

DIECAST

C O L L E C T O R

THE UK'S ONLY DIECAST MAGAZINE

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REVIEWED



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The world of woodies

Fun Ho! Midget trucks

2017 Porsche 919 by Ixo

Vintage diecast kits by Solido

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Saab 9-5 Sportcombi 2011 1:18



Subaru Brat 1:18

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DIECAST COLLECTOR

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Turn to page 14 to find out more...

News & Events

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

NEWS AND NEW TOOLING ARRIVING SOON FROM OXFORD DIECAST



ELOISE Davies recently circulated a communication on Oxford Diecast's social media pages, bringing us an update of the current production expectations, whilst also detailing the new tooling releases expected shortly.

"Some of you may be aware of the position we face with importation into the UK. Shipping rates remain inflated and continue to increase as well as a shortage of space. We are hesitant to pass on these inflated costs to the end customer. I would like to apologise for the delays in release of new products that we are experiencing due to this. We will not be announcing product for release while we catch up due to the delays which are out of our control. We aim to release further items in September."

With regards to product development, "We continue to push through, and the development of new product is underway." There have been detailed updates posted on the company's Facebook page at www.facebook.com/oxforddiecast, and particularly worthy of highlighting here are the three new Land Rover models due anytime now – 76ND90001 New Defender 90 in Pangea Green (above, right), 76ND110001 New Defender 110 in Indus Silver (above, left) and 76ND110X001 New Defender 110X in Gondwana Stone (above, centre) - all in 1/76 scale.

"You may notice a change in our website, while we restructure our on line store. This has been many months of hard work with the aim to provide a quicker shipping speed and improved services. It also will allow membership to be easily renewed and your discounts as a member easily viewed while in checkout. For existing

members, to continue using your membership for online purchases, you will be prompted to create an account via email. If anyone has any queries or questions regarding this, we are happy to answer via our Head Office number: 02038 877802.

"We do have Christmas Model planned for Platinum Members - AEC Matador. Due to the success of our Remembrance Day model 2020, we have a new Ambulance releasing this year, (76MA007). Keep your eyes peeled for our special Scania celebrating the NHS. (76SNGOOS). Both of these models allow us to make a donation to local charities which will be announced closer to the release date."

For more information, visit the company's website at www.oxforddiecast.co.uk, or contact your preferred retailer. ■



CORGI PORSCHE CARRERA 6 RELEASED

THE new Corgi Model Club, distributed by Blue 14, is really getting into the swing of things now, with its exciting range of 1960s retrospective recreations. Just as we closed for press, the latest model has begun to arrive with subscribers, and it's another beauty. Not only that, but this release comes with a free gift of the garage attendants set. There are more details about this range on page 27 of this issue.

For more information, go to www.corgimodelclub.com. ■



NEW METAL KITS FROM PROMOD

PROMOD has announced a new range of white metal 1/43 kits, under the Somerville - Lansdowne brand. The company has come to an agreement with Brooklin Models, producers of the Lansdowne range of British hand built model cars, to market some of the famous Lansdowne models in kit form.

Many of the original Lansdownes will be included, and the initial range will comprise twelve models, released in batches of four. The kits will be sold under the Somerville - Lansdowne brand, and will be available from Promod and from Brooklin Models, and their stockists. It is planned for the first of the kits to be released within the next month or two.

For more information, contact Promod Ltd., Unit 4, Astonfields Rd., Astonfields Industrial Estate, Stafford ST16 3UF. The company's website is www.promod-diecast.co.uk, telephone number is 01785 224212 and can be emailed at sales@promod-diecast.co.uk. ■

Welcome



HUGE 1/8 SCALE GULF-PORSCHE 917K IS ON THE STARTING GRID

SEEN here at the 2020 Nuremberg Toy Fair, Ixo's amazing and much-anticipated large-scale 1970 Gulf-Porsche 917K, made famous by Steve McQueen's 1971 movie *Le Mans*, has begun to appear. A monthly partwork release over two years, the model arrives in component form for home assembly, with four instalments per month.

We will be covering this build as it progresses from the next issue onwards as part of the editor's new Workbench feature, but to find out more and to order, visit Ixo's specific partworks website at www.ixocollections.com/en/15-porsche-917kh. Also available is Ixo's stunning Peugeot 205GTi at the same scale. ■

NEW FROM TRAX

COLLECTORS in Australia, and of models from the country, are in for a treat, with Trax confirming its latest new releases, including its 2021 Birthday Club model. The 50th Anniversary LTD Town car was released by Ford to celebrate 50 years of manufacturing in Australia. A collectable car that has showed how far Australian manufacturing has come, since the first Model T rolled off the assembly line in Geelong Victoria, back in 1925. The model, a 1/43 scale resincast, will be available in late 2021, priced at AU\$149.00 plus shipping.

If you're quick (pre-orders close on 20th July), another new model is the 1980-84 WB One Tonner in Wild Cherry, priced at AU\$125.00 plus shipping. The model will be made to order only and should ship in September or October.

For more information and to place orders, visit www.topgear.com.au. ■

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www.youtube.com/CollectorsClubofGB

I've been at it again. Just when I thought I had this thing under control, temptation sneaks in and blows away any shred of self control. Familiar story? Then please read on for a cautionary tale.

One of the dangers of putting this magazine together is the sheer amount of delights that get waved in front of my eyes on a daily basis. A classic example of this is immediately to the left of this column, in blue and orange. Anyone that knows me is aware of my passion for a certain annual motor race in France (I'm still forbidden to mention its name around the office - for it has an amazingly soporific effect on the rest of the team). Anyway, yes, I've succumbed and the first eight parts of this incredible diecast monster (I mean that in the nicest possible way - it is going to be huge when finished) are already sitting next to me on my workbench. More about that shortly.

I first glimpsed this big beauty at Nuremberg in January last year and knew right there and then that, whatever the cost, I was going to have to have it. It was on the Ixo stand, along with a similarly-scaled Peugeot 205 GTi that looked just as tempting. Fast forward a year and a bit, and I heard about the new Ixo Collections website, so popped on over for a gander. A few minutes later, the deal was done.

So back to my workbench, from the next issue onwards, a new regular monthly feature will be part of the magazine, as I showcase my various monthly strippings and sprayings for your delectation and, hopefully, inspiration. There will be tips on sourcing and techniques for restoring some very tired old diecasts to displayable glory. One thing I won't be able to offer tips on, though, is how to avoid falling under the mesmeric spell of temptation - in diecast terms of course.



▲ 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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TWO NEW TRUCK RELEASES FROM SEARCH IMPEX



CUSTOMISED promotional model trucks specialist, Search Impex, is delighted to announce the release of two new 1/50 scale trucks. The models have been produced exclusively for Search Impex by WSI Models.

Established in 1984, Hough Green Garage is a well-established, family owned and operated Company. With a mixed fleet of more than 200 vehicles, ranging from dedicated service vans to the largest commercial vehicles, the recovery trucks include all the major manufacturer marques (Mercedes, MAN, DAF, Volvo, Scania, Renault & Iveco), as well as two very impressive American Kenworth T800s. The Mercedes Arocs recovery truck (on which the model is based) is stationed at the company's depot in Stafford. Just like its real life counterpart, the diecast model has been finished in Hough Green's distinctive Radiant Red and Diamond White livery and is sure to make an attractive addition to any model truck collection.

This 1/50 scale Mercedes Arocs (8x4) heavy recovery truck, customised in Hough Green Garage Ltd's livery, is a certificated limited edition of 155 pieces, available from Search Impex, priced at £144 each (including UK delivery & VAT).

Additionally, Search Impex has announced a 1/50 scale Scania 111 (4x2) tractor unit and tandem (spread) axle, refrigerated trailer, customised in the well-known livery of Cambridgeshire-based haulier, Ken Thomas. The models have been produced as a non-exclusive, open release, in conjunction with WSI as part of the UK Classics 200 series of models. Each model comes with a WSI certificate stating that the model is limited to a maximum run of 200 pieces worldwide.

The original business was founded back in 1948 by Ken Thomas and today's company continues to trade under the well-known name, with a major focus on storage and warehousing.

The Ken Thomas fleet of trucks (predominantly Scania) have attractively updated and refreshed graphics, but continue to be liveried in the traditional green, cream and red colour scheme of the company. The Scania 111 unit on which the model has been based is the latest restoration project (completed in October 2019). Models are available from Search Impex and are priced at £156 each (including UK delivery & VAT).

For details of availability of this and other models, collectors can visit the Search Impex website at www.search-impex.co.uk or call on **01332 873555**. ■

GOLDVARG GOES GREYHOUND

SERGIO Goldvarg has announced the introduction of a new range for collectors - a range of classic Greyhound buses produced at 1/43 scale. These will be made in diecast metal as opposed to resin like other Goldvarg Collection models.

DNA OPENS PRE-ORDERING FOR ITS FIRST FORD RELEASE

THE first model to be made by DNA Collectibles under its new licensing agreement with the Ford Motor Company is now available to pre-order at www.dnacollectibles.com. Once the holder of the world's fastest pick-up title, the 2003 Ford F-150 SVT Lightning will be modelled as a 1/18 scale resincast, due for shipping later in the year. Three limited edition colours will initially be produced - Vermillion Red (399 units), Sonic Blue (299) and Ebony Black (299).

BROOKLIN DISCOUNTS ITS BROUGH SUPERIOR

FROM its Lansdowne collection, Brooklin Models has released the 1935 Brough Superior 8 Drop Head Coupe, No LDM123. Brough didn't only make bikes, this was the first car to be put into production by the Nottingham based motorcycle company. It used an American Hudson Terraplane chassis, and the body was coachbuilt by WC Atcherley of Birmingham. Right now, Brooklin is offering a whopping 20% discount, reducing this model from £120.00 to just £96.00. Visit www.brooklinmodels.com to find out more and to order.

BRUMM CELEBRATES PORSCHE'S 1971 LE MANS WIN 50TH

COMMEMORATING the 50th anniversary of the victory of the Porsche 917 in Martini Racing colours at the 1971 Le Mans 24 hours, Brumm has released a new 1/43 scale replica of 917-053, the only magnesium-framed 917. Packaged in a striking, special Martini-liveried box, it is limited to just 200 examples. See www.brumm.it.

STAR TREK DIECAST COLLECTOR COMPETITION FROM EAGLEMOSS

COLLECTORS of diecast Star Trek models are being offered the chance to enter a really special competition. Just announced by Eaglemoss, to coincide with its Hero Collector USS Enterprise partwork release, is the chance to win a special VIP trip to Destination Star Trek London, Europe's official Star Trek Convention. Also on offer to the lucky winner will be a free Star Trek Universe subscription. To find out more, visit the official page at <https://en-gb.eaglemoss.com/star-trek-competition>. Closing date for entries is 31st July 2021.

MAISTO AND BBURAGO GOODIES ARE ON TRACK

NORFOLK-BASED wholesaler, Tobar, has just received a huge delivery packed full of Maisto and Bburago restocks and new releases. First off, it's great to see the arrival of the 2020 Ferrari F1 cars driven by Leclerc and Vettel in 1/18 and 1/43 scales. These are special edition models to celebrate Ferrari's 1,000th Grand Prix and have been produced in a special colour, making these a must have for all Ferrari F1 collectors.

Back in stock is the Ford Shelby GT500 in 1/18, which sold out very quickly last time, and new in 1/24 is the Chevrolet Corvette C8 Stingray. Also new, in 1/32, is the Ford GT40 in the iconic Gulf colours. This model comes in a nice presentation box and the car comes displayed on a plinth.

For wholesale enquiries, visit www.tobar.co.uk or, for retail purchases, contact your preferred retailer. ■





July 2021 Auction Dates

- 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

Sold: £2100 - May 2021



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

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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 TERRIFIC NEWLY-TOOLED BRISTOL FIGHTER IS SET TO BE A REAL HIGH-FLYER

1/48 scale

CORGI

Bristol F2B Fighter D-8063, RAF No.139 Squadron, Villaverla, Italy, Sept 1918

PRICE: £69.99

REF NO: AA28801

www.corgi.co.uk

THE outbreak of the Great War placed a moral burden on the shoulders of a young Edward, Prince of Wales, heir to the British throne. Desperate to do his duty and be seen alongside the thousands of troops heading for France, he was forbidden from joining his Grenadier Guards regiment at the front by Lord Kitchener, who was concerned about the potential damage his loss or capture would have on a nation at war.

Nevertheless, over the course of the next four years, the Prince would regularly visit the trenches and was extremely popular amongst the fighting men of Britain. An early supporter of the aeroplane, the Prince is thought to have made several flights whilst in France. However, an incident which reputedly occurred in September 1918 is quite

astonishing. Whilst visiting No.139 Squadron in Italy, the Prince was taken on several flights in Bristol F2B Fighter D-8063 by celebrated Canadian ace and friend William Barker and on one such flight, it was reported that the Prince was taken close to the front lines, where he fired the aircraft's Lewis guns on enemy trenches.

On hearing of this unofficial action, the King was said to be furious and chastised his son, telling him "never to be so foolish again". Although the Bristol F2B Fighter would go on to be regarded as one of the finest fighting aeroplanes of the Great War, its combat introduction on the Western Front was inauspicious to say the least. Intended as a replacement for the much maligned Royal Aircraft Factory BE2c, the Bristol Fighter was

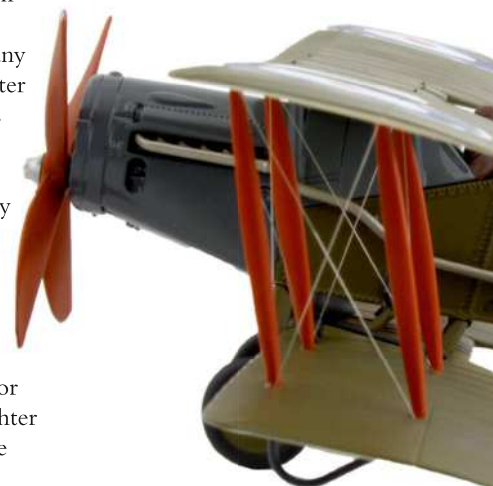
rushed into service so it could take part in the Second Battle of Arras in April 1917 and demonstrate the advancement in Allied aircraft design. During its first operational sortie on 5th April, six aircraft from No. 48 Squadron RFC, led by famous VC winner William Leefe Robinson, were bounced by Albatros fighters of Jasta 11, led by Manfred von Richthofen. During the ensuing melee, four of the new fighters, including the one flown by Robinson, were shot down, with another suffering serious damage VC hero Robinson was initially posted as killed in action, but later discovered to have been taken prisoner.

Despite this, once the many qualities of the Bristol Fighter had been appreciated, pilots quickly learned that this large aeroplane could be flown extremely aggressively and was more than capable of taking on the German fighters. With a fixed forward-firing Vickers gun for the pilot and Scarff ring mounted Lewis guns for the observer, the Bristol fighter would enable crews to score victory numbers equivalent

to those claimed by single seat fighters.

Corgi's stunning new tooling has been worth the wait, as it is packed with detail and the finish to the colour scheme is first rate, with the paint having a fabulously authentic matte finish. The graphics are perfectly applied too, really adding to the overall appeal of this great aircraft.

It's quite a size compared to some of Corgi's other World War I aircraft at this scale, but the usual included stand is more than up to its supporting role. A great model with a truly marvellous back story. **DC**



THIS MONTH'S INDEPTH REVIEWS:

8 Corgi's newly-tooled Bristol F2B biplane fighter in all its 1/48 scale glory.

13 The beautiful Volvo C70 Coupe in sumptuous Saffron Gold from DNA Collectibles in 1/18 scale.

16 EDITOR'S CHOICE - Brekina's excellent new neutral-liveried HO scale London Routemaster bus.



Steven Downes
Construction
& Trucks

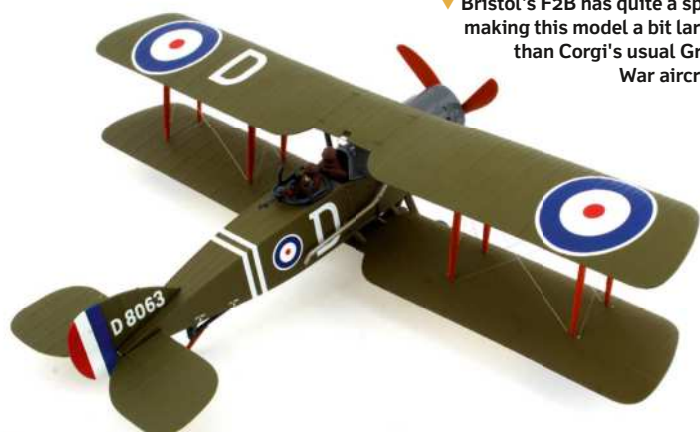


David Pullen
Farming



▲ Both pilot and 'royal' observer figures really add to appeal of the model, and the tension wire supports to the wings are very nicely done indeed.

▼ Bristol's F2B has quite a span, making this model a bit larger than Corgi's usual Great War aircraft.



▲ The detailing is bang on and just look at the finesse of the lettering to the rear landing strut markers.



PARAGON
Audi R8LMS 2019 FIA Macau GT Team WRT Vanthoor #25 (LHD)
SCALE: 1/64 PRICE: £13.99 REF: PAR 55255
www.ayrey.co.uk

Stunning small-scale release from Paragon. Its 1/64 scale miniatures feature superb detail and finish, and this is no exception to that rule. A beauty.



CORGI
Back to the Future DeLorean with Doc Brown Figure
SCALE: 1/36 PRICE: £29.99 REF: CC05503
www.corgi.co.uk

Celebrating the film's 35th anniversary, this feature-packed version of the infamous DeLorean comes complete with a resin figurine of Doc Brown.



WHITEBOX
1960 VW Beetle - light blue
SCALE: 1/24 PRICE: £30.99
REF: WHI 124055
www.ayrey.co.uk

Superb value model of this iconic car in the increasingly popular scale of 1/24. Lovely shape and finish, with a really nice level of detail.



CORGI
Beute Panzer T34/76 Model 1943, No 222, Eastern Front, Ukraine 1943
SCALE: 1/50 PRICE: £49.99 REF: CC51606
www.corgi.co.uk

The latest release in Corgi's premium military series is another stunning model with plenty of detail and a sublime livery application.



IXO LIMITED EDITION SERIES
Porsche 911 (991) RSR #911 - Class Winner Petit Le Mans 2018
SCALE: 1/43 PRICE: £35.99 REF: IXO LE43048
www.ayrey.co.uk

Super model of the PLM GTLM-winning car, wearing the 20th anniversary tribute livery for the 1998 Le Mans 24 Hours win as part of Porsche's 70th.



