previous Regular Wheels release)
Estimate: £500 - £600 Sold For: £2,000

• **Lot 2408 Matchbox Superfast No 38b Stingeroo Chopper** (metallic candy pink frame matched with rare chromed forks and handlebars)
Estimate: £500 - £600 Sold For: £1,200

• **Lot 2340 Matchbox Superfast No 32a Leyland Petrol Tanker "N.A.M.C."** (very rare livery, chrome grille, 5-spoke wheels without tread pattern cast & black front axle clip)
Estimate: £300 - £400 Sold For: £1,000

• **Lot 2258 Matchbox Superfast No 23a Volkswagen Transporter Camper Van** (German promotional issue with "Girokasse/ Bank Von Klasse" labels)
Estimate: £260 - £360 Sold For: £520

• **Lot 2495 Matchbox Superfast No 48b Pi-Eyed Piper Dragster** (rare factory error - body of No 26 Big Banger on the chassis of No 48 Pi-Eyed Piper)
Estimate: £220 - £300 Sold For: £360

• **Lot 2526 Matchbox Superfast No 53a Ford Zodiac** (hard to find transitional body colour, in correct transitional box)
Estimate: £240 - £300 Sold For: £440

• **Lot 2664 Matchbox Superfast No 71a Ford Heavy Wreck Truck** (multi-pack issue)
Estimate: £220 - £260 Sold For: £580

• **Lot 2698 Matchbox Superfast No 75a Ferrari Berlinetta** (rare transitional issue)
Estimate: £200 - £240 Sold For: £320

R.M. Toys Ltd



Russell Martin - Over 30 years experience in the model trade!

WANTED: Diecast, White Metal, Buses, Airplanes, 1/18th Scale, 1/43rd Scale, Formula 1, Modern Rally, Historic Rally
ANYTHING CONSIDERED COLLECTION AVAILABLE



For more information please contact:-

Tel: 023 9226 2446 Mobile: 07957 823507

Email: russell@rmtoys.co.uk

Or post list to:-

RM Toys Ltd, 31 Aston Road, Waterlooville, Hampshire, PO7 7XQ

ROXLEY MODELS

SURREY'S SPECIALIST MODEL SHOP



Come and visit Surrey's friendly Model Shop with easy parking.

Alternatively view our Website with a Fast Mail Order Service, or order over the phone with same day Click & Collect. Expert help and advice on your Model Railway Layout. DCC Chips & Digital Sound installations completed at our Shop.



Telephone: 01372 452976

Website: www.roxleymodels.co.uk

Email: enquiries@roxleymodels.co.uk

Address: 4 Beckley Parade, Leatherhead Road, Great Bookham, Surrey, KT23 4RQ
Opening Hours (Subject to Government Guidelines):

Tuesday - Saturday - 9.30-5.30 & Monday - Saturday - Click & Collect available

eptsoft Directory of Education, Lifestyle and Leisure Suppliers



Over three-hundred Hobbies and Special Interest Suppliers with online links to their websites for you to explore.

Promoted into the Education Community through emailing and Free Education Resources for Nurseries | Academies | Primary Schools | Secondary Schools | Further and Higher Education Special and Independent Schools

To add your business email
info@eptsoft.com

www.eptsoft.com



British Heritage Models



SILAS MODELS 1970 TOLEDO, HONEYSUCKLE, RED, BLUE OR BRG. LTD. 72 OF EACH. £74.99 EACH

Superb Quality, 1/43rd Scale, Hand Built Models



AVENUE 43 BENTLEY MK VI RIPPOON WOODY ESTATE, BLUE, HANDBUILT RESIN. £89.99



ESVAL 1955 OLDSMOBILE SUPER HOLIDAY COUPE, VARIOUS COLOURS. £72.99 EACH



SMTS VARIOUS JAGUAR, ASTON MARTIN, TVR, ALL HANDBUILT WHITE METAL. PHONE FOR AVAILABILITY.



GOLDVARG: VARIOUS NEW MODELS - DON'T PAY GREEDY PRICES! BHM PRICE £69.99 EACH. PHONE!!



ESVAL 1946 OR 1948 INVICTA BLACK PRINCE, LTD: 250 EACH. GORGEOUS. BHM PRICE ONLY £69.99 EACH



BACK IN STOCK!! BHM EXCALIBUR MK1 CAVALIER, SALOON, SPORTS HATCH OR COUPE. £89.99 EACH!

British Heritage Models

2 Alyn Road, Mickle Trafford, Chester, CH2 4DY
Tel: +44 (0)1244 320761 Email: bhm-uk@talktalk.net

All Major Credit Cards, Postal Orders & Cheques in UK E Sterling
Please contact for full details on any item
U.K. & Worldwide Shipping at Cost



www.britishheritagemodels.co.uk



PriceGuide

70
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.

ON SALE NOW! The Toy Collectors Price Guide 2021
Order your copy by calling **01778 392006**, or go online to **www.ccofgb.co.uk**



▲ **Dinky Toys No 918 Ever Ready Guy Van**, Blue with second type cab. Excellent in excellent box. **£120, Warwick & Warwick, March.**



▲ **Dinky Toys No 975 Ruston Bucyrus Excavator**, yellow body, green jib (defective) and bucket, red chassis and black rubber tracks (perished). Good in good plus Supertoys box. **£150, Warwick & Warwick, March.**



▲ **Corgi Toys Major Gift Set No 16 Ecurie Ecosse Racing Car Transporter and Three Racing Cars**, Blue transporter, with BRM No 152S (missing driver), Vanwall No 150S and Lotus Mark 11 Le Mans No 151A. Good to good plus in poor to good boxes, no internal packing within set box. **£160, Warwick & Warwick, March.**



▲ **Matchbox Models of Yesteryear Gift Set No G-6**, with Nos 1, 2, 5, 10 & 13. Excellent plus in good set box. **£160, Warwick & Warwick, March.**



▲ **Dinky Toys No 677 Task Force Set**, ex-shop stock taken from factory trade pack of 6 examples, comprising matt khaki green Alvis Stalwart, matt blue DUKW Amphibian, and matt desert sand Ferret Armoured Car. Mint in excellent plus to near mint bubble pack. **£45, Vectis, March.**



▲ **Matchbox Superfast No 45a Ford Group 6**, rare non-metallic green body with circular racing number 7 nose label, clear windows, ivory interior, chrome engine, bare metal base, 5-spoke wide wheels. Excellent in excellent plus type F3 transitional box. **£3600, Vectis, March.**



▲ **Matchbox Superfast No 30a 8-Wheel Crane Truck**, rare orange crane with dark yellow plastic hook, 5-spoke wheels. Excellent in good plus to excellent type G box. **£2000, Vectis, March.**



▲ **Matchbox Superfast No 38b Stinger Motorcycle**, metallic candy pink frame, rare chrome handlebars & front forks. Near mint in near mint to mint type I box. **£1200, Vectis, March.**



▲ **Matchbox Superfast No 32a Leyland Petrol Tanker "N.A.M.C - The Miniature Vehicle"**, chrome grille, 5-spoke wheels without tread pattern cast & black front axle clip. Excellent in excellent plus box. **£1000, Vectis, March.**



▲ **Dinky Toys No 432 Guy Flat Truck**, mid-blue cab, chassis and Supertoy hubs, red flatbed body riveted on. Good plus to excellent in good card box with yellow lift off lid. **£140, Vectis, March.**



▲ **Matchbox Superfast No 23a Volkswagen Transporter Camper Van**, German promotional issue - blue body without fuel filler flap but with "Girokasse/Bank Von Klasse" labels, orange plastic opening roof, clear windows, dark yellow interior, bare metal base, large diameter 5-spoke narrow wheels without tread pattern cast. Excellent plus in excellent type G box. **£520, Vectis, March.**



