

DIECAST

C O L L E C T O R

THE UK'S ONLY DIECAST MAGAZINE

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INSIDE

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Garage Moderne partwork
The Sonderwunschen touch

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» SOLIDO'S BRAND
NEW MILITARY RANGE



» ROVER-BRM GAS
TURBINE AT LE MANS



» SOMERVILLE MODELS
HISTORY AND REBIRTH

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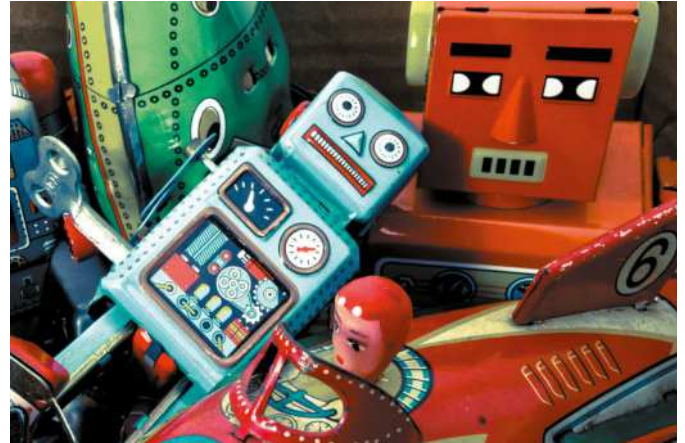


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SUBSCRIBE & GET FREE MODELS WORTH £50

Turn to page 14 to find out more...

News & Events

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

DNA'S AUDIS MAKE A STORM OF COLOUR



PRESENTED to the public for the first time in 1997 at the Frankfurt Motor Show, the Audi A2 (based on the Audi A12 concept car) was produced from November 1999 to August 2005 in Neckarsulm. The A2 (Typ 8Z) is a five-door hatchback compact MPV supermini that was very popular thanks to its lightweight aluminium construction, low fuel consumption, and its engine efficiency.

For summer 2003, Audi created the Colour Storm edition, featuring new optional special paint and body styling options. The new body finish contrasts a stylish matt black roof, door mirrors and side rubbing strips to contrast with the new brightly-coloured paintwork. This eye-catching theme highlighted the A2's extraordinary, highly aerodynamic curves, and the colour treatment was continued into the car's interior with upholstery to match the body colour.

To be released in four different colour versions, as a 1/18 scale resincast, DNA Collectibles has confirmed that pre-orders can now be placed through its website (www.dnacollectibles.com) or through your preferred retailer. Made to DNA's usual exceptionally high standards and featuring sublime levels of detailing, the A2 will be available in either Imola Yellow, Misano Red, Sprint Blue or Papaya Orange. Only 399 of each colour will be made (all individually numbered) and models will be priced at £150.99.

But wait, there's more. If you can't choose which colour, and want to buy all four, enter the coupon code "GREATDEAL" at the checkout to get 75% discount on the fourth model! ■



CLUB SOLIDO'S 100 SERIES IS BACK IN PRODUCTION

AFTER a delay in production enforced by Covid restrictions, Club Solido's latest 100 series re-editions are now available in the Club Solido online shop, as well as at Solido retailers. All are priced at 24,95 €.

The next four releases in the series are: Aston Martin DB5 Vantage in British Racing Green, Citroën Ami 6 with a beautiful red dress, Ford Thunderbird in two-tone - black bodywork with white roof - and Simca Océane in a very 'sixties' orange.

For more information, go to www.club-solido.com. ■



BIG 'BUSTERS!

EAGLEMOSS Hero Collector, designers, manufacturers and publishers of high-quality collectibles from across the many worlds of pop culture, gets all spooky as it introduces the "Build the Ghostbusters Ectomobile" subscription programme. Generations of Ghostbusters fans will soon be able to build their very own ECTO-1 in the comfort of their own home or firehouse.

The subscription format regularly delivers plans, parts and behind-the-scenes insights with which to easily assemble a perfect 1/8-scale diecast replica of one of the most instantly recognisable vehicles in motion picture history – ECTO-1, as featured in the original 1984 Ghostbusters movie.

To register your interest, find out more, or subscribe, go to <https://en-gb.eaglemoss.com/hero-collector/ghostbusters/ghostbusters-ecto-1-build>. ■

IT'S 40 YEARS SINCE GILLES' MONACO WIN

COMMEMORATING the 40th anniversary of the one and only win at the Monaco Grand Prix for the great Gilles Villeneuve, Brumm has released a limited edition special version of its 1/43 scale Ferrari 126 CK, packaged in a bespoke box featuring a Monaco backdrop and a special outer carton bearing "40" in the same style as Gilles' famous number 27 on his car. The victory also marked the first success of a turbocharged Ferrari in Formula 1, as well as being the fifth Grand Prix victory in Gilles' tragically short F1 career.

No S2101 is limited to just 250 pieces and is priced at 70,00 €. Visit www.brumm.it for more details, or contact your preferred retailer. ■



Welcome



SPECIAL "THANK YOU, NHS" MODEL BY MSMC

DESPITE all the problems with the pandemic the Maidenhead Static Model Club (MSMC) has followed its tradition of providing a model for its members. This time, the model chosen is a Dinky Toys style Austin A40 Van, advertising the Berkshire Healthcare NHS Foundation Trust. This represents an acknowledgement of all the work the Trust has done in connection with the Covid-19 virus and, of course, all the other NHS Trusts.

The model is in white and has the appropriate Trust name and the rainbow symbol on the van doors that are so familiar to everyone. The number plate is NHS 1948, the birth of the NHS, and the rear doors carry the Thank You rainbow and "NHS 2021". It is supplied with three alternative pairs of number plates.

The box has a special Dinky-style wrap describing the contents and includes the MSMC logo, Berkshire Healthcare NHS Charitable Trust and the Rainbow "Thank You" logos. A limited number can be purchased by non-members at £30.00 plus P&P (within the UK).

The Club hopes that all collectors will understand the thought and care that has been expended in the design and manufacture of it. Profit will be donated to the Berkshire Healthcare NHS Charitable Trust.

To obtain a model please contact Robert Newson of the MSMC via email – robert.newson@hotmail.co.uk. ■

TERRIFIC TYPHOON AT TIGER HOBBIES

RECENTLY arrived at Tiger Hobbies is the latest Eurofighter Typhoon offering from Hobby Master. No HA6650 replicates an aircraft in the colours of the RAF/Qatar Emiri Air Force, carrying registration ZK361, as seen as RAF Coningsby in 2020.

Priced at £89.95, this highly-detailed 1/72 scale replica is selling fast, so be sure take off for www.tigerhobbies.co.uk now! ■



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www.youtube.com/CollectorsClubofGB

Things are starting to take off! And I'm not still going on about the de Havilland Canada Chipmunk that dominated this column last month.

The first batch of toy fairs have been tentatively announced, so we can begin to return to some sort of collecting normal (whatever that turns out to be). I've already booked a couple of tables for future events as I need to sell some of the stuff that I've bought for articles over the last few years - there is only so much space in my studio, unfortunately.

It also means that we can start planning trips and visits, albeit with sensible guidelines to be adhered to for some time yet. We had a couple of Out & About articles in hand from Mike Pigott from early 2020 that I decided not to publish during the period of restricted movement, as it seemed inappropriate at the time. I'll start those off again soon. Especially as I have a few trips planned myself as well. Gently, gently though.

Going back to the ever-growing stockpile in my studio, I recently unboxed a sizeable carton that had somehow got hidden at the back. I knew it was there and it's one of those articles that could be written at anytime, as it isn't time-sensitive. But my recent acquisition of a near mint Corgi Grand Prix Kit Set from 1973 prompted me to begin a little mini-series in this issue. It's an area of diecast collecting that was popular for a while in the 1970s, largely led by the series of Dinky Action Kits that launched in 1971 - I seem to have acquired many of these over the years. So I start with that Corgi set on pages 38 and 39, and the Dinkys will follow in two issues. In between these, I have a few Solido kits to share - I didn't even know that it had produced kits until I had to buy a couple in the same lot as a Dinky kit I was after at Vectis. Oh the joys of being able to go out and bid again...



▲ 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

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NEW JAGUAR E-PACE FROM OXFORD DIECAST

THE The introduction of the 1/76 scale Jaguar E-Pace SUV is the latest in the impressive line-up of Oxford's Jaguar replicas and brings the series bang up to date. The E-Pace is classed as a small, luxury, 'soft' roader with five doors and was designed by Jaguar's chief designer, Ian Callum. It comes either as a front-engined front-wheel-drive or front-engined all-wheel-drive and includes elements of both the Range Rover Evoque and Land Rover Discovery Sport, with prices starting at around £32,000.



Much more affordable, and with the authentic detailing, Oxford's E-Pace replica is decorated in one of the most striking modern Jaguar colour schemes, a rich royal blue with black trim, including the black roof glass. The interior is moulded in a contrasting soft beige.

The number plate reads VN67 CWK from the first year of production. The radiator grille, finished in black and silver, also features the modern Jaguar badge in red and silver, while the rear has the Jaguar nomenclature and the cat itself printed in silver.

No 76JEP001 is priced at £6.95 and will also be shortly released as part of Oxford's F-Pace, E-Pace and I-Pace 3-piece Jaguar set (No 76SET75), available soon for £19.95. See www.oxforddiecast.co.uk for more details, or contact your preferred sales outlet. ■

APOLOGIES FOR THE MOTOCART MIX UP

IN the June issue, there was a bit of a slip up on page 40, at the beginning of David Busfield's article on the Motocart. The very first paragraph was somehow duplicated from the following article on page 44 and missed by the editorial team when proofreading, meaning the beginning of David's article made no sense. We apologise for any confusion and hope that it didn't detract from the enjoyment of reading the rest of the article.

NEXT FROM BROOKLIN

BROOKLIN has just announced its schedule for the remainder of 2021. Due in July is the 1961 Pontiac Ventura, followed in August by the 1963 Buick Riviera. September will see the 1946 Pontiac Sedan appear, and bringing up the rear in October is the 1932 Cadillac V8. Prices to be confirmed.

COMING SOON FROM DNA COLLECTIBLES

THREE future 1/18 scale resincast releases have been confirmed and DNA Collectibles, will start taking pre-orders for soon – Saab 9-3 Aero Convertible (in Lime Yellow Metallic, Black or Chili Red Metallic), Subaru XT Turbo 4WD (in blue, red or white) and Volvo S90 (Nautic Blue, Blackberry Pearl or Dark Olive Green). More details can be found at www.dnacollectibles.com.

PONTIAC IS THE STAR AT GOLDBARG

SERGIO Goldvarg has announced another brand new model in his superbly-detailed 1/43 scale range. The stylish 1957 Pontiac Star Chief 4-Door will shortly be released in Carib Coral, with other colours to follow soon after. Contact Mike Coupe at Spa Croft Models (www.spacraftmodels.co.uk), or your preferred retailer.

MESSERSCHMITT BF 110F-2 ADDED TO CORGI'S RANGE

EACH year, Corgi has a habit of announcing models that didn't appear in its new range catalogue at the beginning of the year. Just revealed is a new version of its 1/72 scale Messerschmitt BF 110F-2 casting, commemorating this year's 80th anniversary of Operation Barbarossa and Germany's strike eastwards, wearing its Eastern Front operational plumage of white, blue and camouflage. AA38510 – Messerschmitt Bf 110F-2, LN+FR, 10(Z) Staffel, Zerstörergeschwader 5, Kirkenes, Norway, Eastern Front air operations, Winter 1942/43 – is priced at £74.99, and this magnificent aircraft is already available at www.corgi.co.uk, or contact your preferred retailer.

SECOND OMNIDEKKA RELEASED IN BLUESTAR LIVERY



OMNIDEKKA models has released the second version of its Omnidekka casting, following on from the success of the first model in Go Ahead London colours. The new version, depicting Bluestar's route 4, is a dual destination release again, going to either Romsey (No ES-17A) or Southampton (ES-17B) – only 200 of each have been made. On both options, the fleet number is 1004 and the registration number is YN56 FFK. For this version, the casting has been modified and, correctly for

Bluestar's bus, features forward doors only.

Both models are priced at £50 each, or £98 for both. For more information and to place an order, visit www.omnidekkamodels.com. Many more versions of the Omnidekka are planned for future release – more about these can be found on the website, as well as other Omnidekka Models castings. ■

MERCURY MONTEREY BY GOLDBARG

JUST announced by the Goldvarg Collection is the rather delicious 1961 Mercury Monterey in a choice of two colourways. Available either in metallic red with a white roof (No GC-036 A) or an minty green with white roof (GC-036 B), prices in the UK should be around the £77.00 mark, plus P&P.

Contact Mike Coupe at Spa Croft Models (www.spacraftmodels.co.uk), or your preferred retailer, for more information and to order. ■





**Dinky 923
Big Bedford Van
Heinz Tomato Ketchup
Sold For: £1500
April 2021**

June 2021 Auction Dates

- ◆ Tuesday 1st - Dolls & Teddy Bear Sale
- ◆ Tuesday 15th - Specialist Diecast
- ◆ Wednesday 16th - Specialist Diecast
- ◆ Tuesday 22nd - General Toy Sale
- ◆ Friday 25th - Model Train Sale
- ◆ Tuesday 29th - TV & Film Related Sale

July 2021 Auction Dates

- ◆ Tuesday 6th - Book Sale
- ◆ Tuesday 13th - Diecast Sale
- ◆ Wednesday 14th - Diecast Sale
- ◆ Thursday 22nd - General Toy Sale
- ◆ Friday 23rd - Model Train Sale
- ◆ Wednesday 28th - Matchbox Sale
- ◆ Thursday 29th - Matchbox Sale
- ◆ Friday 30th - Doll & Teddy Bear Sale



**Matchbox
Superfast 45a
Ford Group 6
Sold For: £3600
March 2021**

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

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WHAT'S new

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

7
BUMPER
PAGES!

MEET THE TEAM



Rick Wilson
Editor
and
general
reviews



Richard Carlson
Handbuilt
models

CORGI'S LATEST TORNADO STORMS INTO VIEW WEARING A SAINTLY TRIBUTE

1/72 scale

CORGI

Panavia Tornado GR1-ZA591 FN RAF No 16 Squadron
75th Anniversary - Mildenhall Air Fete, Suffolk 1990

PRICE: £79.99

REF NO: AA33622

www.corgi.co.uk

WITH many RAF squadrons able to trace their establishment back to the early air operations of the Great War, the 1990s saw quite a number of them commemorating their 75th anniversaries. As was customary on these occasions, squadrons would send one of their aircraft into the paint shop to be adorned with special anniversary artwork, much to the delight of aviation enthusiasts across Europe.

These aircraft would spend the next few months attending official RAF events, open days and airshows, where they would become some of the most popular and most photographed aircraft around. Without doubt, one of the most spectacular of the RAF squadron 75th anniversary schemes was the smart all-over black paint finish applied to Panavia Tornado

GR.1 ZA591, an aircraft which would represent No.16 Squadron throughout its 75th anniversary year.

Even though the strike/attack variant of the Tornado would go on to post an impressive Royal Air Force service record that spanned almost forty years, No 16 Squadron would only spend a relatively short period operating this magnificent aircraft. Exchanging its Blackburn Buccaneers for the Tornado in 1984, the squadron would only use the aircraft for seven years, but not before it had seen combat operations during the Gulf War and turned out one of the best looking squadron anniversary aircraft.

The squadron originally formed at Saint-Omer, in the Pas-de-Calais region of France in 1915, where it was engaged in flying photographic,

reconnaissance and artillery spotting sorties during the earliest days of military flying. Always referred to as 'The Saints' due to its original formation location, the distinctive stick man with halo logo originates, of course, from the popular TV spy character from the 1960s.

Corgi's replica of the Tornado is epic, particularly so with this livery applied. Featuring an opening canopy, sturdy display stand, parts to display the undercarriage up or down, and wing-mounted armaments, the most impressive features are the movable wings that replicate the options on the real aircraft – the horizontal tail stabilisers also pitch just like the real thing.

The satin black finish is absolutely spot on and the graphics, including The Saint, are perfectly applied. It's another epic release of the Tornado that has sadly now retired from service.

A fitting tribute!

DC

▲ The unmistakable and mighty Tornado is so well replicated that the wings can even be swept back for fast flight or deployed forward for low-speed manoeuvres.



▲ The horizontal tail stabilisers pitch just like the real aircraft.



▲ The canopy can be displayed open, if desired, affording a great view of the aircrew at work 'in the office'.



THIS MONTH'S INDEPTH REVIEWS:

8 Corgi's RAF No 16 Squadron Panavia Tornado

12 Triumph TR5 by Schuco

15 DNA Collectibles' 2011 Saab 9-5 Aero

16 *EDITOR'S CHOICE* - VDL Futura by Holland Oto



Steven Downes
Construction
& Trucks



David Pullen
Farming



▲ Nothing is missed out underneath either, with the armament able to be moved in conjunction with the wing angle.




NORTHCORD MODEL COMPANY
Alexander Dennis Enviro400 MMC
Stagecoach South - 700 coastliner
SCALE: 1/76 **PRICE:** £59.99 **REF:** UKBUS 6520
www.ayrey.co.uk

The latest release of this casting is a real beauty - the coastliner livery is superbly applied and really adds to the exquisite detailing on the model.



CORGİ
Gloster Gladiator Mk.II N2308 HP-B,
RAF 247 Squadron, Battle of Britain
SCALE: 1/72 **PRICE:** £49.99 **REF:** AA36212
www.corgi.co.uk

Simply gorgeous model of the Gladiator, with an incredibly realistic finish all over, plus plenty of superb detail - especially to the bracing wires.



SOLIDO
1988 Peugeot 205 GTI 1.9L Mk1 White
SCALE: 1/18 **PRICE:** £54.99
REF: S1801710
www.ayrey.co.uk

Superb replication of the Gerard Welter-styled icon. Excellent finish and detailing, with opening doors so that you can really appreciate the interior.



CORGİ
Bristol Blenheim Mk.IV - G-BPIV-
Spirit of "Britain First" - Z5722 / WM-Z
SCALE: 1/72 **PRICE:** £71.99 **REF:** AA38410
www.corgi.co.uk

Another great model of this wonderful aircraft, in Mk.IV guise. Superbly applied livery, beautiful finish and rotating gun turret.

New Models



SOLIDO

Renault 5 Turbo Rallye Monte-Carlo 1982 - Bruno Saby #9

SCALE: 1/18 PRICE: £59.99 REF: S1801311

www.ayrey.co.uk

A proper rally car from the early 1980s, beautifully replicated, with opening doors, bonnet and tailgate. The fabulous 5 makes for a great model. Top value.



CORGI

Jaguar XJ6 (Series 2) 4.2 - Thames Valley Police

SCALE: 1/43 PRICE: £29.99 REF: VA13904

www.corgi.co.uk

The second Police version of this beautiful casting and it's another arresting model. Superb finish and a great level of detail.



CORGI

Daimler Double-Six Series 2 Vanden Plas - Coral

SCALE: 1/43 PRICE: £29.99 REF: VA13903

www.corgi.co.uk

Looking superb in Coral this time, this Daimler version of the stunning LWB design is again superbly finished and detailed.



AUTOCULT

Thomas Rocket Car - red

SCALE: 1/43 PRICE: £103.99

REF: 04030

www.ayrey.co.uk

An incredible model of an equally amazing vehicle. Exquisitely finished and detailed throughout, this is a perfect example of AutoCult's talents.



BRITAINS

JCB 6T-2 Dumper

SCALE: 1/32 PRICE: £24.99

REF: 43255

www.britainsfarmtoys.co.uk

With a metal chassis, Britains' newly tooled dumper is well-built. It has centre-pivot steering, a swivel, tipping bucket and clevis drawbar.



MATRIX SCALE MODELS

1957 Ferrari 250 GT Speciale

Pininfarina - Maroon

SCALE: 1/43 PRICE: £100.00 REF: MX 50604-022

www.matrixscalemodels.com

Lovely early 250 GT, built for Prince Bernhard of the Netherlands. Beautifully detailed, right down to the lock on the filler-cap door.



MATRIX SCALE MODELS

1954 Jaguar XK120 Pininfarina Coupe

Gunmetal/Silver

SCALE: 1/43 PRICE: £100.00 REF: MX 51001-081

www.matrixscalemodels.com

Another excellent model of this Jag. Detailed right down to the tiny "Pininfarina" motifs on the wings, and the repeater signals on the B-pillars.



BRITAINS

Fleming Double Bale Lifter

SCALE: 1/32 PRICE: £8.99

REF: 43265

www.britainsfarmtoys.co.uk

Britains has provided Fleming branding for the second edition of its Double Bale lifter. The model is all metal, tips and is supplied with two round bales.



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TS0316– 1/18 AUDI RS 6 AVANT
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GT**

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ROYAL MAIL POST BUS (RHD)

MGT00159-MJ – 1/64 LAND ROVER DEFENDER 110 RHD
BRITISH RED CROSS SEARCH AND RESCUE (MIJO EXCLUSIVE)



MGT00143-R – 1/64 BMW M4 (F82) AUSTIN YELLOW METALLIC (RHD)

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1/43 scale

SCHUCO PRO.R43

Triumph TR5 - British Racing Green

PRICE: £93.99

REF: 45 088 6900

www.ayrey.co.uk

DESIGNED by Giovanni Michelotti, Triumph's pretty TR5 only had a short production life, although it was almost visually identical to its predecessors - the TR4 and TR4A. What made the TR5 different, though, was the fitment of Triumph's 2.5 litre straight-six powerplant, replacing the company's venerable 2.0 litre straight-four.

The new engine, fitted with Lucas mechanical fuel-injection, produced 150 bhp - more than enough to give the car a new lease of life and justify its changed nomenclature. Just 2,947 examples were produced, with the first car assembled on 29 August 1967 and the last on 19 September 1968. Of these, 1,161 were destined for the UK market and the remainder were left-hand-drive, mainly exported to Europe. Bolstering the number somewhat, however, is the US version, fitted with twin Zenith-Stromberg carburettors instead of the Lucas fuel injection system. Designated TR250, an impressive 8,484 found their way over 'the pond'.

Schuco has chosen to model this British classic as part of its Pro.R43 range, which means it is a premium resincast. The amount of detailing that has been incorporated thanks to this decision more than justifies the higher price tag though.

The lines of Michelotti's beautiful design have been wonderfully miniaturised, and the finish is top notch. The "Surrey Top" rear screen was a popular option back in the day, so it's lovely to see it replicated here. The interior is marvellous.

But the final word has to go to those wire wheels, as they are spectacular. The precision of manufacture is to be applauded. Good work, Schuco! **DC**

► Schuco's TR5 is superbly proportioned all over and the open-topped stance is very inviting.

▲ The British Racing Green paintwork is superb, and the left-hand-drive interior is beautifully recreated in miniature.

▲ The attractive styling of Triumph's classic TR5 is perfectly replicated - and just look at the detailing to those wheels!



MARGE MODELS

Claas Lexion 8900TT Combine

SCALE: 1/32 **PRICE:** £170.00

REF: 0002531980

www.claas-group.com

Beautifully engineered by MarGe Models and largely metal, with good levels of detailing and many working features. Table trailer supplied.



SOMERVILLE MODELS

1953 Sunbeam Alpine Jabbeke Record Car

SCALE: 1/43 **PRICE:** £95.00 **REF:** SMV 914

www.promod-diecast.com

Neat model of the car that hit 120 mph for the flying kilometre in 1953, driven by Moss / Van Damm / Johnson. In authentic Metallic Alpine Mist light blue.

DNA COMMEMORATES SAAB'S STYLISH LAST DESIGN AS A REALLY FITTING TRIBUTE

1/18 scale

DNA COLLECTIBLES

2011 Saab 9-5 Aero - Arctic White

PRICE: £ 150.99

REF: DNA000063

www.dnacollectibles.com

WHEN Saab went bankrupt in 2011, it did it with style. The 2011 Saab 9-5 is classy, sporty, safe, beautiful... there are plenty of superlatives that can be used to describe this cruise ship.

The design harks back to the Saab AeroX, the glazing from the Saab 900 and an interior that gives you the impression of being in an aircraft cockpit - the 9-5 saloon conveys the very essence of Saab. It's as if the design team knew that it would be the last one. The Aero version gives it an even hotter look.

DNA has earned its reputation for exquisite resin casts, largely of the back of its 9-3 Viggen Convertible a few years back, when the company was in its infancy. So the company felt compelled to produce this model by way of a tribute to the marque that has helped DNA so much to get to where it is today. DNA's Saab back catalogue is already mightily impressive, and the company has promised that

there is so much more yet to add to it. Long may it continue to expand!

The Arctic White paintjob was chosen by DNA's social media community and it's a great choice. The Aero pack was an obvious choice - featuring 'Turbine' wheels, specific bumpers and a sporty overall look.

Like the real car, DNA's replica has all the details necessary to make it totally accurate. On the instrument panel, you can see speedometer and tachometer needles, which will remind you of an airplane cockpit and there is even the discreet Aero badge on the steering wheel.

The front end features DNA's legendary attention to detail on the lights and the grille is incredibly realistic too.

Another exquisite replica from DNA, and an absolute must-have for any Saab collector (like the editor!). **DC**



▲ Saab's last ever design before its much-lamented disappearance is perfectly recreated here, oozing detail and style.



▲ Excellent detail extends right around the model, with the crease lines to the rear end being a particular visual delight.



▲ The front end has received DNA's now legendary attention to detail, with the lights looking incredibly realistic and the grille shape absolutely bang on.



SOMERVILLE MODELS

1949 Ford 54A "Ute" Pickup - Ludlow Green

SCALE: 1/43 PRICE: £95.00 REF: SMV 917

www.promod-diecast.com

Similar to the original Somerville issue, though in a different colour, and another fine model of a vehicle Ford made for the Australian market.