SOLIDO
McLaren F1 GTR #39 8th 24h Le Mans 1996 - Piquet/Cecotto/Sullivan
SCALE: 1/18 PRICE: 54.99 € REF: S1804103
www.solido.com

Great replica of this pretty car. Superb finish and attention to decal detail. Only error is the rear wing, which isn't deep enough. Top job otherwise, though.



CORGI
VW Camper "Happy Birthday"
SCALE: 1/43 PRICE: £29.99
REF: CC02734
www.corgi.co.uk

One of Corgi's new gifting range, this VW Camper is great fun and comes in a special box. The 'present' is removable so a message can be folded underneath.



IXO LIMITED EDITION SERIES
Porsche 911 (991) RSR #912 - 2nd GTLM Class Petit Le Mans 2018
SCALE: 1/43 PRICE: £35.99 REF: IXO LE43049
www.ayrey.co.uk

Wearing the livery of the 1998 LM winner's sister car, it's another superb model of one of Porsche's 70th anniversary retro-liveried 2018 cars.



WEISE TOYS
Fendt Favorit 824 Stotz Tractor (1993 - 1996)
SCALE: 1/32 PRICE: 74.90 € REF: 2060
www.weise-toys.de

Weise-toys has refreshed its Fendt Favorit 824 tractor with new colours for this special Stotz edition of the model. Excellent.



ESVAL MODELS
1948 Invicta Black Prince Saloon
SCALE: 1/43 PRICE: £95.00
REF: EMEU43008A
www.esvalmodels.com

The later version of the Invicta has the headlights faired-in to the wings, bumpers, different wheel trims and whitewalls. Another great model.



ESVAL MODELS
1946 Invicta Black Prince Saloon
SCALE: 1/43 PRICE: £95.00
REF: EMEU43008B
www.esvalmodels.com

Excellent model of this impressive luxury saloon. In black with Chestnut Brown interior. This version has separate headlights, and no bumpers.



SCHUCO
Deutz-Fahr Intrac 6.60 Tractor
SCALE: 1/32 PRICE: 74.99 €
REF: 450784000
www.schuco.de

For 2021 Schuco has fitted its beautifully-engineered, largely diecast Deutz tractor with flotation tyres. It has working linkages and steerable wheels.

00 Gauge (1:76 Scale)

Base Toys - Buses

B117A Bristol Lodekka LD6G "Southern Vectis - Blackgang" £21



Corgi Collectables - Buses

OM46316B AEC Type RM, ALM 50B, Heritage Route 15 Trafalgar Square, 'Mamma Mia!' £35.50
OM46625B New Routemaster, Stagecoach London, LTZ 1406/LT406, Route N8 Hainault: The Lowe, Supporting World Environment Day £35.50



OM46625A New Routemaster, Stagecoach London, LTZ 1406/LT406, Route N8 Tottenham Court Road, Supporting World Environment Day £35.50
CC02741 Only Fools and Horses - 'The Jolly Boys Outing' - Plaxton Panorama - Percy's Luxury Tours of Peckham £35.50



CC99726 Triple Decker 'Knight Bus' - Harry Potter range £26
OM46517A Wright Eclipse Gemini 2 Go North East NL63 XCB Route X10 Newcastle Royal Fusiliers £35.50



OM46631A Wrightbus New RM - Arriva London - LTZ 1120 - Route 59 Euston - Seedlip £35.50
OM46631B Wrightbus New RM - Arriva London - LTZ 1120 - Route 59 Streatham Hill - Seedlip £35.50



Northcord Model Company - Buses

UK6514 ADL Enviro400 MMC - "First in Glasgow" £51



UK0061 ADL Enviro400 MMC - "Reading Buses" £48



UK6519 ADL Enviro400 MMC - "Stagecoach Oxford Gold" £51
UK6513 ADL Enviro400 MMC - "Stagecoach South" £51
UK6521 ADL Enviro400 MMC - "Xplore Dundee" £51



76BI004 Beadle Integral Southdown £17



76SB006 Saro Bus Trent £17

Cars



76ASS003 Austin Seven RN Saloon Maroon £5

76FP003 Ford Popular 103E in black £5

76JEP001 Jaguar E Pace Caesium Blue £8



76LAN188009 Land Rover 88" Canvas in bronze green £5.50



76SET774 Royal family cars and vehicles - set of 7 £36.50

76TX5002 LEVC TX Taxi Tupelo Red £6

76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" £13.50

76ATKL005 Atkinson Cattle Truck L Davies & Sons £13.50

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

76CA007 Bedford CA van - "Royal Mail" £5.50

76TCAB004CC Coca Cola T Cab Box Trailer £21.50

76DAF03CT DAF 105 Skeletal Trailer Freightliner £19.50

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

76CWT007 Dodge KC Van Royal Mail £9.50

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76WB002 Water Bowsler green £7.50

Farming and construction



76SET36 3 Piece Farm Trailers £14



76TK006 Bedford TK Horsebox in green/brown £8.50

76JS001 JCB JS220 Tracked Excavator JCB £21



76JCX003 JCB Backhoe Loader -1980s £21

76BF001 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in brown £8.50

76QLD007 Bedford QLD RAF 2nd Tactical A F -84 Grp1944 £13

76SET65 Bloodhound Missile Set £24.50

76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 £23

76SM004 Sherman M4 4th/7th Royal Dragoon Guards, France 1944 £12

76DAF03CT DAF 105 Skeletal Trailer Freightliner £19.50

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76MSV002 Mercedes Sprinter Van "Stobart Rail" £6.50

New Models



PARAGON

RUF CTR Yellowbird 1987 Black (LHD)

SCALE: 1/64 PRICE: £11.99

REF: PAR 55292

www.ayrey.co.uk

Our second Paragon miniature this month and it's another great model. Excellent body shape and exquisite paint finish, with good detailing too.



SOLIDO

Porsche 935 Moby Dick #30 DRM

Norisring 1981 Giampiero Moretti

SCALE: 1/18 PRICE: 54.99 € REF: S1805403

www.solido.com

The latest release of this excellent casting wears the famous Momo livery of Giampiero Moretti. Absolutely stunning replica with opening doors.



CORGI

Only Fools and Horses Reliant Robin and Ford Capri Mk II

SCALE: 1/36 PRICE: £39.99 REF: CC99189

www.corgi.co.uk

A fun twin-pack release from the popular TV show, featuring the two most famous vehicles, complete with themed packaging.



WHITEBOX

1983 VW Golf Mk1 GTI - light metallic green

SCALE: 1/24 PRICE: £30.99 REF: WHI 124056

www.ayrey.co.uk

What a great model! Those classic Mk1 Golf lines are superb, looking particularly good in GTI trim. Superb finish throughout, with good detail.



UNIVERSAL HOBBIES

Fordson New Performance Super Dextra Tractor

SCALE: 1/32 PRICE: £35.00 REF: UH6271

www.poppemalandbouwminiaturen.nl

Well finished diecast tractor with good detailing on the engine and driver's platform. It has a clevis drawbar and movable three-point linkage.



MATRIX SCALE MODELS

1961 Jensen 541S - British Racing Green

SCALE: 1/43 PRICE: £95.00 REF: MX 41002-062

www.matrixscalemodels.com

Modelled by Matrix years ago in white with red roof, we now have this Jensen in British Racing Green, with light green interior. Beautifully-detailed, as usual.



MATRIX SCALE MODELS

1965 Rolls-Royce Silver Cloud III Flying Spur saloon - blue.

SCALE: 1/43 PRICE: £110.00 REF: MX 11705-083

www.matrixscalemodels.com

Modelled previously in maroon and dark grey, now in mid-blue, with light grey interior and wood-effect dashboard. Very attractive, with pin striping.



BRITAINS

John Deere 3650 Tractor

SCALE: 1/32 PRICE: £29.99 REF: 42904

www.britainsfarmtoys.co.uk

Britains' 2021 edition of its four-wheel-drive John Deere 3650 tractor has a front weight, but not the front mudguards.

STRIKE GOLD WITH THIS VIVACIOUS VOLVO COUPE BY DNA COLLECTIBLES

1/18 scale

DNA COLLECTIBLES

1998 Volvo C70 Coupé - Saffron Pearl Metallic

PRICE: £ 150.99

REF: DNA000066

www.dnacollectibles.com

VOLVO unveiled its first generation C70 at the 1996 Paris Motor Show, introducing it to the European market as a 1997 model, and a year later as a 1998 model in North America. The C70 broke Volvo's decades-long styling tradition of 'boxy' designs and was the company's first luxury coupé since the 780. Peter Horbury designed the exterior and Mexican designer Jose Diaz de la Vega led the interior team. According to Horbury, Volvo's Design Chief from 1991 to 2002, Volvo "threw away the box, but kept the toy inside".

Developed and initially manufactured in conjunction with two-time Le Mans winners, Tom Walkinshaw Racing (TWR), the C70 in coupé form made headlines when it was chosen as the hero car for a remake of the classic *The Saint* TV series, with Val Kilmer taking over the role of Simon Templar. The choice of a Volvo coupe was natural given the iconic P800's role in the original series. Sadly the remake wasn't such a success.

So now onto DNA's most excellent replication. It's a resincast, of course, with all the finesse and dedication to authenticity that we have come to expect from our passionate Swiss friends. The depth of the paint finish is what strikes you first. The word "sumptuous" was possibly made to describe how this colour looks. The finish all over is flawless and really adds to the model, with the incredible detailing making for a real awards contender.

The choice of Volvo's 5-spoke Canisto rims is an excellent one, right down to the Volvo emblem in the centre. The front grille is truly excellent and those light lenses are breathtaking in their depth of detail. Moving inside, the attention to detail of the interior is what sets DNA apart from its competitors, and that of the C70 is no exception.

It's another absolutely astonishing release and that paintwork will ensure that it is always a highlight in your collection. Go on, it's the saintly thing to do. **DC**



▲ It's difficult to believe that this stylish design is over 20 years old. Stunningly recreated by DNA in sumptuous Saffron Pearl Metallic.



▲ Such a pretty car and the perfectly-crafted lines of DNA's replica make for very pleasing viewing too.

► The now legendary attention to detail by DNA is again absolutely top notch on the C70 - from the wheels to the light lenses and front grille, it's all there, and more!



WHITEBOX

Wartburg 312 - red/white

SCALE: 1/24 PRICE: £30.99

REF: WH124059

www.ayrey.co.uk

Such a pretty little thing, wonderfully replicated by Whitebox. Very nice detailing and a great paint finish represent truly marvellous value.



CORGI

Wright Eclipse Gemini 2 - Go North East - Route X10 - Royal Fusilliers

SCALE: 1/76 PRICE: £38.99 REF: OM46517A

www.corgi.co.uk

Following on from the success of the twin-pack issue, here is the Gemini 2 as a standalone release. The stunning livery is perfectly applied. Top notch.

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Diecast Collector is also available as a digital edition! Download
issues and read the magazine one week before it's in the shops.
Visit **pktmags.com/dcc-subs21** to find out more!





WHITEBOX
1971 Alpine Renault A110 1300 blue
SCALE: 1/24 PRICE: £30.99
REF: WHI 124058

www.ayrey.co.uk

The styling of Alpine's classic beauty is superbly reproduced and represents superb value here. The wheels are particularly fabulous.



SOLIDO
Porsche 956LH - 1984 Le Mans 24 Hours winner - Joest Racing
SCALE: 1/18 PRICE: £54.99 € REF: S1805502

www.solido.com

The 1984 Le Mans winner is the latest in Solido's line of 956s. Apart from the front wheel trims being way too cumbersome, this is a superb replica.



CORGI
Wedding Car
SCALE: 1/36 PRICE: £29.99
REF: CCo6806

www.corgi.co.uk

Corgi's Rolls-Royce Phantom III from *Goldfinger* gets another outing as a wedding gift car in special packaging - fabulous use of the tooling. We love it!



KK SCALE
1963 Mercedes-Benz 600 SWB W100 metallic light blue
SCALE: 1/18 PRICE: £121.99 REF: DC180602

www.ayrey.co.uk

An absolute beauty! This classic Merc is stunningly replicated in diecast by KK Scale. Also available in black (180601) and light gold (180603).



SIKU
Liebherr L566 Wheel Loader
SCALE: 1/50 PRICE: £25.00
REF: 43561

www.siku.de

A working boom, tipping bucket and access to the engine bay are provided on Siku's largely diecast Liebherr loader.



ESVAL MODELS
1955 Oldsmobile Super 88 Holiday Hardtop Coupe
SCALE: 1/43 PRICE: £95.00 REF: EMUS43048B

www.esvalmodels.com

Another beauty, with spectacular two-tone styling and trim, all of which is replicated very well. Other versions are available with 125 of each being made.



ESVAL MODELS
2010 Devon GTX Coupe
SCALE: 1/43 PRICE: £95.00
REF: EMUS43028D

www.esvalmodels.com

Based on the Dodge Viper, the well-detailed two-tone interior can be seen clearly. Other versions are available with 125 of each being made.



MARGE MODELS
Miedema Four-Wheel Trailer
SCALE: 1/32 PRICE: €64.95
REF: PLM7601

www.poppemalandbouwminiaturen.nl

This red and yellow metal trailer has good-looking tyres and features detachable racks, hinged sideboards and hinged tailboard.



A lovely model of one of the great Walter Röhrl's early rally cars. The classic 911 shape is nicely crafted and finish is excellent all over. Great value.



Corgi's second release of the gorgeous Eindecker and it's another stunner. The simplistic design is exquisitely recreated and finished throughout.

GET ON BOARD WITH BREKINA'S FANTASTIC PLASTIC LONDONER

1/87 scale

BREKINA
1967 AEC Routemaster London Transport Bus - neutral livery

PRICE: £32.99 REF: BRE 61109

www.ayrey.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

NOW here's a model to surely create some possibly heated discussions amongst us collectors. Brekina has been making plastic replicas in mainly 1/87 scale for many years, aimed mainly at the HO gauge continental model railway market. Since the company was acquired by the prolific Model Car World in 2018, it has begun to manufacture subjects that will be of great interest to collectors of UK buses.

This is not its first rodeo in terms of the Routemaster, as this is several releases down the line already. It has been on my radar for some time, but 1/87 is not one of my usual scales. What stands out for me with this release is that it comes in what Brekina describe as "neutral livery", which of course lends itself perfectly for the aftermarket decals industry to create a potentially seemingly endless run of registrations, fleet numbers, routes, destinations

and advertisements front, back and side. A little judicious painting to the grille area could also add variety with black as an option here too.

The interior, moulded in plastic too, of course, doesn't carry the moquette fabric detail. But at this scale you really have to look very closely indeed to notice that, and it doesn't detract from the finished model at all.

Running on authentically-treaded tyres, the shape is excellent, with some very good

detailing indeed, particularly for this diminutive scale.

So what about the material used? Well, coincidentally, this very discussion is the subject of Stephen Paul Hardy's *Signing off* column this month, so not wanting to duplicate or influence his point in anyway, I simply suggest you read page 85 before making your final decision.

Thumbs up from me! **DC**



▲ The iconic Routemaster's shape is superbly recreated and beautifully adorned with the classic LT red.



▲ The fine detailing is excellent, particularly for such a small scale - the model is just 95mm long.



▲ The indicators and wiper are just two details worthy of note.

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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Porsche perfect

Porsche achieved a hat-trick of wins at Le Mans with its 919 Hybrids in 2017, but it wasn't a straightforward race. Ixo has just released Porsche's pair of entries in both 1/18 and 1/43 scales – Rick Wilson tries all four models out for size.

IXO - LIMITED EDITION SERIES

Porsche 919 Hybrid – 2017 Le Mans 24 Hours #1 – Jani/Tandy/Lotterer

SCALE: 1/18 PRICE: £107.99 REF: SP919-1815

Porsche 919 Hybrid – 2017 Le Mans 24 Hours #2 – Bernard/Hartley/Bamber

SCALE: 1/18 PRICE: £107.99 REF: SP919-1816

Porsche 919 Hybrid – 2017 Le Mans 24 Hours #1 – Jani/Tandy/Lotterer

SCALE: 1/43 PRICE: £47.99 REF: SP919-4315

Porsche 919 Hybrid – 2017 Le Mans 24 Hours #2 – Bernard/Hartley/Bamber

SCALE: 1/43 PRICE: £47.99 REF: SP919-4316

www.ayrey.co.uk



▲ The 2017 Le Mans winner looking suitably race-worn on Sunday morning as it negotiates the Esses, approaching the famous Mulsanne Straight. Photo: Rick Wilson



◀ The intricate rear end of a modern Le Mans racer – Ixo has done a superb job here.

▼ Car #1 in both 1/18 and 1/43 scales.

Having won the Le Mans 24 Hours in both 2015 and 2016, with its 919 Hybrid prototype, Porsche did not rest on its laurels and was determined to keep its crown from Toyota's grasp. The dramatic events on the very last lap of the 2016 race meant Porsche had luckily inherited the win that year, so it had spent quite a bit of time developing the car over the winter.

The 2017 evolution of the 919 was first seen in public at the pre-season test at Paul Ricard, in the south of France, in late March. With a more rounded front end and larger, bulbous headlights, the new car looked a little different, but there was no doubting how much faster it was.

The cars arrived for race week at Le Mans having only finished 4th and 5th in terms of the fastest times set during the test day a week earlier, making the trio of Toyotas the favourites – the TS050s looking set to finally lay Toyota's Le Mans ghost to rest, especially after the dramatic last lap loss in 2016. During qualifying, Porsche had found a little speed and would start in 3rd and 4th for the race – with Toyotas in 1st, 2nd and 5th. At the start, Toyota quickly established a healthy lead and when the #2 Porsche endured a lengthy pit stop to repair a front axle, things were looking bleak for the German manufacturer.

But Le Mans is rarely predictable and anything can happen during the long 24 hour race. Plus the weather was very hot for 2017 and that always helps





▲ Porsche's entries for the 2017 Le Mans 24 Hours, exquisitely replicated by Ixo in 1/18 scale as part of its Limited Edition Series.



▲ Compare this shot with the similar view of the bigger scale opposite – these 1/43 replicas still feature plenty of detail.

the gremlins. One by one, the Toyotas encountered problems – two had retired before half-distance and the third had been delayed early on, leaving the #1 Porsche with a sizeable lead. Just when the result seemed decided, fate intervened, as it always seems to at Le Mans. Grinding to a halt on the Mulsanne Straight with an unspecified mechanical failure, with just four hours to go, it left one of the diminutive LMP2s in charge of the race – the first time one of these smaller prototypes had ever led here.