▲ **Matchbox Superfast No 48b Pi-Eyed Piper**, rare factory error - red body with "Big Banger" side labels, dark blue windows, bare metal "Number 48 Pi-Eyed Piper" base, Maltese Cross wheels. Near mint in near mint to mint type I box. **£360, Vectis, March.**



▲ **Matchbox Superfast No 53a Ford Zodiac**, metallic blue body, clear windows, ivory interior, bare metal base, 5-spoke narrow wheels with tread pattern cast. Excellent in good plus type F3 transitional box. **£440, Vectis, March.**



▲ **Matchbox Superfast No 71a Ford Heavy Wreck Truck**, multi-pack issue - dark blue body & base without model number cast, dark green windows & roof light, black plastic hook, black 4-spoke wide wheels with black twin rivet axle clips. Near mint in near mint type G box. **£580, Vectis, March.**



▲ **Matchbox Superfast No 75a Ferrari Berlinetta**, metallic green body without silver trim but with headlamp cowls, clear windows, ivory interior, bare metal base, 5-spoke narrow wheels. Excellent in near mint type G box. **£320, Vectis, March.**



▲ **Dinky Toys No 100 Lady Penelope's FAB1**, pink, with clear sliding roof, Lady Penelope & Parker figures, early issue with silver headlamp surrounds and pink bands to the canopy, with original rocket and harpoons with detail plastic hubs. Good plus to excellent in fair card box with inner card display stand. **£170, Vectis, March.**



▲ **Dinky Toys No 289 Routemaster Bus**, silver body (without labels), pale blue upper interior, dark blue lower, Speedwheels. Mint in excellent window box with original price label attached to front. **£40, Vectis, March.**



▲ **Dinky (Nicky Toys) 142 Jaguar Mark X**, silver, pale grey interior. - Excellent in fair carded picture box. **£70, Vectis, March.**



▲ **Dinky Toys No 654 US Army 155mm Mobile Gun**, bare metal rear platform - ex-shop stock taken from factory trade pack of 6. Mint in excellent plus bubble pack. **£50, Vectis, March.**



▲ **Dinky Toys No 715 Beechcraft C55 Baron**, red body with white interior, dark yellow plastic engine covers, yellow plastic propellers, ex-shop stock taken from factory trade pack of 6. Mint in mint bubble pack. **£30, Vectis, March.**



▲ **Dinky Toys No 710 Beechcraft S35 Bonanza**, white upper fuselage, dark blue lower fuselage, red & dark blue wings, ex-shop stock taken from factory trade pack of 6. Mint in mint bubble pack. **£25, Vectis, March.**



▲ **French Dinky Toys No 586 Citroen Milk Delivery Truck**, white, blue including concave hubs, silver trim, with correct crates. Excellent in good plus to excellent yellow and blue striped lift-off lid picture box. **£380, Vectis, March.**



▲ **Tekno No 927 Jaguar Type E Hardtop**, red body, black hood, off-white base. Excellent plus in excellent carded picture box. **£80, Vectis, March.**



▲ **Dinky Toys Pre-war Streamlined Fire Engine**, orangey-red, including tinplate ladder, brass bell, some retouching, fatigue crack above rear wheel arch and to smooth hubs, thin axles, this example not fitted with baseplate. Fair. **£15, Vectis, March.**



▲ **Corgi Juniors pre-production ERF Snorkel Fire Engine body**, large scale model, in black resin, with a shaped wooden chassis, 9"/23cm long. Good. **£100, Vectis, March.**



▲ **Dinky Toys No 146 Daimler 2.5 litre**, metallic aqua, darker green roof, red interior, silver trim, chrome spun hubs. Excellent plus in good plus to excellent yellow and red carded picture box. **£100, Vectis, March.**



▲ **Dinky Toys No 514 Guy Van "Spratts"**, red cab, chassis, lower van body and Supertoy hubs with cream upper, some re-touching. Good in fair to good early blue card box with orange and white label. **£100, Vectis, March.**



▲ **French Dinky Toys No 33a Simca Cargo Van**, scarce plain mustard yellow van body with sage green cab and ridged hubs. Excellent plus to near mint in fair card box. **£160, Vectis, March.**



▲ **French Dinky Toys No 547 Panhard PL17**, lilac with off white interior. Excellent plus to near mint in fair card box. **£50, Vectis, March.**



▲ **French Dinky Toys No 544 Simca Aronde 4-door Saloon**, brick red with cream roof, concave hubs. Excellent plus in fair to good box. **£45, Vectis, March.**



▲ **French Dinky Toys No 24ZT Simca Ariane Taxi**, black, with pink roof. Excellent in good card box. **£60, Vectis, March.**



▲ **French Dinky Toys No 011454 (Made in Spain) Matra Bagheera**, lime green with black interior and baseplate. Near mint in good plus card box. **£35, Vectis, March.**



▲ **Corgi Toys No 245 Buick Riviera**, metallic blue with red interior. Excellent and in good plus card box. **£60, Vectis, March.**



▲ **Corgi Toys No 247 Mercedes Benz 600 Pullman**, metallic red, opening doors and windscreen wipers in working order. Excellent in good card box with instruction slip. **£45, Vectis, March.**



▲ **Corgi Toys No 345 MGC GT Competition**, yellow with black bonnet and tailgate (lacks suitcase). Excellent plus to near mint in good card box. **£60, Vectis, March.**



▲ **Corgi Toys No 324 Marcos 1800 GT**, white, red interior. Near mint in good plus to excellent card box. **£90, Vectis, March.**



▲ **Corgi Toys No 230 Mercedes Benz 220 SE Coupe**, cream. Excellent plus in good plus to excellent card box. **£60, Vectis, March.**



▲ **Corgi Toys No 314 Ferrari Berlinetta 250 Le Mans**, red, with racing number 4. Near mint in excellent card box. **£60, Vectis, March.**



▲ **Matchbox Superfast No 7c Volkswagen Golf**, metallic silver body with green side stripe, clear windows, brown interior, matt black base. Near mint in near mint type L box. **£180, Vectis, March.**



▲ **Matchbox Superfast No 1a Mercedes Covered Truck**, metallic gold body with dark yellow canopy, turquoise green windows, 4-spoke narrow wheels with black front axle clip. Near mint in mint type G box in excellent US-issue blister pack. **£80, Vectis, March.**



▲ **Matchbox Superfast No 1b Mod Rod**, lemon yellow body with Wildcat hood label, dark amber windows, orange interior, rare black engine, bare metal base. Mint in mint type H box. **£160, Vectis, March.**



▲ **Matchbox Superfast No 1d Dodge Challenger**, orange body with blue & white tampo print to hood & trunk but without door tampo print, dull blue roof, clear windows, black interior, silver painted base. Near mint in good plus clean type L box. **£220, Vectis, March.**



▲ **Matchbox Superfast No 3b Monteverdi Hai**, orange body with racing number 6 hood label (from number 62c Renault 17 TL), blue windows, ivory interior, matt black base, 5-spoke wide wheels. Near mint in mint type I box. **£70, Vectis, March.**



▲ **Matchbox Superfast No 4a Dodge Stake Truck**, rare lemon yellow cab & chassis, dark green rear body, turquoise green windows, bare metal base, 4-spoke wide wheels with black axle clips. Near mint in excellent to excellent plus type G box. **£220, Vectis, March.**



▲ **Matchbox Superfast No 5a Lotus Europa**, metallic blue body with low arches, clear windows, ivory interior, bare metal base, 5-spoke narrow wheels. Near mint with mint type F transitional box in near mint US-Issue blister pack. **£220, Vectis, March.**