UNIVERSAL HOBBIES

Valtra G 135 Tractor

SCALE: 1/32 PRICE: 71,60 €

REF: V42803410

www.shop.valtra.com

This largely metal tractor, with metallic green body panels, features working linkages and steerable wheels. It has good cab interior detailing.

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www.corgi.co.uk

A great second release of this marvellous new tooling, capturing an aspect of the VW scene perfectly. Incredible finish throughout.



CORGI
Ford Capri Mk3 3.0 S Graphite Grey
SCALE: 1/43 PRICE: £29.99
REF: VA10820

www.corgi.co.uk

Very evocative of its era, Graphite Grey lends itself very well indeed to the lines of the Mk3 Capri. Superb side body graphics and excellent interior.



AVENUE 43
Fiat Stanguellini 1200 Spider America
Bertone Silver
SCALE: 1/43 PRICE: £103.99 REF: 60053

www.ayrey.co.uk

Wow! Totally stunning replica of this incredibly stylish Bertone creation. Sublime finish all over with plenty of really excellent detailing.



BRITAINS
John Deere 3640 Tractor
SCALE: 1/32 PRICE: £29.99
REF: 43065

www.britainsfarmtoys.co.uk

For 2021, Britains has reissued its largely metal John Deere 3640 tractor without the front weight and front mudguards.



SOMERVILLE MODELS
1955 Sunbeam Mk III, Monte Carlo
Rally Winner
SCALE: 1/43 PRICE: £95.00 REF: SMV 913

www.promod-diecast.com

A Norwegian-entered car, so it's left-hand-drive. In Metallic Alpine Mist light blue, with red interior. Very good overall.



SOMERVILLE MODELS
1952 Hillman Californian
SCALE: 1/43 PRICE: £95.00
REF: SMV 908

www.promod-diecast.com

Well-cast, finished and detailed model of the sporty-looking version of the Minx, quite popular in its day. Will look good alongside original Somervilles.



BRITAINS
John Deere 3050 Tractor
SCALE: 1/32 PRICE: £29.99
REF: 42902

www.britainsfarmtoys.co.uk

It's four-wheel drive and an external air cleaner for the 2021 edition of Britains' John Deere 3050 tractor. It is not fitted with a front weight.



AUTOCULT

Bosley MK1 GT Coupe - red

SCALE: 1/43 PRICE: £103.99

REF: 05036

www.ayrey.co.uk

Exquisite finish all over, complementing the sumptuous styling perfectly. Marvellous detail, particularly the wheels.



CORGI

Avro Lancaster B Mk.III - LM739 / HW-Z(2) - 'Grogs the Shot' - 1945

SCALE: 1/72 PRICE: £154.99 REF: AA32627

www.corgi.co.uk

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1/87 scale

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Angela Coaches VDL Futura – Angela Holidays

PRICE: £42.00 REF: BCC 04

www.buckiemodelcentre.com

DIECAST
COLLECTOR
EDITOR'S
CHOICE

THE fourth model in the 1/87 scale British Coach collection, commissioned from Holland Oto by Buckie Model Centre, depicts this rather eye-catching livery on the popular Netherlands-based VDL design.

VDL's Futura is a proven design for the luxury and executive coach travel market and its lines lend themselves very well to the striking livery of the Southampton-based Angela

Holidays, a specialist in UK and Continental coach trips throughout the year. Established as a family-run coach company in the early 1950s, Angela prides itself on operating a fleet of luxury coaches that are always kept in top condition and never more than six-years-old.

Following hot on the heels of earlier releases in the collection (reviewed in the December 2020 and April 2021 issues), this latest version of Holland Oto's excellent 1/87 scale VDL

Futura casting features some truly excellent work in terms of graphical application – the tampo-printed livery is perfectly applied along the body and around the curves.

The tinted windows are rather special too, adding to the look of luxury whilst still allowing just enough to be seen inside to appreciate the work that has gone into here too. The two side mirrors finish off the authentic look of the coach – these come as separate items to avoid any

potential damage in transit, but fit in neatly without the need for any adhesive, so can be easily removed for storage, if desired.

Finishing off the model perfectly are the wheels, which are nicely-detailed and are fitted with authentic rubber tyres.

Another excellent model that is perfect for coach and model railway enthusiasts alike, being perfect for HO scale layouts. **DC**



▲ The simple but attractive lines of VDL's Futura look superb adorned by the eye-catching livery of Angela Holidays.



▲ There is plenty of detail to the rear of the coach too, with the tampo-printing very neatly applied all over.

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

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More than just a look

Stephen Paul Hardy follows on from January's Porsche tail tales by travelling back to the 1990s with more recent GT Spirit releases, in the first of a pair of back-to-back features about a certain look.



▲ Two generations of 911 separated by just 3 years - GT Spirit's 993 RS in Midnight Blue from 1995 and 964 Turbo-look Cabrio in Wimbledon Green from 1992.

GT Spirit continues to expand its already lavish coverage of Porsche 911 production history with a regular flow of new, 1/18 scale resin-cast models - and two of the most recent certainly exude the style of the era they represent. Back in January one of the models I showcased was the, then recently-released, Carrera RS 3.6 Club Sport (GT060) of 1992, from Porsche's third generation 911 series - the 964 - produced between 1989 and 1994. First up then this month is a companion for it from the next, fourth generation, 911 series - the 993 - produced between 1994 and 1998.

1995 PORSCHE 993 RS (GT314)

The Carrera RS version was launched in 1995, one year after commencement of 993 series production. It was a lightweight variant of the Carrera and, as such, powered by a 3.8 litre engine kicking a maximum power output of 300 PS (221 kW; 296 hp) and with seriously uprated braking systems to match, was the embodiment of a serious gran turismo car.

Attention grabbing in its immaculate Midnight Blue paintwork, the visual impact of the model initially distracts the eye from the extensive, authentic detailing of the black upholstered interior. With its wider section, seam welded body shell and aluminum bonnet, it was also subjected to numerous weight reduction adaptations, including thinner window glass and a minimalist interior. The latter included removal of the rear seats, special racing front seats, spartan door cards and an extensive reduction in sound proofing. At first glance, the casual observer might not notice the finer points of the external equipment reduction, but there was no mistaking the addition of that tell-tale tail end spoiler.

Obviously, the superb paint finish on the model gives no hint to the special construction panelwork

of the 1:1 version, but it does show off the wider body lines of the RS (and the more general lines of the 992 series complete with idiosyncratic headlamp style) to perfection. But for the real treat that the model delivers, you need to look past the bodywork and immerse yourself in that 1/18 scale interior - it is utterly superb in its replication of the minimalist real thing.

1992 - PORSCHE 964 TURBO-LOOK CABRIOLET (GT294)

Turning to the second of this month's GT Spirit duo, we step back in time just three years to the 1995 RS, into the later years of the 3rd generation 911 - the 964. Early in the development of the 911 series, it was intended that there should be a cabriolet version to continue with the precedent set by the 356. That intention evolved into the Targa with its distinctive roll-bar. Then as if overturning production history, and fifteen years after the introduction of the Targa, Porsche expanded the 911 range with the addition of a cabriolet version, making its debut at the Geneva Motor Show, in March 1982, as the 911 SC Cabriolet.

At the same time as the 911 Cabriolet was being developed, another 'Turbo-look' Porsche styling option was evolving. It was eventually introduced as an orderable factory option, M491, in 1985. Although retaining the standard contemporary engine options, rather than using turbocharged engines, it was much more than just a cosmetic option. The widened bodywork, front spoiler and whale-tail rear spoiler were supplemented by uprated equipment that included suspension, brakes and wheels. The option was modified subsequently, with buyers given the choice to delete the front and rear spoilers through



▲ Authentically captured in 1/18 - the unmistakable "wide eyed" look of the 964 with its enlarged bumper mounted light units.



▲ Third generation tail end of the 964 Carrera 2 showing the strong family resemblance to the preceding "G" series 911.



factory option
M470.

So when the 964 series was introduced as continuing with the three main body styles of Coupé, Targa and Cabriolet, combined with the Carrera 4 (AWD) and Carrera 2 (traditional RWD) options, the 911 entered into what many enthusiasts would consider to be its most desirable generation. Particularly when the OE factory-build specification of the car included that Turbo-look option.

A total of 1,532 Carrera 2 Cabriolet Turbo-Look 964s are documented as having been built by Porsche, either as effectively normal production models or, in the case of just six cars, built under the "Sonderwunschprogramm"- a very special arrangement set apart from 'normal' production. To further enhance the image of the Carrera 2 Cabriolet Turbo-Look version, Porsche offered three striking metallic paint options in addition to the factory's usual paint colour palette. These were Raspberry Red L83E, Wimbledon Green L23I and Lavender Blue. L38W. Each came with colour-coordinated interior trim.

It is the Wimbledon Green/green combination that GT Spirit has chosen for No GT294 - a combination that I find staggeringly attractive. An attraction undoubtedly enhanced by how well all the different surfaces have been modelled. A high gloss paint finish is almost taken as read, but it is



▲ The cabrio's Wimbledon Green/green combination is staggeringly attractive and very well textured.



▲ Attention grabbing in its immaculate Midnight Blue paintwork, don't forget the black upholstered interior.



▲ The sleeker profile of the 993's headlamp and front wing lines are particularly evident when viewed side on.

the textural contrast between it and the upholstery facings, flock finished carpets and very convincing representation of the folded hood tonneau that make the whole visual experience such a treat. Well that and the choice of colour they are finished in. What this stunning model also provides is an absolute gem of a display companion for GT Spirit's 964 Targa in Turquoise Metallic (GT805) that I showcased back in January.

A PERFECT PAIR

Setting the two metallic green 'open-version' 964s together - Cabriolet (GT294) and Targa (GT805) - in a display really illustrates that age old saying of the whole being greater than sum of its parts. Apart from the sheer visual treat of the pair sat together and illustrating the two open body styles in outstanding detail, they illustrate two more significant aspects of Porsche production history. Firstly the Targa is a Carrera 4 whilst the Cabriolet is a Carrera 2. Secondly - and visually more dramatically - the additional width of the Turbo-look body on the cabriolet is very well illustrated when compared with the standard width body of the Targa.

Now, for those six Sonderwunschprogramm cars mentioned earlier, read on... **DC**



▲ Making an interesting comparison to the 964, the 993 displays its less overt front lighting styling.

▼ Even a casual glance at the wheel arches of this perfect pair highlights the extra width of the Turbo-look bodywork.



The Sonderwunschen touch

In the second of his back-to-back features this month, **Stephen Paul Hardy** unboxes AutoCult's capture of something that was far more than just a 'look'.



▲ Fashion of an era perfectly recorded in miniature by AutoCult - the '80s look complete with all-white Fuchs alloy wheels and illustrating the extent of customer indulgence in the Sonderwunschprogramm.



▲ The racing inspired 911SE (903) 'Flachbau' for which many customers were prepared to pay the hefty premium price over and above that of the standard 911 just to have the Porsche factory graft in that alternative front end.

▼ 'Must have' additions to any Porsche collection from the Avenue43 back catalogue - #60031 from 2019 (left) and last year's #60045 (right).

One of the several reasons that endear AutoCult models to me is their attraction as inset display models - a concept that to some degree embraces the things I mentioned before. Let me explain - think of a coffee table book or glossy magazine. Quite often, a main, full page photograph will be supplemented by a much smaller inset photograph either within the same page or on the other facing page set in a mass of text. The purpose of that inset photograph is often to reinforce, or add extra understanding to, the main image. I find it particularly effective to use that same concept as a display technique.

With careful choice of models and the inter-relation of how they are placed the enhancement of a display of 1/18 models with 1/43 'inset' ones can be both visually very powerful and informative. So in the context of my showcasing of GT Spirit 1/18 scale Porsche models, in both this and the January issue, three AutoCult produced 1/43 models come to mind as prime candidates for Porsche display insets. First up, as essential to supplement the Targa models, has to be the Karmann prototype Porsche 901 cabriolet (#90074) made by AutoCult in 2018 for the Ravensberger Handelskontor Masterpiece range. Then of particular

relevance, as insets to the Porsche 964 Turbo-Look Cabriolet showcased on pages 18 and 19, come two models from the AutoCult's Avenue 43 catalogue.

Both of these models had a chapter dedicated to them in Issue #3 of Avenue 43 Magazine last year, which described (and illustrated) their history in some detail. This quarterly magazine is now well into its second year of publication, bringing with it a whole range of fascinating insights and anecdotal backstories behind the subjects modelled in the Avenue 43 range.

PORSCHE 964 TURBO CABRIO (#60031)

One of the Avenue 43 releases during 2019 was a black Porsche 964 Turbo Cabrio. It replicates, in significant detail, one of those six Carrera 2 Turbo-look Cabriolets produced by the Porsche Exclusive division in Weissach, formerly known as the Sonderwunsch ('Special Wishes') Department. If the wish involved a personalised Porsche in whatever paint and interior combination a customer required, it could be completed and fitted out with any conceivable factory option package - and potentially adaptations or combinations of equipment not on the normal factory options list - provided that a corresponding payment accompanied the order form.





It is worth highlighting here that those six cars dropped “look” out of the model name, to become Turbo Cabrios – 964s that not only looked like turbo-bodied models, but had the complete turbo engine set up installed. They were pure (very expensive) 964 Turbo Cabriolets. Fascinatingly, two of those six cars were right hand drive versions delivered to the UK.

Although I have made the comment before, it is worth repeating again in context – and that is because of the degree of their fine detail, photographs of AutoCult models can easily pass for a larger 1/18 scale model. Achieving a photoshoot for this issue underlined this to me once again as well as to just how much difference there is in size and weight between models in both scales. A surprising amount of adjustment in mental and manual handling dexterity was needed when working with the 1/43 models immediately after the 1/18 ones. But as some of the photos prove, the inset display concept works very well if both scales are of comparable relative quality and accuracy. Specifically, in this case, the impressive finish and detailing of the black Avenue 43 Porsche 964 Carrera 2 Turbo Cabrio emphatically underlines the full extent of the backstory when placed as a 'display insert' alongside the GT Spirit 964 Carrera 2 Turbo-look Cabrio.



▲ Front end of the 964 Turbo Cabriolet, of which only six were ever made.



▲ And here is its tail end, complete with the third brake light.



▲ Thanks to its high-quality detail and authenticity, it makes for a perfect example of an 'inset' display model.

◀ Both models had a chapter dedicated to them in Issue 3 of Avenue 43 Magazine last year.

PORSCHE 911SE (903) FLATNOSE CABRIO (#60045)

The 964 Turbo Cabriolet, however, was not the first example of the 'Sonderwunschen' touch when it came to special order 911 Cabriolets, as a series of 'Flachbau' ('flatnose' or 'slantnose') examples illustrates. Based on the 930, introduced in 1975 two years into the 911s second generation that spanned between 1975 and 1989, it was, most certainly, a far more extravagant modification that the 964 Turbo Cabriolet.

I find it curious that a modification that effectively stripped the 911 of one of its signature styling attributes – the idiosyncratic prominent headlights and front wing line – was so sought after. The inspiration and attraction of the replication lie in the fact that the Flachbau modification emulated the front of the racing 935.

Early conversions were offered by Kremer Racing, followed, in 1981, by customers seeking bespoke commissions through Porsche's Sonderwunschprogramm, such that the modification became an official factory option in 1986.

Essentially, the 903S Flachbau – orderable under factory option M506 (M505 for the USA) – involved the handbuilt remodelling of the front end of a contemporary standard 911 (930). Remodelling that basically comprised of the substitution of the flat bonnet with integral pop-up headlights – work adding upwards of a 60% premium over the price of a standard 911. Even so, customer demand was sufficient for Porsche to build 948 examples in the model's lifetime.

Which brings us to the Avenue43 Flachbau Cabriolet, released last year. Representing cars that actually exist, it portrays the full extent of how many of the Sonderwunschprogramm orders were fulfilled to equipment and accessory specification way higher than the base M506 option starting point. Very pretty in metallic light blue and special white-themed interior, the model is an outstanding record in miniature of a distinct era of Porsche production history and the prevailing fashions of the late 1980s that influenced company output of the time. **DC**



Back to the front



Solido has just released a new range of highly-detailed military vehicles, six decades after its first. Rick Wilson signs up for a closer look.

The Solido brand name was first established in France in the 1930s, but it was after World War II that Solido truly became a major manufacturer of diecast model vehicles. Sixty years ago, in 1961, Solido

launched its 200 series – a new range of military vehicles. Fast forward to today, the popular French model producer has just launched its new range, entirely composed of military vehicles.

In 1961, Solido revolutionised the miniature model market by bringing out its new military themed range with articulated metal caterpillar tracks for its tanks, such as No 202 M-47 Patton Tank, at 1/50 scale. So now, Solido is re-opening a chapter in its book and is now making new tanks and military vehicles – comprising a collection of exclusive, detailed models from various military operations throughout the world at 1/48 scale, complemented by the integration of the Warmaster series at 1/72. The new, larger models all feature moving parts to add realism and this gives the purchaser a variety of display options.

The early Solido series came packaged in cheerful, yellow cardboard boxes, very similar to the company's peers at the time. These were adorned with a graphical representation of the model inside. The new series has been released in much more modern window cartons, allowing easy inspection of the contents.

So here we will discover the first four 1/48 scale

▲ An example of each of the first four releases, two in Green Camo and two in Desert Camo. Left to right: Humvee, Stryker, M60 A1 Tank and M270/A1 Rocket Launcher.



▲ Unmistakable front-on view of the mighty Humvee, here in Green Camo.

releases in this brand new range. Each vehicle is available in two versions (Green Camo and Desert Camo), and both of these are limited to 500 pieces, although these are not certificated.

AM GENERAL M1115 HUMVEE – GREEN CAMO – 1983

Ref: S4800101

AM GENERAL M1151 HUMVEE – DESERT CAMO – 1983

Ref: S4800102 Scale: 1/48 RRP: £32.99 each

At the end of the 1970s, the US Army wanted a new transport vehicle. Lamborghini was the first manufacturer to come forward, with the Cheetah. At this point, AM General offered its M 998. It was the latter that was chosen by the Army – the legend of the 'Humvee' (High Mobility Multipurpose Wheeled Vehicle – HMMWV) was born. In 1989, the Humvee had its baptism of fire in Panama, and thirty years later, it is still in use around the world. Shown here in the M1115 version, this Expanded Capacity Vehicle (ECV) has an armed turret and more space for soldiers.

The well-known look of the mighty Humvee is very well captured indeed. The main body is diecast and the detailed backbone chassis underneath is moulded in plastic. The rotating gun turret on the roof is plastic too, and well-detailed as a result. The finish is excellent, with an excellent feel to the whole model.



**GENERAL DYNAMICS LAN SYSTEMS M1128
MGS STRYKER – GREEN CAMO – 2002**

Ref : S4800201

**GENERAL DYNAMICS LAN SYSTEMS M1128
MGS STRYKER – DESERT CAMO – 2002**

Ref: S4800202 Scale: 1/48 RRP: £32.99 each

The MGS Stryker is an infantry fighting vehicle equipped with a Royal Ordnance L7 105mm anti-tank gun. Designed as a light tank, it is a far more mobile vehicle and adapted to the types of combat of the post-Cold War era. It is used by the US and Canadian armies and it first appeared in the second Iraq War, from 2007.

Very nicely detailed in diecast, the main body incorporates the chassis too. The rotating gun turret is diecast, with some plastic detailing, and the upper part tilts vertically as well. The model rolls well on its eight sturdy, rubber clad wheels.

CHRYSLER DEFENSE M60 A1 TANK – GREEN CAMO – 1959

Ref: S4800501

**CHRYSLER DEFENSE M60 A1 TANK –
DESERT CAMO – 1959**

Ref: S4800502 Scale: 1/48 RRP: £32.99 each

The M60 is a main battle tank that entered service in 1959 and is still used today by many countries, although its replacement, the M1 Abrams, is also in service. The M60 is one of the most popular tanks



▲ Both colour options of the Humvee – Green Camo and Desert Camo.



▲ General Dynamics MGS Stryker in Green Camo.



Fast forward to today, Solido has just launched its new range, entirely composed of military vehicles.



▲ MGS Stryker in Desert Camo, demonstrating its rotating and tilting gun turret.

MILITARY VEHICLES



▲ Chrysler Defense M60 A1 Tank in Green Camo.



▲ M60 A1 Tank in Desert Camo, shows off its rotating turret feature.



▲ Vought Corporation M270/A1 Rocket Launcher in Green Camo.



▲ Rotating and tilting feature of the M270/A1 Rocket Launcher, in Desert Camo.

▼ Next release will be the Chrysler Defense M1A1 Abrams Tank, seen here in Desert Camo.

in the world, after the Sherman of course. This tank, developed by Chrysler, took part in many conflicts during the Cold War, such as the Yom Kippur War, and also participated in the Gulf and Iraq wars. The A1 version is equipped with a turret offering more space for the crew. The armour is also reinforced on the A1 and some technical elements have been improved.

Featuring plenty of detail cast into its diecast body, the underneath of the model is moulded in plastic. The main turret is diecast and rotates, whereas the smaller, secondary turret on top is plastic, but also rotates. Cage detail to the rear of the main turret is created in plastic and the nicely-detailed wheels roll on realistically-moulded rubber tracks.



VOUGHT CORPORATION M270/A1 ROCKET LAUNCHER – GREEN CAMO – 1977

Ref: S4800601

VOUGHT CORPORATION M270/A1 ROCKET LAUNCHER – DESERT CAMO – 1977

Ref: S4800602 Scale: 1/48 RRP: £32.99 each

The M270/A1 is a US military rocket launcher.

Developed in the 1980s, it is still in use today. It can carry 12 rockets of 2 tons each. Very efficient, this rocket launcher is used by many armies around the world, including the French army that has about fifty. In Germany it is called the “MARS” (Mittleres Artillery Raketen System).

A good, sturdy model of mainly diecast parts, the detail is excellent, with many features cast into both the main body/chassis and the launcher rear section. This tilts up and rotates on a plastic turntable, held up by ‘hydraulic’ rams. The tracks are rubber and roll well.

Priced very competitively, this new series represents superb value and the choice of 1/48 scale pitches the range firmly at larger-scale wargamers, as well as diecast collectors. Overall, these four initial releases are an excellent start to this fabulous new range, with the next model due in the shape of the 1972 Chrysler Defense M1 A1 Abrams as Nos S4800301 and S4800302. Visit www.solido.com and contact your preferred retailer to find out more. For wholesale enquiries in the UK, contact John Ayrey Die-casts (www.ayrey.co.uk). **DC**

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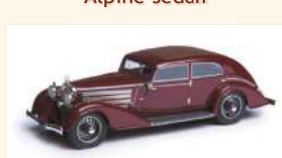
1938 Maybach SW38 Cabriolet A



1971 Trident Venturer Coupe



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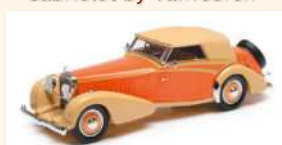
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1933 Ford Model 40 roadster



1933 Ford Model 40 roadster



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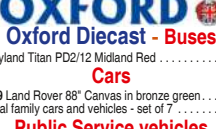
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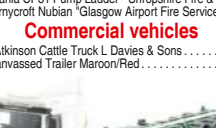
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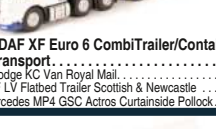
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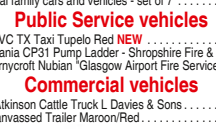
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Rise and rise again



Charles Barnett takes a detailed look at both generations of Somerville Models, from the very beginning of the marque to the reawakening, following the original owner's sad passing.

▲ A trio of Hillman Minx saloons.

Inset: 1947 Ford Anglia E04A in black (SMV 907).

Models by Somerville are well-known in white-metal collecting circles. The brand is very highly regarded for its quality of construction, level of detail and finish, and has always been popular with collectors, especially of British cars, Saabs and Volvos – three categories that have made up the bulk of the range over the years.

Somerville founder, Doug McHard, was a keen, lifelong builder of model aircraft, which he loved to fly. Educated at Sheffield College of Arts and Crafts, he became a photographer in the RAF, but his building and writing skills led him to leave and join, first of all, *Aeromodeller* magazine, then *Model Aircraft*, as Assistant Editor.

He moved to Lines Bros in 1964 to run the newly-launched monthly *Tri-ang Magazine*, though this ran only from October 1964 to July 1965. By this time, Lines Bros had taken over Meccano, and the publication was merged with the *Meccano Magazine*, to which Doug moved.

Within Meccano, he became Marketing Manager and, later, Marketing Director for the Dinky Toys range, where his quest for perfection and fascination

for production techniques ensured that the quality remained as high as possible in the mid-1970s, and he was there when, following the collapse of Lines Bros., Meccano was taken over by Airfix in 1971.

He left Meccano, first of all, to join its advertising agency, Brunings, in Liverpool, and then, in 1978, took the plunge and started Somerville Models, with his wife, Roly.

They moved from Liverpool to the village of Billingham in Lincolnshire. The Somervilles were all made under the same roof by Doug, who also made the masters, (except for a couple of the later ones) and moulds, as well as the castings. Roly, who looked after the painting of the models, and a small skilled team of helpers completed final detailing and assembly.

The first releases marketed were an Austin FX4 Taxi and Austin Allegro 2-door saloon. Like most Somervilles, the FX4 remained in the range all the way through, although it was upgraded in later years. The Allegro, however, was discontinued after only a couple of years, though a model of a later Allegro Mk 3, in 4-door form, was released some while later.

The range developed over the next few years to include the Ford E103 'sit-up-and-beg' Popular,

HISTORY AND REBIRTH OF SOMERVILLE MODELS



Standard Flying Twelve, and a series of Fordson 5 cwt light vans (the commercial version of the 'Pop' saloon), initially in seven liveries, with another three being added over time. There were two Mercedes-Benz cars – the 1937 260D saloon (the first diesel-powered production car) and the 1955 300 SL 'Gullwing' coupé. Most, but not all, of these featured considerable underbody detail cast into the baseplate, and many – but again, not all – were available as kits.