Porsche #2 was still some way behind, but had been running faultlessly since its early repair. Being quite a bit faster, the trio of drivers – Timo Bernhard, Earl Bamber and Brendon Hartley – gradually took back the laps required and grabbed the lead with about an hour to go. Bernhard and Bamber had won the race before (for Audi in 2010 and Porsche in 2015 respectively), but it would be the first win at Le Mans for the talented young Kiwi, who would win again in 2020, driving for Toyota.

Ixo has released both of the Porsche entries for the 2017 race under its Limited Edition Series, in 1/18 and 1/43 scales. I've still yet to establish quite how many examples constitute the limited edition moniker, but what is obvious is that the quality of replication is absolutely top notch. This is particularly evident on the larger versions – the level of detailing is really something rather special. The reflective panel on the top of the cockpit and the rear exhaust outlets on the upper rear bodywork are two areas that are particularly worthy of extra praise.



▲ Car #1 leaving the pits during the night – racing in darkness is one of the best things about Le Mans. Photo: Rick Wilson



▲ Brendon Hartley and Earl Bamber sit atop the roof of their victorious car as Timo Bernhard drives back down the pit lane for the podium celebrations. Photo: Rick Wilson

▼ Both scale versions of car #2.

Both model sizes feature diecast bodies on plastic bases. The printing of the colour scheme and graphics on both scales is perfectly reproduced too and that is no mean feat as the striping negotiates plenty of complex curves along its journey from the nose to the rear of the car. Having witnessed both cars at the race, with several photos taken during the event, I can vouch for the level of authenticity that Ixo has bestowed upon these perfect beauties.

After a trio of wins at the Le Mans 24 Hours with the 919 from 2015 to 2017, the board at Porsche decide to discontinue the racing programme, preferring to take an optimised chassis to selected European circuits during 2018 to show what the design could achieve without rulebook restrictions in place. The pinnacle of this would be achieved on 29th June 2018, at Nürburgring's Nordschleife, with Timo Bernhard at the wheel, setting an astonishing lap record of just 5 minutes and 19.55 seconds for the incredibly challenging 12.9 mile track.

In addition to the models showcased here, Ixo has also released two other versions of this latest evolution of the 919, in both scales of course – the 2017 pre-season test car, trialled at Paul Ricard (Nos SP919-1819 and SP919-4319) and the 2018 Tribute version that was driven to that new lap record at Nürburgring by Timo Bernhard (SP919-1821 and SP919-4321) – all available for wholesale enquiries through John Ayrey Die-casts at www.ayrey.co.uk, or contact your preferred retailer. **DC**





Arriving fast and furiously

In the April issue, Stephen Paul Hardy took a sneak peek at Solido's production schedule for 2021 which, as he now finds out, is being delivered both fast and furious.

New toolings, revised liveries and reintroduced replica favourites are now coming through in very colourful waves of releases as we, already, head into Solido's second half-year catalogue period. Over the past few months the team here at Diecast Collector have tried to keep you updated on many of those releases which I thought I'd supplement with a quick round up of some that are very new or have, so far, slipped through our net.

AMERICAN MUSCLE

First up has to be a third model to supplement those



▲ Solido's roll out of 2021 releases continues to be as wide ranging in subject choices, from the ultra contemporary through to the nostalgia tugging vintage, as it is colourful.

I covered in the March issue new model spotlight featuring Shelys in white and blue with the Ford GT500 Fast Track in Oxford White (S1805904). This modern take on the legendary theme is a must-have display companion to the 1967 Shelby GT500 (S1802901) and 1965 Shelby Cobra 427 S/C (S1804906) showcased that month.

Strong competition on the strip, ready to 'shut down' the GT500 FastTrack, comes in the shape of two of 2021's totally new Solido toolings – a pair of Dodge Challenger SRTs. Manifesting twenty-first century American automotive muscle, this pair are far from just colour variations of a single casting. The separate body toolings are evident from their correctly different bonnet treatments. These two are both heavyweight in charisma and to hold. You get a solid feel from both looking at and then handling them. The clean contemporary widebody lines of the cars are nicely captured and well detailed up to authentically represent their respective 1:1 counterparts. In contemporarily fashionable black detailing over metallic orange comes the Hellcat version, powered by its V8/700hp engine (S1805703) and in attention grabbing green comes



▲ With a colour scheme like this there is no mistaking the Shelby connection of the Ford GT500.



▲ If there is any doubt, that cobra badging front and back is a venomous nod to predecessors.



▲ New Solido toolings include a pair of Dodge Challenger SRTs - here as the Scat Pack version.



▲ Both SRTs have crisp castings that are well-detailed with commendably clean shut lines.



▲ Here is the Hellcat version with metallic orange paintwork that accentuates the wide body.



▲ Very clearly displaying that these are far from being just colour variations of one casting.

▼ Contemporary American muscle - check out the two distinctly different bonnet styles on the SRTs.



the Scat Pack version (S1805704) with its distinctive black tail striping kit. Clearly aimed at sales to North American collectors, these three models will however no doubt be plentifully sought by many European fans of American cars as well. Like all of the Solido models, they have diecast bodies with opening features detailed out with plastic external and internal trim, and posable front wheels. Shut lines on the opening features, such as to the doors, are getting cleaner and tighter to the extent that Solido very helpfully include a small plastic tool within the model's packaging to prise them open. Fingernails are now obsolete as door openers here! And, whilst admiring the clean shut lines, check out how well the small plastic insets of the North American side marker lights at front and back sit in the cast body panels. Staying with American style lighting, check out the tail ends of these Challenger SRTs too, which stand up very well to comparison with photos of the real thing.

EUROPEAN RALLY

Staying briefly on the American side of the Atlantic, the endurance testing Press On Regardless (POR) road rally was organised by the Detroit Region of the Sports Car Club of America. In 1972, the event was part of the International Championship for Manufacturers and, in 1973 and 1974, was one of events contributing to the World Rally Championship (WRC). The latter event was won by Jean-Luc Th  rier and Christian Delf  rier in a Renault 17 Gordini #12, as now modelled by Solido's colourfully evocative release (S1803703). As an aside Al Schmit's SCCA (Sports Car Club of America) Volkswagen Super (1303) Beetle, previously released by Solido (S1800506), was also a contender in that 1974 POR event as #49, but was forced to retire before the finish.

This Renault 17 Gordini model illustrates very aptly the current level of detailing Solido are achieving. Look past the crisply defined, extensive, decal laden livery to check out the details such as the front & rear lighting, bumpers and wheels. They are really good and the overall look of the bodywork – in terms of line and proportions look pretty good as well.

Returning to European shores, bringing us up to date, and making a dramatic illustration of how much rally cars have developed over the years comes the Alpine A110 Rally of Francois Delecour and Jean-Rodolphe Guigonnet from last year's Rallye Du Mont Blanc #38 (S1801607). The dazzling livery and subject theme of this model underlines yet again how much effort Solido is putting into coverage of motorsport. Taking us back in time to span between

New Model Spotlight

► Solido's colourfully evocative Renault 17 Gordini #12 of Jean-Luc Th  rier and Christian Delf  rier that won the 1974 American "Press On Regardless" road rally.

▼ With its crisply defined, extensive, decal-laden livery and myriad of detailing, it makes for a really attractive, period correct, addition to any collection of rally cars.



1

2

1 The robust and very purposeful Fiat 131 Rally with its Abarth/Bertone modifications laudably set off by the red paintwork

2 So much so that, in its own way, this street version packs as much a visual impact punch as the companion 1980 Monte Carlo-winning version.



▲ The 2020 Alpine A110 that dramatically announced Alpine's renaissance - a flagship model in Solido's 1/18 collection.

▼ With 2021 looking set to be the year of the Alpine in Solido's catalogue there is, however, still space for other quintessentially French rally subjects from the past - watch this space.

the two previous models, and to further illustrate the coverage of that motorsport catalogue theme, is the Alpine A310 Pack GT from 1983 (\$1801204) in Calberson colours. Now known as GEODIS, Calberson, with its black, yellow and red liveries was a notable rally sponsor in the past, becoming part of French motorsport history as a result.

There is no doubt that Alpine styling over the years has been consistently and immediately recognisable. Idiosyncratic traits seem to have permeated the successive generations of body line whilst at the same time reflecting fashions of the decades from which they came. Whilst the current generation of A110 includes more than a nod towards the classic Giovanni Michelotti A110 of the sixties, with its body line curves that challenged the Ferrari Dino 206 GT and 246 GT GTS in their attractiveness, the A310 was an equally classic example of a flatness, an angularity that permeated automotive design in the seventies and into the eighties. Styling that is highlighted and accentuated by the Calberson livery colours. Solido's Alpine catalogue coverage embraces all three generations with some fifteen models.

Keeping with the 1980s, but moving onwards from France to Italy and in another new tooling comes the robust and very purposeful Fiat 131 Rally, as modified from the standard series production 131 by Abarth. Solido has issued two versions of the 131 Rally so far - the 1980 Monte Carlo winning car #10 of Walter R  hrl and Christian Geistd  rfer (\$1806001) and this street version (\$1806002). Produced in limited numbers in bright paintwork, the Abarth version upgraded the arguably rather plain 131 series production into something that exuded a European take on muscle without falling into boy-racer mode. Detailing of the Abarth/Bertone modifications laudably sets off the red paintwork, the combined effect adding up to what is, all in all, another really nice 1980s themed model.

NOSTALGIC VINTAGE

As I mentioned in my *Signing off* column last month, the Solido Club is back. The previous subscription basis for collecting the re-imagined 1/43 Series 100 vintage models has now been replaced by the much simpler direct purchase, either from Solido dealers or from the Club website online store. Reflecting this,



▼ Some of the initial Club 100 releases sat on their retro-style boxes with a front row of the latest four colour variations now re-branded as Vintage 1/43e.



All of the Series 100 releases are, as replica models, enchanting and come with that nostalgia tug effect.

the range has been added into the Solido catalogue as a new range as *Vintage 1/43e*. The original eight models that can be found on the Club website have now just be supplemented with four of them re-released in second colour versions – 1959 Simca Océane Cabriolet in orange (previously teal) as S1001102, 1961 Citroën Ami 6 in red with white roof (previously pale green with white roof) as S1001142, 1962 Ford Thunderbird Coupe in black with white roof (previously Rose with black Roof) as S1001282 and 1963 Aston Martin DB5 Vantage in British Racing Green (previously metallic dark blue) as S1001302.

As with most other contemporary replica models that we have seen released over the past few years, the Series 100 cars come in period style cardboard boxes thoughtfully packaged first in plastic bags to prevent paintwork rub. The Thunderbird and DB5 feature opening doors and the Océane comes with a female driver figure – the background to this detail being that when Simca launched the Océane at the Paris Motor show in 1956 the intention was to offer a car with a nod to contemporary US styling inspired by the Ford Thunderbird, whilst at the same time having women in mind in the wake of the “BB” (Brigitte Bardot) effect on fashion.

All of the Series 100 releases are, as replica models, enchanting and come with that nostalgia tug effect. Personal favourites include the cabrio models from the series – the Océane in both its colour versions so far in particular. But it is the even more quintessentially 1960s French Ami that I really take to heart. Setting aside its contemporary feel as a retro toy car it is the working suspension of the model has that, under finger pressure, replicates the Ami’s typically soft Citroën ride characteristics so beautifully that I could play with it for ages!



▲ **Vintage 1/43e 1961 Citroën Ami 6 and 1959 Simca Océane Cabriolet.**

As for the 1/18 releases whilst the colourful liveried rally models are all eye catching I found myself surprised by how endeared I was to the green Dodge Challenger SRT Scat Pack version (S1805704) and red street version Fiat 131 Abarth Rally (S1806002). To me they both have a good robust, weighty, feel to them that somehow conveys modern tooling and attention to modelling quality rather than simple material bulk. They both convey to me how hard Solido is continuing to concentrate on upping its game and giving collectors as much value as they can for the money. **DC**



▲ **This month’s pick of the pack. We are only half way through the year and Solido really is delivering fast and furiously. There will be so many more new releases to come in the 2021/22 catalogue.**

FURTHER INFORMATION

<https://www.solido.com/en/product-category/118-collection-en/>
<https://www.club-solido.com/?lang=en>

Maltese buses

Mike Pigott picks up a pair of souvenirs based on classic buses from Malta.



On a recent trip to Malta, I managed to locate a couple of diecast models of buses that had been designed in Malta and based on the traditional local coachbuilding style. Whilst I have seen Maltese souvenir buses before, many of these had been pirate copies of Corgi and EFE models, or re-coloured American school buses. Corgi had made a number of Bedford OB buses in Maltese liveries, in both 1/50 and 1/76 scales, but these were inaccurate as they used the Duple Coach castings, with British rather than Maltese bodywork. The two souvenir models I bought were based on genuine Maltese buses.

BUSES IN MALTA

Other than a few ferries, buses are the only form of public transport in Malta and its neighbouring island, Gozo. Bus services have been running since the early 1900s and most buses were based on imported chassis fitted with local bodies. As Malta was a British protectorate until 1964, the majority of buses were imported from the UK, with Bedford, Leyland and AEC being the most common marques. Like the UK, Malta drives on the left, so, even after independence, most buses continued to be sourced from Britain, and many second-hand single decker buses and coaches were sent to Malta. Entry on Maltese-built buses was through an open panel at the front.

Buses in Malta were run by private owner-operators formed into co-operatives. Although the buses were generally well looked-after, they were a fairly rag-tag fleet of different marques and styles, many of which were obsolete models. The owners were very proud of them and the buses were often

▲ A pair of genuine Maltese buses – a Leyland from Malta and a Bedford from the neighbouring island of Gozo.



▲ Leyland bus with fancy grille.
Photo: Jeff Lloyd.

customised, with intricate coachlining and many after-market accessories such as quad headlights, sun visors, chromed grilles and even tail fins. Older models were updated by fitting later grilles, such as AEC Swifts fitted with Ergomatic cab grilles. However, these classic buses did not comply with European laws of safety and accessibility and, in 2011, they were replaced with modern buses run by a central transport agency. On my recent trip, the only traditional Maltese bus I saw was one that had been converted to a souvenir stand.

BUS LIVERIES

Traditionally, buses in Malta were painted in different colours depending on the route operated. When the drivers' co-operatives were formed in the 1970s, they were painted a standard colour of green with a white roof. In the 1990s, this was changed to yellow

► Packaging is very similar, but the models are from different companies.



with a white roof, and a thick orange stripe around the waist-line. In Gozo, the buses were grey with a white roof and red stripe. After the classic buses were withdrawn, modern buses were introduced with a white livery and lime green stripes.

THE MODELS

There were a number of bus souvenirs available in Malta. The two models shown here are larger models, and probably the best of the bunch in terms of quality. That's not to say they are accurate scale models – in fact they are not much better than toys – but they are of interest because they are original castings of genuine Maltese buses. Both are based on vehicles built on British chassis – Bedford and Leyland. They are both the same size and packaged in similar boxes, but made by different companies.

BEDFORD BUS

The model is reasonably accurate, but possibly the wheelbase and length are a bit short. The body, roof and bonnet are made from a single metal casting. Surprisingly, the glazing is flush with the bodywork and has printed chrome window frames. The base and wheel arches are in black plastic, while the semi-detailed interior is in an unrealistic shade of cream plastic. The bumpers and radiator shell are chrome plastic and incorporate the headlights, with the grille touched up with black paint. The wheels are chrome hubs with black rubber tyres. The destination board is printed on the front of the roof. There was a sticker with a route number stuck on the front window – this was typical of Maltese buses, which often had these numbers stuck on the passenger side window.

The model shown is in the livery of Gozo Bus, in grey with a white roof and red tampon-printed stripes and details. It is on route 25 to Victoria, the island's capital. It was also produced in Maltese liveries, including yellow, orange, red and blue. The model was commissioned by a company called Leaf Ltd, a Maltese souvenir wholesaler. A sticker on the base of the model reveals that it was made by Shun Fat of Huiyang, China. The black window box has a header card showing the model bus in Malta and Gozo liveries.

LEYLAND BUS

The second bus is a Leyland, and is more typical of the bulbous, over-the-top style of Maltese bodywork.



▲ A Maltese Leyland on the road. Photo: Jeff Lloyd.



▲ Gozo-based Bedford OB.



▲ Classic Maltese-liveried Leyland.

While these buses are not really great models, they are of interest for being locally-designed replicas of vehicles unique to Malta. They have been big sellers in the souvenir market, and the variations are widely collected by Maltese model collectors.

It doesn't resemble any Leyland bus, although it may have been based on a truck chassis such as a Comet, as bus chassis were always in short supply in Malta.

This type of bus had a rounded front end with a flashy 'waterfall' type grille, quad headlights, sun visor, and American-style side trim with vestigial tail fins at the rear. There was no passenger door, entry being via an opening where the door would be, and the window frames were squared.

Despite being a fairly crude model, the miniature Leyland bus does capture the spirit of the real vehicle. The front grille and bumper are a single chrome part, but the bars are much thicker and clumsier looking than the real things. The front quad headlights are clear plastic inserts, but without a chrome backing piece only the slots can be seen. A pair of chrome styling strips have been inserted on each side, which are accurately shaped but too thick. There are very stubby rear-vision mirrors at the front, and a chrome bumper and translucent red tail-lights at the rear.

The semi-detailed interior is in black plastic, as is the base. The windows are glazed, but unfortunately there are thick lugs connecting the body to the base, and these are quite conspicuous when looking through the rear windows or open doorway. The wheels fitted are cheap speed-wheels with printed spokes, and are not typical of the shiny chrome hubs of real Maltese buses. The base is marked "Tal-Linja Xarabank", the old Maltese word for bus (from Charabanc).

This model is packaged in a black window box with die-cut header card. On the header card and side flaps, there is information on Maltese buses, which has absolutely nothing to do with the enclosed Leyland model. The Leyland is not designed or imported by the same company as the Bedford. In this case, the importer is Joseph M. Muscat,

The Leyland was also issued in a number of colours, all of which had a white roof. In addition to the most commonly seen yellow bus with orange stripe (as shown), it was produced in red, blue, orange and green – the latter two in almost neon colours. The box gives the scale as 1/40, but it is clearly much smaller; it is not as big as a Corgi 1/50 model, and as it measures only 14cm, a scale of 1/55 is more likely.