▲ **Matchbox Superfast No 5a Lotus Europa**, black body without tampo print & high arches, clear windows, ivory interior, bare metal base with cast shut tow slot, dot-dash wheels. Near mint in mint type I box. **£320, Vectis, March.**



▲ **Matchbox Superfast No 6b Mercedes 350SL**, orange body with black roof, rare clear windscreen, pale yellow interior, bare metal base, 5-spoke wide wheels. Mint in excellent to excellent plus type I box. **£70, Vectis, March.**



▲ **Matchbox Superfast No 6c Mercedes 350SL Convertible**, metallic blue body with silver stripe, clear windscreen, white interior, bare metal base, 5-arch wheels. Mint in excellent type L box. **£120, Vectis, March.**



▲ **Matchbox Superfast No 7b Hairy Hustler**, metallic bronze body with yellow stripe racing number 5 labels, rare purple windows, chrome interior, gloss black base. Excellent plus in good type I box. **£120, Vectis, March.**



▲ **Matchbox Superfast No 7b Hairy Hustler Roman Numeral Issue**, yellow body with red & black tampo print, dark amber windows, chrome interior, gloss black "Flamin Manta" base. Near mint to mint in good type I box. **£45, Vectis, March.**



▲ **Matchbox Superfast No 8a Ford Mustang**, white body, clear windows, red interior, gloss black base, 5-spoke wide wheels. Near mint in good plus type F3 transitional box. **£700, Vectis, March.**



▲ **Matchbox Superfast No 8a Ford Mustang**, burnt orange body, clear windows, red interior, gloss black base, 5-spoke wide wheels. Excellent plus in excellent type G box. **£320, Vectis, March.**



▲ **Matchbox Superfast No 8b Ford Mustang Wildcat Dragster**, orange body with semi-matt paint finish & "Sailboat" labels, dark green windows, dark yellow interior, gloss black base. Excellent plus in near mint type G box. **£130, Vectis, March.**



▲ **Matchbox Superfast No 8d Rover 3500 Police Car**, lighter blue windows & roof-lights, chrome siren, black plastic Lesney England base, 8-dot wheels. Near mint in excellent plus type L box. **£600, Vectis, March.**



▲ **Matchbox Superfast No 9b AMX Javelin twin-pack issue**, red body with black hood scoop & cast shut doors, dark amber windows, dark yellow interior, bare metal base without model number cast, 5-arch wheels. Near mint in excellent plus type I box. **£260, Vectis, March.**



▲ **Matchbox Superfast No 9c Ford Escort RS2000**, white body with racing number 9 labels, clear windows, rare red interior, gloss black base. Near mint in excellent plus type K box. **£150, Vectis, March.**



▲ **Matchbox Superfast No 9c Ford Escort RS2000 twin-pack issue**, white body with "Phantom" labels, clear windows, tan interior, gloss black base. Excellent to excellent plus in good plus type K box. **£120, Vectis, March.**



▲ **Matchbox Superfast No 10a Leyland Pipe Truck**, red body, blue windows, chrome grille & base, 5-spoke narrow wheels without tread pattern cast, with load of 6x plastic pipes attached to sprue. Mint in excellent plus type G box. **£120, Vectis, March.**



▲ **Matchbox Superfast No 10c Plymouth Gran Fury Police Car**, white body with black tampo printed wings & Police Shield door tampo print, rare green roof-lights, dark amber windows, white interior, bare metal base. Excellent plus to near mint in excellent type K box. **£170, Vectis, March.**



▲ **Matchbox Superfast No 11a Mercedes Scaffold Truck**, 5-spoke narrow wheels without tread pattern cast & black front axle clip, complete with load attached to sprues. Mint in good to good plus UK-Issue blister pack. **£180, Vectis, March.**



▲ **Matchbox Superfast No 11b Volkswagen Beetle Flying Bug**, orange body with hood tampo print, black jet engines & windows, gloss black "Flying Beetle" base. Mint in excellent type I box. **£110, Vectis, March.**



▲ **Matchbox Superfast No 11c Bedford Car Transporter**, orange cab & chassis, cream upper deck & frame, dark blue windows, rare graphite grey base, black dot-dash wheels. Excellent plus in excellent type K box. **£90, Vectis, March.**



▲ **Matchbox Superfast No 12b Setra Coach**, thick rear bumper casting, white roof, turquoise green windows, ivory interior, 5-spoke narrow wheels. Near mint in good plus box. **£100, Vectis, March.**



▲ **Matchbox Superfast No 12d Citroën CX Estate**, metallic blue body (darker shade), clear windows, pale yellow interior, rare gloss black base. Near mint in near mint to mint type L box. **£140, Vectis, March.**



▲ **Matchbox Superfast No 13a Dodge Wreck Truck**, rare lemon yellow cab & jib, turquoise green windows, bright red hook, light blue outline Esso labels, small diameter 5-spoke wide wheels with black axle clips. Excellent in excellent type G box. **£420, Vectis, March.**



▲ **Matchbox Superfast No 13b Baja Buggy**, metallic lime green body with 13x side vents, flower hood label, rare orange 2-seat interior from number 47b Beach Hopper, red engine exhausts, bare metal base, spiro wheels. Near mint in excellent type H box. **£180, Vectis, March.**



▲ **Matchbox Superfast No 14a Iso Grifo**, metallic dark blue body, clear windows, light blue interior, bare metal base, 5-spoke narrow wheels with tread pattern cast. Near mint in excellent plus rare type F2 transitional box. **£280, Vectis, March.**



▲ **Matchbox Superfast No 14c Rallye Royale (Monteverdi Hai)**, metallic silver body with black & blue racing number 14 tampo print, clear windows, black interior, matt black Hong Kong base, dot-dash driver side front wheel. Near mint to mint in good plus type L box. **£380, Vectis, March.**



▲ **Matchbox Superfast No 15b Lansing Bagnall Forklift Truck**, brighter red body with labels facing rear, black plastic steering wheel, lemon yellow mast with dark yellow plastic forks, bare metal base, dot-dash wheels. Mint in near mint type I box. **£160, Vectis, March.**



▲ **Matchbox Superfast No 17b Daimler Fleetline Londoner Bus** "Sellotape Packaging Systems", brick red body, gloss black base without axle braces, 5-spoke wheels. Excellent in excellent plus type I box. **£150, Vectis, March.**

UK Toy & Model Auctions

LIMITED

Our next Auction is Monday 17th May 2021

This Sale will be online only with no public attendance and no viewing.
Auction Starts at 12.00pm



300+ Lots including Dinky, Corgi, Matchbox, Britain's and more.



Est. £140-£160 Sold £220



Est. £350-£550 Sold £610

Prices achieved at our February 2021 auction

Catalogue & More Information on our Website : uktoyauctions.com

Phone & Commission Bids Accepted

BUYERS PREMIUM ONLY 14%

Internet Bidding Subject to an additional charge of 3%

THINKING OF SELLING?