Somerville had been commissioned to make the 1947 Volvo PV 444A saloon by Volvo itself, and in 1984 were commissioned by Saab to make the new 9000 Turbo 4-door hatchback, which, mounted on a plinth, was used as a promotional model at the launch of the full-size car in 1985. Following completion of that contract, and following the example of the Volvo earlier, the Saab 9000 (sans plinth) was included in the Somerville range, along with a "Talladega Long Run" record version (the real car covered 100,000 km at an average speed of 123 kph at the Talladega Speedway in America, breaking numerous class records, a feat of which Saab was justifiably proud).

Over the following years, many more Volvos and Saabs joined the range, including the 1927 Volvo Jakob, 1960s Amazon 4-door, its derivative, the 123 GT 2-door, the PV544-based 210 Duett estate car and van, and the 445 Valbo Cabriolet. The Saabs

1 Updated Austin FX4 Taxi (No 100A).

2 No 102 Mercedes-Benz 260D.

3 No 129 Riley Kestrel, with cast wire wheels.

4 Early No 101 Austin Allegro.

5 No 120A 1952 Sunbeam Talbot 90 Mk 2A saloon, without rear wheel spats.

6 Promod Somerville No SMV 915 1937 Austin 10/4 Conway open-top saloon.

7 Somerville Society No SS2 Ford Utlecon Fire Vans in London Fire Brigade and National Fire Service liveries.

8 Somerville Society No SS1 1959 Saab 95 Ambulance in Falck Zonen livery, complete with medic figure.

included the 92, 93A and 96 saloons, 95 Estate car, Sonett coupe, 900 Cabriolet, and 9000 CD and CS saloons, as well as the 9000 Turbo already mentioned.

Other British cars included the Rover P2, both as a 6-light saloon and 4-light sports saloon, pre- and post-World War II Ford Prefects (again, the 'sit-up-and-beg' cars), the Standard Flying Twelve De-Luxe Touring Saloon with a revised rear profile and boot, the Ford 7Y, Sunbeam Talbots Mk 2 and 2A saloons, and Mk 2 convertible, 1953 Sunbeam Alpine, 1951/2 Hillman Minx saloon and convertible, Vauxhalls 1937 H-series, and 1950 Velox, as well as the convertible version of the latter, made for the Australian market as the Caleche. With an earlier eye for the Australian market, the Fordson van had spawned a further variation as a "Ute" pickup, in the "500" sub-series, and a 1949 Ford Anglia Tourer had been released earlier. All of these were available here at home and, indeed, worldwide.

As well as the standard range, a significant number of special issues were made for customer orders, notably on the Fordson van (in "Model Auto Review 5th Anniversary", "Frank Cooper Preserves" and "Robeddie" liveries, among others), and the Rover P2 saloon for Midas Models in four single-tone colours – the versions in the standard range were all in 2-tones. The Vauxhall Velox was made as a police car for Crossway Models, there were a few Volvo PV 444As, Duettts and Amazons, and the Saab



An interesting comparison of an original No 141 Somerville release of the 1950 Sunbeam Talbot 90 DHC alongside its No SMV 901 Promod reimagining (in red).



9



10



▲ The comparison is just as interesting from the rear.

9 Promod Somerville No SMV 901, 1950 Sunbeam Talbot 90 DHC.

10 Promod Somerville No SMV 911 1933 Ford Y 'Tudor' 2-door saloon.



▲ Being a convertible, it's easy to appreciate the delightful interior of the Austin 10/4 Conway.



▲ The off-side of the bus, showing the alternative advertising.

900 Cabriolet was liveried for the "Big Bike Ride" charity event. Even the early Austin Allegro had been made in some special colours, for, it is believed, JM Toys, another early major retailer.

There were three specials made for members of the Somerville Society, the marque's collecting club that ran for a few years, like two versions of the Saab 95 estate as an ambulance, the redoubtable Fordson van, as a Utilecon estate car with side windows, in five different variants, and the Jakob-based Volvo OV 4 light truck of 1927, this time in three liveries. These are all detailed in the accompanying table.

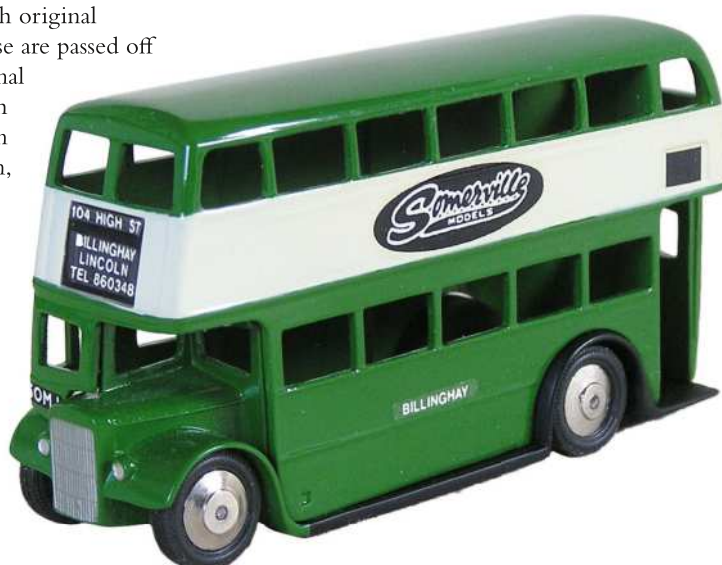
There are several Code 3 versions out there as well, some very well done indeed, like the Fordson vans "Prontaprint" by Minimarque 43 and "Vitalin" pet foods by Roslyn Models, as well as any number of built kits that can be confused with original Somerville builds. It may be that these are passed off deliberately or inadvertently, as original Somervilles, but their build and finish quality frequently gives them away. In addition, most of the later - but again, not all - kits all carried a "KIT" stamp on the baseplate as well as the "K" suffix to the model's number on the box. To confuse things further - or add to the fun, depending on your point of view - for many of

► A genuine rarities - a copy of the Dinky Toys No 290 Double-deck Bus, made in tiny numbers, in "Somerville/Turf Cigarettes" livery, and only given to Somerville employees by Doug himself.

its later years, Somerville itself did offer the facility of building one-off versions of its models, but these would have the box imprinted, this time with "FB".

There are also one or two genuine rarities too, notably the Bus - a copy of the Dinky Toys No 290 (double-deck bus made in tiny numbers, in "Somerville/Turf Cigarettes" livery, and only given to Somerville employees by Doug himself. I've seen only a couple of green examples and just one in red, in all my years as a collector and dealer. These all combine to make for an interesting range for collectors to accumulate.

Sadly Doug McHard died in August 2002, whilst flying his beloved model aircraft. Understandably, Roly retired soon afterwards, so production of the original Somervilles came to an end. However, this



HISTORY AND REBIRTH OF SOMERVILLE MODELS

ORIGINAL SOMERVILLE MODELS			
REF	MODEL	COLOURS	NOTES
100	1957 Austin FX4 Taxi	Black, Maroon, Dk Blue,	Metal bumpers, early had cast number plates, later had decals
100A	Austin FX4 Taxi	Black, Maroon, Dk Blue, Yellow, White	Updated casting, 'rubber' bumpers, separate wipers
101	1973 Austin Allegro 2-door	Bronze, Metallic Green, Metallic Blue	All with vinyl-effect roof
102	1937 Mercedes-Benz 260D	Black, Dk Blue, Dk Green, Brown,	
103	1953-59 Ford Popular E103	Black, Lt Blue, Lt Green, Fawn, Grey	
105	1955 Mercedes-Benz 300 SL Gullwing	Silver, Gold, Red, White	
106	1937 Standard Flying 12 saloon	Black, Maroon, Lt Grey, Brown, Cream, Beige	
107	1948- 53 Fordson E494C 5-cwt van	Orange/Black	India Tyres livery
108	1948- 53 Fordson E494C 5-cwt van	Yellow/Black	Modellauto livery
109	1948- 53 Fordson E494C 5-cwt van	Green/Black	Castrol Oils
110	1948- 53 Fordson E494C 5-cwt van	White/Black	Turf Cigarettes livery
111	1948- 53 Fordson E494C 5-cwt van	Red/Black	Somerville livery
112	1948- 53 Fordson E494C 5-cwt van	Lt Blue/Black	Design for a Fishmonger livery
113	1948- 53 Fordson E494C 5-cwt van	Black	Lewis East livery
114	1948- 53 Fordson E494C 5-cwt van	Maroon/Black	Design for a Butcher livery
115	1948- 53 Fordson E494C 5-cwt van	Orange/Dk Blue	Colchester Tractors livery
116	1948- 53 Fordson E494C 5-cwt van	Lt Blue/Blue, Lt Yellow/Blue, White/Blue	London Toy Museum livery
117	1949 Ford Anglia Tourer	Cream, Black, Maroon	Top down
117A	1949 Ford Anglia Tourer	Lt Red, Grey-Green, Black, Blue, Fawn	Top up
119	1950 Saab 92 saloon	Dk Green, Maroon	
119A	1952 Saab 92 Monte Carlo Rally	Ivory	Rally livery
120	1950 Sunbeam Talbot 90 Mk 2 saloon	Met Lt Green, Black, Silver, White	
120A	1952 Sunbeam Talbot 90 Mk 2A saloon	Bronze, Met Blue, Black	No rear wheel spats
121	1947 Volvo PV 444A saloon	Black, Maroon, Lt Grey-Green, Lt Blue, Lt Green	
122	1985 Saab 9000 Turbo 16	Black, Silver, Red	
122A	1985 Saab 9000 Turbo 16 "Talladega"	Silver, Gold, Red, White	Long Run record car livery
123	1961 Saab 95 Estate car	Lt Blue, Red, White, Beige	
124	1961 Volvo Amazon B 18 saloon	Red, Black, Dk Grey, Dk Green, Dk Blue, Lt Grey	
125	1967 Saab Sonett II coupe	Red, Dk Green, White, Bronze	
126	1927 Volvo Jakob tourer	Dk Blue/Black, Grey/Black	
127	1988 Saab 9000CD saloon	Met Grey, Met Green, Met Blue	
128	1960 Volvo 210 Duett Estate car	Blue-Grey, w/White roof, Maroon	
128A	1960 Volvo 210 Duett Estate car	Orange	Tele (Swedish Telephones) livery
129	1937 Riley Kestrel saloon	2-tone Grey, 2-tone Brown	Cast wire wheels
129A	1937 Riley Kestrel saloon	Dk Green, Red/Black, Dk Blue/Black	Disc wheels
130	1987 Saab 900 Cabriolet	Dk Red, Black, Yellow, White	Top down
131	1936 Austin 10 Cambridge saloon	Black, Dk Green/Black, Maroon/Black, Dk Blue/Black, Grey/Black, 2-tone Brown	
132	1992 Saab 9000 CS saloon	Silver, Black, Met Blue, Met Green, Met Beige	
133	1952 Hillman Minx convertible	Black, Blue, White	Top down
133A	1952 Hillman Minx convertible	Black, Burgundy, Grey, White	Top up
134	1938 Rover P2 4-light Sports Saloon	Black, Maroon, Dk Green, Grey	
135	1967 Saab Sonett MkII Rally	Red	Pat Moss-Carlsson rally livery
135A	1967 Saab Sonett MkII Rally	Silver	Erik Carlsson rally livery
136	1970 Volvo (Amazon) 123 GT	Red, White, Met Blue, Black	
137	1953 Sunbeam Alpine, open	Met Lt Blue	Stirling Moss Alpine Rally livery
137A	1953 Sunbeam Alpine, open	Red, Dk Green, Cream, Met Lt Blue	
138	1953 Volvo 445 Cabriolet, open	Cream, Red, Black, Green	
139	1994 Saab 9000 CS	White	Belgian Police livery
140	1960 Volvo 210 Panel van	White, Blue, Red, Yellow, Military Drab Green, Olive Green / Beige	
141	1950 Sunbeam Talbot 90 Mk 2 convertible	Met Green, Met Blue, Met Grey, Bronze	Top down
142	1937 Standard Flying 12 De Luxe with boot	Black, Fawn, Green, Cream, RAF Blue (as RAF staff car)	
143	1980 Austin Allegro 3 4-door	Met Turquoise, Lt Yellow, Bright Red, White (with/without vinyl roof), Bright Green (with/without vinyl roof), Fawn	

ORIGINAL SOMERVILLE MODELS			
REF	MODEL	COLOURS	NOTES
143A	1980 Austin Allegro 3 4-door	Mid-blue	Police livery
144	1955 Saab 93A	Green, Red, Cream, Beige	
145	1950 Ford Prefect E493A	Black, Fawn, Green	
145A	1950 Ford Prefect E493A	Black, Fawn, Green, Dk Blue	
146	1960 Saab 96	Blue, Lt Green, Dk Grey	
146A	1960 Saab 96	White	Sebring Official Course Car
147	1939 Ford Prefect E93A	Maroon, Black, Grey	
148	1937 Rover P2 6-light saloon	2-tone Green, Cream/Grey-Blue, Maroon/Black	
149	1950 Vauxhall L-Series Velox	Black, Bronze, Met Green, Met Blue, Met Grey	
150	1951 Hillman Minx Series V saloon	Lt Green, Beige, Black	
151	1949 Vauxhall Caleche convertible	Cream, Red, Met Green	Top down
152	1939 Vauxhall H-series 10 hp	Black, Met Grey, Maroon	
152A	1939 Vauxhall H-series 10 hp	Black, Met Grey, Maroon	With spare wheel outline on boot
ORIGINAL 500 SERIES MODELS			
REF	MODEL	COLOURS	NOTES
501	1953 Ford 10 hp Utility	Dk Red, Blue, Stone	
502	1959 Saab 95 Panel van	Red (plain), Grey (w/ Saab logo)	
503	1937 Ford 8 7Y saloon	Black, Grey, Blue	
SOMERVILLE SOCIETY MODELS			
REF	MODEL	COLOURS	NOTES
SS1	1959 Saab 95 Ambulance	White, Red	Falck Zonen livery, both versions with medic figure
SS2	1949 Ford Utilecon	Brown / Black, Stone / Black	plain (no livery)
		Blue / Black	Silver City Airways livery
		Red / Black	National Fire Service livery
		Red	London Fire Brigade livery
SS3	1927 Volvo OV4 Truck	Green / Black	Telegraf Verket livery
		Grey / Black	SKF livery
		Yellow / Blue	70 Years of Volvo livery

BUILT SOMERVILLE MODELS MADE BY PROMOD			
REF	MODEL	COLOURS	NOTES
SMV 900	1939 Vauxhall H-series 10 hp saloon	Cream	
SMV 901	1950 Sunbeam Talbot 90 DHC	Red, Cream interior	Top down
SMV 902	1937 Ford 8 7Y 2-door saloon	Maroon	
SMV 903	1938 Rover P2 14 4-light Sports Saloon	Dk Blue	
SMV 904	1937 Standard Flying 12 saloon	Dk Blue	
SMV 905	1952 Hillman Minx convertible, open	Dk Green, Beige interior	
SMV 906	1936 Austin 10 Cambridge saloon	Beige / Black	
SMV 907	1947 Ford Anglia E04A saloon	Black	
SMV 908	1952 Hillman Californian coupe	Black with red roof	NEW release
SMV 909	1953 Sunbeam Alpine, open	Black with red interior	
SMV 910	1950 Ford Prefect E 493A saloon	Grey	Listed as 1938, but is a later version
SMV 911	1933 Ford Y "Tudor" 2-door saloon	Black	
SMV 912	1934 Ford Y "Fordor" 4-door saloon	TBA	Not yet released
SMV 913	1955 Sunbeam Talbot 90 Mk3, Monte	Met Alpine Mist	NEW release
SMV 914	1953 Sunbeam Alpine, Jabbeke Record Car	Met Alpine Mist	NEW release
SMV 915	1937 Austin 10/4 Conway, open-top saloon	Dk Green/Black, Beige	
SMV 916	1961 Saab 95 van, RHD, Saab Service	White	Saab Service livery
SMV 917	1949 Ford 54A Utility "Ute" Pick-up	Ludlow Green	NEW release

HISTORY AND REBIRTH OF SOMERVILLE MODELS



▲ SMK 158 - 1952 Hillman Minx convertible kit.

wasn't the end of the story, thankfully. In December 2002, Graham Ward of Promod, who - then and now - makes numerous specialist ranges of models under the Promod name as well as being a major distributor of many ranges of volume-produced diecasts, purchased the machinery, moulds and rights to the Somerville name, with a view to reviving production.

In 2005, the first of the reborn models - the Riley Kestrel and Sunbeam Talbot Mk 2 saloon - came onto the market, albeit in kit form only. Though a quantity of built Vauxhall H Types and Caleche convertibles had been made earlier that year for a commission by Vauxhall Motors itself. The kit range initially, was developed over the next few years and then, in 2008, the first built model was released. This was the Rover P2 4-light Sports Saloon in Dark Blue. Promod deliberately choosing a colour different from those of the original Somervilles.

Promod currently makes kits and built models, the built examples being in limited runs of 100 each. Some are subjects from the original range, and others are new ones altogether. Details of the current ranges of built models and kits, along with planned future releases, are again in accompanying tables. Being of a similar standard of build and finish to the originals, the built versions sit well alongside them,

► Promod Somerville No SMV 916 1961 Saab 95 van, in Saab Service livery.



SOMERVILLE MODEL KITS MADE BY PROMOD		
REF	MODEL	NOTES
SMK 106	1937 Standard Flying 12 saloon	Pre-war with split grille
SMK 117	1949 Ford Anglia Tourer	Can be built top down or top up
SMK 120	1950 Sunbeam Talbot Mk 2/2A saloon	
SMK 123	1961 Saab 95 estate car	
SMK 129	1937 Riley Kestrel saloon	
SMK 131	1936 Austin 10 Cambridge saloon	
SMK 133	1951 Hillman Minx convertible	
SMK 134	1938 Rover 14 4-light Sports Saloon	
SMK 137	1953 Sunbeam Alpine 2-seater	
SMK 137R	1953 Sunbeam Alpine 2-seater rally	Stirling Moss - Alpine Rally
SMK 141	1950 Sunbeam Talbot 90 Drophead	
SMK 142	1939-47 Standard Flying 12 saloon	Post-war with solid grille
SMK144	Saab 93A	
SMK 145	1950 Ford Prefect E493A saloon	
SMK 147	1938 Ford Prefect E93A saloon	
SMK 148	1937 Rover 14 6-light saloon	
SMK 149	1949 Vauxhall Velox L-series saloon	
SMK 150	1951 Hillman Minx Series V saloon	
SMK 151	1949 Vauxhall Caleche convertible	
SMK 152	1939 Vauxhall H-Type 10 hp saloon	
SMK 153	1937 Ford 8 7Y saloon	
SMK 154	1949 Ford 54A 67 Utility pickup	
SMK 155	1947 Ford EO4A Anglia saloon	
SMK 156	1952 Hillman Californian coupe	
SMK 157	1937 Austin 10/4 Conway Cabriolet	
SMK 158	1952 Hillman Minx convertible	Can be built top down or top up
SMK 159	1961 Saab 95 van	
SMK 160	1949 Ford Anglia Utlecon	
SMK 161	1933 Ford Y-Type Tudor 2-door saloon	
SMK 162	1934 Ford Y-Type Fordor 4-door saloon	
SMK 163	1945-53 Riley RMA 1.5 (short bonnet) saloon	Not yet released
SMK 164	1945-53 Riley RMB 2.5 (long bonnet) saloon	Not yet released
SMK 165	1945-53 Riley RMD 2.5 Drophead	Not yet released
SMK 166	1949 Jaguar Mk V saloon	Not yet released
SMK 167	1956 Sunbeam Talbot 90 Mk3 saloon	NEW release
SMK 168	1953 Sunbeam Alpine Jabbeke record car	NEW release

and so the future looks bright for enthusiasts of the Somerville brand. For further details on the current ranges, visit www.promod-diecast.com. **DC**

ACKNOWLEDGEMENTS

My grateful thanks, for their absolutely invaluable help in preparing this article, go to keen Somerville collector David Swales, and to Graham Ward of Promod. Of course, as with any article of this type, it can never be considered fully complete, so if you have anything to add, please contact the editor.

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Racing into the future

It's nearly six decades since a British collaboration stunned the world of motorsport at Le Mans. David Lynn looks back with the help of some very rare models.

The golden period of gas turbines being heralded as a new technology for road vehicles was largely over when I arrived into the world, so exploring the significance of this selection of 1963-65 Rover-BRM Le Mans racers became a fascinating adventure. In simplistic terms, a gas turbine compresses air into a combustion chamber where fuel is sprayed and the mixture ignited – the resulting gases are channelled at pressure to rotate a turbine, which, when attached to a shaft, provides mechanical power. While modern gas turbine development was a spin-off (as it were) from jet engine research for aircraft use during World War II, the principles can be traced back to a patent awarded to an Englishman, John Barber, in 1791. Although his primitive turbine was too weak to operate its own components.

The first gas turbine to generate a surplus was made in 1903 by Aegidius Elling, a Norwegian engineer, and the first gas turbine car only arrived with Rover's JET1 breakthrough in 1950. Other manufacturers dabbled with this futuristic technology and its space-age symbolism for the post-war era, including Austin's A125 Sheerline-based Gas Turbine Car in 1954, and

▲ All five incarnations of the car together (left to right) - 1963 test, 1963 race, 1964 test, 1965 test and 1965 race.

the Fiat *Turbina* and Renault *Étoile Filante* streamlined speed record concepts. Meanwhile, in America, General Motors created a series of four Firebird concepts with space-rocket styling until the early 1960s and Chrysler pursued more serious proposals culminating in its 1963 Turbine Car as a luxury coupé – 55 were built and distributed through a selected user programme that accumulated over one million miles of actual road use, and is still the only example of batch production compared to individual examples.

Alongside car use, several firms investigated potential truck applications, British Railways explored a crossover into locomotive propulsion with its celebrated 1950s 18000 and 18100 engines, the 1960s GT3 (Gas Turbine Three) and the APT-E (Advanced Passenger Train Experimental) prototype of the early 1970s, and gas turbines were harnessed for ship propulsion. Several strident British and US period newsreels found online gave glimpses of the excitement and anticipation for this new technology, alongside their curious pronunciation of “gas turbin” rhyming with “win” rather than “wine”.

Rover's involvement began through supporting Sir Frank Whittle's early jet engine work during



World War II, which produced the world's first straight-through combustion jet before being handed over to Rolls-Royce, in 1943, in exchange for the production contract for the Meteor tank engine. After the war ended, Rover's survival as a car producer was threatened by meagre steel allocations, so new strategies were urgently pursued, including the aluminium-bodied Land-Rover (June 2018 issue). Wartime jet expertise opened another door into exploring gas turbine use for road vehicles, and with some silent sponsorship from Leyland – in those days a stand-alone lorry maker – produced the JET1 prototype in March 1950. This paraffin-fuelled roadster used the upright bodywork from the 75 P4 saloon with “Cyclops” grille on a mid-engined chassis with an open cockpit and aeroscreens. After an initial launch at Silverstone, the project went quiet until relaunching in June 1952 with updated P4 bodywork including a shield grille and successful speed record runs on the Belgian Jabbeke autoroute.

Next up was the front-engined T2, but it proved unworkable, so was quickly abandoned without publicity. Its successor, T2a, was similarly kept out of sight, but was rear-engined with full 75 P4 saloon bodywork and a huge exhaust funnel on the boot. Again things went quiet until 1956 when T3 was unveiled as a compact rear-engined coupé with 4WD and unique styling. This was probably the most sophisticated Rover turbine car and, according to one source, the zenith of Rover's efforts in demonstrating real-world practicality. Another gap followed until the 1961 unveiling of T4, based on the P6 project which reached production in 1963 as the 2000 range – the P6 was designed with a large engine bay for potential front-engined turbine production, which proved a fortunate decision several years later when it readily accommodated the ex-Buick V8 to become the 3500. T4 was by all accounts a major achievement with most of the civilised practicality needed for normal road use, with only a streamlined and extended bonnet differentiating it from the

▲ There were a few noticeable changes between test and race versions in 1963.



▲ Another angle of the two 1963 cars, showing the modifications to the rear upper deck.



▲ Very much a product of its era in terms of styling.

▼ All change for 1964, with a completely new body.

regular 2000 shape.

However it marked the end of Rover's dream of putting a turbine car into production, as there were unresolved cost issues from the exotic materials needed for the high internal temperatures, safely dealing with the hot exhaust gases, general heat-soak, turbo-lag, and fuel consumption, despite improving to 16–20 mpg from JET1's 3.5 mpg. At this point, the story would have stopped, but for two unexpected events. The first was an invitation from the Le Mans 24 Hours organisers for Rover to present T4 in the pre-race parade at the 1962 event, and a similar exercise at the 1963 British Grand Prix including JET1 and T3 achieved massive publicity. The Le Mans organisers then announced an award for 1963 for the first turbine entrant to complete 3,600km (2,237 miles). The other surprise was a Rover board decision to launch a motorsport campaign, and the immediate response was a rallying team with the 3-Litre P5 and later 2000 P6, achieving good results without major victories. This was immortalised in Corgi's 1960s models of the maroon 1965 Monte Carlo class winner – later revived by Vanguards.

Meanwhile, the turbine project was recast for a joint Le Mans collaboration with a racing constructor. Cooper rejected Rover's overtures, but BRM were happy to provide the chassis from a crashed 1962 P57



ROVER-BRM GAS TURBINE

► It's hard to accept that it is the same basic chassis underneath.

1 1964 test car from rear three-quarter view.

2 1965 test car from front three-quarters.

3 1965 test car rear three-quarter angle.

4 1965 race version - still as she is today.



▲ Fabulous interior detailing.



▲ 1965 racing version rear three-quarter view.