While these buses are not really great models, they are of interest for being locally-designed replicas of vehicles unique to Malta. They have been big sellers in the souvenir market, and the variations are widely collected by Maltese model collectors. **DC**



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**MINI
GT**

MGT00266-L – 1/64 BUGATTI VISION
GRAN TURISMO BLUE (LHD)

MGT00257-R– 1/64 AUDI RS 6 AVANT MYTHOS
BLACK METALLIC W/ROOF BOX (RHD)



MGT00260-R– 1/64 BENTLEY CONTINENTAL GT3 NO.5 CHAMPION
2018 BLANCPAIN GT ASIA (RHD)



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1960s Corgi returns

After a test issue with the first model in late 2019, Rick Wilson has been eagerly awaiting the re-release of a series of classic 1960 Corgis.



Launched earlier this year, a range of reproduction 1960s Corgi models, which was first test-launched late in 2019, is taking the collecting market by storm with meticulously retooled replicas.

Few diecast vehicles have so successfully evoked a pure sense of nostalgia as Corgi's classic 1966 Wall's Ice Cream Van model. Catalogue No 474, it's one of the all-time greats – an essential item in many a diecast enthusiast's collection.

Original working models are extremely hard to come by and change hands for hundreds of pounds today. But, by popular demand, Blue 14 has teamed up with Corgi to bring you this authentic, 100% accurate replica, complete with reproduction box and colour insert card. Incredibly, the famous wind-up mechanism is also included.

Corgi sold almost 150,000 of this colourful classic from 1966 until its withdrawal in 1968, but precious few survive with working chimes. This authentic working, musical replica, only available as part of this new series, is a fabulous tribute to our great British model-making heritage, and it can be yours for just £1.99 (with FREE P&P). Your officially licensed diecast will arrive complete with an authentic facsimile box, inner display card, full set of decals and a Corgi-approved Certificate of Authenticity.

With the successful launch of the Corgi Model Club, led by the replication of the No 474 Wall's Ice Cream Van, hot on its heels comes the reissue of

▲ The first two releases in the new series, complete with authentically-replicated boxes, replica 1966 catalogue, certificates and certificate tin.



▲ No 330 Porsche Carrera 6 follows the Volvo P1800.



▲ Garage Attendants set comes with Porsche Carrera 6.

▼ Who's ready for a miniature Roger Moore behind the wheel of a Volvo P1800?

No 339 BMC Mini Cooper 'S' 1967 Monte Carlo Rally winner. Priced at just £9.99 plus P&P (use the promo code "MINI", when prompted, to get this price), subsequent monthly issues will be just £19.99 plus P&P. Free gifts have also been confirmed for subscribers to this marvellous new series – a replica club badge (with the ice cream van), an authentic 40-page reproduction of the 1966 Corgi Toys catalogue and a metal certificate tin (with the Mini Cooper) and a set of 5 garage attendant figures, perfectly scaled for display with the models released (with the Porsche Carrera 6).

The third model in the series is No 258 The Saint's Volvo P1800, complete with Roger Moore as Simon Templar in scale figure form. The racing Porsche Carrera 6 follows, then another racing car, the beautiful Lotus-Climax single-seater. The Land Rover Breakdown Truck and Ford Mustang Fastback are next up and, just confirmed, are the next two releases – No 271 Ghia Mangusta De Tomaso, complete with the removable chassis, and No 224 Bentley Continental Sports Saloon. The team at Blue 14 have even been searching for an original header-carded Mangusta box to replicate – this will make for a great model to display.

The first nine releases in the series are now confirmed (in this order) as:

- No 474 Wall's Ford Thames Ice Cream Van
- No 339 1967 Monte Carlo Winner BMC Mini Cooper 'S'
- No 258 The "Saint's" Car Volvo P1800
- No 330 Porsche Carrera 6
- No 155 Lotus-Climax Formula 1 Racing Car
- No 417 Land- Rover Breakdown Truck
- No 325 Ford Mustang Fastback 2+2 Competition
- No 271 Ghia Mangusta De Tomaso
- No 224 Bentley Continental Sports Saloon

Visit www.corgimodelclub.com or call 0800 055 7744 to find out more! **DC**



The car that saved Porsche

It's 25 years since the Porsche Boxster was launched onto the market. **Francisco Mota** looks at how this small roadster saved the company, through a collection of 1/43 scale models representing the major evolutions over the last quarter of a century. **Photos: João Carlos Oliveira**



At the end of the eighties, Porsche entered a deep crisis. Sales suffered a big drop, from 40,000 to just 15,000 cars a year and the company, still an independent entity, gets dangerously close to bankruptcy. The drop is directly related to the very cold reaction of the USA market to the newly launched 944 and 928 models. Nobody questions the high quality standards of any of these new models, however, they were expensive to build and generated little or no profit for Porsche. The other perceived problem, at the time, was the 911. What is today a true icon in the industry was then an ageing car. Many buyers looked at it and just saw the result of consecutive facelifts of the original model, launched in 1963. Of course, we know this wasn't the case, in engineering terms the 911 evolution never stopped. But car's looks had changed little since the first generation, twenty years earlier. It

▲ The story of the Porsche Boxster's 25 years in three takes - from the left, the latest 718 Boxster 25th Anniversary, followed by a MkI model and the original concept car, all by Minichamps.

was perceived as an old concept that needed urgent replacement.

A plan to save the company was in urgent need and the first thing that came to mind, during a management meeting, was to launch another new family of models. The first choice was to build a luxury four-door sedan, to rival other German luxury models such as the BMW 7 Series and Mercedes-Benz S Class.

The project went ahead and a full-scale prototype was built, named internally as the type 989. Last year, AutoCult launched a 1/43 scale resincast model reproducing this Panamera grandfather. It looked like a stretched 911, keeping the same profile and adding a longer wheelbase. It also had a new front end design that would influence all 911 series from the 993 series onwards.

However, the project was canceled after a viability study revealed this was not what the



market was expecting from Porsche at the time. The reasoning behind the cancellation of project 989 was presented in a management meeting in 1988 – if customers were not buying the 928, because it was considered expensive, why would they buy the even more costly 989?

BACK TO ITS ROOTS

Porsche had to think of something different – and quickly! Another project was thrown on the table – how about going back to the roots of Porsche and make a smaller and more affordable sports car than the 911?

With the USA in mind, the biggest Porsche market, inspiration for a new small roadster couldn't come from any other source than the 550 Spyder, a car made famous by Hollywood star James Dean's tragic death while driving his. The blueprint for the new car followed the same basic guidelines – a mid-



▲ The interior of the concept car was slightly modified for the road version.



▲ Rear lights would be redesigned before the Boxster went into production.



▲ The original concept car was unveiled in 1993 and was an instant hit – model by Minichamps.



▲ The many similarities with the old 550 Spyder are easy to see, especially from this angle, making the link to the past inevitable for those in the know.

engine two-seater roadster. It was obviously the way to go and the project quickly received the go-ahead. With one condition – the new car would have to share the platform, engine and as much components as possible with the following 911 generation.

To get things started, a dedicated team of 21 specialists from several areas was put together. The idea was to have every department involved at the same time, instead of following the conventional way, where a new project would go from one department to the next to get all the needed approvals.

The new model, still without a definitive name, was developed at the same time as the 996 generation 911, the first with a water-cooled engine. According to insiders that recently revealed interesting details about this program, both cars shared around 50% of components. From the front end to the central roof pillars, almost everything was identical. The differences started with the new roadster being mid-engined, whereas the 996 would have its '4 + 2' seats, keeping the flat-six engine in its traditional position, behind the rear axle.

Someone from management, listening to the engineer's presentation, suggested that an even cheaper way of doing this would be to make the smaller car a 911 roadster with only two seats and give it the old 912 model name. However, the other management members promptly refused this idea as it was not enough to give the smaller car its true identity. That would be just another 911 variation, they said. In fact, years later, something like that was actually made, the 911 Speedster, a two-seater roadster that went the other way, positioning itself in the 911 range as an exclusive and more expensive variation.

Early studies for the new pair of cars looked at the possibility of using aluminium for the monocoque shell, but it soon became obvious that steel was more cost-efficient and had greater versatility for the planned different body variants. Regarding the

PORSCHE BOXSTER 25TH ANNIVERSARY



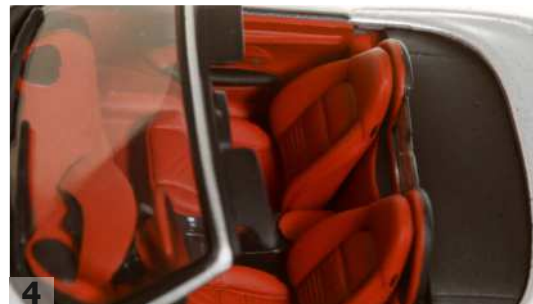
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engine, one of the initial options was to use a smaller four-cylinder engine for the smaller car, leaving the flat-six to the 911. Porsche asked Audi how much it would cost for them to supply such an engine and, to its great surprise, the answer showed it would be more expensive than using the 911 flat-six with reduced capacity.

THE 1993 CONCEPT CAR

Work was at full speed in the engineering department, with some of the involved personnel working after hours. They felt part of something important that was happening in the company and wanted to help save Porsche. The same enthusiasm ran in the styling studio, where they were busy building the first concept car.

The concept car had the mission to create anticipation among prospective buyers and was made in a very old school way. All the sketches were hand-made in paper and glued to the studio wall. Contrary to what was the norm at the time, no full scale technical drawings were ever made, from where to take all the measurements and transfer that into a mock up.

Grant Larson, the chief stylist of the new car, would show the hand-made sketches to Peter Müller, one of the oldest and more experienced clay modellers in the company. Müller would talk with Larson to get the feel for the shapes the stylist wanted and started to work. "A true sculpture would emerge from his hands" would say Larson later, stating Müller was a true artist, not just a clay modeller.

In the room next door, the marketing department was busy working on the name for the new model. In the end, it was not the output of dedicated software, as it is often the case today. Neither was it commissioned to a specialist marketing company. It actually arose in a conversation held in the studio – how would you join the word "boxer", from the engine configuration with "roadster"? The answer was

1 This is where the Boxster story started, the blue model is a MkI by Schuco and the silver one is the restyled version, by Minichamps.

2 Wheel design and bumper shape, front and rear, mark the differences between the first two styles.

3 Schuco's 'speedster' roof cover was one of the options on the original car.

4 Minichamps made a great job of the interior in its MkI Boxster.



▲ The hardtop in place on a MkI Boxster was a rare sight but High Speed reproduced it.

▼ Low cost model maker, High Speed, modelled this MkI Boxster with the optional hardtop on. It looks too tall.

spontaneous, "Boxster"!

Looking at the shapes on the concept-car, the influences are obvious – the low front end is reminiscent of the old 550 Spyder, as are the forward proportions of the interior, generous wheelbase, short overhangs and central exhaust pipe.

The original plan was to show the concept car at the 1993 Geneva Motor Show, in March, but it was ready earlier and Porsche decided to unveil it at the Detroit show in January. There were two main reasons for this – the USA was responsible for 60% of Porsche sales worldwide and it was the market that had fallen the most. A demonstration of confidence in the future was needed for American buyers. The public reaction to the new Boxster was so enthusiastic that Porsche ordered the styling studio to stop working on the production version and use the concept car shape, as much as possible, on the final car.

A number of changes had to be made. For cost reasons, the doors had to be shared with the 911, as well as headlamps and front air intakes. The front section of the final car had to be more voluminous, to carry the necessary safety structures, and the windscreen frame was also much thicker, for protection in case of a roll over. The shape created some lift at the rear, so an automatic spoiler was fitted between the rear lamps. All body details were



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functional, no unnecessary adornments were fitted.

The 986 generation 911 and the Boxster were developed in parallel, however it was decided to launch the Boxster first, for two reasons. Firstly, there was still some life in the 993 generation 911, while unveiling the Boxster first would underline the arrival of Porsche to a new market segment. The 996 would follow, one year after.

The Boxster was a sales hit, starting in 1996. It captured younger and less affluent buyers to the brand, widening its customer base. Today, after four consecutive generations and more than 357,000 examples sold around the world, the Boxster goes from strength to strength. The fifth generation will come to market in due course and will most probably embrace some kind of electrification. Grant Larson, the stylist responsible for the first generation, still works at Porsche and said recently that he already has a clear idea of how it will look like. Let's hope for the best.

BOXSTER IN MINIATURE

Over the years, the Boxster has been a subject of many 1/43 scale models, both in diecast and resincast form. Porsche's strategy of launching several variants of its models also applies to its smallest roadster and scale model manufacturers have been attentive of that.

5 Boxster MkII, by Schuco (silver) and Minichamps (black).

6 Taller and more upright windscreen on Schuco's does not look as convincing as on the Minichamps' model.

7 Higher ground clearance makes Schuco's look less realistic than Minichamps'.



▲ MkII Spyder version with the canvas roof on, model by Minichamps.



▲ The canvas roof is a plastic part that can be lifted off from the model.

▼ Boxster MkII Spyder with its removable roof on the side-scale model by Minichamps.

Our Boxster collection starts with the original 1993 Detroit concept car, a diecast by Minichamps, released soon after the real thing was unveiled. It looks much smaller than later productions versions, as the real car did. The rear shape is much closer to the '60s 550 Spyder and perfectly replicated in this scale model. It features a few body details (like air intakes in the front and under both doors) and wheel inserts painted bronze. Those early shape tail lamps look correct, however the exhaust pipe is not so good. The windscreen frame is as thin as the concept car's and the cockpit features all the details in this one-off model. Check the five dial instrument panel and the fully leather covered cabin replica. This has to be considered a vintage scale model now, however it has stood the test of time very well.

The first production version was introduced in 1996 and received the internal code "Type 986". It featured a 2.5-litre flat-six, good for 201 bhp, and it reached 0-62 mph in 6.6 seconds. Schuco made a nice diecast of this early version, with the original five-spoke wheels and small bumpers. General shape is correct, but the painted detail could be better. The cabin has a nice satin finish, painted light grey with the instrument panel and centre console in black. Schuco opted for one of the early Speedster versions, the only difference to the standard car being a hard cover for the hood compartment with streamlined humps behind the rollover hoops. We photographed this Schuco model together with a 2002 restyled Boxster, made by Minichamps. The quality upgrade is the first thing that catches the eye. Everything, from proportions to details is much better in the Minichamps diecast. It represents the first evolution for the base model, when Porsche raised the engine capacity to 2.7-litres and power was increased to 217 bhp. It also features a different wheel design, with double five-spokes, plus some minor changes to the front end and side air intakes. The L-shape headlamps look more realistic on this model, however what really stands out is the cabin



PORSCHE BOXSTER 25TH ANNIVERSARY



▲ This is Boxster MkIII, recognisable by its new headlamps and bumpers, plus side air intakes inspired by the 918 Spyder hypercar.

finish. Seats and doors look as close as possible to red leather and all the instruments and knobs are where they should be.

Having a canvas retractable roof, which folded in Z-fashion, to take up the least possible space, one of the preferred optional extras in less sunny counties, was the hardtop. Low cost model maker, High Speed, reproduced a 2002 Boxster with the hardtop. The model also features an aero kit, including a fixed rear wing, re-profiled front bumper and lower sills. It's an unpretentious scale model that fills a gap in this collection. Nothing more, nothing less.

THE SECOND GENERATION

The second generation Boxster was launched in 2005, internally known as "type 987". It had a completely new body, where the "L" shape headlamps were replaced by more conventionally styled units. There were enlarged wheel arches for the bigger wheels, new bumpers with bigger air scoops, taller side air entrances for the engine and cooling, a different rear bumper and double central exhaust pipes. The engine kept the same cubic capacity, however power was up to 237 bhp, lowering the 0-62 mph time to 6.2 seconds. There were many other evolutions, most shared with the 997 series Porsche 911. In modelling terms, we have a pair of diecast models to illustrate this second take on the Boxster theme. The silver grey car is a Schuco release, while the black model is by Minichamps. Having both in the same picture serves to show how diverse the interpretation of each model maker can be.

They are both 2005 Boxster S versions, with the bigger 3.2-litre engine, featuring the same specification. Wheels are of the same design and look great on each model, allowing a good view of the disc brakes and red calipers. Schuco's wheel placement is not as rigorous as in the Minichamps model, however, the first one has turning front wheels and that might be the reason. Side by side, general shape is very close and accurate, but Schuco's model has an exaggerated ride height and too tall and upright a windscreen. Minichamps looks more like the real car and features better detailing, especially inside the cabin, with a perfect dash reproduction. Turning Schuco's model upside down, we can admire nice rear suspension and a lower engine view representation.

For the second generation, Porsche enlarged the Boxster line up with a Spyder version. This one featured a much simpler canvas roof, rear hood with humps behind each headrest and an upgraded flat-six 3.4-litre engine, delivering 320 bhp. Minichamps reproduced the 2011 launch car, painted white with the classic Porsche lettering and stripes on each sill. The car had all the detail changes the range received in its 2008 restyling, namely the new style wing mirrors. The rear hood looks perfect and gives the car a much sportier feel. Minichamps supplies a plastic moveable canvas roof replica that fits perfectly, so the collector has the choice to display it with the roof up or down. There's a nice transparent wind deflector, between the headrests and the rear bumper features a diffuser, each side of the central exhaust



▲ Front air intakes are much bigger on the Boxster MkIII, to feed the radiators.



▲ Rear lamp design on the MkIII Boxster.



▲ Spot the difference between regular MkIV 718 Boxster and the Spyder version, both by Minichamps.



▲ The canvas hood on the MkIV spyder can be lifted and it fits perfectly.



▲ The MkIV 718 Boxster in Spyder version (left) and standard S trim side-by-side, both models manufactured by Minichamps.





▲ This year, Porsche issued a commemorative 718 Boxster, the 25th Anniversary edition. Minichamps has already released the scale model.

◀ Colour scheme of the 25th anniversary car alludes to the original concept car, unveiled all the way back in 1993.



▲ Bronze painted five-spoke wheels, as on the original concept car.



▲ Cockpit features some detailed painting in the same bronze hue as the concept car.

▼ From first concept car (right) to the latest commemorative version (left) - this is the life of Porsche Boxster. It also shows how Minichamps diecasts have evolved over the last quarter of a century.

pipe. Wheels are multi-spoke affairs, front bumper features lower black extensions and the cabin is just perfect, with sports seats typical of this Spyder version.

THIRD AND FOURTH GENERATIONS

In 2012, the third generation arrived with a new flat-six engine for the basic model, keeping the 2.7-litre capacity. The car was internally named “Type 981” and shared as many parts as possible with the 991 generation Porsche 911. The styling was heavily influenced by Porsche’s new hypercar, the 918, both in the front-end design and the side view. The side air scoops to the engine compartment started to take shape from the door, empathising the mid-engined stance.