SELLERS COMMISSION IS ONLY 18% INCLUSIVE (no hidden fee's)

Contact us for more information

Tony Oakes 01270 652773 Martyn McFetridge 07892 870729

enquiries@uktoyauctions.com

McLAREN MODELS

PO Box 21762, Larbert, Stirlingshire, Scotland FK1 9GG

Tel: 07483 260915 Email: BMclcars@aol.com

Scotland's largest diecast source since 1983



CMC - M128B - 1:18 - £299
11954 Mercedes-Benz W196R, French GP, Kling



12ART - 1001050 - 1:12 - £299
1964 Jaguar MK II, Gold Metallic



LS COLLECTIBLES - LS025J - 1:18 - £139.99
1982 Jaguar XJ6 Saloon, Burgundy



GREENLIGHT - 19099 - 1:18 - £59.99
1969 Ford Bronco, Metallic Blue



IXO - 18RMC058XE, 1:18 - £89.99
1979 Ford Transit MK II Team Ford



CULT CML094-1, 1:18 - £139.99
1953 MG TD, British Racing Green



MATRIX - 41208-011, 1:43 - £94
1959 Land Rover 109 Cuthbertson

Website Open 24hrs or Phone 07483 260915 : Mon-Sat 10am-4pm

Worldwide Mail Order Available - Postage Extra, Details on our website

www.mclaren-models.com



COLLECTABLES R US LTD

THE UK'S MODEL EXPERTS

Collectables R Us has been trading and dealing in die-cast models since 2011.

In store and online, Collectables R Us offers a mixture of new and vintage stock, with over 1,000 models available from around the world. Discover the largest stockist of movie die-cast models, plus Franklin Mint models, all in boxes with certificates, in stock. Minichamps, Norev, Solido and Ertl. There's a vast range of Airfix new and vintage (full 2021 range to pre-order now). Plus, there's a huge array of new and vintage train sets, locomotives, rolling stock and scenery.

Looking for something specific? If Collectables R Us doesn't have what you're looking for, it can be ordered.

Visit the shop at: The Chilterns,
High Wycombe HP13 5ES



Tel: 01494 440598 Mob: 07476 379 158

Email: enquiries@collectablesrus.com

www.collectablesrus.co.uk

CHELLENHAM MODEL CENTRE

www.cheltenhammodelcentre.com

OXFORD
Recent Arrivals
1:76 Scale

76AQ003 - Audi Quattro Sable
Brown Metallic.....£6.00



76JEP001 - Caesium Blue
Jaguar E Pace.....£6.45



76MSV002 - Mercedes
Sprinter Van Stobart
Rail.....£6.45



76MW6006 - Bristol MW6G
West Yorkshire.....£18.25



76TX5002 - Tupelo Red LEVC
TX Taxi.....£7.50



76WB002 - Water Bowser
Green.....£8.50

**100th Anniversary
Model Due July
2021**



43293 - Fordson Tractor
100th Anniversary Model
Limited Edition.....£29.99



Lewis Hamilton F1 Car



18-38126 - 1:43 Mercedes F1
Car AMG Petronas No.44
Lewis Hamilton.....£9.99



Arrived Recently



AA28801 - Bristol F2B Fighter
D-8063 RAF No139 Squadron
Villaverla Italy Sept
1918.....£62.99

76WB002 - Water Bowser
Green.....£8.50

**NEW OO GAUGE BUSES
Due Summer 2021**

90001 - Birmingham New
Look Guy Arab BCT #2975
JOJ 975 1A Moseley And
Acocks Green.....£49.95

90002 - Birmingham New
Look Guy Arab BCT #3064
MOF 64 7 Portland
Road.....£49.95

90003 - Birmingham New
Look Guy Arab BCT #2994
JOJ 994 11 Outer
Circle.....£49.95

90009 Birmingham New Look
Guy Arab WMPTE #3031 MOF
31 22 Selly Oak Via Weoley
Castle Estate.....£49.95

901012 - West Midlands
Fleetline #6965 WMT Blue/
Grey 7 City Centre Via
Witton.....£49.95

901015 - West Midlands
Fleetline #6909 WMT Blue/
Silver 120 Dudley Via
Oldbury.....£49.95

901020 - West Midlands
Fleetline #7000 Last Day Of
Operation Special
Edition.....£49.95

All available to pre order now!
See the full range on our
website.

Cheltenham Model Centre

39 High Street

Cheltenham

Email: info@cheltenhammodelcentre.com

Telephone: 01242 523117

P&P £2.75 for one Diecast item, £4 for two or more. All pre order prices are subject to change without notice. Pre-orders placed will have option to cancel if prices increases. All items in stock at time of going to press.

GL50 1DX

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

9 MAY

- **Ardingly**, David Parsons,
01424 846676 or 07742 609865

16 MAY

- **Shepton Mallet**, Bulldog Fairs,
01373 452857

20 JUNE

- **Exeter**, Bulldog Fairs,
01373 452857

AUCTIONS

7 MAY

- **Bedford**, W&H Peacock,
01234 266 366

11 MAY

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

12 MAY

- **Kent**, C & T Auctioneers,
01233 510050

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

- **Washington**, Toovey's,
01903 891955

13 MAY

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

14 MAY

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

15 MAY

- **Poole**, Cottees,
01202 723177

- **King's Langley**, Excalibur Auctions,
02036 330913

17 MAY

- **Lewes**, Wallis & Wallis,
01273 480208

- **Chester**, UK Toy & Model
Auctions,
01270 652773 / 07892 870729

19 MAY

- **Warwick**, Warwick & Warwick,
01926 499031

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

- **Kent**, C & T Auctioneers,
01233 510050

20 MAY

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

- **Sheffield**, Sheffield Auction Gallery,
0114 281 6161

25 MAY

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

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

26 MAY

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

27 MAY

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

28 MAY

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

- **Beccles**, Durrants,
01502 713490

29 MAY

- **King's Langley**, Excalibur Auctions,
02036 330913

4 JUNE

- **Taunton**, Greenslade Taylor Hunt,
01823 332525

5 JUNE

- **Online**, The Canterbury Auction
Galleries, 01227 763337

6 JUNE

- **Online**, The Canterbury Auction
Galleries, 01227 763337

7 JUNE

- **Rayleigh**, Stacys Auctioneers,
01268 777122

8 JUNE

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

9 JUNE

- **Kent**, C & T Auctioneers,
01233 510050

11 JUNE

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

18 JUNE

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

20 JUNE

- **Sydney**, Trains Planes &
Automobiles, +612 4787 7974

22 JUNE

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

24 JUNE

- **Surrey**, Ewbanks Auctioneers,
01483 223101

CLASSIFIEDS

NORTH YORKSHIRE

Jaunty Jalopies

Hunmanby, Nr Filey, YO14 0JU

- Good stock of Corgi Classics, Vanguards, Modern Trucks
- Heavy Haulage, Plant & Construction, Farm, Classic Cars, Steam, Trackside, Aviation Archive
- Vintage Commercial, 1-76 Buses - EFE & Omnibus
- Massive quantity of Herpa 1:87
- Huge Selection of Fire & Police Vehicles
- Lots more: Obsolete Corgi, Dinky, Spot-On
- Matchbox, Conrad, NZG, Joal, Britains Minichamps, Universal Hobbies, 1:18 etc

Always ~ 150 "BUY IT NOW" Offers in our eBay Shop
Search using seller ID: jauntyjalopies

COLLECTIONS PURCHASED, Large & Small, New or Old with Fairness, Discretion & Sensitivity. Will travel Nationwide

Shop in Safety! Call in advance to book a slot!
Have the shop to yourself for up to 1 hour!
Open at any mutually convenient time incl weekends! 24 hr notice required.
Call before Travelling

Tel: 01723 890060 or 07889 286559
Email: science-equip@btconnect.com

LONDON

DIECAST COLLECTIONS PURCHASED

- Dinky • Matchbox • Corgi • Classics
- Trucks • Vanguards • Aircraft
- Minichamps • Tekno • EFE • 1:18
- 1:43 • Plant • Agriculture

ANYTHING CONSIDERED!

Contact Alon
07904 865 003 (London)
or email: bullfrogbennyretrotoys@gmail.com

DEVON

ALL RISKS COVER for COLLECTABLES

Stamps, Postcards, Coins, Diecast models, etc...