F1 car and its drivers, Graham Hill and Richie Ginther. The Rover-BRM appeared on five competitive occasions, all at Le Mans for the 1963/64/65 test weekends each April and the 1963 and 1965 races in June. Despite some radical changes as its racing career evolved, this was always the same single car, with no back-up or replacement.

One model is shown from each appearance and, as far as I can tell, none were modelled in 1/43 at the time and even today when several specialist Le Mans ranges exist, the choice is very limited. Bizarre produced resin models of all five versions for distribution through Spark, and are now pretty well impossible to find. A few years back, the English online retailer *Racing Models* commissioned a new resin series from the Italian firm of *Top Models* to plug the gap, with each version in an edition of only 102. These sold out fairly quickly, giving another hens-teeth scenario. The story then gets a bit sticky, as I've been told that the *Racing Models* commission included an exclusivity clause preventing further releases; however some repeats emerged from Pinko, one of *Top Models*' subsidiary brands.

At its debut for the 1963 test weekend, the Rover-BRM had unpainted aluminium bodywork without race numbers, as shown by the silver *Racing Models* edition. As one source says "beauty was not one of its virtues" and the bodywork was not windproof so

the drivers complained of cold draughts. The model is simple but neatly detailed, particularly within the cockpit. Unlike Bizarre's version, there is no rear body lip, but the *ad hoc* nature of these test weekends could allow both formats to be correct.

Its race appearance two months later came in British Racing Green, with the exceptional number 00 denoting that it ran literally in a class of its own outside the normal classification and was forced to start 30 seconds after the rest of the field. It "ran like clockwork", without any mechanical work or even a change of tyres to cover 310 laps - 29 behind the winner - to finish in what would have been 7th or 8th place according to different sources, and easily achieved the 3,600km distance for the ACO's FF25,000 turbine prize. Pinko's version is shown, differing from the test depiction by the rear body lip, a bigger heat exchanger on the rear body, a more raked windscreen, and the removal of the spinner wheel nuts. Again, it is nicely finished, but mine had some loose bits when it arrived, including a rear light and a rubber ring which has no obvious home. There was no slipcase and the plinth has hand-painted descriptions, perhaps suggesting that Pinko were clearing leftover rejects instead of making additional batches. I have another unrelated Pinko with similar quality niggles.

It returned for the 1964 test weekend with a much



5



6

more elegant and aerodynamic body, and two small flip-up headlights, some way back on the bonnet. The cold and wet conditions did not highlight any power deficiency from the undersized air intakes and what was still the original engine, although a new engine was promised for the race. However the entry was withdrawn shortly beforehand with the claim this was not ready, but the real problem was that the car fell off its trailer on the way home and was not repairable in time. Being a unique car, there were no spares readily available. Bizarre's matt grey depiction with #26 shows the new shape very neatly, and again, while there is not much detail, what there is has been done well. The wheels are excellent, there is a delicate screen wiper and a chromed bonnet filler cap, the flimsy driver's window with a small porthole has come adrift on mine, so is not shown, but gives an enhanced view of the intricate cockpit, and as with all these Bizarres, the display plinth has a track finish.

The next appearance was therefore the 1965 test weekend, now resplendent in dark metallic green with silver rear panel and #35. Other differences included relocated headlights further forward behind streamlined covers, two flat vents on the rear cover, external latches behind the front wheels, and a proper sliding panel in the driver's window. The new engine still provided about 150bhp, but with

5 & 6 All later styling cars together. Changes were fairly subtle by now.



▲ Detailing on the wheels is exquisite.



▲ Packaging by Bizarre includes a track-like plinth to add to the display.

fuel consumption reduced to 13.5mpg compared to 7.5mpg in 1963. The BRM-supplied driver pairing was now Jackie Stewart alongside Graham Hill, and the weekend seems to have passed uneventfully. Bizarre's model looks much more exciting with the new colours – this was actually my first acquisition of the five and inspired the hunt for the full set.

The race saw a largely uninterrupted run to an officially recognised 10th place, but it was slower and ran hotter than expected to cover a shorter distance than in 1963. A post-race stripdown revealed compressor damage due to the ingestion early in the race of an unknown object such as a nut or bolt and gave an unintended testimony to the turbine's resilience. Bizarre's model in the same green with #35 on white door panels shows many small changes – the most obvious are full intakes on the rear wings, plus the reinstatement of the 1964 flap-up lights as auxiliaries, sidelights on the wing edges, driver's door and bootlid buttons, a black fuel filler and a Rover-BRM bonnet script. As the definitive version this has become the most desirable and expensive model of the five across the brands.

Rover's turbine activity ceased at this point and the car never raced again. There was a small sequel after the expanding Leyland empire bought Rover in 1967 and revived previous work as a potential unit for truck use, building seven prototypes for motor show displays and even issuing a publicity brochure before the project was shelved. A more tenuous footnote in 1997 was the Rover 200 BRM sporty edition of the small R3 hatchback, finished in BRG with BRM's symbolic orange lower grille outline. The BRM link was simply a marketing device to rival Renault's Clio Williams, but the Le Mans car was duly wheeled out for the launch and publicity razzamatazz.

Gas turbines enjoyed further racing experimentation in 1967 with the STP-Paxton Indy Cardriven by Parnelli Jones, which dominated the 200 lap race but coasted to a halt on lap 196 with just eight miles to go. This inspired Lotus to enter a team of turbine 56s in the 1968 event with Joe Leonard leading when a fuel pump shaft broke on lap 192. These near misses terrified the Indy organisers who promptly changed the rules to prevent further turbine participation, and a Lotus turbine revival as the 56B during the 1971 F1 season achieved little. The American Howmet team built two TX turbine sports car racers for the 1968 season, providing the only other Le Mans appearance for this technology but no significant placings.

Other turbine footnotes include some work by Toyota from the late 1970s culminating in the 1987 GTV concept car, and Jaguar's 2010 C-X75 hybrid supercar concept which would have used two diesel-fed micro turbines to recharge its electric motors. A limited production run was announced but then canned, and the C-X75's subsequent appearance in the 2015 James Bond film Spectre used conventional lookalikes. With the emphasis today on reducing vehicle emissions in response to climate change and health issues, it seems that the dream of gas-turbine road vehicles has now run its course. Although perhaps a Jaguar-like approach of incorporating turbines within a different technology offers some prospects for the future. **DC**



Kitting out your collection

Popular in the 1970s with some of the major manufacturers, Rick Wilson has bolstered his collection with many of these over the years. First up is a special limited-run set from Corgi Toys.

In the first of three parts of this mini-series, I turn to Corgi Toys here, with its only dip into the realm of build-at-home releases – the GS30 Grand Prix Kit Set. Comprising three standard releases in kit form plus one exclusive livery on an assembled car, the set was completed by three figures and a bag of 16 marker cones. These were all packaged in a superb box that featured an excellent, dynamic piece of action artwork to the rear.

Back in the May issue, I briefly mentioned that I'd just acquired this in my *Keeping it clean* article about the Corgi Yardley McLaren gift set, so here it is in all its glory. Still largely shrink-wrapped, the set is completely mint, save for a little creasing to the outer box that obviously occurred in the factory thanks to some over-tight wrapping – but in my

▲ Released in 1973 only, here are the complete contents of the GS30 Grand Prix Kit Set.



▲ It all came packaged in a superb gift box - this one has been slightly distorted by the over-tight shrink wrap still in place.

► The artwork on the rear of the box is stunning.

1 No 1500 Surtees T.S.9 kit and standard No 150 release – note the lighter shade of blue to the body of the kit version (the darker shade of the assembled No 150 is correct for the real car).

2 No 1501 Yardley McLaren M19A kit with a fully assembled No 151 release.

3 No 1504 John Player Special Lotus kit with standard No 154 model.

▼ The special Norris-liveried version of No 153 Surtees T.S.9B alongside its standard issue counterpart.

mind this just adds to its story.

The wrap has been pierced at some point to allow access to the extra model – the special Norris-liveried version of the Surtees T.S.9B, exclusive to this set – but the three kit boxes had never been removed. Until I got my mitts on it anyway. Some very careful and selective opening of the wrap allowed me to get at the boxes, whilst still leaving it largely intact. There is something rather exciting about knowing that you're the first person to open these after the best part of 50 years!

As you can see from the photos, the contents of the kit boxes are, of course, still in excellent unassembled condition. That is as far as my tinkering will go, as I have the standard made-up models of the cars as released at the time too. All kit components are exactly as the standard models, save for the colour of the Surtees T.S.9, which is a lighter shade of blue.

Released in 1973, this set was never actually shown in any catalogue, presumably as the decision to put it together and release it was taken after the 1973 catalogue was finalised. There was only a short production run, so there was no point in it being in

the 1974 catalogue either. Just 13,000 of these sets were made, 3,000 of which went to the USA.

The models included were No 150 Surtees T.S.9 as No 1500 in kit form, No 151 Yardley McLaren M19A as No 1501 and No 154 John Player Special Lotus as No 1504. Plus there was that exclusive version of No 153 Surtees T.S.9B. The kits were individually boxed with their own styling, featuring colourful striping to the sides and assembly diagrams to the rear.

The artwork to the rear is worthy of framing in itself and is very evocative of Corgi's 'look' in the early 1970s. Having been after one of these sets since I was about 9 years old, this is one of my most pleasing purchases in recent years – even if I'm not going to make the kits up!

Next month, in part two, we cross The Channel and look at a few of the lesser-known offerings in kit form in the UK, issued by Solido in the late '70s and early '80s. For part three, in the September issue, it will be the turn of Dinky Toys with its impressive selection of Action Kits. I have rather a lot of these – will I be able to resist the temptation of actually assembling and painting some? **DC**





Seeking fame

Sikorsky's much-loved design has fulfilled many roles over six decades and inevitably has seen some action on diecast manufacturer production lines too. **Rick Wilson** straps himself in for take-off.

Russian-American aviator, Igor Sikorsky, established his US-based Sikorsky Aero Engineering Company in 1923. Currently owned by Lockheed Martin, easily it's most well-known product over its almost 100-year history is model number S-61 – the Sea King helicopter.

Officially designated as the SH-3 Sea King it was designed as a twin-engined anti-submarine warfare (ASW) helicopter – notably, it was one of the first of this type to use turboshaft engines. Its origins were a requirement to counteract the growing threat of Soviet submarines during the 1950s.

Introduced to service 60 years ago, in 1961, it was operated by the United States Navy as a key ASW and utility asset for several decades. The Sea King also performed various other roles and missions such as search-and-rescue, transport, anti-shipping, medevac, plane guard, and airborne early warning operations. It has also proved to be popular with foreign military



▲ Dinky Toys proudly announced its brilliant new Sea King on page 19 of the 1971 catalogue.

customers, as well as civil operators, and has been built under license by Agusta in Italy, Mitsubishi in Japan, and by Westland in the UK as the WS-61.

Probably the most famous Sea King of all – seen by millions worldwide when it recovered the Apollo 11 capsule from the first moon-landing mission when it splashed down in the Pacific on 24th July 1969 – is the SH-3D designation variant flown as #66 of US Navy HS-4 Squadron, based on USS Hornet.

SEEKING SEA KING DIECASTS

The options for collecting diecasts of this impressive and well-known aircraft design are relatively limited, but that doesn't mean that there aren't some absolute corkers to be had. Period releases by Dinky Toys and contemporaries from Corgi spring swiftly to mind, with the latter currently running at 22 detailed 1/72 scale releases so far, plus two budget Showcase issues at half the size (1/144 scale).

◀ Two modern Corgi releases – 1/144 scale Showcase and 1/72 scale Aviation Archive.

So we'll do this in date order, which means we begin with the awesome 1970s releases from Dinky Toys. A total of four versions were sold using the same casting.

It all started with No 724 Sea King Helicopter that depicted the US Navy aircraft that were involved in the capsule recovery missions from the 1960s and early '70s Gemini and Apollo space programmes. In typical Dinky style, though, the model took full opportunity of the excitement generated by incorporating some excellent and exciting features. At 155mm long, this equates to roughly 1/105 scale.

This first release replicated that most famous Sea King of all, the Apollo 11 capsule recovery aircraft. As was the norm for Dinky, though, historical accuracy would not get in the way of shop shelf appeal, so the drab grey lower half of the real helicopter became metallic blue for the toy version. Colour changes aside, it featured plenty of play value.

Not only did it incorporate a battery-powered motor that span the main rotor blades, there was a finger-operated winch with a metal hook that could pick up the moulded plastic capsule and carry it away to safety. Even the capsule had a working feature, with an opening door that revealed the three astronauts waiting to be recovered. As the capsule was plastic, it floated on water, meaning a very accurate mission could be replicated in sinks, baths and perhaps even puddles around the world.

This superb release was initially packaged in a colourful box that featured very appealing artwork. Open this up and the internal plinth could be slid out, which then folded out to make a great display



▲ No 724 was released in this fantastic box and plinth combination, perfectly showing off the exciting Apollo recovery mission depicted by this model.

► Three of Dinky's four Sea King releases – No 736 (front, Left), No 724 (front, right), both sitting on the opened kit packaging of No 1040.



▲ One of Dinky's exciting Action Kit releases saw No 724 repackaged and unpainted for finishing and assembling at home – no Apollo capsule was included though.

depicting the deck of USS Hornet with space for the capsule to be displayed in the water alongside. Top job, Dinky!

No 724 lasted in the range right to the very end of Dinky Toys production and there were a few minor colour variations along the way. Initially the interior was red and the blades blue. The interior and blades later changed to black. The colour of the lower fuselage would change slightly, but this was restricted to the shade of blue used. Even the capsule got in on the act, with the interior colour being white, blue or yellow and, later, the capsule body would become an unrealistic yellow.

Building on the success of No 724, Dinky made good use of its casting with the model becoming part of the Action Kit range as No 1040. Shown on the box artwork for this one with an orange lower fuselage, Dinky clearly still couldn't bring itself to replicate the real colours! Taking this colour conundrum further, only white paint was included in the kit.

Two other releases followed, with the first of these being No 736, in Bundesmarine livery, produced from 1973. Sporting the all over grey with red top colour scheme of the German Navy, the winch feature was retained, but now it was used for lowering and raising a white plastic-moulded sonar device. Just as much fun though. Interestingly, if you were to unscrew this and relocate the lower fuselage to swap out that of No 724, it would replicate the Apollo recovery aircraft a lot more accurately. Finally an all over drab green army version was released as part of No 618 AEC Artic Transporter with Helicopter from 1976.

SIKORSKY SEA KING 60TH ANNIVERSARY



▲ Dinky's Sea King featured a battery compartment in its fuselage for the motorised main rotor blades.



▲ Dinky No 724 in action recovering the Apollo capsule.

Moving to more recent times sees two castings by Corgi in its 1/144 scale Showcase and 1/72 scale Aviation Archive ranges. I'll get to the smaller versions in due course, but now it's time to focus on its superbly-detailed series of 1/72 scale releases.

First released in 2002 as part of Corgi's series commemorating the 20th anniversary of the Falklands conflict, interestingly, the second release of this tooling (No AA33402) was a much more accurate replica of that famous Apollo 11 capsule recovery aircraft. Featuring the correct colours, of course, it came with a very realistic sea surface diorama, complete with a very accurate capsule. This marvellous replica rightfully commands serious pennies today, so I've yet to find one within my budget. Rest assured that, when I do, I'll share it in my *From the Editor's collection* pages.

Fast forward to a 2014 release, No AA33414, I photographed this during Corgi's media preview day down at Margate in late 2013. Resplendent in the eye-catching grey and red livery of Royal Navy 'Search & Rescue', it's another great release. One feature that I've neglected to mention so far of this casting, is the sliding cargo door that slides open towards the front of the fuselage to reveal the spacious interior.

Bringing Corgi's releases up to date, the 22nd and very latest version of this stunning model is No AA33422. It went on sale during 2020, priced at just £61.49, and was quick to sell out the limited run of just 1,000. Depicting an earlier space capsule recovery scenario, it was assigned the duties of lead recovery helicopter for the Gemini X space mission. Sikorsky SH-3A Sea King 'White 63' from US Navy HS-3 'Tridents' was on the scene seconds after the capsule splashed down, with its specialist diver ensuring the safe extraction of the returning astronauts. With the world's attention fixed on this latest mission, for a few short moments, the live broadcast of the recovery made this aircraft the most famous helicopter in the world, before it returned to USS Guadalcanal. After its time in the limelight, the aircraft would return to its usual anti-submarine patrol duties.

The finish to Corgi's latest release of its marvellous Sea King casting is absolutely astonishing, with a fabulously realistic sheen to the look. Wearing the correct markings to replicate this historically important aircraft, the graphics are applied perfectly with crisp edges and the right proportions. The cockpit is nicely detailed, with two pilots and some instrumentation clearly visible.



▲ Corgi's most recent Aviation Archive release, in 2020, depicted another space mission recovery US Navy Sea King as No AA33422.



▲ Dinky's later No 736 Bundesmarine features a sonar device for the winched hook, instead of the capsule.

So now back to those smaller Showcase releases, there have been two variations in Corgi's budget series – the earlier No CS90607 and the current No CS90625 release. The latter has sadly lost some detail during recent cost-cutting exercises, but it still makes for a nice display model. At 113mm long, this makes it exactly half the length of its bigger sibling, so it comes out at 1/144 scale. In the bright yellow Royal Air Force Rescue livery, it replicates Sea King XZ597 that is still flying with Historic Helicopters (www.historichelicopters.com). This very aircraft was actually the subject of the 4th Sea King release in the Aviation Archive series as AA33404 – another one on my wishlist, and I'd like to take it for a flight on the real aircraft one day.

There is just one more model to mention, released in 2012 by Amercom as part of its *Helicopters of the World* magazine partwork series. Largely diecast at 1/72 scale, it's not really a rival for the Corgi as it lacks a lot of the detail, but it is an excellent budget model and can easily be picked up for around £25 on ebay. Representing a Westland-built WS-61 in the colours of the Implementation Force (IFOR), as deployed in Bosnia and Herzegovina in 1996, it certainly makes for a striking display. **DC**



▲ As always, Corgi's Aviation Archive releases come with a sturdy display stand.

▼ Corgi's eye-catching No AA33419 Royal Navy 'Search & Rescue' release from 2014.



▲ An excellent feature of Corgi's larger and more detailed casting is the sliding cargo door.



▲ Two variations of Corgi's budget 1/144 scale Showcase issues – earlier No CS90607 to the left and the current No CS90625 release. The latter has sadly lost some detail.



▲ Amercom released a nicely-detailed low-cost 1/72 scale diecast Westland Sea King as part of its *Helicopters of the World* series.



Garage moderne

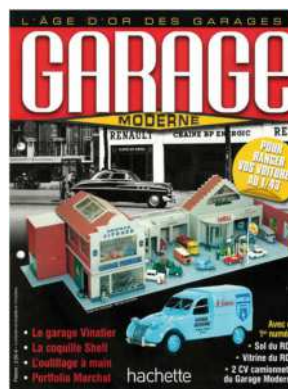
Mike Pigott builds and reviews a large 1/43 scale garage diorama kit that was issued in France as a magazine partwork.



Many collectors like to display their models with scenic backdrops and dioramas including buildings, roadways and figures. However, the availability of these accessories varies greatly depending on the scale of the models collected. Those who collect 1/76 scale models are spoilt for choice, as the scale is compatible with OO gauge model railways, and there are countless scenic accessories produced. The same goes for collectors of 1/87 vehicles, as these are the same scale as HO gauge railways – although subject matter is usually of Continental or American subjects, as HO is more popular in these markets.

Although 1/43 scale is the most popular scale for model cars, there is much less in the way of model buildings compatible with them. Other than O gauge model railway accessories, a less mainstream scale, there is very little in the way of structures to complement 1/43 miniatures.

▲ Sales room, workshop and used car lot.



▲ Cover of the first issue.

GARAGE MODERNE

In 2014, Hachette Editions in France released a weekly partwork entitled *Garage Moderne*, which enabled subscribers to build up a big 1/43 scale model of a large garage typical of those seen in French towns in the 1950s and '60s. The finished model consisted of a car showroom, petrol station, servicing bay and car wash.

France is probably the largest market for partwork collections of diecast vehicles. Countless series have been produced over the last decade or so, with many long-running releases on cars, trucks, vans, aircraft, emergency vehicles, tractors, character models and re-issues of vintage toys. While some of these have proved popular in the UK, particularly the collections based on Batman, James Bond, tractors and reissued Dinky Toys, they pale in comparison with the sheer volume of French series. In addition to these partworks that include diecast models, there are also series that include parts to make up one



▲ Citroën H recovery vehicle, with its Traction Avant cargo, in front of the service bay.

issue because it cost just 2.50 € and included an Ixo Citroën 2CV van, together with the showroom floor and half the façade. The second issue cost 4.99 € and all subsequent issues were 6.99 €. I was fascinated with the concept of the garage, and wanting a decent diorama for my 1/43 models, decided to keep ordering it every week. Although it seemed an inexpensive purchase on a weekly basis, in retrospect it was a very pricey garage, as initially 110 issues were planned. However, it proved extremely popular, and sold so well that it was extended to 130 issues, making it even more expensive. There was even a companion series of 1/43 diecast models to go with the garage – these were mainly tow trucks, petrol tankers and delivery vehicles, in the liveries of famous petroleum and auto component brands.

MAGAZINE

Each release included a magazine, which was designed to be pulled apart and filed in a ring binder using the pre-punched holes. In addition to instructions on how to construct the garage, the magazine was quite an interesting read – as long as

▼ The Citroën 2CV Van that came with the first issue of *Garage Moderne*.

large model, such as a 1/8 scale car, an historic ship or a famous fighter plane. These have proved popular in the UK and many other markets, but have three serious drawbacks. Firstly, they are a very expensive way to get a model, and can end up costing in excess of £600. Secondly, the finished model is only as good as the skill of the person building it. And thirdly, a lost or missing issue can cause a lot of problems.

Garage Moderne was only sold in France, and Hachette would not accept subscriptions from other countries. I was able to buy it, and several other partworks, from an online newsagency called www.journaux.fr which does send French publications worldwide. Like most partworks, *Garage Moderne* included a magazine with every issue, and the first two numbers were sold at discount introductory prices. To be honest, I only bought the first



PARTWORK COLLECTIONS



you could understand French. It had short articles on myriad automotive subjects, including the history of car marques, brands of petrol, tyres and other car parts, famous garages and even toy cars.

The parts for the building were included with every magazine, sealed in clear vac-formed shells. Some issues came with quite substantial pieces, although others were quite miserable, such as a single window or a strip of pavement which were worth significantly less than the 6.99 € cover price. However, many issues also included beautifully painted figures of mechanics, attendants and customers, plus accessories like tools, benches, pumps and stands.

COMPONENTS

Most of the parts for the garage building were moulded in thick light-grey plastic and, where appropriate, had coloured details printed on to the surface, such as bricks, tiles, painted panels and signs. Other parts were painted on the visible side, including pavements and roof tiles, and the windows had printed frames. The garage was provided with

1 Car wash and service station.

2 Close-up of the used car yard.

3 Close-up of the petrol pump area.



▲ Tow truck from the associated *Véhicules du Garage Moderne* series.

lighting – there was a battery box built into one of the floor sections – and many parts were supplied with pre-fitted wiring and small electric bulbs. The wired components had tiny plugs at the ends to connect with other lit sections.

CONSTRUCTION

The first part to be constructed was the car showroom, the large building on the left-hand side. This has a ground-level exhibition area with a chequered floor. Connected by way of an internal staircase is a big first-floor workshop, with a pantile roof and large skylight. On the side of this building is a lift for transporting cars to the upper story. The lift components are fitted with strings and pulleys to enable it to raise and lower using a crank, but is extremely fiddly to put together.

Connected to the Citroën sales room is a single-storey lubrication bay with a car hoist, and next to that is a shallow two-bay car wash. These buildings have flat roofs with parapets along the top. At the far end is a Shell petrol station and workshop. The service station shop has a modern, space-age style



▲ The whole display looks very impressive when lit up at night, thanks to the integrated wiring included with the various parts.



▲ Theo the cat demonstrates his approval and also gives a good idea of the overall size of the finished diorama.



semi-circular frontage. Above this, in an area with a Flemish-style stepped roof and big triangular window, is an agency and recharging station for VeloSoleX mopeds. At this end of the building is a high wall with printed red-brick finish and period advertisements.

The diorama rests on a series of eleven grey plastic bases that clip together to form the interior floors of the buildings and the garage forecourt. There are also footpaths fitted along the sides and rear, plus streetlights. Finally, outside the petrol station is a raised pavement with a pair of non-working lamps, two petrol pumps, and a large SHELL sign in front.

EXTENSION

In the 100th issue, readers were informed that, due to the overwhelming success of the partwork, it was being extended to 130 parts. The additional parts would include a used car lot, a more detailed car wash and several other components. The car lot consisted of two connecting floor panels with an entry arch and covered display area with tiled roof, surrounded by barriers. The improved car wash now

had an automatic washing machine with sides and a canopy which slotted into one of the two bays. In addition, there were two engine hoists with real chains, a private sales office and a manager's desk, complete with manager. There were numerous figurines, including six petrol pump attendants, five mechanics, three car wash attendants, three salesmen, and several customers, including one with a pet dog – all mounted on a clear plastic base. There were also several pre-painted accessories such as a tyre racks, an oil tin display, air pumps, work benches, brochure racks – and even mundane items like a bucket, tool box and oil can. There were four mopeds to fit in the upstairs VeloSoleX agency.

SO, IS IT WORTH IT?

The most noticeable thing about the completed garage is the size – it's massive. It is made in full 1/43 scale. The completed garage is 120cm wide – increased to 140cm when the used car lot is added – and has a depth of 45cm. This is partially why O gauge model trains are not widely collected in Europe.

In terms of value for money, it isn't good value – it was extremely expensive to complete. Even taking into account that it included a full-colour magazine with every issue, it still works out to over 700 €, which is a lot for a model building, even one this large. However, the figures and accessories were very well made and finished, and were probably worth the cover price.