For this 981 generation we’ve picked another diecast by Minichamps, also painted white as this was one of the most popular colours at the time. The model features open style five spoke wheels and the new rear wing that morphs into the tail lamps at each side. As in other Porsche scale models by Minichamps, it looks as if this model maker has taken extra care when modelling a car from Zuffenhausen.

Boxster’s fourth generation (Type 982) came to life in 2016 and was a true revolution in engineering terms. Gone was the flat-six engine, replaced by a new 2.0-litre turbocharged flat-four. Of course, power was up again, this time delivering 295 bhp,

and the name changed to 718 Boxster, a nod to the old racing car that won the Targa Florio in 1959 and 1960. The shape of the car became much more aggressive, with new headlamps and bigger air intakes in the deeper front bumper. Rear lamps were connected by a red LED stripe.

We’ve sourced a pair of 718 Boxsters from Minichamps. The S model and the Spyder version. They are both red and, when pictured together, give a nice view of the differences between each variant. The Spyder has an even more aggressive front bumper, with a black air scoop on the hood’s leading edge. It also features a rear hood with the typical humps and the rear side shows a different exhaust pipe arrangement. Quality is very good in this pair of diecasts.

To commemorate the 25 years of the first Boxster release, Porsche made a special version of the 718 Boxster, with a paint scheme reminiscent of the original concept car. Minichamps has already released it as a 1/43 scale diecast and we couldn’t resist adding it to the story. It basically uses the same set of parts seen before in the 718 Boxster, adding differently-styled front and rear bumpers, new five-spoke wheels and all the bronze detail painting that could be found on the 1993 concept car. Side-by-side, these two look superb and close the chapter for the internal combustion engine Boxster. Next month we’ll look at the Boxster’s sibling, the Cayman coupé, the other face of the same car that has carved its own reputation over the years. **DC**





On guard!

Alwyn Brice assesses a little-known range of British diecasts.

In this article we are taking a look at some of the products of Kemlows Diecasting Products (or Kemlows, as the company was popularly known), a rare example of a company that still exists today, albeit one that is manufacturing different lines of goods.

The company was founded by Charles Kempster and William Lowe back in 1946, with the intention of producing diecast miniatures from its premises in London. The company made a move to Potters Bar in 1958 and today operates from Hoddesdon.

Although Kemlows made a varied range of miniature vehicles, having links with Wardie and Master Models, amongst others, many commissions seem to have taken the form of sub-contracted work and so the company's name does not actually appear on the finished product. All of which makes life a bit difficult for the historian, of course. However, the firm moved from its original customer base into engineered components and the automotive sector. Of interest to us in this feature is the company's small range of military toys that were retailed under the Sentry Box label.

ON THE BOX

Looking back, there was quite clearly something going on amongst toy manufacturers in the

▲ Kemlows' distinctive Sentry Box packaging would have been hard to miss all those years ago.

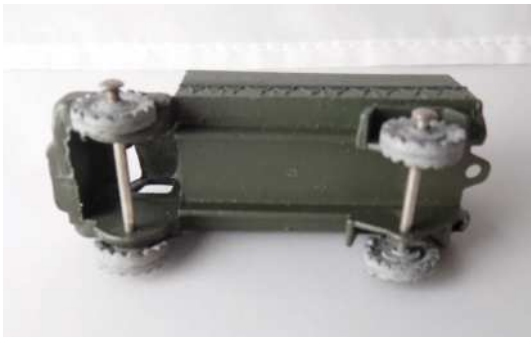


▲ Details of the model within were stamped on the base of the box.

1950s when it came to the subject of packaging. Remember, the window box or the space-age blister was unheard of at that time. Lesney (or Moko) had obviously got the ball rolling in 1953, when it triumphed with the launch of the Matchbox model. A lovely little card box, bearing a simple line drawing with a splash of colour was all that was required to house the diecast. Being uniform and rectangular, these could be easily stacked and fitted into larger boxes, with no loss of space.

Rival Benbros wasn't slow to get in on the act, either. The days of models supplied to toyshops in divided trade packs were past, so it behoved any manufacturer to have something eye-catching, yet protective at the same time. Benbros is arguably best known for its little brown television boxes, which might seem bizarre today as a form of packaging but which would have certainly stood out on the toyshop shelf 70 years ago.

For its part, Kemlows went one better with its sentry box-shaped packaging – finished in a combination of green, red, black and white, it had great shelf presence. As far as I recall, Kemlows' products were to be found in that trusty high street emporium, Woolworths, which was a shop of myriad possibilities and a magnet for any small child. You could browse counters within without



▲ Underside of the Bedford shows the basic construction techniques – and no maker's name is visible.



▲ The Armoured Car was actually the well-known Saracen.



▲ Star of the range was undoubtedly the Antar tank transporter – note operable ramps.

Kemlows went one better with its sentry box-shaped packaging - finished in a combination of green, red, black and white, it had great shelf presence.

1 Ready to roll. Finding an Antar box will take a lot of patience, for it is a very scarce item indeed.

2 This mystery trio was also manufactured, it seems – but you might be hard pushed to find the set. Was it ever in the Sentry Box range?



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the pressure that came with crossing a toyshop threshold. And good old Woolies must have taken quite a lot of pocket money over the years.

OPENING THE BOX

If you get bitten by the Kemlows' Sentry Box bug, then the good news is that the range is finite and, in this age of toys fetching four figure sums, remarkably inexpensive. Variations are not really anything to write home about and even the most devoted collector would struggle to come up with much in this output.

Pinning down a production date is somewhat difficult. Matchbox's vehicles, distinguished by their metal wheels and crimped axles, were out and about in 1953, but, by the end of that decade, the company had moved on to the wonder (and greater realism) of plastic wheels and hubs. The fact that the Sentry Box military range never made the transition would incline me towards the belief that they were released around the mid-1950s. What is known is that, by the mid-1960s, the dies had been sold, with some ending up abroad where they enjoyed a fresh lease of life, albeit under different nomenclature.

The most commonly found vehicle today is that of the 3 ton Bedford lorry, a utilitarian mode of transport that saw plenty of army use over the years (Bedford actually introduced its first 3-tonner in 1933 but the Sentry Box model is a later variant). I say common – it may take a little while to track down an example in good condition and with its distinctive box. The model itself is pleasingly chunky and weighty and captures the squarish bulk of the real thing well. Detail is good and it even features a hinged tailgate for a little extra play value. This lorry turns up in matt green as well as a glossy green, if you really agonise about the varieties. Likewise, I think that most were fitted with divisional insignia in the form of a blue and red bisected square decal. However, some of these 3-tonners display red and yellow insignia that, strangely, is usually hand painted. A towing loop is included with this model for purposes that will become apparent. All in all, it's a lovely little small scale replica and fits in well with other manufacturers' wares on the military theme.

GUNS AND ARMOUR

If you weren't satisfied with just the troop or ordnance carrier, helpfully the Bedford truck could also be purchased as part of a double act. On this occasion it was paired with the 25-pdr field gun, an exceedingly popular (and highly efficient) arm that was used extensively in the 1940s.

However, whilst I have a keen interest in matters military, I am not an ordnance expert – and I do have a couple of niggles over this item. It's well made, and the gun barrel elevates, as might be expected. But is it a 25-pdr? Most people's memory of this gun invariably centre on that large (detachable) wheel that served as a very mobile base for the cannon. In addition,

VINTAGE MILITARY VEHICLES



the Kemlows model is not so squat and is of a significantly differing construction. For my money, it's actually the trusty old 5.5 inch gun. The other minus is the fact that the trail arms are fixed in the towing position. I suppose that small children acting out World War II on the carpet were untroubled by such niceties, as long as the gun was detachable from the truck. None of the above detracts from what is essentially a nicely detailed replica that admirably complements the Bedford.

The nearest that we can get in terms of some identification is found on the third model in the range – Made in England in raised lettering can be detected on the underside of the Armoured Vehicle. This, though, is in essence the Saracen Armoured Personnel Carrier – perhaps Sentry Box didn't have the necessary endorsements or permission to use the correct terminology? Whatever the reason, the Armoured Vehicle is the Saracen and it features a little rotating turret and, in fact, is a dead ringer for the Matchbox version. The latter is arguably a little crisper in its detail (and of course benefits from plastic wheels) but nonetheless the Kemlows example bears close scrutiny. It was retailed like the other models in distinctive packaging, with a printed description on the base of the box providing the only hint to what was within.

TANKS FOR THE MEMORY

Made in England also appears on the underside of that great British institution, the Centurion tank. Just about any diecast company worth its salt has produced this tank, which is one reason, perhaps, that small boys were conversant with it all those decades ago.

Sentry Box ran up against the usual quandary with this model, namely what to do about the tracks. Rubber would have added cost to the equation but clearly the tank had to be mobile. The company's solution involved mounting four larger metal wheels underneath that were all but obscured by the rows of bogeys along the skirts of

▲ Bedford 3 ton truck is a common survivor; it was also available with the field gun.

the tank. Job done! Aesthetically, it didn't look too bad, but when Matchbox's version came out in 1959, this latter set the pace, for it was equipped with more interesting rubber tracks. Yes, half a century on, most have perished, but they added realism on the day.

Of course, the Centurion boasts a rotating turret, but sadly the barrel has no elevation mechanism, although that would have tested the backroom boys, one imagines. This model is a little harder to track down today and the gun barrel is subject to breakages. Indeed, all the Sentry Box range can exhibit fatigue, so bear this in mind with any potential purchase, unless you want to see a mound of metal fragments in your display case at some future date.

Finally (well, almost), Kemlows was more or less obliged to produce something with which to transport the above tank (for, like all tracked vehicles, it suffered link damage if exposed to metal surfaces, like tarmac, for any length of time). The much-loved Antar was the weapon of choice and this aped the Matchbox version, needless to say. Both are splendid models and really look the part.

The Lesney variety has finer detailing again (to my mind) and better paint, but against that is the Sentry Box clincher – the Antar's ramps can be lowered and raised. A small detail, perhaps, but in my book a great advantage, for it lent the model a high degree of authenticity. The truck cab swivels on a pin so that the trailer can be towed like the real thing and the locating rod is topped off by a spare wheel. It's not too hard to find this model, and once paired with the tank you have an impressive ensemble.

MYSTERY MODELS

I said "almost". What precedes this last section is the Kemlows Sentry Box range as it is generally known – but there is something else to add. Examples may be few and far between (possibly only one, in fact) but there is, according to diecast author and collector Robert Newson, a triple unit outfit comprising an Armoured Car vehicle, a limber and a field gun. This last item is not the same model as that mentioned earlier on, and whilst the limber and armoured car look the part, the way that they link up (with riveted on semi-baseplates) raises the question of their originality. The wheels are also something of a mixture. Has someone in the past modified these models? Was the factory responsible? I'm not aware of a Kemlows limber like the example shown here either, so this merely becomes more intriguing. Answers on a postcard, please.

A box has yet to surface, it seems, to bear out the authenticity of this set – and that is something that would probably seal the argument. However, it's not for me to pass judgement – but if you spot this trio at a swapmeet, then snap them up! **DC**

ACKNOWLEDGEMENTS

Thanks to Rob Newson for help with the images.

JOHN AYREY

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26605 - VW T2a Deutsche Bundespost - 1:64



20279 - VW T3 Feuerwehr - 1:64



26531 - Bell UH-1H US Army - 1:87

Schuco



125-076 - Mini Convertible - 1:24

Cararama
1:24



125-054 - Audi TT - 1:24

Cararama
1:24



125-040 - Porsche Cayman - 1:24



00258 - LB Works Lamborghini Huracan GT 1:64

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00256 - Audi RS6 Digital Camo, China Exc. 1:64

TRUE SCALE

Miniatures



00253 - Chevrolet Corvette C8.R 24hr Daytona 1:64



CLC376 - Land Rover Series 3 109 - 1:43

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MODELS



CLC377 - Ford Mustang Shelby GT 350 - 1:43

ixox
MODELS



CLC378 - BMW M3 Sport Evolution 1990 - 1:43

Sun Star



H4499 - Ford Escort RS1800 - 1:18



H1572 - Mercury Cougar XR7G 1668 - 1:18

Sun Star



H4852 - Ford Escort Mk II RS 1800 - 1:18

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British woodies

David Wright enters the specialist world of the woody wagon, discovering a selection of models and some subjects for manufacturers too!

Whenever I've visited Classic car shows, woodies really do catch my eye, as something very individual and different. Have you ever wondered how the term "woody" came about, and what the difference is between shooting brake, estate car and station wagon anyway?

Well, let's start with shooting brakes, appearing in the 1920s and 1930s, and either custom built by manufacturers, built onto new chassis, or replacing worn saloon bodies. These were all intended to transport shooting parties around private estates. Before long, their use was widened to include collecting guests from the local station – hence station wagons, and also for transporting supplies, and people generally for the estate, hence estate car.

In the UK, during the early days of car manufacturing, using steel for a body was more expensive than using wood. Wood had been a material that companies knew how to work with

▲ Inver Models' production line of the Bantam.

for many years, and coachbuilders could produce complete bodies that could be installed on a car chassis. Over time, steel became easier to utilise, with wood gradually being phased out as the main design material. Eventually, wood became a luxury material that developed into a specific style called a woody. The style incorporated wood into rear bodywork.

All this coincided nicely with the introduction of purchase tax on new cars in 1940, while commercial vehicles were exempt. Using the skills and cheaper materials of the woodies to create a useful vehicle from a chassis, or a car that had seen better days, was then a very attractive proposition!

While in the USA, big-engined chassis heavy on fuel were often used, here in the UK a wide range of cars received a woody shape. By 1945, post-war Britain retained the purchase tax on new cars, and commercial vehicles were still exempt. With the call to export new cars, some people with the funds to purchase one at home found that there was scope



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1 The chunky lines of the Allard K1, recreated in miniature by Kenna Models.

2 The grand Allard P2 Safari, by Matrix Scale Models.

3 The Alvis TA14 chassis was a popular choice with coachbuilders, and it's a superb example of models created by J&M Classics.

4 The Austin A70 Hampshire by Kenna Models.

5 The Austin A70 Hereford woody, as produced by Kenna Models.



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In the UK, during the early days of car manufacturing, using steel for a body was more expensive than using wood. Wood had been a material that companies knew how to work with for many years, and coachbuilders could produce complete bodies that could be installed on a car chassis. Over time, steel became easier to utilise, with wood gradually being phased out as the main design material.

to obtain a car chassis and have a wooden shooting brake body built for it at a much lower cost.

THE MODELS

In alphabetical order then, we'll begin with Allard. Known for the Cadillac-engined sports cars, Sydney Allard achieved popularity for his company when he won the Monte Carlo Rally in 1952 in his 4.3 litre side-valve-engined P1 saloon. Earlier a K1 sports, with a 3.6 litre Cadillac engine, built between 1946 and 1948, had been rebodied by a private coachbuilder into a woody. Kenna Models have faithfully created white metal handbuilt models of most of the Allard range, and the K1 features here. In a delightful mid blue, with excellent reproduced woodwork, the model sports chrome handles, lights, grille, and front window frames.

Following Sydney's success, the Allard range was added to with the P2 4-seater saloon, offering a choice of Ford, V8 Cadillac or Chrysler engines. Performance could now be considerably enhanced over the side-valve Ford-engined P1. Altogether 10 Safari, seven-seater woody versions of these lovely cars are believed to have been built by 1955, when they were discontinued. Just four survive worldwide today. The result is a surprisingly quick and agile large Allard shooting brake that has been known to leave a Range Rover Discovery for dust on winding country roads.

With three rows of seats, this very rare woody shooting brake provided stylish transport for parties going to the races. Matrix models has excelled itself with its fine rendition of this rare car, sporting a vinyl roof and superb wood effect side panels, and rear doors. Even the tiny red Allard bonnet badge is picked out.

Alvis supplied separate chassis to a wide range of coachbuilders, for both saloons and convertibles, and when the successful TA14 was made, between 1946 and 1950, companies such as Farnham, AC Cars, Barnards and Caffyns all produced woodies on this chassis. J&M Classics has faithfully reproduced the wood coachwork on its rendition of this old established British company, although the coachbuilder is not known.

Austin was one of the most prolific builders of wooden-bodied estate cars during the popular woody years, and stood out with Alvis, Ford and Lea Francis as firstly providing chassis on which woody bodies would be fitted. While Alvis and Ford chassis received the work of a number of coachbuilding firms, Austin was one of the first car makers to release its own factory made woody, on the Austin 16 chassis. No model of this is known, but a more popular subject for model makers, and often seen around the country shows, is the Austin A70 Hereford woody, and its lesser known predecessor, the A70 Hampshire. Better dubbed the Austin Devon's big brother, this car inherited the Austin 16's 2.2-litre, 4-cylinder engine, and with a lighter body was considerably more powerful than the Devon.

The example shown here in Austin beige, vinyl roof, hooded headlamps, excellent wood effect panels and superb paint finish is a credit to its

VINTAGE CARS



designer and maker, Pete Kenna. Like Austin, Kenna Models then followed this with the more solid and sporty looking Hereford, also in woody form. Amazingly, this car in real life continued using the same engine from its 1950 introduction to 1954 when it was replaced. This car has also been modelled in kit form by John Day models, and in 1/76 scale, it really does look the business.

Although this should be just British woodies, I couldn't resist including a view of the production by Inver models of its American Austin Bantam woody of the 1930s, as the model has been made in the UK. Proprietor Peter Naulls has always had an interest in all things Austin, and began corresponding with Bob & Cathy Cunningham in the USA, editors for the American Austin Bantam Club. He had toyed with the idea of producing Austin Seven models for some time but decided to make an American Austin instead. The Bantam Station Wagon is viewed as an iconic car in the States, being America's smallest woody wagon.

Moving ahead in time, we mustn't forget the hugely successful Mini, which brought woody/traveller motoring to the masses. Introduced in 1960, the wood frame brought the traditional woody back into the limelight, and these cars are very sought after today. Dinky Toys promoted the Mini with a number of models, and No 199 Austin Mini Traveller in cream was a very successful model. It was perhaps inevitable that this model should be re-released in the Atlas range, in its rare green livery, as the Morris version. While the wood frame is simply painted, it is still an important example to add to the woody collection.

Ford has had a distinguished presence in the woody line up in a number of ways, through consistency, longevity and royalty. To begin with, it supplied utility chassis to many body builders, and

6 John Day's rendering of the Hereford woody in 1/76 scale.

7 Ford Pilot woody by Lansdowne (No LDM 116).

8 Ford Squire by Lansdowne Models - LDM 20.

9 King George VI's Ford Pilot woody by SMTS.

10 The Ford Zephyr woody as adapted with extra height for HRH Duke of Edinburgh.

▼ **BMC's hugely successful Austin Mini Countryman in Dinky Toy form as No 199.**

woody estates on the versatile V8 Pilot were born. The V8 Pilot was a Dagenham-built answer to Ford's lack of a large saloon immediately after the war. Ford's ubiquitous V8 had been produced in various guises in the United States, Germany and France as well as the United Kingdom. The Pilot was the last of this pre-war design to remain in production. Although the saloon was produced in large numbers the woody was a rare variant and few survive today, the best known probably being the example built for King George VI in the Royal Household at Sandringham.