Write or Telephone for rates
STAMP INSURANCE SERVICES

C G I Services Limited
29 Bowhay Lane, Exeter, EX4 1PE
www.stampinsurance.co.uk
Tel: 01392 433949 fax: 01392 427632
Authorised & Regulated
by the Financial Conduct Authority No. 300573

WEST MIDLANDS

SPRINGHILL MODELS & CARDS

Stockists of

- OXFORD • C.M.C. • IXO
- GREENLIGHT • WHITEBOX
- SCHUCO & others

4 Springhill Lane • Penn • Wolverhampton WV4 4SH

01902 341302

Email: pete@springhillmodels.co.uk
Web: www.springhillmodels.co.uk

TO ADVERTISE

Please call
Kristina Green on
01778 392096

HAMPSHIRE



10A Church Street, Basingstoke, Hants, RG21 7QE
Closed Tuesdays (not Dec), Sundays (not Dec 1st - 22nd)
& Bank Holidays
Tel: 01256 358060

Diecast cars, commercials, WW2 tanks & planes from Base, Britbus, Classix, CMN, Corgi, Dragon, EFE, Minichamps, Oxford and more.

Use our secure online shop
or visit in person.

www.churchstreetmodels.co.uk

KENT



KENT

minimodelshop.com

Free Delivery over £50
Free to join Collector Club gives exclusive 10% discount!
Latest collectible models - Display Cases & Stands

01634 718190

customer.support@minimodelshop.com

buses - aircraft - bikes - cars - plant - farm
commercial - military vehicles - race cars



Ramsay's

BRITISH DIECAST



WE ARE THE CHEAPEST!

We are the cheapest place
to buy the Ramsay's British
Diecast Catalogue 17th
Edition at just £20!

With more than 350
pages, over 3,400 models
featured and all-new colour
photographs throughout.
This is value you can't beat!

Order your copy today by calling **01778 392006**
or go to **www.ccofgb.uk/ramseys17**

Dear Editor...

EMAIL YOUR LETTERS AND QUESTIONS TO **rick.wilson@warnersgroup.co.uk**
OR WRITE TO US The Editor, Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH.

VIVA, LAS OXFORD?

IN answer to the question raised by Phillip Trugg, in your March 2021 issue, there is one model that I'm aware of that was at least based on the Viva HC, a white metal model of the Vauxhall Magnum. It was made by Thoroughbred Models about 20 years ago (incidentally it made a Firenza as well) and while I don't know how many Magnums it made, I do know they are very rarely seen for sale and would no doubt come at a cost if one were to become available. Like Phillip and, by the sound of it, yourself, I would love to add a Viva HC to my collection, so let's hope Oxford Diecast will make the sister Viva to accompany its excellent Firenza, which I already have in my collection. Maybe if we all shout loud enough they might just hear us!

Tony Edwards, email

ED A very worthy observation, Tony, and thanks for the Thoroughbred information. And yes, you guess correctly, I definitely have a little bit of Vauxhall running through my veins, thanks to that pair of my parents' early cars. I'll definitely bring this up next time I have a chat with Oxford.

SELLING A LARGE COLLECTION

LIKE Brian Melton (p83, April issue), some years ago, as a collector, I got the job of selling a relative's diecast collection. Dealers were not interested - the best offer being 50p per model for the complete, as it turned out, 540 items including 25 as new, expensive display cases. Each model's box was stored in the loft and in good condition. It took me six months to prepare a catalogue and mate each model to its own box. I found my copy of *Ramsay's British Diecast* most helpful. My advice when selling a collection is therefore know exactly what you are selling and contact several dealers direct. I obtained several thousand for the collection and display cases from one dealer.

David S. Foster, Cheshire

ED Wise words indeed, David. It pays dividends (literally) to do a little digging and a copy of *Ramsay's* will certainly help. You can still get hold of the latest edition by going to www.ccofgb.uk/ramsays17



NEW BUS REQUEST

REFERENCE issue 281, March 2021, and the excellent Northcord Coastliner. We holiday every other year in Eastbourne/Brighton and travel on route 12x, the Coaster, between Brighton and Eastbourne. My own & many other collectors' prayers would be answered by a model in the stunning Coaster livery of Green & Blue on route 12x to Eastbourne. Can you help?

John Firth, Jay-Eff Dioramas, Selby

ED The vibrant Coaster livery would certainly make for a very attractive model. I'll put out some feelers and see if we can tickle the fancy of one of the manufacturers. We carried an article on Brighton & Hove buses back in the March 2019 issue, so this would make for a nice follow up to go with Corgi's recent release announcements too.

ANOTHER VOTE FOR VAUXHALL

LIKE Philip Trugg and yourself I am a classic Vauxhall fan, as my father owned an E series and a PA Velox and an FB. I've since carried on the family tradition and owned nine Vauxhalls - an HC Viva, Chevette, two Cavalier Mk IIIs, two Calibras, two Vectras and my current Astra. I have every Vauxhall marque history book available and a collection of well over 100 Vauxhall models, mainly in 1/43 scale. I'm nearing completion of a model Vauxhall history, the second part - 1964 to the present - part one was published in the very last issue of *Model Collector* in May last year. In answer to Philip Trugg's question sadly, to the best of my knowledge, there has never been a model of the HC Viva, and I also consider this a glaring gap in Vauxhall model car history, as this was a hugely popular family car. The nearest and expensive substitute that can be found is the bigger engined Magnum variant that was made as a 1/43 white metal model by Thoroughbred Models some years ago, together with a Firenza variant. There's certainly no shortage of Firenza models, including the fabulous Wayne Cherry designed 'Droopsnoot'. There are lots of other gaps in Vauxhall model car history, which I hope enterprising manufacturers will eventually fill - Ford fans, as just one example, seem much better served.

Laurence Price, Weston-super-Mare

ED Thanks also, Laurence. And that's a most impressive sounding collection you have there. We would happily carry the second part of your Vauxhall history in a future issue, once it is finished, so please feel free to drop me an email in due course so that we can discuss further.



A CASE OF MISTAKEN IDENTITY

JUST wondering if there is a prize for issue 281's The Last Word mistake? Brian Gower describes a slick Corgi Renault Floride then pictures a red Corgi VW Karmann Ghia as the Renault! (Actually a nicer motor.)

Chris Gray, Scarborough

ED Good spot, Chris! And one I should have picked up as Editor. Whoops. Thanks for pointing this out.



MORE MG MILESTONES

I have read the article MG milestones in the February issue with lots of interest, because MG is my all time favourite. I own an MGB and I have a small collection of MG diecasts. My father drives a modern TF and that's why we are searching for these models. I find it a pity that there are not so many of them, almost nothing in fact. Regarding the SAIC Dealer Promotional MG TF, I cannot tell you any more about it, but I have got a very long list from a German friend with only MG diecasts and in this list there are only two manufacturers. The first one is K&R Replicas and the second one, more interesting for me, is Ricko. It has the MG TF in 1/18th scale in four different models (Trophy Blue, Monogram Jubilee, yellow and red), but these ones are very hard to find. The models in 1/87 scale from Ricko are more common. They come in three colours (blue, yellow and red) and I have two of them. Unfortunately, I think the manufacturer, Ricko, does not exist anymore.

Patrick Menten, Belgium

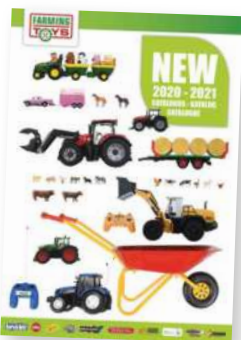
ED Thanks Patrick, that's a brand I've not been aware of until now. Given my name, you think I would have picked up on that bit! They look like nice models – I'll see if I can track any of the 1/18s down. I've just done a quick search on ebay, and there's a listing in Germany that has one of the smaller red ones at a very reasonable price that would complete your 1/87 set.