It also is not particularly easy to build. It is designed to be assembled without glue, using mostly slot and peg construction. This is a good thing, meaning it can be deconstructed, as the large size makes it very hard to store. Some of the parts did not fit together well and there were a lot of large gaps in the walls and roofing panels. The instructions could be frustrating, as they only told how to install that week's component, regardless of whether that was the best order in which to fit it. As a result, many previously-fitted pieces had to be removed first.

Is it good enough to install on an O-gauge model railway layout? Probably not. It is rather crude in places, and lacks the finesse that serious modellers would expect. The figures and accessories are much more finely detailed than the building itself. However, it is certainly a unique item, and serves its intended purpose as a dynamic display for 1/43 scale model cars. It needs a lot of space to be displayed, so mine was later disassembled and put back in storage. However, for those with less available room, the used car lot is detachable and can be used a free-standing display for around eight model cars.

The garage is shown here with the figures and accessories in place, plus a number of models from various Citroën partworks, and the free 2CV van from the first issue. Included in the display are three recovery trucks from the associated *Vehicles du Garage Moderne* partwork – a Citroën U23 tow truck in green with rear canopy, a yellow long wheelbase Citroën H flat truck, and a blue Dodge WC52 war surplus tow truck in Caltex livery. **DC**

▲ The finished garage is a huge 140cm wide.



▲ All the parts, plus the instructions.

Patrolmen and Policemen

The second instalment of **David Busfield's** mini-series detailing diecast accessories.



Following on from the first instalment of Figuring It Out in the September 2020 issue, this article concerns two influential motoring organisations, with very different backgrounds and fascinating histories, followed by a look at law enforcement officers and some of their vehicles.

The Automobile Association (AA) was founded in 1905, originally with a membership of just 90 (now 15 million). It started with bicycles, then motorcycle combination patrols, followed by cars and now sophisticated vans. Initially, the business focused on breakdown cover, which continues to this day. However it has since diversified significantly and nowadays offers finance, driving lessons, motoring maps, insurance, leisure and lifestyle services. The AA employs over 7,400 people and is headquartered at Fanum House, Basingstoke.

The Royal Automobile Club (RAC) was founded in 1897 as a private social and athletic club. In the early 1900s, it was influential in working with the government to amend out-of-

▲ A busy scene, featuring all manner of police and patrol personnel, equipment and vehicles. Interesting to note the prototype Mercedes-Benz record-breaker at the local service centre!

date speed limits and advise on other issues. It organised the first British Grand Prix at Brooklands in 1926 also the first RAC Rally in 1932 and was influential in many more motorsport events. In 1901, an associate section (RAC Motoring Services) was formed and had uniformed mobile patrols using Matchless motorcycle combinations. The sidecars contained a tool kit, fan belts, hoses and cans of spare petrol. Initially they used to park up in laybys and alongside major road junctions, and from 1957 were supplied with two-way radios, which significantly helped getting to motorists with a problem. In 1978 the RAC Motoring Services was sold off and it is now RAC plc, with its headquarters in Walsall, West Midlands, employing 3,700 staff.

Both the AA and the RAC used to operate their own very distinctive roadside telephone boxes for use by members in the event of a breakdown or emergency. There was some co-operation between the two organisations with the access keys to all these boxes having a common pattern.



▲ The Dinky Toys and the Somerville Models AA Patrolmen.



▲ No 44b AA motorcycle combinations.



▲ The Dinky Toys and the Somerville Models RAC Patrolmen.

THE AA PATROLMEN

Two designs of AA guides were made by Dinky Toys - No 44c directing traffic and 44d saluting. They were introduced in the October 1935 edition of the Meccano Magazine, priced at 3 pence each, remaining in the range until 1940. Both figures are 36mm high, have a brown uniform with a black sash, brown peaked caps and black knee length boots. No 44c has white gloves whereas 44d has no gloves. Neither of these figures were released again by Meccano after the war.

Doug McHard was Editor of the Meccano Magazine, in the early 1970s, and later the Marketing Director of the Meccano and Dinky Toys ranges. When he left Meccano he was allowed to take a number of moulds of Hornby/Dinky figures with him. In 1978 he set up Somerville Models in Lincolnshire (see pages 26 to 31 of this issue) and specialised in producing low-volume, high-quality diecast model cars. He did some test casts of the figures with a view to possibly selling them but these plans never materialised. Two of the castings

he acquired were of the pre-war AA patrolmen and two examples which were recently sold at auction are shown here. For some reason these never went into production and the two figures shown here are test castings.

The AA roadside telephone box was introduced in October 1935 and remained available until 1940 - it was never reissued after the war. It is a lovely model made from tinplate. The design is exquisite and comprises a beige, chamfered base, the box body is coloured yellow, black and white, and the roof is white. A wire flagpole is on the top and supports three tinplate direction signs - for London, Glasgow and Liverpool. Being tinplate it is prone to rust and these are hard to find in any condition.

When the AA was formed in 1905, the patrolmen used bicycles but everything changed in the 1920s when motorcycle and sidecar combinations were introduced. This meant a more rapid response and enabled tools and spares to be carried in the sidecar. The AA motorcycle was a 2.5hp Chater Lea. These were later superseded by Triumph and BSA models.

The Dinky Toys AA Motorcycle Patrol was introduced in 1935 as No 44b, but the advent of war caused this to be discontinued in 1940. The first versions were fitted with solid white rubber tyres and the motorcycle is 45mm long. This was reintroduced in 1946 with black rubber tyres until 1950. All the Dinky motorcycles are made to a generic design and the AA version incorporates a rider in a tan uniform, the motorcycle is black and the sidecar is yellow, with an AA sign on the front. The combination was reintroduced in 1959 as No 270 and remained in the range until 1962, some with black rubber wheels and later with grey plastic wheels.

The AA updated its logo on a number of occasions and the Motorcycle Patrol can be found with four different versions between 1935 and the 1960s. This model was available individually, sold out of a dealer trade box that would have initially contained six models. In addition to the AA version, there were two other variants available in export markets only. They were the No 271 TS (Touring Secours) for the Belgian market and 272 ANWB (Algemene Nederlandse Wielrijdersbond) for the Netherlands market. These are quite rare in the UK.

Before the war, all the AA models were available in No 44 AA Box, Motor Cycle Patrol and Guides Gift Set, which was available from 1935 to 1941. This comprised No 44a AA Box, 44b Motor Cycle Patrol, 44c and 44d AA Guides. These were set against a very attractive pictorial box insert.

In 1962 Mini Vans began to replace the motorcycle combinations and were soon seen throughout England - Scotland had a fleet of Land Rovers. I am sure that these would have been very well received by the patrolmen, especially during the winter months.

The Austin and Morris Mini Vans were introduced in 1960 and these very popular vehicles remained available until 1983. The van was renamed to just Mini Van in 1978. During the 23 years of production, over 520,000 were made. It had a 4-cylinder 848cc engine, independent suspension and front wheel drive. It was built on the longer



▲ The AA Roadside Telephone Box.

FIGURING IT OUT – PART 2



Mini Traveller chassis and had a carrying capacity of ¼ ton with a maximum speed of 73 mph. The first 200 vans were handed over to the AA on the 26th March 1964. The earlier motorcycle and sidecar combinations carried 29 items of equipment – the Mini Van carried 97.

No 274 Dinky Mini Van was introduced in July 1964 and remained in the range until 1970. This truly is a delightful model with lots of excellent details. These include: a detailed diecast base plate, accurate yellow paintwork (later yellow with a white roof), a pair of opening rear doors, a roof sign, a roof ventilator, window glazing, an interior including seats and a steering wheel, spun alloy wheels, spring suspension and steerable front wheels. The interior seats can be either red or blue. On a model that is only 3" (78mm) long, this is diecasting at its absolute best.

THE RAC PATROLMEN

Two designs of RAC guides were made by Dinky Toys using the same moulds as the AA figures – No 43c who was directing traffic and 43d saluting. They were introduced in the October 1935 edition of the Meccano Magazine priced at 3 pence each, remaining in the range until 1940. Both figures are 36mm high, they have a blue uniform with a red sash, blue peaked caps and black knee length boots. No 43c has white gloves whereas 43d has no gloves. Neither of these figures were released again by Meccano after the war.

Somerville Models also reproduced these two figures, details as per the AA patrolmen covered above.

No 43a RAC Telephone Box was introduced in October 1935 and remained in the range until 1941. It is made from tinsplate and is a lot more simple than the AA version. It is standing on a blue base, painted blue and cream with black hinges and has a white roof. The base is 30mm x 30mm and the box is 51mm in overall height. Like the AA box, being tinsplate, it is prone to rust and these also are hard to find in any condition.

No 43b RAC Motor Cycle Patrol was introduced in 1935 and discontinued in 1940. The motor cycle was painted black and the sidecar was dark blue, and the tyres are usually solid white rubber. This was a different design to the AA sidecar. The motor

1 No 270 AA Motor Cycle Patrol trade box.

2 Different versions of the AA logo over a period of 25 years.

3 Dinky AA Mini Vans - early version on the left and later one on the right.



▲ The AA Gift Set.



▲ The RAC Roadside Telephone Box.

▲ Pre-war and post-war 43b RAC Motor Cycle Combinations.



cycle is 45mm long. Oddly the Dinky RAC sidecar is plain blue with no RAC logo – it is not known why Meccano made this surprising omission. The combination was re-released after the war between 1946 and 1949, with solid black rubber tyres. The level of painting detail of the driver is much greater on the pre-war vehicle. When sold individually, the RAC motor cycle was delivered to the dealers in a trade box initially containing six models.

Before the war all the RAC models were available in the number 43 RAC Box, Motor Cycle Patrol and Guides Gift Set which was available from 1935 to 1941. This comprised No 43a RAC Box, 43b Motor Cycle Patrol, 43c and 43d RAC Guides. These were also set against a very attractive pictorial box insert. The RAC gift sets seem to be much harder to find than the AA versions.

No 273 Mini Minor Van RAC was introduced in December 1965 and remained in the range until 1970, it is an identical casting to the 274 AA van described earlier. The differences are that it is painted dark blue with a white roof and a blue roof sign, and has RAC markings on the roof sign, rear panel and rear doors. The interior seats can be either red or blue. The style of the RAC logo and markings did not change throughout the lifetime of the model.

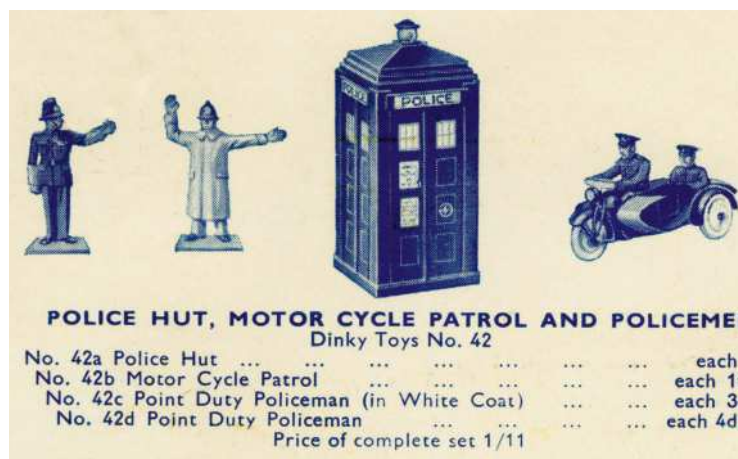
POLICEMEN AND POLICE CARS

The range of Dinky policemen and accessories was first announced in the July 1936 edition of the Meccano Magazine and the advert is shown here. In those days, for Dinky Toys, there was no specific promotion, new items were simply added in to the existing range with no fanfare whatsoever.

There were two different designs of policemen made by Dinky, both of them were on point duty (traffic control). No 42c is in a white coat with a blue helmet and trousers with an overall height of 42mm. No 42d is in a blue uniform, blue helmet



The Dinky Police Hut - everyone knows this now as the Tardis - and the dealer trade box.



▲ July 1936 advert announcing the police-related models.

and long white gloves which reach down to the elbows, he is 40mm high. Both figures were new in July 1936 and discontinued in 1941, neither of these figures reappeared after the war.

Modern versions of the policemen were trialled by Somerville Models and these are illustrated here.

Next is probably the best known Dinky toy of all, as it has become synonymous with the extremely popular TV series Dr Who as the Tardis time machine. The box was introduced in July 1936 as No 42a and was discontinued in 1941. It was released again after the war from 1948 to 1960, changing to No 751 in 1954. It has an overall height of 54mm. The box is painted dark blue with silvered windows and a "Police" sign at the top, on all four sides. On top of the roof is a light, this is sometimes painted blue and sometimes red. Under the left hand window on the front is a hinged panel, behind this is a telephone for use by the public. Underneath this is a panel containing instructions for use and alongside this is a ventilator - these three features are silvered.

Shown in the image are No 37b Police Motor Cyclist, pre-war 42b Police Motor Cycle Patrol and No 42 post-war Police Motor Cycle Patrol. No 37b was new in November 1937 and discontinued in 1941. It was reissued after the war in 1948 until 1954, but only as an export item for the US market. The motorcycle is black with silver handlebars and the rider is in a blue uniform with brown gauntlets. The overall length is 45mm, this casting is used for all the motor cycles in the Dinky range with only a minor change to accommodate the sidecars when used as a combination. No 37b was only sold from a



▲ The Dinky policemen - three Dinky figures on the left, and on the right are two by Somerville.



▲ The RAC Gift Set. Photo: Vectis.



▲ RAC Motor Cycle Patrol trade box.

▼ The RAC Mini Van.



dealer trade box containing six models.

Pre-war No 42b Police Motor Cycle Patrol was introduced in 1935 and remained available until 1940. The motorcycle is painted black with a silver exhaust, the rider and passenger are both in dark blue uniforms with detailed painting of the faces, the sidecar is painted green and some with white rubber wheels and some of the later models with black ones. This model was reissued after the war between 1948 and 1954 as an export only item to the United States. This had simplified paintwork, no silver on the exhaust and no detailing in the faces. It was fitted with black rubber wheels

No 42 Police Box, Motor Cycle Patrol and Policemen Gift Set was introduced in 1935 and remained available until 1940 - it was never reissued after the war. It contained No 42a Police Box, 42b Police Motor Cycle Patrol and the two Policemen, 42c and 42d. It was contained in a blue lift-off lid box and the models were shown against an attractive display card in the box base.

The Dinky Toys range from the early 1930s always contained an ambulance and a fire engine, but very surprisingly it never featured a police car until 1955. This was an amazing omission, as all the other diecast toy manufacturers in the UK featured one in their ranges. Dinky had no shortage of suitable saloon cars in its catalogue that could have easily been offered as police vehicles with a simple alternative colour scheme.

The first such Dinky vehicle was No 255 Mersey Tunnel Police Van, new in September 1955 and available until 1961. This iconic vehicle, painted bright red, was based on a Short Wheelbase Land Rover and would have been familiar to young boys from Liverpool and other visitors to the city. Even though the real vehicle would never have been seen by the vast number of boys in other parts of

FIGURING IT OUT – PART 2

4



5



the country it was still a very popular model and a firm favourite of mine at the time. This was the only unique casting of a police vehicle made by Dinky, all the other examples are modifications of existing cars in the range.

The next model was No 256 Humber Hawk Police Car, new in December 1960 and available until 1964. This was a lovely model painted black and it included a roof sign, an aerial, spring suspension, glazed windows, interior seating, a steering wheel, plus a driver and policeman passenger. The Humber Hawk was a substantial vehicle made by the Rootes Group and an excellent choice for an emergency vehicle.

Britain's motorway network commenced in 1958 with the Preston Bypass (M6), and the first part of the M1 was opened in 1959. This presented the police with a problem as there were no speed restrictions in the early days and the bad guys would use fast cars to get away. The response was the introduction of specialist faster police vehicles, Dinky announced No 269 Jaguar Motorway Police Car in April 1962 and was available until 1966. This is painted white and features an aerial, a roof mounted blue light, a "Police" sign on the boot lid, steering and suspension, window glazing, seating, steering wheel and a driver and policemen passenger. Some of these vehicles are painted using gloss white paint and some with matt.

We started this part of the article with two policemen on point duty and we now finish with the last Dinky Toy to offer a very similar function, but using a completely different design. No 753 Police Controlled Crossing was new in November 1962 and stayed in the range until 1967. I quote from the November 1962 Meccano Magazine: "This delightful little miniature, manufactured from high-impact polystyrene, has a policeman who can be turned around in his box by means of a knurled



knob protruding at the base of the box. It is available in kit form with the lamp standard, policeman and his box being supplied separated from the base. These are easy to fix, and if required, can be glued permanently in place. A 'must' for your layout!"

This article concerns figures that are suitable for use with Hornby O gauge model railways and I have also included directly associated Dinky vehicles. As Hornby O gauge was discontinued in the early 1960s, I have only included the Dinky vehicles made between the 1930s and the early 1960s. The Dublo Dinky range never incorporated a police car, so sadly the Hornby Dublo boys had to look elsewhere to achieve law enforcement on their layouts. **DC**

4 The Police Motor Cycles.

5 Police Vehicles.

6 No 42 Police Gift Set.



▲ Police Motor Cycles trade box.



▼ The Police Controlled Crossing. Photo: Vectris.

JOHN AYREY

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810113 Range Rover Trans-America Exp 71 - 1:18



410804 Land Rover Defender 110 2020 - 1:43



410802 - Land Rover Defender 110 2020 - 1:43



1109 - Deutz Intrac 2003 Frontloader - 1:32



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



1059 Fendt Favorit 612 LSA - 1:32



1804103 McLaren F1 GTR Short Tail Le Mans 96 - 1:18



1801509 E30 M3 Mauritius Blue 1990 - 1:18



1805704 Dodge Challenger Widebody 20 - 1:43



65282 Mercedes AMG GT 63 S - 1:64



65291 Porsche RUF CTR Yellowbird 87- 1:64



55275 Audi R8LMS 2015/17 Bathurst Team - 1:64



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

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How fast is fast enough?

Since the eighties, the race for the fastest production car in the world has reached new heights. In this second instalment, **Francisco Mota** takes us through the last four decades of the fastest 1/43 scale model cars. **Photos: João Carlos Oliveira**



Last month we looked at the early efforts from car manufacturers to be officially recognised as having the fastest production car in their back catalogues. We started with the 1949 Jaguar XK 120 and ended part one in 1982, with Lamborghini's Countach LP 500 S. The fight for the fastest production car record got even fiercer from then onwards.

However, the lead cars and manufacturers changed from famous and prestigious brands to some lesser-known outlets that used the record to increase their credibility. That was not an easy task for a small manufacturer like RUF, from Germany, as it still had to fulfill all the criteria applied to much larger brands. Just as a reminder, to be eligible for this record, a car has to follow some strict guidelines.

It has to be constructed for retail sale to consumers and for their personal use on public roads. The example used to measure top speed needs to be the same specification as cars available for

▲ From the left - three of the fastest production cars in the world: 2007 SSC Ultimate Aero (SSC), 1987 RUF CTR Yellow Bird (Spark) and 1993 McLaren F1 (Minichamps).

commercial sale. It also needs to have a VIN 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 country.

Now, imagine all the paper work needed for a small manufacturer like RUF, or even McLaren, in the early days of building streetcars. Obviously, all the speed measurement procedures were the same as followed by bigger companies – top speed is the average of two runs, one in each direction, to eliminate tail wind effect. 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.

Measuring technology evolved with the passing of time, of course – analogue stopwatches giving way to digital chronometers and then to GPS signal and video footage. Somehow, this made it easier to ‘police’ and prove the veracity of a speed run.



RUF CHALLENGES THE GREATS

German Porsche tuning house, RUF, started servicing and restoring Porsche models in the sixties and its first complete car was launched in 1977. RUF would take delivery of plain white 911 unmarked chassis from Porsche and built cars incorporating several new parts. Under German law, this allowed RUF to have its own VIN number, starting with W09, whilst Porsche started with WP.

In 1983, the RUF BTR was tested by German magazine Auto Motor und Sport and reached 190 mph, beating the Countach by 8 mph. The BTR was built as a production run of 30 cars and featured a 3.4-litre turbocharged flat six, good for 369 bhp. Spark launched a resincast some years ago, painted a very discreet black, with black interior. The car was based on the 930 series 911 body, however it featured several differences, like a deeper front spoiler with a large radiator, enlarged wheel arches, much bigger wheels with RUF-spec rims,



▲ Yellow Bird was based on the 964-series Porsche 911 - the rear gives it away.



▲ The 1983 BTR featured a deep spoiler and enlarged wheel arches.



▲ RUF held the trophy twice, first with the 1983 BTR (black) and four years later with the CTR Yellow Bird, both by Spark.



▲ Rear wing was much slimmer and the body narrower on the Yellow Bird, to reduce drag.



▲ NACA duct air intake, with a nice black mesh to protect from road debris.

aerodynamic mirrors, wide rear wing and quad exhaust pipes. Spark took notice of all of this and made an excellent scale model. The model sits very low on its large wheels and there are RUF logos where Porsche shields would be on a standard 911. The rear wing might look like the standard issue from Porsche, but it's not, having a much higher vertical 'fence' around the edges.

Maybe because of RUF's record achievements, Porsche became interested in this matter and, three years later, had a go too. The weapon of choice was now the brand new 959, a 911 taken to the limit in every possible way. The twin-turbocharged 2.9-litre flat six delivered an official 444 bhp through a four-wheel drive system. This was the most sophisticated car Porsche had ever built, and the fastest road car also, reaching 198 mph in the hands of US magazine Road & Track testers. In total, 337 cars were made, including a batch of 29 special versions with 508 bhp that reached 211 mph when tested in 1998 by Auto Motor und Sport. However, this was not enough to be the fastest production car in the world anymore.

Minichamps modelled the standard 1986 Porsche 959 as a diecast several years ago, and it still looks great. The rounded shape with low waistline looks perfect, the slanted headlamps are at the perfect angle and all the front bumper air intakes are painted



▲ Longer overhangs were needed to accommodate the mechanical parts of the 959.

▼ Porsche took the 911 concept to the limit with the 959, from 1986. Minichamps made an excellent diecast to replicate this iconic car.

black, as per the real car's. The unique wing mirror shape is perfectly reproduced and there are two more air intakes ahead of the rear axle, and the wheel rims are very nicely modelled. Integrated rear wing looks very good and there are even more air scoops in the rear bumper's corners, plus oval tailpipes. Windows are left open, letting us see inside and find integral seats, a detailed dash and all the features a 959 owner would have at his disposal.

Of course, RUF wouldn't let go so easily. One year later, the company was back with a new car, this time based on the 964 generation 911 body. Officially named the RUF CTR, it would become known as the Yellow Bird. Its colour had something to do with it, the rest was due to the speed the Auto Motor und Sport testers reached at the famous Nardò speed ring, in southern Italy, in 1988.

The car was powered by a 3.4-litre twin-turbocharged flat six delivering an impressive 463 bhp and all sorts of body improvements had been made to ensure it would be fast – RUF engineers changed to a narrow body to lower drag, the same for the rear wing and front spoiler. Even roof gutters were removed to get a cleaner shape. After a few laps, the measurement machines reached a verdict: 213 mph. A production run of 29 CTRs was made.

Spark wouldn't miss this one for the world, probably one of the most sought after RUF replicas it has ever modelled, particularly among German scale model collectors. We've photographed the BTR next to the CTR, and the differences are obvious. The shape is completely different, with a narrower body and rounded front spoiler, with extra rectangular fog lights and indicators in a different position.

Wheel rims are similar in design, but tucked inside the body. Over the rear wheels we can find NACA ducts with black mesh, the rear wing is slimmer and the rear lights positioned at an angle, just like the donor 964. The German registration plate replicates the car that broke the speed record. As in the BTR, the CTR also features a nicely detailed interior, however, being painted black, does not make it easy to enjoy in full.



▲ There were side air scoops to feed the engine and twin-turbos with cooling air.



▲ The rear wing perfectly integrates into the shape of the car.

▼ Three McLaren F1s. From the left, the resincast TSM Model XP5 prototype, followed by a pair of road versions, both diecasts by Minichamps.

HALF A DECADE LATER

So fast was the Yellow Bird that it took several years for another manufacturer to break its record. This time, the trophy came back to Britain, for the first time since the late fifties, when Aston Martin held it for a while.

From 1983, the new fastest production car in the world was now the McLaren F1. There's not much that needs to be said about this glorious hypercar. Carbon-fibre monocoque, mid-mounted 6.0-litre V12 engine sourced from BMW and good for 618 bhp – this was the most incredible car on the planet in the early nineties. There is a story behind the top speed test. American magazine *Car & Driver* reached 221 mph in standard specification, at the rev-limiter. McLaren raised the rev-limiter to 8300 rpm in the XP5 prototype and went even further, reaching an average speed of 240.3 mph, but this was not the standard specification.

To cover the entire story we have a trio of McLaren F1 scale models. The yellow and dark blue ones are standard street versions made as diecasts by Minichamps, in period. They look very good, from the low nose and faired in headlamps, to the big windscreen, that affords a great view inside the cockpit, with that peculiar central driving position. To the rear, the engine cover is extensively detailed, with several air scoops, quad rear lamps and exhausts look like the real car's – even the asymmetric tyres are perfectly reproduced. The dark grey car





Bugatti's Veyron EB 16.4 held the title of fastest production car twice. Initially with the standard car (first two models from the left), the second time with the special Super Sport version, on the far right. All by Minichamps.



▲ Carbon fibre and orange Veyron Super Sport (right) features a different engine cover to the standard model, here photographed in both coupé and Grand Sport convertible versions.

◀ From above, we can appreciate the detailing to the cabin in the Grand Sport convertible version.

is the XP5 prototype, a resincast model by TSM Model. The body is covered in carbon-fibre effect decals and looks astonishing for it. The shape and details look even more crisp and real than on the Minichamps diecast, as expected. The front bumper has a slightly different design, including a pair of extra spotlights, while the rear grille has a single lamp each side. There are less air scoops in the engine bonnet and rear bumper, something that would be added later for the production version. Even the tyre tread is of a different pattern.