A 1952 Ford V8 Pilot Woody appears in the Lansdowne range as LDM 116, and is a clean smart offering, while the SMTS version, a perfect replica of King George VI's car, offers more detail and, of course, the special number plate.

Come 1956, the small family cars built by Ford received a boost by adding a woody in the name of the Squire to its range. Powered by the 1172 side-valve engine, it had seats for four with plenty



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of load carrying capacity. Whether the Squire's small amount of wood really qualified for this club is to be debated, but Lansdowne Models made an excellent example quite early in their range, as LDM 20.

In the same year, a 1956 Ford Zephyr MkII Woody was built especially for the Sandringham Estate, seating up to nine people and sometimes driven by HRH Prince Philip. This car was refurbished by the students of Manchester College of Arts and Technology. I used a Corgi Zephyr to create my own replica of this car.

A similar approach to that used with the Squire was taken by Ford in the 1960s in creating the Ford Cortina woody estate. Standard doors and rear panels were pre-drilled to take the decorative wooden panels, which means when restoring a car as a woody, it may be necessary to drill perfectly good replacement doors! It was Corgi Toys, of course, that brought this stylish and now rare version of the Cortina to our toy cupboards. Delivered in three colours - red, blue and metallic grey - it appeared both individually as No 491 and as part of the No 440 golfing set. All three are pictured here, with no golfers in sight! It's really an excellent replica of this quite up-market version of the Cortina.

During the late 1940s, Donald Healey's Healey Car Company built chassis for other coachbuilders to create bodies for. In 1948, to get around Purchase Tax of 30%, Healey Elliott pre-war racer Hector Hobbs commissioned the building of 17 Woody Estates on the Westland Elliott chassis. The creation of the woodwork rear section was undertaken by the coachbuilders Dibbins of Southampton, and the panel work was by Westlands, the builders of the Elliott and Westland Roadsters. What a great model this would make. Sadly, the creator of superb, handbuilt Healey models in white metal, Mike Rogers of J&M Classics, has retired, so there is no scope there for a model of

11 The three colours of the Corgi Toys Cortina woody No 441.

12 The author's attempt to show the royal woody based on a Corgi Ford Zephyr.

13 The real Humber Super Snipe estate/woody - what a modelling opportunity!

14 The real Healey Westland woody - superbly rebuilt.

15 The Jaguar Foxbat model created by the author.



▲ **The only known Jensen Ford woody in existence.**



▲ **Minichamps' fabulous 1/18 Minor Traveller.**

this quirky but sporty estate.

Some research on the internet, coupled with having seen an example locally at a classic car show, led me to the Humber company and a Warwick bodied 1952 Super Snipe. What a grand and imposing car this is. Unless anyone has chopped an Oxford Diecast Super Snipe, what a wonderful model this would make too.

The Jaguar Foxbat has already been featured in the January 2020 issue. Briefly, a Jaguar enthusiast and his wife needed a more practical car to transport equipment around with room for their two dogs, so he decided to do his own conversion. This car is made up of two cars morphed together, with the sleek Jaguar XK150 front being matched with the rear of a Morris Minor Traveller. I decided to mimic the construction of the real car, using an Oxford Diecast XK150 and a Vanguards Morris Traveller and created the model you see here. Unorthodox in both real life and as a model, but still a woody!

The real Jensen car featured here was found in a junk yard in Dorking, Surrey, and restored over two years by a Jensen Owners Club member, who was employed as a piano tuner, so knew a lot about wood! This is a 1935 Jensen Ford, and would make a wonderful subject for a model by one of our current manufacturers.

Lea Francis was founded in Coventry in 1895, and soon began creating supercharged road legal racing cars. After the war, it developed a higher spec luxury family saloon and, from this chassis, became one of the first to see the potential of building its 14hp chassis for other coachbuilders to mate with woody bodies. It then advertised them in its range as utility models, to reflect the commercial vehicle designation. Lansdowne's LDM 21a 1950 4-door woody accurately reflects this post-war vehicle, and its bodywork is modelled on that created by AP Aircraft.



Lansdowne LDM21a - an accurate replica of the Lea Francis 14hp post war woody.

Apart from one or two privately-built bodies on early post war chassis, Morris also made woodies alongside the Austin range, and the earliest seems to be the 1955 Oxford Traveller. While this has not been modelled by any commercial model manufacturer, its little brother, the ever popular Minor has. The Series 2 Minor Traveller was introduced in 1952, and featured an external structural ash frame for the rear bodywork, with two side-hinged rear doors. The frame was varnished rather than painted and was quickly a highly-visible feature of the body style. The Travellers were built alongside the saloon model at Cowley, minus their rear bodies. The half-completed cars were then shipped to the MG factory at Abingdon where the Coventry-built bodies were mated to the chassis and final assembly carried out. When the Minor 1000 was released with bigger engine, the woody Traveller continued as a popular estate version.

Models of the Morris Minor 1000 Traveller have been made in many different guises by Corgi, and released under both Lledo and Vanguard names. Minichamps made a beautiful 1/18 scale model too, although the woodwork is, perhaps surprisingly, integrally cast with the body.

The Morris Oxford Series II was released in 1954, and a traveller appeared in 1955. Thankfully, Crossway Models has crafted a superb model of this car, with exceptionally clean, well-proportioned lines, and separate woodwork.

A 2.6-litre, six-cylinder Morris Isis, seven inches longer than the Oxford to accommodate the larger engine, was announced on 12th July 1955, and an aficionado of BMC models, John Quilter, has fashioned this car from the Ixo Hindustan Ambassador, which is similar except for the longer front end. Ixo makes the Hindustan Ambassador in both taxi and police liveries, as well as a standard sedan and, since this is an inexpensive model and readily available, it makes an excellent donor car for conversions, as it is essentially a late 1950s Morris Oxford.



▲ Crossway's lovely Morris Oxford Series II Traveller.



▲ The Morris answer to the Mini Traveller in Dinky Toy format - No 197 in cream.



▲ The creation of John Quilter - 1957 Morris Isis Traveller.



▲ The modern Atlas Editions Mini Traveller in a luscious green.



▲ ABC Brianza's 1928 Rolls-Royce Phantom I woody.

To create the Isis saloon, John had to cut the front bonnet and wings off with a jeweller's saw and extend it with some thin metal bridging inside, finally shaping with an epoxy metal material, which serves as a great glue as well. The grille had to be created as the Hindustan has a much simpler grille. To achieve this, he used photo-etch mesh and wire solder to create the two arched bars.

However, the Traveller project was a bit more complex, requiring the fabrication of a rear roof, body sides and tail gate. The wood sections received final finishing with clear lacquer. I think you'll agree that he has made a fine job indeed.

More recently, of course, we must not forget the hugely successful Mini Traveller. BMC/British Leyland released the Morris Traveller in 1960, alongside its sister car, the Austin Mini Countryman. Both were a great success and now are very sought after. The Morris is represented in model form by the Dinky Toy No 197 Mini Traveller, recently recreated by Atlas.

And finally, while many Rolls-Royce chassis were used to build woodies, unless readers know of other British woody models, there is just one very glamorous and detailed model by ABC Brianza, of the 1928 Rolls Royce Phantom I woody. Altogether, a special and different way of recording our great British coachbuilders and car makers achievements, and a small yet exclusive wing to a collection. And now, over to readers to identify any other woody models of British cars that have eluded me so far. **DC**

ACKNOWLEDGEMENTS

The information and pictures of the Morris Isis Traveller were all from John F Quilter, an enthusiastic model maker and lover of all things BMC. Many thanks to Frank Jones, of British Heritage Models, for his images of the Crossway Morris Oxford Traveller and Allard P2 Safari.

Thanks to for the images supplied by Pete Kenna of his white metal handbuilt Austins and Allard. The references to various model makers in this article are taken from the author's two books, *A History of White Metal Transport Modelling* and, its sister publication, *The History of Resin Transport Modelling*. For further reading, I recommend *British Woodies from the 1920s to the 1950s*.

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Code 2 Minis

David Lynn investigates a tale of two Minis that were planned, dropped and then reappeared in another guise.



Unreleased model liveries always provide a tantalising subject, particularly as exact information is often elusive and may not reveal the full story. This account explores two liveries that seem to have been planned in the early 1990s – the Matchbox-Dinky DY-21 1964 Austin Mini Cooper S, as a white 1966 Northern Ireland police Mini, and the green 1966 Bathurst 500 winning Cooper S. These finally emerged as officially approved Code 2 models from a little-known Australian brand – they were also later piggy-backed by Vanguard for, respectively, a 2012 Atlas Editions partwork issue and a normal retail release in 2004.

The Matchbox-Dinky Collection (MDC) was launched after Universal Matchbox bought the rights to the Dinky trademark in 1987 and, during 1988–91, released 32 models of various British, European and US classic vehicles from the 1930s to the 1960s. Most were cars, but some vans and a 1/50 scale bus appeared as the only exception from a consistent 1/43 format. Many emerged with two or three liveries and were generally well-chosen and executed models for 30 years ago. The MDC range was abruptly halted in 1992, after the Australian-based Tyco Corporation bought Universal Matchbox and switched to a new strategy of selling themed Matchbox Collectibles

▲ Matchbox-Dinky DY21 original issue.

series through direct subscription. This trapped at least four known models intended for MDC roll-out, including a Jaguar XK150 (covered in the August 2017 issue) and may have aborted a Black & White Scotch whisky livery for the DY4 1950 Fordson E83W 10cwt Van (August 2013 issue). The context for this account is therefore that several MDC development proposals were well underway, accompanied by the switch in strategy and direction from a British enterprise to Australian management.

DY-21 1964 Austin Mini Cooper S was a 1998 release in cream, with black roof and red interior, and was unusual within the MDC for only having a single livery, although a sub-batch of 1,000 was prepared as a promotional for the 1991 Classic Car Show, with appropriate door transfers. Despite very thick windscreen pillars, the slightly clumsy use of the rear number plate as a socket for the baseplate and fully plated wheel trims belonging to an ordinary Mini Super Deluxe, it was a good 'un with a lot of neat detail, and basically just looks right with the cute Mini appeal well captured.

Moving on to the Code 2 models, there are two parallel definitions – a model completely produced by the primary manufacturer as a commission from a second organisation and sold by that second organisation under its own branding, or a model



019, a pastel blue Mustang for the 20th Matchbox International Collectors Association (MICA) Convention in 2005, which seems to have been the point when the shop closed.

The 002 Commer Bentalls van and 004 Austin A40 “Major” van probably represent two further MDC proposals left hanging by the 1992 policy change. Online searching for these vans or subsequent C2M liveries with phrases such as “Dinky 002 Commer” should bring up some results, often from old Vectis auctions and within job lots of other C2M releases.

It is unclear which of the Code 2 definitions outlined above apply for the C2M Minis, and possibly an initial off-the-shelf proposal became 001 as a livery with no obvious Australian significance evolving into the second scenario for 003 with its clear Australian focus. The casting and component set is carried over unchanged apart from a couple of additional fixtures and black interiors – the baseplate references for Matchbox International Ltd and Dinky are retained. Both come in very small yellow boxes marked as printed in England, with individual edition numbers hand-stamped inside an end flap. The box text states that full permission was given by Matchbox Collectibles and Tyco, with 003 adding a reference to

▲ Another angle of the Matchbox-Dinky DY-21 Minis, showing a little more interior detail.

which has been altered or finished by a second organisation with the consent and co-operation of the primary manufacturer. This can include supplying plain or even unpainted models for secondary completion.

In practice, these are not mutually exclusive as the difference is basically a process question about who gives the model its final detailing and maybe packaging. The key point is that the model originates from the primary manufacturer, with the second organisation taking all decisions about the livery, fixtures, detailing and branding, and then undertaking its marketing and distribution.

Both these code two Minis were produced in an Australian series called “Code Two Models”, which, to avoid confusion, will be abbreviated to C2M. Pulling together snippets from several sources, it seems that C2M originated from a firm called Automodels, which ran a famous model shop in Parramatta, New South Wales. Its initial objective was to produce new versions of MDC castings, using designs that had originally been intended for Code 1 release, but not pursued. The series started in 1994 with model Dinky 001, but after four ‘genuine’ releases, as shown in the table, degenerated into a sequence of Matchbox-logged event commemoratives. Trace information was found for 15 of these contrived liveries until Dinky

▼ Bathurst racing trio, by Vanguards.





being “Made in China, hand-finished in Australia by Automodels Pty, PO Box 2454, NSW 2151”

THE LIVERIES

C2M’s Dinky 001 is simply described as a “1964 Mini Cooper S Police”, with no further clarification. Apart from its probably undersized roofbox and a large siren on the front bumper, the only changes from DY-21 are an all-over cream livery, the black interior, the deletion of the “Austin Cooper S” boot script, and a new bonnet badge as an imprecise blob of silver paint. However its identity is clearly stated by the registration 6675 PZ, which was a 1966 Belfast plate for a seemingly unremarkable Royal Ulster Constabulary police Mini. This livery was revived in 2012 by Atlas Editions in its Best of British Police Cars subscription series, using 25 models commissioned from Vanguards with mostly new liveries from its existing castings, thereby creating another Code 2 situation.

This Atlas model starts with an Austin Cooper S base, from the long-running Vanguards VA025xx series, with appropriate grille and boot scripts, and reasonably good Cooper S-style wheels. The livery is identical apart from being white instead of cream, there is a much bigger roofbox with light, sirens and a radio aerial, and the front grille now has a spotlight. In production terms it is a mild tweaking of the Mini Cooper from the 2005 Vanguards MP1002 Metropolitan Police Traffic Patrol 75th Anniversary set, with a new roofbox and the deletion of the “POLICE” boot and bonnet boards. As a passing comment, both Minis in that set (PYT 767F and PYT 768F) were actually 1968 Mk2 Austin Coopers with significant differences from the Mk1 format for grilles and rear lights, but these issues do not affect 6675 PZ.



- 1 Code Two Models pair with their boxes, showing a little more information on 003.
- 2 Side on, there's no dispute as to the company responsible.
- 3 Atlas release and packaging.

Although the Atlas replica is a better model with contemporary standards of manufacture, it has two problems, with the first being generic for all Vanguards Minis that the casting’s front pillar is too thick and its angle too shallow, distorting the appearance. The second is a needlessly irritating policy to prevent removal of the model from its plinth without breaking off a plastic cover to expose the screw heads. The accompanying Atlas information pamphlet contains a fair bit of general narrative about RUC Minis, but gives little specific information about 6675 PZ. The RUC started using Minis in 1964, with a white-with-black-roof Cooper S 1275 as an unmarked Q-car being the first of 31 Minis in total until the mid-1980s. These included 15 Cooper Ss, a solitary Clubman, an assortment of vans and Travellers, and at least three basic 850cc cars. The text suggests 6675 PZ was in fact one of these 850cc models and started service in 1967 for the specific task of escorting abnormal or wide loads, which explains the leaflet’s cover photo of the model with a “WIDE LOAD” bonnet board. No other specific information was found about 6675 PZ, so its depiction as a Cooper S is unconfirmed.

The livery for C2M’s Dinky 003 is much more easily explained, and despite the anodyne reference to “1966 Racing Version”, the box text identifies it as the 1966 Bathurst 500 race winner. To an Australian audience it is possibly the most iconic Mini ever, way ahead of the frequently modelled Monte Carlo winners or any other incarnation, and therefore an obvious choice for C2M.

BMC Australia started assembling the Mini Cooper S 1275 in 1965, with the project number YDO6, although it was pretty much identical to the UK ADO50 model apart from having doors



with quarterlights instead of sliding windows – all Australian Minis in the 1960s were badged as Morris. After three years of Bathurst domination by Ford Cortinas in 1963–65 (August 2012 issue) the homologation rules were changed and Ford withdrew for a year before unleashing the new Falcon GT in 1967. This left the 1966 event open for Mini Coopers, and 24 of the 53 starters were Minis. There were four classes based on the purchase price of the vehicle in Australian dollars, and 17 of the 19 entrants in Class C (\$2,041 to \$2,700) were Cooper Ss. Three BMC Australia cars were entered for Rauno Aaltonen/Bob Holden, Paddy Hopkirk/Brian Foley and Timo Makinen/John French (although Makinen was replaced by local Mini ace Steve Harvey due to clashing commitments). Aaltonen/Holden totally dominated the race and won, with Cooper Ss filling the first nine places despite the retirement of the other two works cars. 1966 was the last Bathurst win for a four cylinder until 1988 with the turbocharged Ford Sierra Cosworth.

Despite retaining the Austin Cooper grille with thinner bars and lacking quarterlights, the C2M livery is very neatly executed, with recognisably Morris front and rear badges, an Australian EFK 167 rear number plate, headlight tapes, bonnet straps over the grille, twin fuel fillers, lowered suspension and all the appropriate 13C numbering. The seven orange circles around the car were probably an instant recognition device to distinguish it within the swarm of other Minis.

Vanguards released its version in 2004 as VA02518 in an edition of 3,000, alongside No RD4002 diorama set with the 2nd and 3rd place Minis. This was part of a Heroes of Australian Motorsport series of 1960s Bathurst winners that included a Cresta PA, Jaguar Mk2 and the 1965 winning

4 The Atlas (left) and Dinky (right) Northern Ireland Police Minis make for an interesting comparison from the rear.

5 There is plenty to spot from the front too.

6 Code Two Models Dinky on the left, Vanguards on the right.

7 The Australian company appears to have got the number of identification dots correct (left), compared to the Vanguards (right).

Cortina. With various New Zealand police liveries at the same time, it seems there was a major effort to penetrate Antipodean markets. The livery is not quite as precise as the C2M model, losing some of the fine detail for headlight tapes and bonnet straps and has only one fuel filler and a generic format rear number plate, although it gains a black tape strip on the boot. A more obvious difference is that the seven orange circles are reduced to only two. With most period pictures and film being black and white, the circles are only identifiable with close study, but the Bathurst Museum has the actual car – or an exact replica – on display that confirms C2M's depiction. So C2M win on points – probably due to the additional hand-finishing in Australia as previously mentioned – but Vanguards don't fall far behind. Neither model attempts the bullet mirrors fitted on the doors of the actual car that, as with all Bathurst entries at the time, were ostensibly dealer showroom spec.