FREE FARMING TOYS CATALOGUE

FOR anyone interested in model tractors, there is a very good catalogue available for free called farming toys and it seems to be marketed by Gallagher Power Fence UK Ltd., Curriers Close, Canley, Coventry, CV4 8AN.

David Stewart, email

ED Many thanks for the 'heads-up', David. An online version can be found at www.gallagh ereurope.com/en_gb_ge/farming-toys.



REMEMBERING DAVID COOKE

I was very pleased to see your most appropriate obituary for David. It was David's foresight to found the DTCA and thus provide a focus for all things Dinky. As you say, he will be sorely missed.

Ken Cowdry, email

ED Thank you, Ken. Thanks also to Michael Driver for the words.

CATALOGUING COLLECTIONS

IN the May issue, you indicated that there was a need to produce a proper catalogue of models in your collection. I suspect, like me, you indicate in a system what the model manufacturer is, the model type, model colour and the price you paid for it. This system I have used from day one, but last year I felt that time was moving on and I ought to catalogue every model in the same format. I have been in publishing for a considerable part of my working life and have used QuarkXPress for most of that time. When I had my own desktop publishing company, I bought an Apple Macintosh machine and used it with QuarkXPress and, as machines in the Apple range progressed, I updated accordingly until I bought an iMac some years ago, so all my cataloguing has been done on an iMac with QuarkXPress. That is the background to my cataloguing activities for my model collection. You asked for suggestions about your cataloguing activities, so I have attached on this e-mail the way I have constructed my numerous different types of models and manufacturers. I decided last year to generate a complete package with all the model types included and an alphabetical list (A to Z) to include all the different model manufacturers of models in my collection. The result is laid out on four pages attached to this e-mail. A typical sample of model cataloguing is depicted. Each model type had an index sheet of the various types (groups) of models in a section by section basis. And finally each model in that section has an itemised list showing the individual Reference Number/Description/Colour/Boxed or Un-Boxed and, finally, the price paid. I hope this is not teaching you how to 'suck eggs', but this is the way I have dealt with cataloguing my collection of all the different manufacturers of the models.

Robin Narborough, email

I was interested to read your correspondent's request concerning database software for his model collection. I have attached a sample of my use of Microsoft's Excel program. This simple spreadsheet allows for any column to be alphabetically listed; I have chosen the model maker for illustration. This keeps track of the models in my collection and also allows for further columns to be added. I did not include the valuation column in this illustration as it is mainly my own guesswork. However, details like date of purchase could also be usefully included. I have used this format as my main record keeping and the best part is that it is free once Office is installed.

Dennis Trebble, email

ED Gents, many thanks to you both for getting in touch. Both of your thoughts are along the lines of where I have also started, but it is reassuring to know that it seems I'm not alone in the process. Once I've got a bit further down the line with mine, I fully intend to share in an article, as I'm sure it will be of use to many other readers, so would value your input. To that end, I will be back in touch soon. Many thanks, once again, to you both. Unfortunately, Robin's attachments came through at too small a resolution to include here, and I'll save your illustration, Dennis, for the future article.

MEMORIES OF MY OLD MATCHBOX MEMBERSHIP

I'VE found my old original MICA membership card from 1992. Due to the fact that I would like to deep dive back into the world of Matchbox again, my question is which club or organization is now the successor or took over? My membership number was 92/ 595/ E.

Roman Lange, Germany

ED Many thanks for getting in touch. Despite also being a huge fan and collector of Matchbox, I'm not actually quite sure what happened to MICA, or when. If you are on Facebook, there is a myriad of Matchbox specific pages to follow, such as the "Lesney Matchbox Collectors Group". One of the highest profile contributors is a chap called Jim Gallegos. He has an absolutely massive collection, and sells too. He is also behind the Annual Matchbox Collectors International Gathering of Friends Convention (the 19th edition takes place in the US, in Albuquerque this July). He can be emailed at matchbox1@aol.com for details.

THE GREAT DISRUPTION

IT is sad to see the lead letter in the April issue. I'm in the EU, and it seems I can buy from anywhere in the world - except the UK! Brexit is a problem, but so is Covid, and two lesser understood issues regarding postal rules and customs charges. Yes, freight costs between Europe and US are up 500%, while freight between Europe and Australia or SE Asia is up about ten fold or more. This seems to be because there are few passenger flights. Post, both letters and small packets, used to take up spare luggage capacity. Even within Europe, costs are up substantially. This is especially true for us in Ireland, but it might be affecting the UK too. There is a project we call "Customs 2020", which will require more complete and accurate labelling of postal packets, with ITMATT data. I think it's driven by the USA, and it's worldwide. It will mean the correct customs duty and VAT can be calculated for every package, not just the 10% that were traditionally inspected. Then there is the abolition of VAT de minimis (in the EU at least). In the past, packages worth less than €21 did not have charges collected because the cost of collection was higher than the charge. With full automation of ITMATT data, that is no longer the case. From July, everything can be charged. So Covid impact on freight, and customs rules would be making everything from outside the EU more expensive anyway - Brexit just magnifies the effect. In the past, collectors in Ireland found models from the UK were often better value than imports from USA or China, but I think that will no longer be the case. All the changes mean a model for €100 from USA or China would end up costing about €140, which will go to about €150 now. But UK sellers mostly won't sell to EU, or if they do, €100 purchase prices result in €70 or more extra charges. The point is probably moot anyway, as many UK sellers no longer despatch to the EU, although they can somehow still sell to USA and Australia! I'll just have to find new suppliers, and hope that maybe Solido or some other EU maker will eventually do a Rover 623 Gsi.

Paul Walsh, email

ED Thanks Paul, I have to confess that I'm still very confused by it all. Add into the mix the further shipping delays thanks to the knock on effects of the Suez Canal blockage and I feel it's almost like we're being put to the test to see how much we can cope with. I do hope things settle down soon. I haven't personally had any problems with purchases from the continent so far, but they have all been low cost. I occasionally sell on ebay though, and for the time being I am restricting myself to UK-only sales, as I find the whole cross-border requirements thing too confusing to justify spending the time on at the moment. I hope you find your Rover soon!



TRAINS, PLANES & AUTOMOBILES

British Model Car Auction
A SUPERB COLLECTION

Featuring

- Dinky
- Corgi
- Spot-On
- Minic



Sunday 20th June
In our auction rooms and online
Full details at
antiquetoys.com.au

TRAINS, PLANES & AUTOMOBILES
In the Beautiful Blue Mountains, Australia



LOVE AUCTIONS?

The Toy Collectors Price Guide 2021 is packed with nearly 100 pages featuring more than 1000 auction prices from the past year.

Order yours today by calling

01778 392006



MonkBar
Model Shop
Established 1963

2 Goodramgate
York - YO1 7LQ
01904 659423
info@monkbarmodelshop.co.uk

Diecast Planes - Diecast Cars & Buses
Model Railways - Plastic Kits - Scalextric - Jigsaws



MONK BAR MODEL SHOP LTD



Open Monday - Saturday
9am - 5pm
Only 2 minutes from York Minster

Stockists of Corgi Aviation, Collectables, Vanguards, OOC,
Plus Oxford Diecast, Base Toys, EFE, W Britain, Hobby Master, Siku & Britains

www.monkbarmodelshop.co.uk

COLLECTIONS
URGENTLY REQUIRED

Lego, Lledo, Matchbox, Corgi, Old Dinky, EFE, Brooklin, Conrad, Lion, Hornby, Scalextric, Britains, Solido, NZG, Tekno, boxed, railway etc.