AND THEN CAME BUGATTI

McLaren would hold the record for an unexpected twelve years, but the party would be crashed by another monument to high speed, Bugatti's Veyron. Bought by the VW group, the French company was given the mission to build the most powerful and fastest production car in the world. Ferdinand Piëch, the group's CEO, was to blame for this idea, which took several years to accomplish and gave the engineering team in charge many headaches, resulting in another carbon-fibre car, but this time no lightweight machine like the McLaren F1.



▲ Engine cover on the production version of McLaren's F1, modelled by Minichamps.



▲ A pair of McLaren F1s - compare the XP5 prototype (left) with the final road car.

The Veyron EB 16.4 had a 6.0-litre W16 quad-turbocharged engine, capable of 987 bhp, and four-wheel drive. It reached 253.81 mph in front of German inspection officials on 19 April 2005.

We took a pair of Minichamps diecasts just to show how good they are in modelling this incredible car. The coupe is painted solid black, for the central part and metallic dark grey, for the wings. The convertible, or Grand Sport as it was called, has the same paint scheme with different colours - metallic graphite, for the middle parts and metallic grey violet, for the wings.

Even in 1/43 scale, the Veyron looks wide and big, with that classic horseshoe shaped front grille grabbing your attention at the front. Side air scoops for the engine compartment are hidden just after both doors, under big fuel caps. Wheels are huge and perfectly reproduced by Minichamps, as are very low profile tyres. The rear view is even more dramatic, with those tubular silver air scoops coming from the roof to the engine. This one lacks any kind of bonnet, so it can easily be admired. Underfloor diffuser looks as big as the real car's and there's that square exhaust in the middle. The convertible version gives a great cockpit view, full of details, starting with the steering and instrument panel, plus the central console shaped as another horseshoe. Even if you may not love the real car's shape, you have to admit Minichamps did a great job.

THE 'OTHER' SHELBY

Back to 1998 and to Jerod Shelby, no relation to the famous Carroll Shelby. Jerod decided he wanted to build the fastest hypercar in the world and he did it. The Ultimate Aero was a mid-engine two-seater in the traditional style. It started with a Chevrolet Corvette 6.2-litre pushrod V8, fitted with a supercharger, but soon it was modified to a pair of turbochargers, reaching 1287 bhp. The



FASTEST PRODUCTION CARS – PART 2



This is the SSC Ultimate Aero, as used by the American company to take the fastest production car in the world record, in 2007. This resincast was sold by SSC and has no reference to any model maker.

company, formerly known as Shelby Super Cars Inc, was renamed SSC North America, so it would not be confused with Carroll Shelby International. It was based in West Richland, Washington. The Ultimate Aero hypercar was ready in late 2006 and the following year, the Guinness Book of Records officials were asked to inspect and verify the speed record attempt. The Ultimate Aero reached 256.14 mph, beating the Veyron. Only five cars were ever built, but were registered as road cars and were highly regarded by their owners.

This was one of those scale models we were not confident that we'd be able to track down. However, that well-known auction site came to the rescue once more, producing a list of 1/43 resincasts in response to the search for "SSC Ultimate Aero". This high-end scale model comes as a SCC product – no model maker is identified either in the box, plinth or on the baseplate.

It looks very accurate, painted silver with black areas and featuring some sponsors, as it replicates the car used for the record attempt. Great wheels, with disc brakes visible and a nicely detailed rear section, with six lamps, diffuser and double oval tailpipes. The cabin is painted dark red, reproducing the leather finish of the real car's. This is another situation where the original car is not very beautiful, so the scale model can only go so far as to impress the collector.

Bugatti hadn't finished, though, and was preparing a revamped Veyron 16.4 Super Sport. Power was up to 1183 bhp and a total of 30 examples were built. Five of these were called the Super Sport Record Edition, and had the electronic limiter turned off. In this specification, Pierre-Henri Raphanel drove the unlimited car under Guinness World Records inspection and verification, and reached an average speed of 267.856 mph. Interesting to know that, when the five World Record Edition cars were delivered to customers, they were electronically limited to 258 mph.

Minichamps modelled the Veyron 16.4 Super Sport as a diecast and João photographed it next to the other two Bugatti, so we can spot the differences, and there are many. The bodywork is finished in a carbon-fibre thread that looks quite nice and gives

a strong contrast with the orange sections. The car seems similar to the coupe, however there are major changes, starting with those bigger air entrances in the front bumper. Wheel rims are crossed spoke affairs. The biggest difference comes in the engine cover area. Orange painted NACA ducts replace the pair of silver tubes on the roof and the engine gets a proper bonnet, to improve aerodynamics. The diffuser, under the quad rear lamps, has a different shape and two narrow pipes replace the central exhaust. There are also changes inside the cabin, mainly in the colours applied and the seat shape. Great work by Minichamps.

A CALL FROM SWEDEN

Seven years passed before someone could challenge Bugatti for the record. This time, the rivalry came from Sweden and Christian von Koenigsegg, founder and owner of Koenigsegg Automotive AB. He started the company in 1994, with the aim of producing the fastest hypercar in the world and it took eight years to achieve. The CC8S was the first, however it took several iterations and successive models until he got the Agera RS ready in 2017. This was a carbon-fibre car with its own developed 5.0-litre twin-turbocharged V8 engine, capable of 1341 bhp, in a limited run of 11 cars, out of the 25 Agera RS made. Factory driver, Nicklas Lilja, drove it under independent Racelogic verification and reached 277.87 mph.



▲ Wide stance for the Ultimate Aero, with no less than six tail lights.



▲ The model features some technical sponsors that helped the in reaching the world record.



▲ The wing mirrors on this scale model of Koenigsegg's Agera RS are a masterpiece.

▼ The two colour paint job on the Agera RS is perfectly reproduced by Fronti Art.



//

SSC claimed a two-way average of 316.11 mph, beating Koenigsegg by 46.6 mph. But this attempt was disputed by various independent analysts on the basis that GPS data and on-board footage didn't match.

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▲ Rear wing is modelled as thin as it could possibly be in 1/43 scale.



▲ Koenigsegg Agera RS was the fastest in 2017. Fronti Art made this high-end resincast.



SSC Tuatara is officially the fastest production car in the world, right now. Fronti Art reproduced it as a high-end resincast.



This was another scale model that we had few hopes of finding, however, it turned out that Chinese high-end modeller, Fronti Art, actually modelled the AgeraRS, and in a very high standard indeed. The resincast model comes attached to a leather-finished plinth, with no visible screws, so we could not take it off for photography. It really doesn't matter, because one can see how good this scale model is. Paint finish joins a dark metallic red hue with carbon-fibre effect decals and looks as shiny as the real car. Koenigsegg's unique shape is perfectly reproduced and then we have all the details to enjoy. The front end has a wide and deep splitter, plus a pair of winglets in each corner. The wing mirrors are an absolute masterpiece, both in terms of shape or finish. The rear wing is as thin as it should be and the wheel rims look fabulous. The roof features a glass section from where we can see the excellent cockpit, with its detailed steering, sports seats and complete dash. It is one of the best-looking scale models in this collection.

The latest episode in the fastest production car of the world saga has been staged recently and the main characters were again from SSC North America. Production of the new Tuatara hypercar started in 2019, limited to 100 examples. It features a carbon-fibre monocoque and a unique 5.9-litre twin-turbo V8 engine, with 1750 bhp, red-lining at 8800 rpm. The ingredients were there to beat the speed record again, so SSC tried in October 2020, on a seven-mile stretch of closed road near Las Vegas, where the Koenigsegg had set its record. British racing driver, Oliver Webb, was at the wheel and SSC claimed a two-way average of 316.11 mph, beating Koenigsegg by 46.6 mph. But this attempt was disputed by various independent analysts on the basis that GPS data and on-board footage didn't match.

Jerod Shelby admitted there was something wrong and tried a second time, two months later, but the car was unable to exceed 252 mph, due to mechanical troubles. A third attempt was undertaken in January 2021, and the car reached a two-way average of 282.9 mph on a 2.3 mile runway in Florida. This time, several independent bodies, with multiple satellite tracking systems, verified the run.



▲ Tuatara features a much more sophisticated design, compared with the old Ultimate Aero.



▲ Rear winglets and diffuser are enough to keep the Tuatara on the ground at top speed.

It is considerably slower than the first attempt, but is still the new record for the fastest production car in the world. SSC North America expects to try again later this year to break the 300 mph barrier.

Fronti Art released the last model in this collection and it follows in the same lines as the Koenigsegg. It is another high-end resincast, on a closed leather plinth. The model reproduces the real car fabulously – the canopy-style glass area is exquisite, allowing a glance inside a fully detailed cabin. Wheel rims are just perfect, with disc brakes and callipers easy to spot. The small rear winglets are a nice touch and the rear section features a mesh grille to extract heat from the engine compartment.

This open collection will surely be updated in the coming months and years, probably with electric hypercars playing a role. So watch out for the announcement of a new record for the fastest production car in the world, so you can start hunting for another scale model. **DC**

You can't be serious



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

Oh yes I can! Let's cut some vehicles in half, real vehicles that is. Most will be aware of stretched limos, at least from the outside, but how about proper commercial transport? Some decades back, the already large SR.N4 car-carrying ferry hovercraft was seriously extended to increase capacity – it had proved its worth and strength, so this was the way forward. The same has happened with some transport aircraft fuselages – similar scenario and often allied to improved engines.

All good sensible stuff, but how about doing it the other way around? That is cut along the whole length, purely for aesthetic reasons. Strange but true and, as collectors, we should all be very familiar with the concept at least. There are many examples out there in the diecast world, particularly in those long gone days when our favourite models were designed to also survive as toys.

The classic examples, in the writer's eyes, are two very well-known mid-1950s Dinky Toys – Nos 131 Cadillac Eldorado Tourer and 132 Packard Convertible. They were introduced just seven months apart and both to 1/48 inch scale (i.e. 1/48), all as recorded in the well-known factory scales list. Without counting any sort of scale 'rivets', there does appear to be something wrong, something noted a long time ago – very wrong indeed.

▲ **Classic distortions.** Dinky's Packard and Cadillac convertibles – how could Dinky go so far with its desire to emphasise the vehicles proportions? They can't both be right.

► **Proof of Corgi's desire to alter things so they could look 'right'.** This wooden master, courtesy Marcel van Cleemput and The Great Book of Corgi, was made to be adjustable. The Standard Vanguard does however seem to have come off relatively unharmed and it is assumed only the cars were threatened with this beauty treatment.





► Perpetual proof of last minute widening, purely for cosmetic reasons, of a real vehicle - the early Morris Minor. The body colour panel in the centre of the bumper gives the game away on early vehicles, whilst the raised strip on the bonnet centre line never went away.



▲ Has anybody done a modern rendition, in 1/43 of course, of an early MM series Minor? These here, by Wells Brimtoy and Tri-ang Minic, are contemporary to the real vehicles and, very unusually for the time, are to 1/43 scale. The two Minics almost seem to mimic the 4" bumper centre cover panel with their black baseplate fixing tab - was this a handy coincidence?

▼ Distortion of scales, even in the 1980s. It's Corgi on the left in both cases and alongside the competition, Matchbox Super Kings. The mathematics have not been attempted, but how can the wide Corgi be shorter than the longer but narrow Super Kings? In effect there are up to four scales in operation here! Other examples are doubtless out there, even in the modern world, but hopefully not so painfully obvious.



are there to this day - the bumpers had already been pressed so they were cut in half and an infill central plate added on early vehicles, whilst a 4" extra raised section along the bonnet centre line was to become a neat design feature forever more.

Is such tampering now a thing of the past? Maybe, and even with toys, as modern design methods are so accurate, unless of course you instruct them to be otherwise. However, even as late as the early 1980s, both Corgi and Matchbox had a go at the Matra Rancho, actually both in both large and small scales. In the larger scale it is interesting to see how each have tackled quite a difficult subject, but both ostensibly to the same 1/36 scale.

The vehicle was quite a pace-setter in its time, a clever bit of styling by Matra on a Simca 1100 pick-up. Not, it has to be said, a recipe for long life - how long since you've seen one on the road? Once featured in *The Worst Cars Ever Sold*, it did have little competition at the time and look now what has followed in the RV market. Just what our two favourite 1980s toy and model brands were trying to tell us about the vehicle's style and ambience is unclear, but there must have been some serious thoughts in the design processes along the way. **DC**



Something has happened to try to make the two cars appear very different. The Packard model is quite wide, the Cadillac much sleeker. Some very basic model measurements seem to confirm lengths, widths and wheelbases are reasonably close to that expected for the stated scale, except one. The Packard is far too wide - it scales at around 1/45! This is no accident and the desired result was presumably achieved for the intended market, perhaps even trying to accentuate the general perception of the characteristics of the two marques.

The two would have been in the design stages around 1954 and at about the same time that the first Corgi Toys were being similarly considered. Corgi from the start used various scales for its cars (more on this another time), but from the start it gave due consideration to the 'correct' look and feel for the finished miniature. Quite simply, the initial wooden master models were in two halves to allow adjustments in appearance to be appreciated and possibly acted upon.

So where did the idea come from that something like this may even be desirable? Maybe it had been around many moons, but perhaps we should look no further than Morris Motors Ltd. and its Mosquito prototype that was to become the new Minor. This had started life back in 1943, whilst 1947 saw pre-production examples. The designer, Alec Issigonis, then decided it needed to be wider, so a whole body was cut lengthwise and 4" added. The scars



Power Blaster!

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

I have a confession – I’m a bit of a hoarder of diecast-related track sets. I was going to say that it all started with Matchbox Superfast in 1970, but then I remembered that I had a Matchbox Motorway set the year before. If you’ll pardon the pun, the die was well and truly cast back then.

Over the years, I’ve somehow acquired quite a bit of the Superfast track and related accessories, reliving the hours and hours spent in the early '70s. In more recent years, Corgi Rockets sets have begun to appear in Wilson’s World then, in 2019, I stumbled across a good quantity of the Texaco Scorchers offerings (I’ve been meaning to write an article about that ever since – its coming soon). But one set that never even appeared on my youthful radar, for some reason, until now, was

▲ The set includes two cars – No 380 Alfa Romeo Pininfarina P33 and No 384 Adams Brothers Probe – seen here with an A762 Windicator.

the short-lived Corgi Whizztrack range.

Hot on the heels of the early success of the Corgi Rockets track series, introduced in 1970, which had been awarded the Toy of the Year Award in early 1971, this new, larger version allowed most of the larger Corgi Whizzwheels cars to race on its wider track. Announced to the world on page 11 of the 1971 catalogue as being “Available later”, this new system was designed to take full advantage of the new Whizzwheels that were gradually replacing the existing more realistic, but inefficient, wheels.

Cleverly, the new system incorporated some of the parts used in the Rockets sets to make it more cost effective, such as the conical ‘stone’ track supports, but there were still plenty of new bits to get excited about. Three simple track



▲ The two cars came in plain brown cardboard boxes, with no artwork.



▲ The set box front featured fabulously exciting artwork.



▲ The rear of the box tells you everything you need to know about how to get started.



▲ Both cars sit with the Power Blaster pulled back and ready for launch.

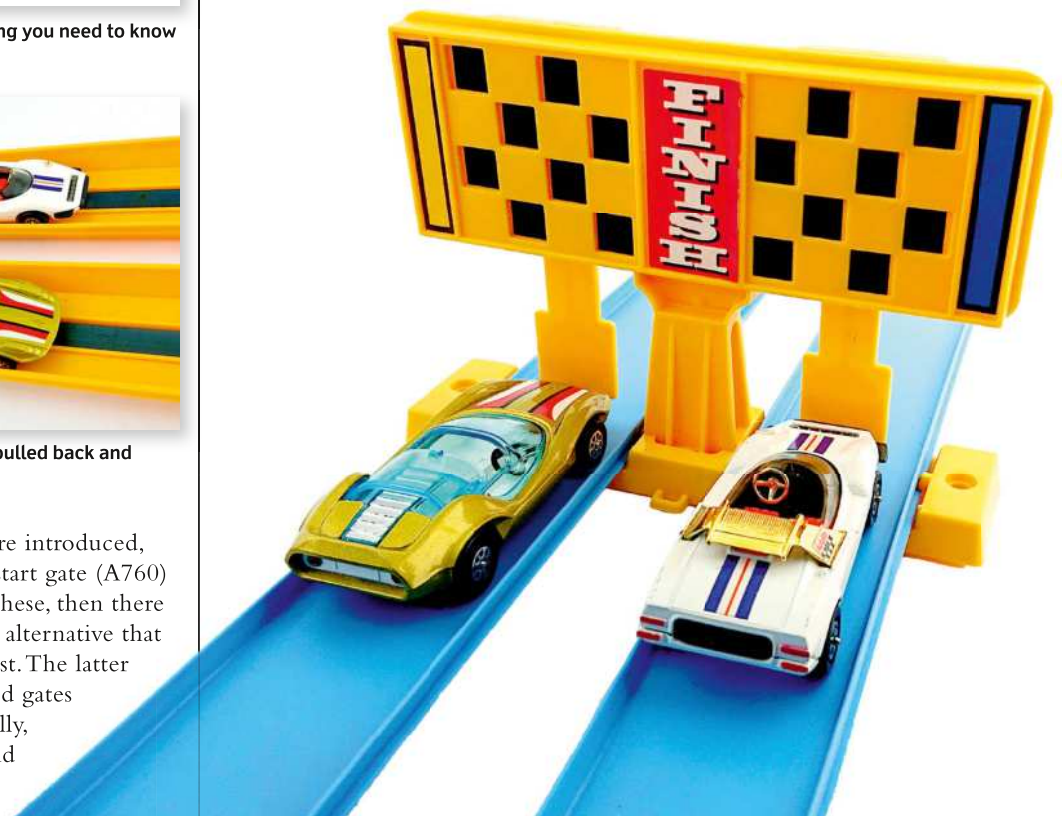
packs (A750, A751 and A752) were introduced, of varying lengths, a simple Autostart gate (A760) could be attached to the start of these, then there was the A761 Power Blaster as an alternative that really sent the cars off with a boost. The latter came with Crash Stop – elasticated gates that slowed the cars down gradually, in an attempt to save both cars and furniture legs or skirting boards from making acquaintance

with one another. There was even a clever finishing gate, A762 Windicator, to declare a winner if two tracks were run simultaneously.

Top of the range were two special sets – A772 Drag Strip Special and the one that concerns us here, the awesome A771 Power Blaster Racing Speedset. Priced at an incredible £5.00 (Drag Strip Special was £2.00), this set had it all – two Power Blasters, two 14ft lengths of wide blue track, three conical loop support towers with brackets, a Windicator, and two Crash Stops – there were even adaptors for use with Rockets track in the box as well. The set also included two of the new Whizzwheels-clad cars that had been released in 1970 – No 380 Alfa Romeo Pininfarina P33, in white, and No 384 Adams Brothers Probe, in metallic gold. Both cars were adorned with special stripe stickers, unique to this set.

I managed to pick this beauty up towards the end of last year, paying just £50 for it on ebay. The box is in great condition, although there is a slight tear to one end and an inner flap is missing, but the artwork front and back is still stunning. Inside, all the contents were still there, showing very little use. The Adams Probe has a few minor chips to the leading edge, but the cars are otherwise superb, and the set-specific body stripe stickers are in excellent condition on both. The track is still supple and even the elastic bands are still in good, unperished condition – it's a proper timewarp piece!

So, all that remains to do now, is fill those conical track supports (the back of the box suggests sand and water, earth and water, or just water), connect everything together, and start blasting away. This looks such fun – I might be some time... **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?

Richard Young is this month's castaway hero.

I can't resist a challenge and, believe me, choosing only five favourite toys is a tough challenge indeed, having played with Dinky Toys from about 1946. After whittling them down to around two dozen, I decided that I would just have to choose the ones which represent some sort of milestone in my life, which is what I have attempted to do.

DINKY TOYS NO 157 JAGUAR XK120

What a great car this was! The new convertible XK120 sports car caused a sensation when first shown at the 1948 Motor Show, although it was originally intended only as testbed for the new Jaguar XK Engine. Such was the demand that Jaguar decided to put it into production. Capable of 120 mph, it was the fastest production car in the world then. This treasured model is my original Dinky Toys No 157 and is the hard-top version, introduced in 1954, which is when I received it with great joy as my main birthday present. It was my first sports car model and has had quite a hard life. A repaint in its original colour has helped restore some of its glamour. A fabulous car and a nicely cast model.

SMALL SCALE WHITE METAL AUSTIN 8

The second model is of the first car that I owned, also the first car in our family. I bought it at the age of 18, costing £50, which represented several years of savings. It is also the car in which I passed my driving test that same year. The Austin 8 was made from 1939 to 1948 in various versions, with just over 100,000 being produced in total. My car was 1948, so was one of the last to be made. My white metal model, bought on ebay, is rather small at around 1/76. I can't remember who made the model, but it is poorly cast and the shape is not really right. However, beggars can't be choosers and this is the only model I have found of an Austin 8, although I would dearly love to replace it with a good model of decent size and shape.



1



2

1 Dinky Toys No 157 Jaguar XK120.

2 Small scale white metal Austin 8, with pound coin for size comparison.

DINKY SUPERTOYS NO 952 VEGA MAJOR LUXURY COACH

This is the Vega Major luxury coach, built by Duple Coachbuilders Ltd., of The Hyde, Hendon, London NW9, where I served my apprenticeship from 1960 to 1965, which I loved. Although a design apprentice, I, like all the apprentices, had to serve time in each department on the factory shop floor, in order to be familiar with production methods. These coaches were mainly constructed of timber, with metal cappings where necessary. If you ever see a Duple coach of the 1960s, it is quite likely that I have hammered in some of its wood screws!



3

The Dinky Supertoys No 952, which I bought just a few years ago, depicts this vehicle quite well, with its large front grille and curved windows in the roof quarters above the cantrail, and is quite large at 9.5" long. The front bumper sticks out a bit too much and the interior seating is rather boring, but altogether it's a nicely cast model of this 3-axle coach, based on a Bedford VAL chassis. Plus, it has the exciting feature of flashing indicators which actually work.

SPARK GULF RACING JW AUTOMOTIVE RACING CAR TRANSPORTER

This racing car transporter is personally rather special because it is the only model made by a well-known model manufacturer of a vehicle that was wholly designed by me. Like most of my special vehicle designs, this was a one-off. It was made for JW Automotive by Lex Vehicle Engineering at Totton, Hants, where I worked. This transporter was commissioned for the 1968 season and consisted of a crew cab at the front, fully equipped workshop in the centre and space for two GT40s in the rear, one above the other. We had a real GT40 at the factory to check that it fitted.

The model of this vehicle is a limited run by Spark and, being a resin model, there are no working features or opening doors, so none of the interior detail can be seen, except in the cab. It is a fine model with good proportions and external detail. The only small niggle is that the headlamps are too large and protruding. Incidentally, I used a Duple coach windscreen and front bumper for this vehicle, since I knew that replacements could be fairly easily sourced. The vehicle was later used for the team's Porsche 917s, as shown by the altered signwriting on the model.

DINKY TOYS NO 156 MECHANISED ARMY SET

My last choice is not one single model, but a set. This may be cheating a bit, but to me, being primarily a military modeller, this set is the pinnacle,



4



▲ Dinky Toys No 156 Mechanised Army Set.

3 Dinky Supertoys No 952 Vega Major Luxury Coach.

4 Gulf Racing JW Automotive Racing Car Transporter by Spark.

the zenith, in fact the Holy Grail of military model sets. It is of course the pre-war Dinky Toys No 156 set of the Mechanised Army.

I don't have this set and it's very rare, to the extent that I couldn't even find any decent pictures of it. Issued in 1939, it was a collection of all the military Dinky Toys made up to that date, comprising twelve models. The reason for its rarity is two-fold. Firstly it cost 12/6d (62½ p), which was nearly a week's wages for some people at that time. Secondly, of the limited number that were sold, many of them have succumbed to the dreaded 'fatigue'. I don't know how many were sold nor how many still exist, but a genuine set in good condition would now cost many thousands of pounds. I haven't got one... but I want one on my desert island! Please. **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.



Number 12 brings us a good mix of vehicles, with the four castings covering off-road, public service, fantasy and road car genres. Within the group of four, there are a fair few variations to be found and the final casting of the Lesney era, the lovely Citroën CX, continued to be produced for several years under Matchbox International.

SAFARI LAND ROVER

Catalogue: 1970

Box Styles: F, G

Regular wheels versions of this lovely casting had originally been mid-green and latterly a sort of sky-to-mid-blue, and it is this second colour that causes all the excitement when it comes to the Superfast

▲ From left to right: Safari Land Rover, Setra Coach, Big Bull and Citroën CX - with their relevant boxes to the rear.

version today as the first run was in this colour before switching to the gold shown here.

Despite only being in the actual Superfast range for one year, there are a fair few of these gold versions still about in decent condition so prices aren't astronomical, yet. Body colour aside, the rest is constant - the interior is white, the window unit is clear, the luggage is brown and the wheels are narrow - every time.

SETRA COACH

Catalogue: 1971-74

Box Styles: G

The pleasing Setra coach might have only lasted for four catalogues, but it sold well and is particularly notable for appearing in three different colours over



this comparatively short period and was a good mix of diecast and plastic with the latter used for the top half of the model.

Initially released in gold (lower body) and off-white plastic (upper body), there is plenty of window area to enjoy the excellent interior. Later came a short run of yellow lower bodies and these generally command a slightly higher price today. Finally the model saw out its days in a rather fabulous metallic crimson/purple/maroon (depending on various interpretations that you will find) with a brighter white upper section and green-tinted window unit.

It's a very nice model and went a long way to appeasing those that were lamenting the loss of the marvellous old No 68 Mercedes Coach that never made it into the Superfast era.