The accompanying diorama set was also issued in 2004 in an edition of 3,000, and both Minis were BMC dealer entries – the green with white roof car #17C was driven by Fred Gibson/Bill Stanley to 2nd place, and is almost identical to the Aaltonen/Holden livery apart from the racing numbers, the disappearance of the orange circles, and a bright yellow recognition scheme for the front bodywork. The 3rd place #22C car of Bruce McPhee/Barry Mulholland is a simple all-over cream with only an orange triangle over the windscreen. Both have blank yellow rear number plates, which look odd, but race footage shows this was accurate for #22C at least. The diorama is a race track curve used in a few Vanguards sets, with varying advertising hoardings. The selection here looks UK orientated, but the brands might also have been relevant in Australia. **DC**

Fun Ho! Midget trucks

Christopher Moor examines a range of British trucks released by New Zealand's Fun Ho! in the 1960s and early '70s.

Photos: Kristy Strachan



In the early post-World War II era, British trucks predominated on New Zealand roads. New Zealand's tariff system in those years of tightly regulated imports favoured goods from Britain. Austin, Ford and General Motors had plants in the Hutt Valley, where the majority of these trucks rolled off the assembly lines.

New Zealand toymaker Fun Ho! made models of Austin, Ford and General Motors' Bedford trucks in its Midget series from 1964. Tanker versions of the Austin and Bedford trucks are included here because they use the same cabs.

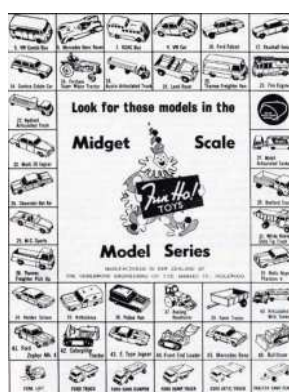
For some unknown reason, the Midgets contained no Commer trucks, which Todd Motors assembled in the Hutt Valley, near Petone railway station. Commer were another make of British trucks once quite popular in New Zealand. Fun Ho! Midgets filled a gap in the domestic market when shipments of Matchbox toys were infrequent. Despite lacking the sophistication of the imports, these basic models cast from zinc really took off.

By 1962, Streamlux, an Australian company, had stopped making diecast model vehicles. Underwood Engineering bought the dies, from which it cast the original Fun Ho! Midgets. Some painted parts that came with the purchase appeared on the early Midgets.

Models produced from the Streamlux dies were: Massey Fergusson Tractor (No 1), Holden EK saloon (No 2), Austin Truck (No 3), Mobil Tanker – Austin (No 4), Volkswagen Combi or Kombi Bus (No 5), Mercedes-Benz Racer (No 6), BOAC Bus – Commer (No 7), Austin Tip Truck (No 8) and Volkswagen Sedan (No 9). Sharp eyed collectors will notice that the Massey Fergusson Tractor is actually a Massey-Harris, and the Holden EK is an FE saloon. The inclusion of the Holden saloon would probably date these dies as circa 1956–57. Fun Ho! did not identify what series the Austin trucks were from, although they are probably K2/K4s of the mid-1950s.

"Some earlier Austin cabs for Nos. 3, 4 & 8

▲ Austin Truck (No 3), the first of the Fun Ho! Midget trucks.



▲ A circa 1970-71 catalogue insert. Credit: Fun Ho! Toys.



▲ A 1970s era advert. Credit: Fun Ho! Toys.



▲ A 1966 catalogue insert. Credit: Fun Ho! Toys.



▲ Mobil Tanker, Austin cab (No 4).



▲ Mobil Tanker (No 4) with Mobil transfer on tank and minus rear mudguards.



1



▲ Austin Articulated Truck (No 18) has a cab cast from a Streamlux die and a trailer unit designed by Fun Ho!



2



3



▲ Bedford Articulated Truck (No 22), the first all New Zealand Midget truck casting, plated finish.



▲ Thames Freighter Pickup (No 26) with painted bodies came in at least three different packagings.

1 Bedford Articulated Truck (No 22), painted finish with two different types of packaging.

2 Austin Tip Truck (No 8), painted finish.

3 Austin Tip Truck (No 8), plated finish.

were wired together in 'strings' with fine copper wire just behind the cab, the shadow of which can clearly be seen. Later models were barrel plated and don't have this shadow line." (Barry Young, Fun Ho! Repro magazine, Vol. 1, no. 1, March 1989.) The truck, tanker, and tip truck all used the same cabs, and came fitted with black treaded plastic wheels. Streamlux originally cast on the roofs inside their cabs - eventually removed by Fun Ho! tradesmen. Midget Austin trucks originally had a chrome body and copper tray finish. Difficulties with getting the copper plating to adhere inside the tray led to models being sold with tray interiors painted green or red.

Both the Austin Truck and Austin Tanker measured 50mm in length. The tanker had a chromed cab, and a coppered tank with an oval Mobil decal applied to the tank's rear surface. Until circa 1967, a marketing promotion with Mobil saw the models packaged in Mobil petrol pump boxes. A few Austin Tankers actually went into the shops without a chrome mudguard over the back wheels.

At 55mm, the Austin Tip Truck was 5mm longer than the truck or tanker. Again, a chrome finish for the cab and copper plating for the tray. The model would shed its tray after a bit of hard play, and it was soon lost.

An unusual combination is the Austin Articulated Truck (No 18), known as the half-and-half. The cab is the Austin by Streamlux and the trailer die is by Fun Ho! When joined together the cab and the walled trailer have a combined length of 75mm. "Fun Ho!" is cast as one line, with "N.Z." in the line below, on the underside of the trailer.

The Austin Articulated was added to the Midgets in 1966, and deleted with the other Austins in 1972. From 1966-67 the plated finishes on these models

would have been replaced by a brightly painted one with contrasting cabs.

For 1966, Bedford TK trucks appeared in the Midget catalogue, with the introduction of the Bedford Articulated Truck (No 22). This is the first all-New Zealand casting for a Midget truck, assuming catalogue numbers were issued in the order the toys came on sale. A few left the factory with two wheels fitted to the trailer rear instead of four. Other variations include trays or decks without markings, and post-1970 rarer examples of a Ford D cab fitted to a Bedford trailer, and sold as the Bedford Articulated.

A rigid tray Bedford Truck (No 29) followed the Bedford Articulated Petrol Tanker (No 27) into the catalogue in 1966. The tray of this 60mm model was held in place by a rivet through the 5th wheel position. Original castings had more tray markings and no model identification. Upgraded castings had a tray with fewer planks, mounted closer to the wheels. About this time "No 29" was cast in to the underside of the tray.

Bedford TK cab tankers, with their combined total of 636,700 models, made them the most popular of the Midget Bedford castings. The tankers were issued as Articulated Petrol Tanker (No 27), Articulated Milk Tanker (No 40), and Military Tanker (No 71). All three tankers measured 93mm in length, the same length as the Bedford Articulated Truck.

Collectors bought their Midgets in Mobil packaging until at least the introduction of the Milk Tanker in 1967. After the marketing arrangement with Mobil ended, the Articulated Petrol tanker came in Caltex livery for the rest of the model's catalogue life.

VINTAGE COMMERCIAL VEHICLES

With the Mobil tie-in ended, the Midgets next appeared in red and yellow boxes, and later Visi-Packs of various sizes, although the toys continued to be sold in Mobil packaging until stocks ran out. The first model sold with Mighty Mover Blister card packaging was the Bedford Milk Tanker in 1981.

Before Fun Ho! made the Ford D series trucks in 1970, a Ford Thames Freighter Pickup (No 26) had been in production for four years. The 1996 'Repro' Midgets issue by the Fun Ho! National Toy Museum includes the Thames Pickup. Blue-tinted plastic windows were fitted during the assembly to the castings of 13 different models that had been in storage since the 1982 factory closure. No other Midget truck discussed in this article was included in this release. An earlier 'Repro' chrome-plated version of the Thames was made by the museum in 1991, minus glazing.

The four D series trucks were the Ford Truck (No 48), Ford Sand Dumper (No 49), Ford Dump Truck (No 50), and Ford Articulated Truck (No 51).

Ford Ds were made in approximately 1/80 scale. Non-articulated cab models had a longer chassis with six wheels, whereas the smaller bases of the artics rode on four. The Fords sold well in the increasingly deregulated market of the 1970s, their brightly coloured bodies and trays appealing to the era's youngsters. Only 100 less castings were produced for the Ford Truck during 12 years manufacture, than for the Bedford truck during its 16 years. The figures were Bedford 134,900 units and 134,800 for the Ford.

Fun Ho! marketed the trailer section of the Ford Sand Dumper with dual rear wheels and a tow bar as the Sand Dump Trailer (No 52). The model didn't exactly rush off dealers' shelves, as long-time collectors remember from the numbers that always appeared to be there.

When the Ford Dump Truck joined the catalogue, competition existed from the White Heavy Duty Tip Truck (No 31) – White was an American truck – and the already discussed Austin Tip Truck. By 1972 the Ford was the only tipper remaining in production. The White left the catalogue in 1971, and the Austin in 1972.

Some collectors found the low loader of the Ford articulated did not easily transport the Caterpillar Bulldozer (No 46). A model that definitely wouldn't have fitted is the Aveling Road Roller (No 37). Mighty Movers blister packs for the Ford trucks suggested other models that would be fun to include in a game with the Fords. Army finishes for the Articulated Truck, known as Army Transporter (No 67), and Dump Truck (No 68) went into the shops during 1977.

The odd model out among the British trucks in the Midget range is the Morris J2 Pickup (No 28), which is referred to in Fun Ho! publications as Morris Pickup. Dominion Motors assembled the truck in Auckland, making the Morris the only British truck in the Midget range not from a Hutt Valley factory. During production from 1966–1971, the Fun Ho! Morris Pickup had a minimum of ten body and four base variations. The term "A challenge for the collector" might have been



▲ Articulated Petrol Tanker (No 27, Bedford cab. Its first livery was Mobil.

► Articulated Petrol Tanker (No 27) - from circa 1967, the livery was changed to Caltex.

4 Morris Pickup (No 28), painted bodies.

5 Morris Pickup (No 28) with nickel and copper plated bodies.



▲ Bedford Truck (No 29), plated finish.



The odd model out among the British trucks in the Midget range is the Morris J2 Pickup (No 28), which is referred to in Fun Ho! publications as Morris Pickup.

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invented for this model. Not content with these changes, Fun Ho! issued the truck in a myriad of hues after painted bodies replaced the plated ones, with these colourful little lorries sporting the logo stickers of different companies. Production difficulties could have contributed to the Morris's short duration of five years in the catalogue – 59,100 castings were made, as opposed to 69,900 for the Ford Thames from 1966–1982.

Dealers I contacted by phone or email during New Zealand's Covid-19 lockdown/restrictions, said they had seen no chrome or military finish Midgets in years. They said play-worn models with little paint left made identifying the original paint finish very difficult. I took to the internet for an idea of current availability. No military models were found. Painted Midget Bedford and Ford trucks predominated in these auctions. Those I saw for plated truck listings were all for Austins. A New Zealand TradeMe auction had a combined listing for chromies of the Austin Tip Truck – one complete and one a cab and chassis – and the BOAC Bus (Commer), which sold for NZ\$65 (£32.50), minus boxes. Photos showed the models to be in excellent condition. Another of the site's auctions had a battered Ford Truck, a play-worn Land Rover (No 19) minus driver, and a chrome Austin Truck in good+ condition that went for NZ\$25 (£12.50).

On eBay, I saw empty Mobil promotion Midget boxes for the Austin Truck and Austin Tip Truck with a Buy Now price of NZ\$41 (£19.99) each. Just goes to show the wisdom of keeping those original boxes, doesn't it? **DC**

▲ Bedford Truck (No 29), later painted finishes and respective packaging.

◀ Ford Truck (No 48) - only 100 less castings of the first D series Fords were made than for the Bedford Truck.

6 Articulated Milk Tanker, Bedford cab (No 40), was available in several different finishes.

7 Ford Sand Dumper (No 49) was a popular model from 1970.

8 Ford Dump Truck (No 50) and its 'hang sell' packaging.

◀ Ford Articulated Truck (No 51) with its Mighty Mover packaging.

FURTHER DETAILS

For more information about Fun Ho! toys, visit www.funho.com.

Diecast Gems

Phil Silvester shares his passion for the hobby that has become his business.

Launched in 2013, almost lifelong diecast collector Phil Silvester retired from his career as an independent financial adviser in 2012 and set about a new venture that would make full use of his extensive diecast knowledge. Now, eight years down the road, Phil is as busy as he has ever been with customers worldwide. This new undertaking officially made its first appearance at the September 2013 Sandown Park Toy & Collectors Fair.

The aim of Diecast Gems is to bring high-quality, obsolete diecast toys by Dinky, Corgi, Spot-On and more to the market. Phil explains "I have been an avid collector of diecast toys, particularly Dinky Toys, since I was a small child and I am excited that I now have the opportunity to share this passion with fellow, like-minded people across the globe, trading and educating about diecast toys. As a child, Dinkys and Corgis were always my favourite toys, more than train sets, Scalextric, soldiers and anything else. The primrose yellow Euclid Dumper truck holds my oldest memory, but my real love was always cars."

Phil brings decades of experience to the industry, having been involved in the past with our very own *Ramsay's British Diecast Model Toys Catalogue*, completely revamping the Dinky Toys post-war cars and Farm section several years ago. Phil has also appeared on the BBC's *Inside Out* regional news television programme to share his knowledge and passion, and has written articles for magazines.

So why the name, Diecast Gems? Phil explained this in detail. "Diecast Gems is about sharing my passion for obsolete diecast toys with others. We



▲ Phil and Ruth Silvester, posing proudly at the company's first event - Sandown Park Toy & Collectors Fair in September 2013. Photo: Rick Wilson.

have a large range of high-quality vintage diecast toys for sale, specialising in Dinky Toys, Corgi Toys and Tri-ang Spot-on, as well as featuring European manufacturer releases. The idea of the website is multi-purpose - to sell, buy, educate, stimulate and hopefully produce a site that other collectors will enjoy viewing regularly. Also to identify when a special model becomes available, balanced between rarity and condition, it will be flagged up as 'A Diecast Gem'.

"What I believe makes my website unique is that a series of articles has been written about particular models to expand people's knowledge and interests. Articles have diminished in the last 2 -3 years due to increased trade." Phil says that in the early years he was selling around 300 model annually but in the last two years this has increased

1 Corgi Gift Set No 38, seen at the company's Sandown Toy Fair launch in 2013 - priced at £1,600.

2 This Dinky Toys No 230 Talbot Lago in superb condition can be yours for just £150.00.



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3 Spot-on's Presentation Set A – a scarce find today and it's currently listed for £1,050.

4 South African Dinky Toys No 193 Rambler Cross Country Station Wagon in all over lilac. A superb, boxed model available for £2,200.

5 Corgi Toys No 327 MGB GT. A lovely, boxed example – and a mere snip at just £90.00.

6 Corgi Toys No 318 Lotus Elan S2 in white with "Tiger in my tank" decal is currently available at £495, superb and mint.

▼ Dinky Toys No 412 Austin Wagon in scarce Powder Blue with Primrose Yellow wheels is £675 – described as about mint in decent box.



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to 700-800 each year.

Diecast Gems has a substantial stock inventory and is always on the look-out for further top-quality models to bring to the marketplace. This could be either at auction or by buying collections. In more recent times Phil has introduced the 'Light Test' on every model that is offered for sale. This has exposed some models with touch-ups and Phil will always declare this, even to his loss. It is not foolproof but does go a long way to exposing fraudulent trading. Another crucial point is that the collection retains the integrity and values of Diecast Gems in order to ensure that the site provides what collectors and dealers will expect.

"I have been a keen collector of Dinky, Spot-on and Corgi for many years. In more recent years I have purchased some European brands such as Tekno, Märklin and Solido, and have occasionally bought other models when I have seen a market for them, such as white metal Pathfinders.

"In August 2019, I announced to a few clients that I was willing to sell any of my own vast Dinky and modest Corgi collections. My Spot-on models had all been sold the previous year. As a specialist in Dinky variations and rare colours, I have always had a supply of such models for the serious enthusiast. Do please ask me regarding that missing model, you never know I may have it." Phil's collection is now reducing but the Dinky stock continues with over 1,000 pieces all available.

A common question often asked is "How strong is the model market for vintage diecast?" Phil answers, "Very strong, particularly for high quality and rarity." However, even ordinary models are often way over what Phil is willing to pay at auction. The collecting market continues to be very strong, particularly when able to access the international markets.

The company website (www.diecastgems.com) is neatly presented and very easy to use, featuring sections for Dinky, Corgi, Spot-on, French Dinky and European models in stock. There is also a very useful section that allows visitors to check out previously sold items, helping them to value their own collections. **DC**

GET IN TOUCH

Interested and keen to find out more? Phil can be contacted by telephone on **01297 678250** or via email at phil@diecastgems.com.

Grease is the word

Mike Pigott looks at a set of models based on the less popular sequel to the smash-hit musical, *Grease*.

Everyone remembers the hit 1978 musical film *Grease*, starring John Travolta and Olivia Newton-John, but significantly fewer people are aware of its 1982 sequel, and even less are aware there was a range of diecast toys based on it.

MUSICAL

Grease originated in 1971, as a stage musical written by Jim Jacobs and Warren Casey. Set in Chicago, it told the story of ten teenagers, of mostly Polish descent, as they went through their last year of high school. Unusually for a musical, *Grease* featured strong language and mature themes. After it performed well in Chicago, the production was moved to Broadway, but with changes. It proved a huge success, becoming one of the longest running musicals in New York and, in 1973, began a run in London's West End.

FILM

The stage play was adapted into a feature film and the plot mainly followed the romance between the characters played by the two big stars, Danny Zuko (John Travolta) and Sandy Olsson (Olivia Newton-John). The setting was changed to Los Angeles, the filming location, and Sandy was changed to being an Australian exchange student as Olivia Newton-John could not imitate an American accent.

Grease was a huge box office success, and the soundtrack album was also a massive smash hit. Several of the original stage play songs were deleted, and four new songs were written especially for the film, including the title track *Grease* and the hit song *You're the One That I Want*.

SEQUEL

The huge success of *Grease* led the producers to plan a sequel, although by this time Travolta and Newton-John had moved on. Instead, the new film was set in 1961, two years after the original, and featured a new roster of T-Birds and Pink Ladies. This time English exchange student Michael Carrington (Maxwell Caulfield) is the new boy at school, and is smitten with a Pink Lady named Stephanie Zinone (Michelle Pfeiffer). When Michael overhears that Stephanie

▲ The three motorcycles were sold together in movie-themed packaging.