★ LARGE SURPLUS STOCKS A SPECIALITY ★

Tel: 07702 046795

LEEDS MODEL CENTRE

(established in 1981)

YOU NAME IT WE BUY IT!

Can collect from anywhere in the world within 48 hours!
Send us a list or call our hotline now!

BARGAIN WORLD: 95 Market Place, Heckmondwike, WF16 0HB

Email: jonathan@bargainworldleeds.co.uk

WANTED!

Andrew of Miniature Autoworld is looking for **all makes and scales of:**

- Modern & Vintage Diecast Models
- White Metal & Resin Models
- White Metal, Resin & Plastic Kits
- Modern & Vintage Toy Soldiers

Large Collections - Small Collections
- Surplus Stock

Selling couldn't be easier!

We will travel **anywhere** in the UK & Ireland!

We can make payment by your preferred method!

Simply phone Andrew direct, anytime:
01271 864061 or 07515 743152

Visit the website:
WWW.MINIATURE-AUTOWORLD.CO.UK

Email us:
miniature-autoworld@outlook.com

Or post details to:
Andrew Sutton, Miniature Autoworld,
Green Ridge, West Down, Ilfracombe,
Devon, EX34 8NF

Treading carefully

Stephen Paul Hardy goes on the trail of detail and tyre authenticity.



▲ Stephen Paul Hardy.

It has consciously occurred to me (as distinct from subconscious naggings) over the past few months that authenticity in miniature is actually the summation of several factors. Foremost, of course, are the factual issues – such as is the paint colour model and year correct? And is the build specification replicated as originally manufactured in 1:1?

Then there are the subtle matters that influence the overall feeling one gets when studying the scaled down replica. One of the most obvious is how the vehicle actually sits – its stance. Now that of course is influenced by how the suspension arrangement is modelled. Anything from fixed direction wheels on metal axles to the more complex posable front wheel mountings. And then there are the wheels and tyres themselves – even just slightly over scale examples can distract the eye and overall perception of the model quite dramatically, let alone ruin that issue of stance.

Then there are the tyres themselves. In past eras when tyre wall profiles were fairly standard, relatively deep-sided tyres generally came in widths

not exceeding 5J. The natural flattening to the road surface that even a properly inflated tyre displayed when a car was standing was comparatively unnoticeable – certainly hardly relevant at the traditional scales of 1/43 and smaller.

Currently, though, with major changes in wheel and tyre developments and vehicle weights upwards of twice or three times their model counterparts of five decades ago, the visual dynamics have shifted. Add to this the prevalence of much larger scales – 1/18 and upwards – now being the norm in the world of automotive scale model. Noticeable then under scrutiny of my review supporting close-up photography is how unnatural those otherwise amazingly detailed wheel and tyres look in this respect. Contemporary stance image begs replicating not only by that flatness on the driving surface but the, often pronounced, bulging of low profile side walls.

It is of course a step too far to expect such details to be replicated at 1/18 and above... or is it when we are now talking about minutiae of valves, brake caliper inscriptions, etc., in reviews? **DC**

NEXT MONTH

July 2021
Issue 285

Rover-BRM gas turbine racer

An incredible project from the early-1960s that raced at Le Mans not once, but twice!



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

PLUS...

- New military models by Solido
- Figuring it out with Dinky
- Sikorsky Sea King 60th anniversary
- Corgi Toys Power Blaster set
- Garage Moderne collection
- Fastest production cars part 2
- The history of Somerville
- New model spotlight
- Collecting by numbers – Superfast #12
- Size Matters - part 22
- Desert Island Diecasts
- Auction results and ebay watch
- All the latest news
- Extensive selection of new model releases

July issue on sale 1st June or download the digital edition
7 DAYS EARLIER on 25th May at www.pocketmags.com/diecast-collector

Something for the weekend, sir?



Brian Gower finds himself tempted by some American metal.

My first barber was a small, fatherly man called George. He had a sidekick called Terry, who looked Italian and laughed a great deal, while dancing around making large gestures with his long arms as the hair of his customers flew off in chunks. Terry was popular with the Teddy Boys of the area, because he knew exactly what they wanted and was an artist with comb and scissors – although even George sent me off with a distinct touch of the current fashion.

My mother would leave me there on quiet weekday mornings and ask George to see me across the main road afterwards, so that I could run home. I found it a congenial environment until, aged fifteen, I ventured in one Saturday afternoon to find the place full of uncouth older blokes.

I immediately transferred my custom to a solitary practitioner along the road – a genteel man with grey wavy hair and a manner wedged halfway between priest and doctor, but who always asked me, as I paid, if I wanted "anything for the weekend". If I had known what he meant, I could have answered glumly, "Well, a girlfriend would be a good start", but I hadn't a clue what he was offering. By the time when I could have said a grateful "Yes please", I had ceased to entrust my flowing locks to barbers and bought what I needed for the weekend from a chemist.

However, back at age fifteen, my idea of the perfect weekend was being fed by the music of The Beach Boys, interspersed with cool jazz (Stan Getz and

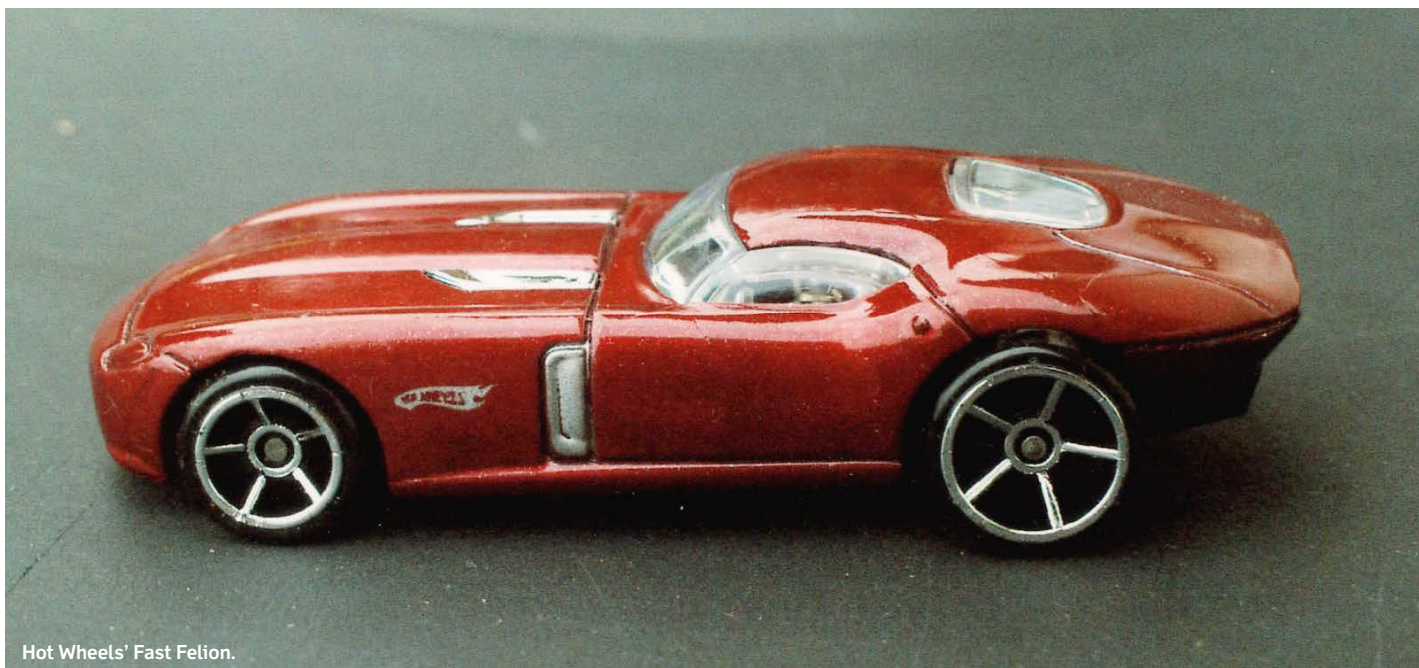
▲ '59 Chevy Impala, by Vitesse.