▲ Back row, left to right – Citroën CX in yellow with “Team Matchbox” graphic on the bonnet as part of TP-31 two-pack, paired with the motorcycle trailer. Middle Row: Safari Land Rover in its initial Regular Wheels green, later Setra Coach with tinted windows, and Citroën CX in yellow without the TP bonnet graphic. Front row – Safari Land Rover in its final Regular Wheels colour, Setra Coach with the yellow lower body that is harder to find, and post-Lesney Citroën CX with modified casting (filled in rear windows and roof lights added) as an ambulance.



▲ Big Bull in its shop hanger blister packaging – note the dual language wording at the bottom.



▲ Citroën CX featured an opening tailgate, moulded in plastic to match the body colour.

BIG BULL

Catalogue: 1975-80

Box Styles: I

Released to go alongside Mod Tractor and Rod Roller, two models designed along the same lines, this never had Superfast wheels, but is included here because it was introduced during the Superfast era.

Produced with an orange-yellow upper body on a green chassis and dozer blade, usually on black rubber tracks (although sometimes these could be green), it also featured plenty of chrome – notably to the grille, engine and seating area. Appearing in six catalogues, it had a good run and no doubt dug up plenty of gardens in that time.

CITROËN CX

Catalogue: 1981-82

Box Styles: L

The French manufacturer's big and stylish family estate car was the version chosen of the marvellous CX to be reproduced in miniature, first appearing in the 1981 catalogue, lasting several years past Lesney's fall from ownership.

Finished in metallic blue with a pale lemon interior, the car also featured an opening tailgate and a tow hook, making it ideal for inclusion in the Two Pack range, which is subsequently did in bright yellow with a red interior, towing the later motorcycle trailer and “Team Matchbox” affiliation to the bonnet. Some of these yellow versions, without the bonnet graphic, inevitably found their way into the 1-75 boxes too. During its post-Lesney Matchbox International days, the casting was modified, with the windows filled in to turn it into an ambulance. **DC**

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www.diecastgems.com

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Diecast Gems

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 Huskey 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
- D435 Bedford TK Tipper. Blue/White/Orange-Black PW VNM Box complete but faded and some surface loss A—A/B-B+ £130



Bargains Cont.

- D958 Snow Plough Black & Yellow. Appears Mint but some touch-ins. Box 2 broken corners B+/B £95
- Nicky 693 Howitzer Mint Box Tired but complete. A/B £110
- Models marked with * shown in pictures.

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
- 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
- *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

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Jaguar E-Type 2+2

DTCA Chairman, **Michael Driver**, dons his driving gloves for a sporty ride.

Back in the 1960s, the Jaguar E-Type caused a sensation when it appeared on the roads and, like everyone else, I was impressed. The car was later upgraded and a 2+2 version appeared that was slightly longer and bigger, to accommodate extra passengers, albeit they needed to be small. Although it was successful, it did not have quite the same effect as the original E-Type sports car. Once again toy makers produced models of this Jaguar including, of course, Dinky Toys.

The Dinky Toys version arrived as the Jaguar E Type 2+2 (No 131), in November 1968. It is pictured on the back page advert of the *Meccano Magazine* of that month. It is described as "Have your own high speed 'E' type and leave your friends standing. This model has opening doors, bonnet and rear window. Wire wheels, wing mirrors, aerial and engine all shining silver. Go fast, get mobile for 12/11". The advert shows the car in white, but the 1968 Dinky Toys Catalogue illustrates it in red.

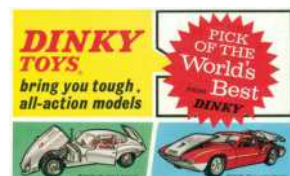
The first models were, however, in white with red plastic interiors and the number plate designation was UVR 77F, representing the year 1967-68. Then came a bronze version with a light blue plastic interior, registered as INJ 72G for 1968-69. A purple version with a light blue plastic interior was registered as UVR 77G and arrived in the higher blister pack with the yellow card base. These models had cast, spoked wheels, silver plastic aerials and came in plastic cases with the yellow and black card road inserts.

The next Jaguar E Type 2+2s were sold in blister

▲ Dinky Toys Jaguar E Type 2+2 in red and metallic red, with Speedwheels and black plastic aerials.



▲ Dinky Toys Catalogues from 1970 showed only the bronze model.



▲ Meccano Magazine advert, November 1968, part image from the back cover.

FURTHER INFO

Dinky Toys sports cars have always been popular and the later ones had many extra play features. They are often in the DTCA Journal with pictures. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com.



▲ Dinky Toys Jaguar E-Type 2+2 in white, bronze and metallic purple, with silver and white plastic aerials.

packs, introduced in 1973. These later models were fitted with black and silver Speedwheels, like other Dinky Toys cars, from 1972. These which were less authentic, but after all, they were toys. The registration on the cars changed as follows with the bronze car, now on UVR 77L which was for the 1972-73 year. This came in the first blister pack with the blue card base and can also be found in the higher pack with the yellow card insert. The aerials for these cars were in white plastic.

The registration UVR 77N was applied to a red car with a light blue interior and came in a blister pack with the blue card base. With the same registration was a metallic red car, again with a light blue plastic interior, both with black plastic aerials. The Jaguar was deleted in 1975.

With regard to the registration numbers, the sequence of their introduction, as with other Dinky Toys, depended on what stocks the factory held and this, I believe, often leads to confusion with release dates.

The real Jaguar was in fact the Series 1 4.2 2+2, launched in 1966. The outline of the car changed with a steeper windscreen rake and the door size was also increased as it became more of a touring car. All this reduced the top speed but it was still, nevertheless, a Jaguar sports car. **DC**

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AUCTION NEWS

RARE CORGI PRE-PRODUCTION PIECES GO UNDER THE HAMMER AT VECTIS



THE Specialist sale held at Vectis on 12th of May featured three fantastic private-owner collections. The first included over 300 lots of Corgi, Dinky, Shackleton Toy Fodens, Crescent Toys, Tekno, Solido, Brooklin and white metal and resin models.

The Milton Keynes Collection featured over 280 lots of Dinky trucks, tankers, transporters, bulldozers, wagons, tractors, buses, caravans, military vehicles, road and racing cars, plus French Dinky (Atlas Editions) Corgi, Matchbox, Tri-ang Spot-On, Solido and a selection of boxed limited edition Britains tractors. The sale concluded with an interesting collection of Corgi pre-production working wooden and resin master blocks and pieces, plus pre-

production and sample models in The Corgi Archive Collection.

Particular highlights were lots 619 and 622 (two of the Corgi pre-production masters), plus lots 6, 37 and 117, which all achieved excellent prices, way above original estimates.

• Lot 619 Corgi No 811 large-scale pre-production wooden master block

Estimate: £80 - £100 Sold For: £420

• Lot 622 Corgi 'Spender' Ford Sierra Cosworth large-scale pre-production resin master shell and rubber block mould

Estimate: £80 - £100 Sold For: £150

• Lot 6 Dinky 30pa trade pack of six

Castrol Studebaker Petrol Tankers

Estimate: £180 - £220 Sold For: £320

• Lot 117 Tri-ang Spot-On No 0 Presentation Set

Estimate: £300 - £400 Sold For: £480

• Lot 37 Dinky No 935 Leyland Octopus Flat Truck

Estimate: £200 - £300 Sold For: £420

• Lot 121 Shackleton Toy Foden FG Flat Truck

Estimate: £280 - £320 Sold For: £320

HOW FAR WOULD YOU BE PREPARED TO GO IN THE NAME OF AUTHENTICITY?

WE all know that Corgi Toys No 267 Batmobile always generates an amazing amount of interest when it comes up for auction. But it's not just the actual model itself that is important, nor the presence of a Baddie or two - the condition of the legendary box and the packing that accompanies it is always crucial to the final price as well.

Finishing on ebay a few days before we went to press with this issue, was an auction that quickly became the subject of much speculation and chatter in online forums and on social media. The prize was as seen to the right - two cardboard packing pieces, the instruction leaflet and the sticky label badge. Obviously very important pieces for a truly authentic and complete model. The finishing price after 20 bids? A mere £560. Plus postage.



GRAHAM HAMILTON ULTIMATE MATCHBOX PICTURE BOX COLLECTION

SHORTLY after we go to press, a series of sales to be held by Vectis Auctions commences, inviting bids on Graham Hamilton's mightily impressive Matchbox collection. Covering the entire Lesney Matchbox Picture Box era, from 1962 – 1982, the collection covers every possible genre of Matchbox collecting.

Well-known and respected in international Matchbox circles, Graham has pieced his personal collection together over decades of trading. Many rare and unique models have come directly from ex-Lesney employees, many of whom worked within the research and development department responsible for designing new additions to the range.

The philosophy of the collection was simple - to assemble an example of every picture box released by Matchbox Toys over the years, including significant printing variations where applicable. The hard part was then to match this box artwork to a corresponding model so that body, window, interior, base and wheel variations were an exact match to the artist's illustration on the box.

Part 1 of the collection will be held over



26th/27th May, comprising both Regular Wheel and Superfast 1-75 series models. So, while this will be too late to bid on this part by the time you read this, we will carry a report in the next issue. Make a note for part 2 though, as the remainder of the collection is being offered on the 29th/30th September 2021.

To commemorate this landmark event Vectis Auctions is publishing a full colour Limited Edition collector's reference catalogue priced at just £25. Demand for these catalogues is bound to be high, so to avoid disappointment, register your interest in purchasing a copy as quickly as possible at www.vectis.co.uk.

• Matchbox Superfast 22c Pontiac GP Coupe

Estimate: £2,000 to £3,000

• Matchbox Superfast 31c Lincoln Continental pre-production trial

Estimate: £2,000 to £3,000

• Matchbox Regular Wheels 41b Jaguar D-Type

Estimate: £700 to £900

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

ebay WATCH



DATE: 4th April 2021

TITLE: Dublo Dinky Toys No 068 Royal Mail Van trade box of six

SOLD FOR: £600.00

BIDS: 15

Vintage Dublo Dinky Toys trade box of six No 068 Royal Mail Vans with windows. In as new condition, as purchased new by someone who worked at the Dinky factory back in the day and has been in their possession ever since until the ebay seller purchased it from them several years ago.

The inner boxes have never been opened until opened to check that they were all good, and that was once only. The box is good but slightly rubbed and slightly coming unstuck along one edge with some old Sellotape marks on it.



DATE: 24th April 2021

TITLE: Dinky Toys No 101 Thunderbirds 2 & 4 gold-plated

SOLD FOR: £499.00

BIDS: 43

A stunning ultra-rare model of the Dinky Toys No 101 Thunderbird 2 in gold-plated finish that will make a fantastic addition to a collection. The model has the yellow legs and the operating pins are also yellow plastic. The central pod drops down as it should and inside, of course, is Thunderbird 4. The yellow plastic Thunderbird 4 is standard issue. Both models come in a high-quality reproduction cardboard plinth with protective vacuum-formed plastic bubble pack top that protects and displays the model superbly.



DATE: 13th May 2021

TITLE: Corgi Toys No 267 Batmobile 1981 release

SOLD FOR: £595.00

BIDS: 20

Rare boxed Corgi Toys later issue No 267 Batmobile and original box from 1981. The model is in original, un-restored, mint condition. All features in full working order, and supplied with original figures. Complete with original window box, with detachable header which is often missing with these examples. The cellophane window itself is original and without holes or splits, very rare to find in this condition, just coming away slightly from the card at the top but nothing drastic. Otherwise absolutely minimal handling wear.



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PriceGuide

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▲ **Matchbox Superfast No 17b** Daimler Fleetline Londoner Bus "Amcel Takes You Places", brick red body, gloss black base with axle braces, 5-spoke wheels. Near mint in excellent plus type I box. **£200, Vectis, March.**



▲ **Matchbox Superfast No 20a** Lamborghini Marzal B-r-r-oom Stick Issue, lemon yellow body with high arches, dark amber windows, ivory interior, bare metal base, 5-spoke wide wheels. Near mint in good blister pack. **£180, Vectis, March.**



▲ **Matchbox Superfast No 20b** Range Rover Police Patrol, dark blue body with "Securite Rallye Paris-Dakar 81" labels, smoke grey tinted frosted windows, orange spinner & roof-light, bare metal base, Maltese Cross wheels, factory casting flaw to side. Near mint in excellent French-issue bubble pack. **£160, Vectis, March.**



▲ **Matchbox Superfast No 22a** Pontiac GP Coupe, metallic mid-purple body without silver trim, clear windows, grey interior, gloss black base, large diameter 5-spoke narrow wheels. Excellent plus in good type G box. **£170, Vectis, March.**



▲ **Matchbox Superfast No 30b** Beach Buggy, metallic candy pink body with low splatter of orange spots, rare ivory interior, small engine exhausts, bare metal base, spiro wheels. Near mint in good plus to excellent type H box. **£70, Vectis, March.**



▲ **Matchbox Superfast No 31a** Lincoln Continental, metallic lime green body with high arches, 5-spoke wide wheels. Mint in good plus "B-r-r-oom Stick" blister pack. **£180, Vectis, March.**



▲ **Matchbox Superfast No 46a** Mercedes 300 SE Coupe, metallic gold body with cast shut doors, clear windows, ivory interior, 5-spoke narrow wheels. Mint in good "B-r-r-oom Stick" blister pack. **£70, Vectis, March.**



▲ **Matchbox Superfast No 46b** Stretcha Fetcha Ambulance, white body with red cross Ambulance labels, rare lime green windows, rare ivory opening rear door, pale yellow interior, red base, Maltese Cross wheels. Excellent plus in mint type I box. **£800, Vectis, March.**



▲ **Matchbox Superfast No 48a** Dodge Dump Truck, darker blue cab & chassis, lemon yellow tipper body, turquoise green windows, chrome base, 4-spoke wide wheels with black front axle clip. Excellent in good to good plus rare type I box. **£420, Vectis, March.**



▲ **Matchbox Superfast No 53a** Ford Zodiac, lime green body with high arches, clear windows, ivory interior, bare metal base, 5-spoke wide wheels. Near mint in excellent to excellent plus type G box. **£160, Vectis, March.**



▲ **Corgi Toys No 811 Mercedes 300 SL**, large scale pre-production working wooden master block (3:1 scale) taken from "50's Classics" range. Excellent. **£420, Vectis, May.**



▲ **Corgi "Spender" Ford Sierra Cosworth**, large scale pre-production working resin master shell in off-white, also comes with wooden and rubber block mould. Excellent. **£150, Vectis, May.**



▲ **Shackleton Toy Foden FG Flat Truck**, blue cab, back, red wheelarches. Good plus, unboxed. **£200, Vectis, May.**



▲ **Dinky No 30pa Trade Pack**, 6x "Castrol" Studebaker Petrol Tankers - green, silver trim including filler caps, ridged hubs. Good to good plus in fair to good yellow lift off lid trade box. **£320, Vectis, May.**



▲ **Triang Spot-On Presentation No 0**, containing Rolls Royce Silver Wraith, MGA Sports Car, Aston Martin DB, Ford Zodiac and Austin Prime Mover. Good to good plus, fair to good inner carded tray, fair lift off lid, good carded base. **£480, Vectis, May.**



▲ **Shackleton Toy Foden FG Flat Truck**, grey cab and back, red wheelarches with key, spanner and screwdriver. Good in good to good plus lift off lid box. **£320, Vectis, May.**



▲ **Dinky Toys No 935 Leyland Octopus Flat Truck** with chains, green cab and chassis, light grey back and front trim, red plastic hubs with black treaded tyres, tow hook. Good plus in good yellow and red lift off lid box with detailed picture. **£420, Vectis, May.**



▲ **Tekno No 804 MG Sports Car**, red body, green seats, light grey tonneau, flat spun hubs. Good plus in good carded picture box. **£150, Vectis, May.**



▲ **Dinky Toys No 105 Triumph TR2 Sports Car**, pale yellow (lemon) body, light green seats with driver figure, silver trim, chrome spun hubs with white treaded tyres. Good plus to excellent in good plus yellow and red carded box with correct colour spot. **£190, Vectis, May.**



▲ **Dinky Toys No 157 Jaguar XK120**, drab green, silver trim, chrome spun hubs with black treaded tyres. Good, unboxed. **£35, Vectis, May.**



▲ **Corgi Toys No 420 Ford Thames Airborne Caravan**, two-tone green, spun hubs, silver trim. Good plus in good to good plus blue and yellow carded picture box. **£70, Vectis, May.**



▲ **Corgi Toys No 54 Fordson Power Major Tractor with Roadless Half Tracks**, blue body, orange plastic hubs with black tyres and grey tracks. Good plus in good plus blue and yellow carded picture box. **£100, Vectis, May.**



▲ **Corgi Toys No 69 Massey Ferguson 165 Tractor with Shovel**, red, grey, white, driver figure. Good in good to good plus blue and yellow carded picture box with inner packing piece. **£90, Vectis, May.**



▲ **Triang Spot-On No 108 Triumph TR3 Sports Car**, dark red, grey interior, cream steering wheel, silver trim, spun hubs. Excellent in good plus carded box with correct colour spot and colour folded collectors card. **£220, Vectis, May.**



▲ **Triang Spot-On No 108 Triumph TR3 Sports Car**, mid-grey, turquoise interior, spun hubs, cream steering wheel. Good to good plus in good carded picture box with collectors club leaflet and colour collectors card. **£150, Vectis, May.**



▲ **Morestone Series 4 Foden Express Delivery Truck**, yellow cab, chassis and hubs, grey back. Excellent plus in good plus to excellent blue, white and red striped box with folded leaflet. **£150, Vectis, May.**



▲ **Shackleton Toy Foden FG Flat Truck**, yellow cab and back, red mudguards, "Shackleton Toys" to cab rear, with key and spanner. Good plus in fair lift off lid box, with folded leaflet. **£400, Vectis, May.**



▲ **Shackleton Toy Foden FG Flat Truck**, green cab and back, red wheelarches, with key and spanner. Good in fair lift off lid box. **£280, Vectis, May.**



▲ **Shackleton Toy Foden FG Tipper**, yellow cab and tipper, red wheelarches and tanks, with key, spanner and screwdriver. Good plus in poor to fair lift off lid box. **£420, Vectis, May.**



▲ **Shackleton Toy Foden FG Tipper**, red including cab, tipper and wheelarches, with spanner and key. Good to good plus, with folded leaflet in fair lift off lid box. **£280, Vectis, May.**



▲ **Shackleton Toy Foden FG Tipper**, blue cab and tipper, red wheelarches, with screwdriver, key and spanner. Good in reproduction lift off lid box. **£360, Vectis, May.**



▲ **Crescent Toys No 1285 BRM Racing Car**, green, driver figure, black criss-cross hubs, racing number 7. Good plus in good carded picture box. **£25, Vectis, May.**



▲ **Crescent Toys No 1286 Ferrari 2.5 litre Racing Car**, red, white driver figure, black criss-cross hubs, racing number 5. Good plus in good carded picture box. **£35, Vectis, May.**



▲ **Crescent Toys No 1287 Connaught Grand Prix Racing Car**, dark green, white driver figure, racing number 8, criss-cross hubs. Good in good carded picture box. **£40, Vectis, May.**



▲ **Crescent Toys No 1288 Cooper Bristol 2 litre Racing Car**, blue body, white driver figure, racing number 2, criss-cross hubs. Good plus in fair carded picture box. **£25, Vectis, May.**



▲ **Tekno No 808 Triumph TR2 Sports Car**, light green, dark green tonneau, grey interior with black steering wheel, flat spun hubs. Excellent in fair to good carded picture box. **£300, Vectis, May.**



▲ **Tekno No 808 Triumph TR2 Sports Car**, metallic brown body, grey interior and tonneau, black steering wheel, flat spun hubs. Good in fair carded picture box. **£220, Vectis, May.**



▲ **Tekno No 824 MGA 1600 Sports Car**, drab blue, cream interior with black steering wheel, criss-cross cast hubs. Excellent plus in excellent carded picture box with correct colour spot. **£180, Vectis, May.**



▲ **Tekno No 723 Mercedes 180 Saloon**, drab green, silver trim. Excellent plus in excellent carded picture box. **£280, Vectis, May.**



▲ **Tekno No 723 Mercedes 180 Saloon**, blue body, with tow hook fitted. Excellent in excellent carded picture box. **£340, Vectis, May.**



▲ **Tekno No 723 Mercedes 180 Saloon**, yellow body. Good plus to excellent in good carded picture box. **£380, Vectis, May.**



▲ **Tekno No 822 Volvo PV544**, dark red body, green tinted windows, chrome hubs. Good plus to excellent in good plus carded picture box. **£130, Vectis, May.**



▲ **Tekno No 810 Volvo 121/122S Amazon**, yellow body (early issue without interior). Good in fair carded box. **£400, Vectis, May.**



▲ **Tekno No 825 Volvo P1800**, dark graphite grey body, red interior with white steering wheel, chrome hubs. Good plus in fair carded picture box. **£160, Vectis, May.**



▲ **Tekno No 428 "Taxi" - "Taxa"**, black, red hubs. Excellent in good plus carded picture box. **£120, Vectis, May.**



▲ **Tekno No 815 Caravan**, red, black wheelarches. Good plus in good carded box. **£130, Vectis, May.**



▲ **Quiralu Mercedes 300 SL**, drab blue, chrome hubs with white tyres. Good plus in good to good plus carded picture box. **£70, Vectis, May.**



▲ **Quiralu Mercedes 300 SL**, red body, cream upper, chrome hubs with white tyres. Fair in fair to good carded picture box. **£50, Vectis, May.**



▲ **Mercury No 20 Alfa Romeo Giulietta**, green, chrome spun hubs with black tyres. Good plus in good plus carded picture box. **£110, Vectis, May.**



▲ **Märklin 5524/17 "Firestone Reifen Phoenix" Truck**, greyish-blue, silver, chrome spun hubs with herringbone style tyres. Good plus to excellent in fair carded picture box. **£80, Vectis, May.**



▲ **CIJ 3/68 Renault "Postes" Van**, turquoise body, silver trim. Near mint in good carded picture box. **£60, Vectis, May.**



▲ **Solido No 129 Ferrari 2.5 litre**, red body, light brown interior with driver figure, racing number 152. Excellent plus in good carded box. **£45, Vectis, May.**



▲ **Solido Vanwall Racing Car**, green body, driver figure, silver trim, chrome spun hubs with black treaded tyres, racing number 3. Good plus to excellent in fair carded picture box. **£30, Vectis, May.**



▲ **Solido Aston Martin 3.0 litre**, green body, red interior and steering wheel, yellow trim to front, chrome spun hubs (without driver figure). Excellent in fair to good carded picture box. **£60, Vectis, May.**



▲ **Solido No 148 Alfa Romeo GTZ**, red body with white stripes, racing number 82, black interior and steering wheel, with driver figure, cast hubs. Excellent in excellent carded picture box. **£50, Vectis, May.**



▲ **Solido No 113 Fiat Abarth**, silver body, chrome spun hubs. Excellent in good to good plus carded picture box. **£50, Vectis, May.**



▲ **Solido Aston Martin DB4**, pale yellow (lemon) body, cream interior with red steering wheel, chrome spun hubs, silver trim, red stripes to bonnet and roof. Excellent plus in good plus to excellent carded picture box. **£160, Vectis, May.**



▲ **Solido No 123 Fiat 250 GT**, silver body, beige interior with black steering wheel, cast wire wheels with black tyres. Excellent in good carded picture box. **£60, Vectis, May.**



▲ **Solido Alfa Romeo Giulietta Spider**, deep turquoise body, off-white interior with red steering wheel and driver figure, silver trim, chrome spun hubs. Excellent plus in good plus carded picture box. **£100, Vectis, May.**



▲ **Solido Simca Oceane Cabriolet**, green body, grey interior with red steering wheel, black tonneau, driver figure, chrome spun hubs. Excellent plus in fair carded picture box. **£130, Vectis, May.**



▲ **Solido Alfa Romeo Giulietta Spider**, turquoise, spun hubs, driver figure. Good plus in fair carded picture box. **£70, Vectis, May.**



▲ **Solido No 130 Aston Martin Vantage**, light gold body, red interior, cast wire wheels. Good in good carded picture box. **£70, Vectis, May.**



▲ **Solido No 130 Aston Martin Vantage**, metallic light green, off-white interior with black steering wheel, cast wire wheels. Excellent plus in excellent carded picture box. **£130, Vectis, May.**



▲ **Solido No 128 Ford Thunderbird Hardtop**, very pale blue, light beige interior, chrome spun hubs. Excellent in good to good plus carded picture box. **£130, Vectis, May.**



▲ **Solido No 146 Ford GT Le Mans**, white body, blue bonnet and racing stripes, red interior and steering wheel, cast wire wheels. Excellent in good plus to excellent carded picture box. **£100, Vectis, May.**



▲ **Solido No 131 BRM Formula 1 Racing Car**, green, cast hubs, white and red racing number 2 decal. Good plus in good carded picture box. **£45, Vectis, May.**



▲ **Solido No 138 Harvey Indianapolis**, light blue, white racing number 8 decals, driver figure. Good plus in fair to good carded picture box. **£30, Vectis, May.**



▲ **Solido No 113 Fiat Abarth**, red body, grey interior, black steering wheel. Excellent in good plus carded picture box. **£40, Vectis, May.**



▲ **Dinky Toys No 618 Military AEC Artic Transporter with Helicopter**, green, including helicopter with black blades, with separate netting and unapplied decal sheet. Excellent plus in fair to good carded picture box. **£70, Vectis, May.**



▲ **Dinky Toys No 785 "Dinky Toys Service Station" Kit**, cream building, grey base, cream and red roof, with 2x blue doors plus various metal and plastic supports. Good to good plus in fair yellow and red lift off lid box with blue base. **£80, Vectis, May.**



▲ **Dinky Toys No 252 Bedford Refuse Wagon**, tan body, chassis and back, green metal slides and rear opening hatch, red ridged hubs with black smooth tyres. Good plus in good yellow and red carded picture box. **£70, Vectis, May.**



▲ **Dinky Toys No 454 Trojan "Drink Cydrax"**, mid-green including ridged hubs, silver trim. Excellent plus in good plus yellow and red carded picture box. **£180, Vectis, May.**



▲ **Dinky Toys No 415 Mechanical Horse and Open Wagon**, mid-blue cab and ridged hubs with smooth tyres, cream trailer with "20" rear decal. Good plus to excellent in good plus yellow and red carded picture box. **£50, Vectis, May.**



▲ **Dinky Toys No 103 "Captain Scarlet" Spectrum Patrol Car**, metallic red, blue tinted windows, white base and plastic aerial, silver trim, cast spun hubs. Good to good plus in good carded picture box. **£130, Vectis, May.**



▲ **Dinky Toys No 237 Mercedes Racer**, flat white body, red interior with light blue driver figure, racing number 30, plastic hubs with black treaded tyres. Good plus in good plus yellow and red carded box. **£45, Vectis, May.**



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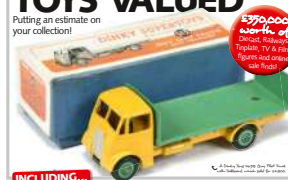
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TOYFAIR TIMES

Due to the on-going situation and in accordance with Government advice,
some swapmeets and auctions are now taking place.