Miles Davis), and further stoked by the colourful pictures in Hot Rod magazine. It was from this highly-charged publication that I developed a very un-English appreciation of old Ford coupés with 'blown Chevy mills', chromed side-pipes, velvet upholstery and many-layered paintwork that sparkled – plus all of the Detroit classics that had no need of extra adornment. Importantly, they all seemed to come equipped with a pretty girl in the front passenger seat.

At the time, there were no diecasts to reflect this heaven-on-wheels, but kits were to be had, mostly



► '61 Chevy Impala, by Hot Wheels.



Hot Wheels' Fast Felion.



'36 Ford Coupe, by Hot Wheels.



Hot Wheels' Corvette Concept.

in 1/24 scale, accurate as far as I could tell, and with multiple-choice assembly instructions for 'Street', 'Custom', or 'Drag-strip' versions. One of these kits was a one-option-only concept car - the Pontiac Club de Mer. I must have been in my early thirties when I stumbled across the Hot Wheels diecasts in a sweet shop in North Cheam. I wasn't collecting at the time (openly), but I couldn't resist a Model-A Ford hot-rod and a prohibition-period Cadillac sedan, nor the Corgi Toys Quartermaster dragster and the jacked-up yellow Mustang - Milligan's Mill - that were placed in my field of vision. There was also a green beast called Gus's Gulper. The last two were Matchbox Superkings models. All were accidentally left somewhere along with four post-war Dinky American cars and a whole lot more that I mustn't dwell on lest I weep.

Fortunately, life sometimes gives us other opportunities and I lay the evidence before you here. My most recent find is a '36 Ford Coupé in flaming copper-orange metallic. There is a delightful dickie-seat, which the previous owner has not knocked the 'lid' off, despite some enthusiastic play. I believe that it was made in the late 1970s.

Plundering every outlet in my locality has yielded three concept cars - a lime green experiment in

► **Stingray Concept, by Hot Wheels.**



design that led to the '57 Corvette, not too far from the eventual production car, a 1959 Stingray concept showing most of the key elements of the 1963 car, and something seemingly based on the E-Type Jaguar called the Fast Felion, which presumably exists somewhere. The Stingray concept was also produced in 1/43 and 1/18 scales by AUTOart. And my choice for the weekend? None of them I'm afraid. After all my indulgence with American excess, all I will ever want or need is a 1966 Rover P5 Coupé. **DC**

SELLING YOUR DIECAST MODELS?

Warwick and Warwick have an expanding requirement for early to modern collections of British and foreign diecast models and diecast models of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.

FREE VALUATIONS

We will provide a free, professional and without obligation valuation of your collection. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next specialist public auction.

FREE TRANSPORTATION

We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

FREE VISITS

Visits by our valuers are possible anywhere in the country or abroad, in order to assess more valuable collections. Please phone for details.

ADVISORY DAYS

We will be visiting all areas of the United Kingdom, please visit our website or telephone for details.

EXCELLENT PRICES

Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

ACT NOW

Telephone or email
Richard Beale today with
details of your property.



Warwick & Warwick Ltd.
Auctioneers and Valuers
Chalon House, Scar Bank, Millers Road,
Warwick CV34 5DB

Tel: 01926 499031 Fax: 01926 491906
E-mail: richard.beale@warwickandwarwick.com
www.warwickandwarwick.com



Warwick & Warwick

SELL YOUR DIECAST VEHICLE COLLECTION FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

**GET A FREE
VALUATION
ON YOUR
COLLECTION**

CORGI

Exclusive
First
Editions

OXFORD



Get cash for your items in just four easy steps...



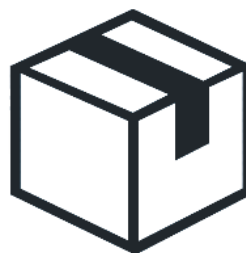
1. List

Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal.**

Find out more at www.hattonsmodelmoney.com

Call us on **0151 305 1755** or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ
Phone opening times: Mon to Sun 9:30am - 5:30pm.

Read more from us...

If you have enjoyed Diecast Collector here's six more magazines from us to try



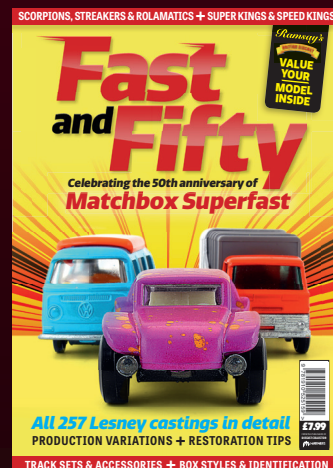
Collectors Gazette

The only toy collecting magazine focusing mainly on traditional and nostalgic old toys.



Toy Collectors Price Guide

The only annual featuring auction prices and in-depth features on a range of collecting topics.



Fast & Fifty

Celebrating the 50th anniversary of Matchbox Superfast.



The Corgi Story

Celebrating 60 years of the iconic Corgi name.



Stamp Collector

All the latest news, information and market insight to get the most from your hobby.



Coin Collector

Giving you all of the information, news and expert advice to build your collection.

★★★★★ Leave us a review ★★★★★

If you have enjoyed this magazine then do the next best thing to shouting it from the rooftops... and leave us a review instead! We all like to know when something is good and if something has been rated highly by others. Leave us a review to let new customers know what you think to **Diecast Collector**.

The Battle of Britain

IN COLOUR



“Praise where due. This is the best magazine available which I have read - I am very impressed. I thoroughly enjoyed reading each chapter and it was written in such an easy style. It covered every aspect and I was saddened when I reached the end.”

This 164-page special collector's edition commemorates the 80th Anniversary of the momentous Battle of Britain, making it the perfect gift for any aviation or Battle of Britain enthusiast.

THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

The Battle of Britain was one of the most iconic battles of the Second World War, embedding itself indelibly into the nation's consciousness. Earlier, the Battle of France could easily have spelled defeat before the air battles got underway in July 1940.

As for the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. It was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of the BEF, a large Air Component was supplemented by an Advanced Air Brigade. In total, there are forces amounted to six squadrons, six of which were Hawker Hurricane-equipped. The remainder of the RAF force in France comprised largely light bombers and Army Co-operation squadrons. Eventually, however, the 'sitting' became the 'fighting'.

On 10 May 1940, German forces launched their all-out assault on France and the Low Countries and what followed in Belgium, the Netherlands etc, was the complete collapse of those countries under the overwhelming might of German military power. Across France, German forces rolled inexorably towards the English Channel and while the French and British tried desperately to stem the advance, the situation became ever more desperate.

Predicted Catastrophe
When the fighting had broken out in France, the BEF's Air Component were in almost certain trouble, and it was not to be long before they were to be sent to the Channel, and then to the sea.

BACKGROUND TO BATTLE



Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricanes sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

THE RAF FIGHTER PILOT



Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricanes sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricanes sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

THE RAF FIGHTER PILOT

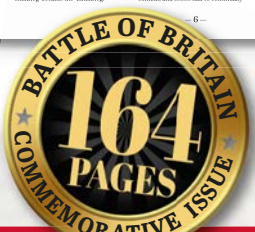


Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricanes sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.

Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricanes sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France. The Hurricane High Dive bomber was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land in France.



DOWNLOAD NOW

ORDER A PAPER COPY