Please contact the auction houses and organisers directly for
 up to date information.

FAIRS

13 JUNE

- **Ashington**, David Parsons,
01424 846676 or 07742 609865

20 JUNE

- **Exeter**, Bulldog Fairs,
01373 452857

4 JULY

- **Crowland**, Colin Bloor,
07710 321471

18 JULY

- **Ashington**, David Parsons,
01424 846676 or 07742 609865

25 JULY

- **Malvern**, Bulldog Fairs,
01373 452857

AUCTIONS

1 JUNE

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

4 JUNE

- **Taunton**, Greenslade Taylor Hunt,
01823 332525

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

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

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

9 JUNE

- **Kent**, C & T Auctioneers,
01233 510050

15 JUNE

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

16 JUNE

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

18 JUNE

- **Bury St Edmunds**, Lacy Scott & Knight, 01284 748623
- **Runcorn**, British Toy Auctions,
01928 579032

20 JUNE

- **Sydney, Australia**, Trains Planes & Automobiles, +612 4787 7974

22 JUNE

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

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

24 JUNE

- **Surrey**, Ewbanks Auctioneers,
01483 223101

25 JUNE

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

26 JUNE

- **Lymington**, Lymington Auctions,
01590 679487

28 JUNE

- **Lewes**, Wallis & Wallis,
01273 480208

29 JUNE

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

- **Stockton-on-Tees**, Vectis,
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6 JULY

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

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13 JULY

- **Stockton-on-Tees**, Vectis,
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14 JULY

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

17 JULY

- **King's Langley**, Excalibur Auctions,
02036 330913

20 JULY

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

21 JULY

- **Warwick**, Warwick & Warwick,
01926 499031

22 JULY

- **Stockton-on-Tees**, Vectis,
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100 years of Haribo

PART TWO

Andrew Ralston unwraps more sweet diecasts.

The Haribo confectionery company has always appreciated the value of putting the company's logo on model vehicles. Last month we examined the scarce and desirable Tekno Taunus van and some of the more recent Siku issues, but these are by no means the only diecasts on the Haribo theme.

There are also numerous unbranded promotional issues, available as on-pack offers or sold cheaply in packaging with colourful seasonal backing cards, a popular collecting theme in Germany where they are known as 'Werbemodelle'. Huge numbers of these exist carrying the logos of food and drink brands and many other products. One of the best is a model of the classic 1950s Volkswagen T1 delivery van, first examined in Diecast Collector back in 2007, when several different coloured finishes were issued to promote the German supermarket chain REWE.

Since then, other promotional versions have been made, including a twin-pack containing a blue van with Haribo markings, accompanied by an orange one marked "Maoam", another of the company's confectionery trademarks. Made to approximately 1/43 scale, this captures the distinctive shape of the van well even though it is clearly made to a budget, with the decorations being applied as self-adhesive stickers. The maker is a bit of a mystery, though. The underside carries the name Pro-Innovation and an address in the town of Fürth in Northern Bavaria that, together with the adjacent town of Nuremberg, has a long history of toy manufacture and distribution. Pro-Innovation, however, is not a manufacturer, but a specialist in the distribution of promotional items, so manufacture will have been sub-contracted elsewhere.

1 A companion model carried another Haribo brand name, Maoam. The two vans were supplied together in a bubble pack.

2 Promotional VW van in Haribo livery to approximately 1/43 scale.



▲ Limited edition Schuco Piccolo Haribo set from 2002.



▲ "Happy Easter" with a Haribo promotional truck.



▲ Norev's Haribo Dragibus pick-up is based on a real vehicle that accompanied the Tour de France cycle race.

A rather different take on this idea comes from Schuco Piccolo, which are small (1/90 scale) but heavy, thanks to being cast in one solid piece. First seen in 1957, these saw a revival in the 1990s and the range soon developed beyond remakes of earlier subjects to include many new ones. Like Tekno, Märklin, Vitesse and others, Schuco used a VW T1 van as the base of multiple liveries, using modern printing techniques to achieve a high level of detail in spite of the small dimensions of the models. Schuco goes in for limited editions in a big way, often packed in imaginative ways such as gift tins. In 2002, an edition of 2,222 examples, in Haribo livery, was produced in a picture box accompanied by a small bag of Haribo sweets. The sell-by date of the sweets was April 2003, so presumably the unopened bag is now a collector's item as well as the van! The following year there was a further issue of 2000 Mercedes LP911 articulated Haribo trucks, supplied with a tube of sweets, in a hinged wooden box.

In the 1980s, Norev's budget Jet Car toys were brightened up with paper stickers and, among others, there's a Renault 4 van in pink with Haribo markings. Norev now focuses mostly on the adult collecting market and frequently exploits a favourite French theme, the advertising vehicles associated with the Tour de France cycle race. About ten years ago a Nissan Navara pick-up was made in Tagada and Dragibus colours - other types of Haribo sweets. For those who like larger scales, there is also a 1/18 Norev Simca 1000 rally car in metallic blue with Haribo markings. It seems that Haribo models come in almost as many different varieties as the sweets themselves! **DC**

Dear Editor...

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



Photo: Aston Martin

IT'S A FAIRED-IN COP

I always enjoy Francisco Mota's informative and usually accurate articles. However, I was surprised to see a mistake in the June 2021 issue's piece on Fastest Production Cars, Part One, regarding the Aston Martin DB4 GT, as the fastest in 1959. The text gives all the right details, as usual, but the illustrations are of the 'ordinary' DB4. The GT had a shorter wheelbase and the main 'at-a-glance' styling difference was that it had faired-in headlights, so overall it did look rather different to the standard DB4. In a sense, the error is forgivable, in as much as I don't think there is a volume-produced model of the DB4 GT – a major gap there for an enterprising manufacturer to fill – all the models are either of the standard DB4 or the different-again DB4 GT Zagato, with its more streamlined overall look. Or, of course, the later DB5, where again we have bucket-loads from which to choose.

Charles Barnett, Bradford

ED Good spot, sir! I should have noticed this too, given my enthusiasm for any car that has raced at Le Mans – a 'standard' DB4 GT raced in 1959 as a privateer entry, before several appearances for Zagato versions in later years.

LEFT OR RIGHT JUSTIFICATION

REFERRING to the justified plea by Len Greening in the May issue for correctly producing left- or right-hand models, it is not always a straight forward matter. In the same issue, Nigel Robertshaw writes an interesting article on the Commer Walk-Thru van. He wonders why the Lion Car Commer "Van Gend & Loos" van features right-hand drive in spite of its Dutch origin. As a subcontractor to the Dutch railways, Van Gend & Loos operated a large fleet of Commer vans from the fifties into the seventies for parcel delivery. All of these were right-hand drive, probably as it was regarded easier and safer for the driver to disembark at the kerbside, so the van is correctly modelled. The choice for a Commer van by Van Gend & Loos in such a large quantity is remarkable, as these vans did not find widespread use on the Continent.

Paul Boom, The Hague, Netherlands

ED That's a very valid point about the driving side and that makes perfect sense about the Van Gend & Loos vans. Thank you for taking the time to share this.

DATABASE PROPOSAL

I have just about caught up with the last few magazine issues and noticed the letters pages, where there is a discussion about collecting databases and software. I use a dedicated and purpose built collecting software solution which is brilliant and does everything any collector would want. I work in IT software & databases for education, so I can speak from some experience and enthusiasm for this product. I would love to do my first article for you on this topic and explain how it can work and be set up and customised. It is so much more effective than using Excel or any other non dedicated application, and works across Apple and PC platforms with Apps for IOS and Android, so you can take the collection with you. It is also very reasonable to buy and trouble free to install and run. I think this would be a really good solution for you, so I'm looking to develop something for an article, and this would also meet what is obviously a demand from readers to know more and have something available to them. I hope you agree?

Philip Gibbins-Klein, email

ED That sounds like an excellent idea for an article, so please keep me in the loop on your discussions with the developer and we can factor in some magazine pages in due course. I'm sure this will prove to be of great interest, particularly the portability for those of us with larger collections – I've lost count of the times where I've bought a model, either online or at a toy fair, then find when I get it home I've already got one that I'd forgotten I'd already purchased!



ROCKING ALL OVER THE WORLD

I haven't had too much time lately to write you, but I have been following every ish. But I sure had to let you know I was mighty impressed with one of your features this month. The feature on Sgt Rock was totally astounding. I've been collecting TV and comic book themed models now for nigh on a quarter century. I thought I knew 'em all. But for the life of me I never knew there was a range of Sgt Rock toy cars. I recall the action figures, but not the cars. And I used to be a huge Sgt Rock fan when I was a mite younger. Great stuff, and that's the truth. I also liked the Hot Wheels piece too. I kinda wish you would do Hot Wheels more often like you do with Matchbox, although I do like the Superfast by numbers series also.

Brett Ballard, Toledo, USA

ED Nice to hear from you and hope that the fact that you've been busy is a good thing. Thanks for the kind words – you're clearly a fan of Mike Pigott's excellent work, as his articles are always a favourite of yours. Glad you liked the Hot Wheels piece too, and you'll be pleased to know that I have a fair bit of HW lined up, with another Car Culture set coming soon, plus a tribute article to the work of Ryu Asada, who sadly passed away recently, as you may well have already heard.



MORE MINI METRO MODELS

THERE have recently been two articles on Metro models in *Diecast Collector*, one by Paul Lumsdon in December's edition and one by Roger Bailey in May's. As somebody who has also collected Metros, I would like to share some more, rather unusual ones.

There is an interesting story regarding my acquisition of these models. I work as a town planner and one day a model of a new housing development appeared in the office I then worked in. This had models of cars on it and these included some Metros. As I collect models of Metros, I had to have some so I wrote to the modelmaker and asked where they got the models so I could acquire some and they very kindly sent me two complimentary examples. Just to make things totally clear, I was in no way involved in dealing with the planning application the model related to, so I am not under any suspicion of bribery! The model is 1.8 cm long, so presumably intended to complement models of 1/200 scale. They comprise a one-piece metal casting with a prong underneath to hold it on a board. Thus, the wheels do not go round, but as the cars are intended to remain stationary on architectural models, this does not matter. My two examples are mustard and blue, but it is possible other colours were produced. The windows, bumpers and tyres are picked out in black and the headlights and wheel hubs in silver. I am not sure what process would have been used to achieve this. Given the model's small size, I doubt this would have been done by hand. Anyway, on one of my models the rear window is not painted. The model is not very accurate, but given the small size and it no doubt having been produced in limited numbers, this is perhaps not surprising.

There is a model by P & D Marsh Models that is still available. It is a model with an identity crisis, however. If you go onto the P & D Marsh website, the model is described as "Rover Metro (intro. 1980)". It was the Austin Metro that was introduced in 1980 and it was not until 1987 that it was rebadged as a Rover. Until 1990 the Rover Metro was identical to the Austin, so this could pass as either, I suppose. Unusually this is a model one can order in any colour one chooses, so there is no point in my saying what colours it is available in. The wheels, including the hubs are picked out in black. It is a white metal model produced in one piece and "open underneath" (to best explain this I would say it is similar in construction to the Dinky loudspeaker van, though the loudspeaker van did have separate

wheels and axles). The windows are cut out so if one looks through them into the car, one can see the 'road' underneath. The model is N-gauge so about 1/150. P & D Marsh specialise in making accessories for model railway enthusiasts and this model is intended to augment N-scale railway layouts. It is rather crude and I would say, if you are wanting a small Metro model, opt for the previous example, provided you can accept it having a prong underneath, as that is definitely a better representation.

A white metal kit manufactured by Harts Smith Models, but marketed by Roxley Models whose name appears on the base, is advertised as a Rover Metrovan, but as it is the same shape as the Austin Metrovan it could be passed off as an Austin. It was produced to be made up in various Royal Mail and British Telecom liveries. It is 1/48 scale, so is of similar size to the Corgi Junior Metro. To a degree the quality of a kit-made model depends on the skill of the kit maker, but subject to that proviso I would say that it is a very good representation of the prototype with the shape and proportions well represented. The kit is still available from Roxley Models if you fancy assembling your own Metrovan.

The range of Metro models in the Corgi range has generally been well described in the previous two articles, so I do not intend to repeat what has been said in these. One model has not been mentioned, however, probably because it is not the sort of model *Diecast Collector* normally covers. In fact, it is not the sort of model one would associate with the Corgi name. The model is a plastic radio-controlled one of scale around 1/13. It is basically in the same livery as the 1/32 and Corgi Juniors blue and white Datapost cars, but it does not have the "77" number on the side. Although *Diecast Collector* does not normally 'do' plastic, I think it is worth mentioning this for the sake of completeness.

Thinking of the 1/32 Datapost "77" model, I in fact have three different varieties of it - one has no advertising on the roof (I wonder if this was a factory error) and the other two a slightly different style of advertising on the bonnet and roof. This is better illustrated by a photo than described in words. Also, I have two different versions of the Corgi Juniors white model with the number "5" on the bonnet. On these the number and striping are in somewhat different positions. Again a photo illustrates this best. Roger Bailey reported the different interior colours of the Corgi models, but I presume he was not aware of these differences in livery. Finally, in writing about the Corgi

models, I would point out that the introduction of the Corgi Metro coincided with the introduction of the actual car in October 1980. Initially, the Metro was only produced in two-door form - a five-door model was introduced in October 1980. Thus, both the 1/32 and Corgi Junior castings were of the two-door car. Roger Bailey mentions the white taxi/minicab Corgi Junior Metro - a two-door taxi/minicab would be somewhat impractical!

There is an oddity in my Metro collection. It is a 'standard' 1/32 red Corgi Metro mounted on a plinth. The plinth has a simulated road on it and a "PLEASE DON'T PUT THIS THROUGH A CAR WASH!" label has been added to the front. Two modifications have been made to the Corgi model - a piece of perspex has been set into the roof to simulate a sunroof, quite skillfully, and it has been given a number plate, MPB 909W. The assembly of this has clearly required some effort. There is significance in the MPB 909W registration. When Prince Charles started courting Lady Diana, he gave her a red Metro and this was its registration - the car has been preserved and is on display at the Coventry Museum of Transport. There was an incident when she took it through a carwash and forgot to close the sunroof and clearly this model has some relationship to this. I have no idea what the provenance of this model is. I bought it about 30 years ago at a toyfair and the dealer I got it from told me he bought it at a car boot sale. Who made this model and why I have no idea. I suppose it just might have belonged to her ladyship, but I consider that highly unlikely. Though I think I will probably never find this out, I would love to know the story behind its production.

More plastic models - it is worth mentioning that Scalextric has modelled the Metro, both in basic and in 6R4 rally car forms. Finally, I would mention one more plastic model, made by Sharma Toys at a scale of 1/7.5 (no - that is not a printing mistake!). It is a thwacking big lump, but I feel obliged to refer to it as it is a very unusual item and seemingly quite rare (one can hardly fail to notice it on a toyfair table!).

John Harrison, email

ED Wow, thanks for that John - it certainly adds to the two articles by Paul and Roger, and it's always interesting to hear about models that we wouldn't normally cover. There is certainly quite a bit there that will prompt further discussion, I'm sure. Thank you so much for taking the time to put all that together.



ANOTHER MISSIVE FROM OUR ROE-VING REPORTER: WE DO KEEP HIM ENTERTAINED!

ISSUE 283, May 2021 - an enjoyable issue for me with several items of particular interest, which I will go into more detail about, as follows. I read with interest the review of Corgi's latest Bond Aston Martin and snippets about the film itself. I couldn't help but think about the relationship between the Bond films and *Dr Who*. Both keep changing the persona of the 'hero' via various actors (though we are yet to have a female Bond), plus main means of transport in Bond's case keeps 'morphing', to use the term loosely. Bond's ally, Felix Leitner seems to have more lives than a cat and also morphs even swapping ethnicity!

Moving to articles, several had my interest and I'll start with David Lynn's Nissan article. I've had five Nissans consecutively over the years and each was a joy to drive. I started with the 'square' shape Micra ("Sooty"), then two of the rounded Micras, then I had an Almera - a heavy car, but a dream on motorways and trunk roads. Finally I had a Micra Sport, which I kept for 10 years as I loved it so much. Model-wise I've only had a Micra as modelled (badly) by AHC, which are easily prone to one part or another breaking. I never got around to affording dealership models.

Moving on to the next article by pal Roger Bailey, a fellow CDMC member for more years than we jointly care to remember. Seen before

on the pages of DC, my first four-wheeler, after years of owning seven Reliants, the Metro will always have a special meaning to me, and Roger has very ably covered many aspects of this marque. I have some in my collection, including a Swiss Corgi Junior Metro Mini cab presented to me by my Swiss friend, Marcel Perret. My own converted Metro (by Mixxy Russell) appeared in the January issue this year.

The next article by Rick Wilson featured a model I've had since around 1987, the Minissima. I have this alongside the Oso DAF City (Corgi No 283), which must class as the smallest-most-play-value item with its five opening features.

Flicking the pages, I stopped at Mike Pigott's item on Dennis the Menace. Although so far I haven't got an example of Dennis among the growing collection of character models that I am currently adding to my models. As a lad I loved *The Beano* and Dennis echoed my later years when my own son was introduced to the comic, Dennis and all the other characters that we shared like enjoyment of. Nasher in a bi-plane really appeals to my ex-RAF traits!

Page 52 stopped me at Andrew Ralston's Mercury article and the header photo that featured the Bianchina. I have recently obtained this model (Hachette version) to add to my

growing collection on 'micro-cars'. Also in this category, it is not long since I added the Multipla, not Mercury but Spot-On No 120 and a smaller plastic EKO version.

Onto Brian Salter's 'mini editions'. I've had a crack at this and many that I have are on display in a disused cigar sales display case, converted of course. I am still collecting these and currently I'm adding certain Classix items to my lot. I've managed to get most of the Minix items and am pleased with those. Needless to say, no more will fit in the cigar case!

Like any other member of CDMC, I'm always pleased when I see some models of Coventry-built vehicles featured, such as the Humbers by Michael Driver on page 81, Andrew Ralston on the sort-of Jaguar by Lone*Star, and I think that about wraps me up on this latest edition.

Will Roe, Coventry

ED And another long one - thanks Will! As always, your input is very much appreciated - the Coventry Diecast Model Club certainly has a high profile in these pages. As an honorary member, I can thoroughly recommend getting in touch with the group, as other clubs are frequently interacted with too - search for the club on Facebook with "Coventry Diecast Model Club".

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But there's more to this from a diecast angle that might initially meet the eye. The author has identified several models, particularly in Corgi's Aviation Archive range, which tie in directly to aircraft featured in the book. All will be revealed in a future article!

Waves of nostalgia

Stephen Paul Hardy gets caught up in the past, whilst thinking about the future.



▲ Stephen Paul Hardy.

Every one is the victim of it in one way or another – that subtle black art of advertising that gnaws away like a virus at the subconscious, until it finds a way in and encourages us to part with our money. Undoubtedly, the most successful tacks of retail therapy encouragement are the ones that really tug at the emotions, and probably top of the list has to be the type that hit that nostalgia button in us. Not for the first time recently was I prompted to this conclusion by an email that dropped into my inbox whilst I was sitting facing a blank screen that was to become this month's chuntering.

It was from Club Solido, announcing the return of its "100 Series" 1/43 vintage model replicas with the first four releases in new paint colours. This comes hard on the heels of the rolling out at last of the Corgi Model Club series – not to mention, of course, the previous Atlas replica series, plus others. All of those tug on our nostalgic memories and I would guess are predominately bought by a generation (or few)

of us as replacements for dreams prompted by wooing adverts in our favourite weekly comics, birthday presents and Christmas presents, all lost long ago.

But is it a generation thing, or more of a fashion of an era thing – or a roll of universal energy that sloshes around our beach of life like massive successive waves? I have an uneasy feeling it is a mixture, connected by some inexplicable link.

So what product lines sold on the bait of nostalgia will manufacturers turn to in three decades time, to appeal to a new age of collectors? Maybe I am out of touch with what has been fashionable in children's toys over the past 20 years, but I have a sneaking suspicion that diecast models no longer feature very highly in the rankings – or do they still?

More scarily, what will cars that manufacturers will be basing their new releases on be like in 30 years time? Will those with the Diesel TDi power plants I still have a high regards for as a driver be the new retro-cool nostalgia in an ultra clean electric world? **DC**

NEXT MONTH

August 2021
Issue 286

Minis by Code Two Models

A small, but intriguing range of unreleased Matchbox-Dinky Minis from a little-known Australian brand.



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

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How's this for openers?

Brian Gower ultimately couldn't resist the temptation.



Yes, it looks pretty good, doesn't it? And I'm lucky to have it because it was hiding in full view behind one of my personal blind spots. If something isn't what I want it to be, I pass it with a cursory glance and move on. This one I plucked from a high shelf, confirmed it was the Rover Sterling it appeared to be, noted the window box, peered at the half-open bonnet and door, recoiled at its size and put it back.

This gave me the whole afternoon and evening to reflect, eventually muttering to Wifey, "I should have bought that Rover – it was a thirty-six-year-old Corgi toy, mint in a nice box and who else makes a Rover Sterling? Nobody."

"We can go back tomorrow if you like?" she said, no small concession as the return trip would be to an over-heated seaside town, lurching with tourists, the car parks stuffed by noon – a place we avoid in the summer and had only nipped into for some theatre tickets and a quick stroll along the front to the antiques market. "Well, I should have another look at it" I conceded, like I wasn't really bothered.

The Rover was where I had left it, but can you believe I still hesitated? I opened the box twice, fighting down my reluctance to buy a 1/36 model of great merit for eight pounds. What's wrong with me? Once home, of course, I loved it (better light helped.) The box told me the model was made in 1984, coinciding with the launch of the 800 Series, a joint Rover-Honda enterprise of parallel ranges, the Sterling equivalent being the Honda Legend.

▲ **Rover Sterling by Corgi.**



▲ **Plenty of opening features for the purchaser to enjoy.**

The Sterling was Rover's range-topper and the model reflects this with quite lovely pale green metallic paint, tinted windows, leather seats, a sun-roof and special alloy wheels. The engine is probably a two-litre straight-four. The Vitesse that outclassed it in 1986 had Honda's silky 2.5 V6.

What the model doesn't replicate is the poor reliability of the early cars, although this didn't prevent good initial sales figures for the first year, after which the 'uninteresting' design was blamed for a loss of favour. It only lost favour with me when I was a passenger in one and inevitably compared it to the P4s and P5s. Even without the driver demonstrating by remote control the various positions my seat could adopt, which was like being pushed and pulled by an aggressive osteopath, indifferent to my yelps of surprise, the car was not comfortable and the various clunks and honks coming from the suspension convinced me that Rovers were no longer available.

I say that the design was deemed 'uninteresting', although I liked the clean lines with a hint of the wedge that the model captures smoothly, despite all the usual hazards of opening doors, bonnet and boot. The small photo shows everything cheerfully agape, Corgi's rendition of the Sterling looks equally svelte with it all shut. Made in Britain, too.

And what if the Rover had already been sold to a less hesitant soul? There would have been no chirpy title about openers on this page, just a brief note, damp with tears – the smudged words saying "Closed for Sulking". **DC**

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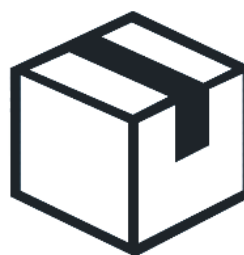
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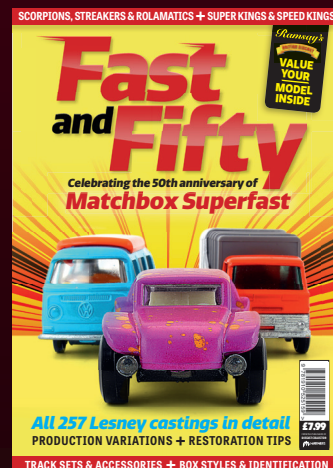
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The Battle of Britain

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 Striking Force. In total, there are forces amounted to six squadrons, six of which were Hawker Hurricane-equipped.

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 the 'Phoney War' became the 'Widening'.

On 10 May 1940, German forces invaded the low-lying coastal areas of France and the Low Countries and what followed in Belgium, the Netherlands etc, was the complete collapse of these countries under the overwhelming might of German military power. Across France, German forces moved inexorably towards the English Channel and while the French and British tried desperately to stem the advance, the situation became ever more desperate.

BACKGROUND TO BATTLE



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. 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

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 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.



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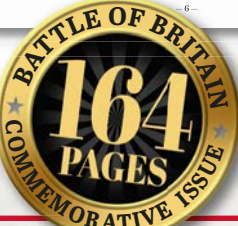
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