▲ Official poster-type graphic.



dreams of meeting a 'cool' motorcycle rider, he buys a second-hand motorbike and manages somehow to teach himself to soup-up the bike and perform stunt riding. When the T-Birds are attacked by a gang of thugs called the Cycle Lords, Michael appears in disguise as 'Cool Rider' and fends them off. The Cycle Lords invade the school end-of-year party, only for Cool Rider to appear and, superhero style, cause them all to crash into the swimming pool. After this, he removes his goggles to reveal himself.

Grease 2 was not a good film – it had a ridiculous plot and it failed at the box office. However, it had one thing the original lacked, a range of diecast models!

KIDCO ROAD TOUGH

Universal Toys of Hong Kong is best remembered for being the owners of Matchbox for a decade from 1982. However, prior to buying Matchbox, Universal had its own range of diecast vehicles. Universal set up the Kidco brand, in 1977, to distribute its products in the USA from an office in Chicago. Kidco also manufactured a lot of models specifically for shops to use as own-brand toys, and supplied Dinky with a range of diecast budget miniatures.

Kidco Tough Wheels also ventured into licensed toys, with ranges based on the military sitcom *M*A*S*H*, and the road-racing film *The Cannonball Run*. In 1982, Kidco released a triple set of diecast motorcycles based on *Grease 2*. The original film had no model vehicles based on it, despite there being two custom hot rods called 'Greased Lightning' – a white 1948 Ford convertible – and a bizarre metallic red car with a clear bonnet that was shown in a musical number 'dream scene'.

The three motorbikes were packaged in a wide window box, with pictures from the film on the header card and box back. The models were made to the unusual scale of 1/26, so were noticeably larger

than motorcycles in the more common 1/32 scale. Surprisingly for a budget brand, the models were quite accurate and well-made. They had diecast frames, kick-stands, wheels and handlebars, although the front forks and wheel arches were in chromed plastic.

COOL RIDER

The motorcycle used by Michael Carrington (alias Cool Rider) was – appropriately – a classic British model, the Norton Commando 750.

Cool Rider performed some incredible stunts on his bike, including wheelstands, driving over the tops of cars, and leaping across canyons. However, his most amazing stunt was owning a Norton Commando in 1962 – the real bike was not introduced until 1967! It's even more unlikely he'd find a junked example in a scrapyard! The Norton Commando was a powerful and highly-regarded motorcycle made in Wolverhampton until 1977.

The model captures the Commando's shape well. The frame and petrol tank are diecast and painted black. Cast-in details include the rear suspension, chain drive and tail-light. The saddle is black plastic. The handlebar component is bare metal, and includes the hand-grips and brake levers. This part is attached to the front forks, which includes headlight, gauges, wheel arch and struts. The wheels are bare metal with seven thick spokes, and fitted with black rubber tyres. The 750 cc motor and large exhaust pipes are in chromed plastic, and a diecast kick-stand is attached to the underside. On each side of the fuel tank is a label with red and yellow flames, replicating the style seen in the film.

CYCLE LORDS

The next motorcycle represents one used by a member of the Cycle Lords biker gang, possibly by the leader Leo. The gang's bikes are only seen briefly in the film. The model is based on a Suzuki GT750, which is an even more amazing find than the Norton Commando, given that it was in production between 1971 and 1977! Unusually for a motorcycle, the Suzuki 750 was water-cooled and had a radiator fitted to the front of the frame. It was a powerful bike with a two-stroke, three-cylinder engine, and is regarded as one of the greatest of Japanese motorbikes. The well-detailed frame casting, which includes the radiator, is painted red with 'devil' labels on the fuel tank. The big engine is in chrome plastic, and includes a pair of huge pipes on each side. The metal handlebars are attached to the front fork which includes the headlight, sidelights, dials and mudguard. The saddle is black plastic, while the wheels are the same as the previous model.

POLICE MOTORCYCLE

The third model in the set is clearly based on a Harley-Davidson Electra Glide police motorcycle, which is more amazing than the previous two bikes, as no such vehicle appeared in the film. A police car made a brief appearance after the fight between the T-Birds and the Cycle Lords, but there was no police

- 1 Cycle Lords motorcycle.
- 2 Police motorcycle.
- 3 Cool Rider motorcycle.



Universal Toys of Hong Kong is best remembered for being the owners of Matchbox for a decade from 1982. However, prior to buying Matchbox, Universal had its own range of diecast vehicles. Universal set up the Kidco brand, in 1977, to distribute its products in the USA from an office in Chicago.

motorcycle. However, this cycle conceivably could have appeared in the film, as the Electra Glide model was introduced in 1949. What may have happened is that a scene involving a police bike was cut from the film after the models were commissioned – troubled films like *Grease 2* often had scenes cut or re-written during or post-production.

The model is quite clearly a Harley Davidson, as can be seen from its V-twin engine and long, straight exhaust pipes. The frame is painted black with a label showing a police sign and gold star. The bicycle-style saddle is in soft white plastic. The wide diecast handlebars are attached to the forks, which includes the spat over the front wheel. A separate component includes the headlight and sidelights, which are touched in with red paint. The wheels are the same as the previous models. Unusually for an American police cycle, it has no windshield or rear panniers.

Grease 2 is probably not a film most people would care to remember, especially actor Maxwell Caulfield, who claims it destroyed his career (although Michelle Pfeiffer went on to have a successful film career). I had to suffer through the film twice in order to research this article, and I have to say that, actually, the Tough Wheels models are probably the best thing about it! **DC**

Models are constantly updated and can be viewed on our website

www.diecastgems.com

Most of these models have not yet reached the website.

Did you know that we check every model and test with a UV light as to whether any known touch ups are exposed, and we declare them if there is.

Diecast Gems

Buy from Diecast Gems with confidence.

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

Non Internet Users.

A small catalogue has now been produced 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. Latest list released June 2020. Over 100 models sold to date.

Dinky

- *25A (7) Wagon Grey & Blue Wheels Type 4 B+-A- **£130**
- *25B (10) Covered Wagon Blue/Blue Cover/Blue W. A—A **£450**
- *25C (6) Flat Bed Green & Yellow-Green W Type 3 A- **£250**
- *25D (12) Petrol Tanker Red & Red Wheels. (Petrol) A—A **£295**
- *25E (11) Tipper Wagon Maroon/Yellow/Black SW. Type 2 B+-A- Rare **£430**
- *25F (14) Market Gardners Lorry. Type 4 Green/Black W A—A **£225**
- *25M (5) Bedford Tipper Orange & Pale Green W. Rare. A- **£625**
- *39A (6) Packard Brown/Black R W. A—A **£150**
- *39C (5) Lincoln Zephyr Grey & Black R.W. **£145**
- *39D (5) Buick Burgundy A—A **£150**
- *39E (8) Chrysler Scarce Cream & Green W A—A **£1275**
- *39F (6) Studebaker Olive Green & Black R W. A—A **£350**
- 157 (11) Jaguar XK120 Green & Cream W. Scarce. A—A/B+ **£230**
- 169 (5) Stu Golden Hawk Tan & Red & Red W A—A/A- **£185**
- 174 (5) Hudson Hornet Lemon/Grey & Grey W A- **£160**
- 178 (6) Flesh/Green SUSPENSION Version Scarce. A—A/A- **£260**
- 180 (4) Packard Clipper Orange/Grey & Grey W A/B+ **£190**
- 181 (8) VW Beetle Lime Green & Green W. A+/A- **£225**
- 252 (10) Bedford Refuse Wagon Or/Grey/Grn & Grn R W. Scarce. A—A **£550**
- 280 (5) Observation Coach Cream & Red & Red W. A/B+ **£280**
- 282 (7) Roadmaster Coach Blue & Silver & Blue W A-/B-B+ **£125**
- 340 (8) Land Rover Red & Red Int & Red PW. Matt Base. A—A/B+ **£240**
- 344 (4) Estate Car Two Tone Brown & Fawn RW. A/A—A **£180**
- 410 (6) Bedford End Tipper Yellow/Blue & Yell W. No Windows. A/A- **£275**
- 413 (8) Austin Cov Wagon Red & Grey & Grey W A—A **£525**



DIECAST GEMS. VAST HIGH QUALITY DINKY COLLECTION AVAILABLE.

DG have one of the most extensive range of Dinky Toys available to buy in the world. That's quite a boast. This month is a random range of models available to you. Not just that but in each model selected in brackets are the amount of variables available. Prices vary from £50 to £10,000 per model so whether you are after a rare model or simply a high quality model to remember past days we can help. Please feel free to ring or contact.



Grading guide

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

Dinky Cont.

- 417 (5) Leyland Stake Lorry Violet Blue/Yellow & CREAM W. Rare. A **£950**
- 501 (5) Foden 1st Cab Wagon Red/Silver Fl/Grey/Red rw. A—A **£580**
- 513 (8) Guy Tailboard Dk Green/Unusual Light Green & Scarce Green ST W. A/A- **£270**
- 522 (6) Big Bedford Lorry Maroon/Tan & Tan ST W. Blue Box Or Label. A—A/B+ **£190**
- 797 Original Full Trade Box x6 Healey Boats. 3 Yellow & 3 Red. A/B+ **£600**
- 902 (6) Foden 2nd Cab Flatbed Yellow/Green & Grn ST. Scarce. A—A/B+ **£1600**
- 903 (8) Foden 2nd Cab Tailboard Blue & Flesh & Blue ST W SCREW not rivet back. V Scarce. A/A- **£1400**
- 986 (3) Mighty Antar & Propeller. No Windows Version. Red & Grey. All packing. **£350**
- Corgi**
- 211 Studebaker Golden Hawk Blue & Early Blue Box. A/A- Brochure **£195**
- 222 Renault Floride Scarce Blue & Lemon Interior. A—A/B+ **£385**
- 233 (8) Heinkel Economy Car (Bubble) Deep Metallic Blue Scarce. A—A **£230**
- 238 (8) Jaguar MK X Blue & Red Interior S/Case A/B-B+ **£135**
- 239 (4) VW Karmann Ghia Gold & Scarce Yellow Int. A/B+ **£295**
- 303 (9MB) Mercedes Benz Roadster White & Blue Spun W. A—A/A- **£250**
- 309 (3) Aston Martin Competition RN 1 (Also have RN3,7) A—A/B+ **£185**
- 318 Lotus Elan Tiger in Tank White Packing Ring. Rep No 3 RN's A **£495**
- *471 Smiths 'Joes Canteen' Mobile Van. Rare. CAST wheels. B+/U **£350**
- Open to offers.
- 508 Commer Holiday Camp Special Orange & White (Complete) Scarce A/A- **£240**

*means Unboxed

If you have a question or would like to discuss any matter please call me on my landline **01297 678250**.

The mobile is a bad signal around base but it is **07973 563476**.

Payments can be made through the website shop using PayPal or Stripe or you may send a cheque or arrange a bank transfer, details can be given on request.

To avoid disappointment, I would recommend you ring or send a text to the mobile to reserve an item if posting a cheque.

Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com

Miniature mansions

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



Back in 2018, when the editor was looking at my ideas for this series, the conclusion was reached that pretty much anything goes as long as scales and models feature side by side – any scale, any subject. This month's offering happened as the result of a throw-away type of comment, which, strangely, engendered the instant response of "Ooh, I do look forward to that". Nowt so strange as folk – cheers, Rick!

The truth is, of course, that said personage does like a bit of diorama bashing, and why not. In the diecast world just about every manufacturer has added some relevant accessories to its ranges, whatever the mode of transport. With vehicles, garages, fuel pumps and road signs are a must-have, aircraft need hangers, ships need docks, trains need stations and racing cars need pits. All fine and dandy, but where does everybody live?

We will, this time, take it for granted that said transport related buildings are pretty much in scale with their parent product. A suitable residence can greatly broaden the appeal and add to the ambience of the scene. The more so if the mini-residence is of contemporary manufacture to the transport interest and, even better, from the same manufacturer. This is going to be a tough call!

As far as commercially manufactured toys and models are concerned, things became much more adventurous in the 1930s, mainly due to the growing popularity of O gauge model railways. In the exact same period, new brands of construction (i.e. architectural construction) toys appeared on the market and, guess what? They fitted the O scale scene pretty well. This was no accident and to this

▲ We saw Lone Star's 000 scale vehicles in a recent instalment, but probably never mentioned the range of buildings that went with this 1/152 scale railway system. Not surprisingly there was a station and a signal box, but the plus point was a group of ten buildings, nine of which were strictly non-railway. All came with a base landscaped to suit the building's style or purpose. They were vinyl and ready painted.

day many an exhibition layout has a village of Bayko (the favourite), Minibrix or Brickplayer. Scales were not quoted but it is quite easy to achieve a sensible answer by just looking at the front door – garden shed or Victorian town house, it's about 6'6" or 2 metres tall. They also went well with Tri-ang's Minic clockwork vehicles that were almost exactly O gauge, irrespective of vehicle type.

There were signs that similar systems would develop alongside the new smaller OO gauge, but hostilities slowed that process. When normality returned, it was the turn of the even newer plastic kit to dominate the lineside market – we are now talking of a kit to exactly reproduce a particular building rather than a system of small parts to design and build your own. When Airfix entered this market, from 1957, it made as many, if not more,



▲ For real, the right half of our title image, the Cock of the North at Hatfield and not a million miles from Lone Star's base in Palmers Green, North London. It is suggested that virtually any domestic building miniature is based on a real prototype, but sadly most have forever remained anonymous. It must be easier to copy a real building than invent one.

SIZE MATTERS – PART 23



▲ Gulliver's County was almost a range on its own, despite its 000 (railway) scale and connection. It was a unique 1960s attempt, both in scale and presentation. No range of miniature buildings had previously paid so much attention to the roadside or trackside scene.



town village and countryside subjects than actual railway related ones.

Country folk generally fared better – it's hard to imagine a farmyard without a nearby farmhouse. With most earlier farm vehicles and livestock being to 1/32 scale, we enter the world of the wooden building and even the toy giant Tri-ang offered these. This is close to the doll's house market with its own set of scales – 1/43 is perhaps the smallest seen fairly regularly, 1/32 (farm scale), with 1/24, 1/16 and 1/12 all popular. All diehard diecast collectors will know of Dinky's pre-war sets of furniture and Tri-ang Spot-on's vast 1960s 1/16 scale range.

The model railway world led the way and it still does in all aspects of scenic architectural modelling, but there was once a very bright interlude in the diecast model vehicle scheme of things. Just into the shops for Christmas 1959 were the first few Tri-ang Spot-on model buildings. These were all part of its vehicles and highways system, a collection of no less than 13 separate and authentic Cotswold buildings, all in support of and precisely in scale with the vehicles, roadways and other

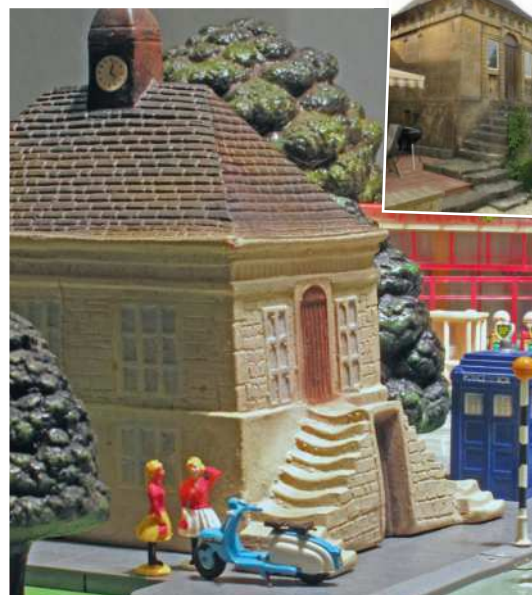
▲ The Lilliput range by Britains started life merely as railway station accessories for Trix-Twin OO scale railways, but then added road vehicles, all to scale, in the 1950s. Everything in this view is by Britains, even the Charringtons Ales 'Toby Jug'. It has to be asked was this for real? Also available were a pair of thatched cottages and a barn. All were cast and coloured in papier-mache. Just one building can bring even a basic but historic collection alive.



▲ When most of our best known building construction systems started in the 1930s, they were scaled to broadly match O gauge model railways, i.e. 1/43. To properly match miniature transport back then there was only one real option - Tri-ang Minic. Today it's not a problem, or is it? Plenty of 1/43 stuff about, of course, but you try finding something heavier, in period, to deliver the materials. Here we have a 1920s Volvo delivering to a 1936 Bayko building site.



▲ A classic Spot-on scene, the buildings as important as the vehicles. They were a short lived success, better appreciated now than for many a decade. The only metal items here are the vehicles and road sections, the figures are plastic, all else is rubber - everything is early 1960s Tri-ang, scale perfect.



▲ More Spot-on perfection, from its Cotswold Village Series - Bourton Town Hall, precisely to scale including local 'interest'. The buildings were in no way reduced in scale, this was one tiny and typical small town hall, but not actually in Bourton-on-the-Water.



▲ Fast forward to late 1949 with an authentic 1930s style road-house, formerly a fairly ordinary house, reimagined in the 21st century. The key to the date is the grey Standard Vanguard, then a rare sight that has caught the attention of the chef. The model is by Kenna, who had a speciality in Vanguards. In the background is a Matchbox Dinky Ford Pilot and a recent small Austin by you-know-who. We are in eastern England hence the immediate post-war American influence and diner, whilst a couple have returned to the scene of the action. Four vehicles, all different manufacturers and periods, plus figures by Omen miniatures - all to scale, of course.



◀ Almost every serious Spot-on collector will include a few examples of their dolls house furniture, sometimes it's just the workbench - strange that. The range was to 1/16 scale and, as with all similar dolls house scales, matching vehicles were, and are even now, a problem. Spot-on did, however, eventually include an Austin Healey and as long as you did not look underneath (there wasn't one) it's acceptable. Most other ranges were not so helpful.



▲ Even today it is hard to find miniature vehicles truly in scale with most dolls house scales, and the problem gets worse out of doors in model towns and villages. Those that take the matter seriously to heart can make their own and often do. The tables have been fully turned - the vehicles are an accessory to the buildings, the miniature mansions. At Godshill on the Isle of Wight some are, very effectively indeed, based on typical earlier Days Gone models. Something similar happens in-house at Beckonscot with various commercials, but a real gem is a very recognisable BMW that surely owes a little something to the early Dinky 38 series.



accessories. Nothing had ever been seen like it before, all purely to enhance the 1/42 scale diecasts.

At the same time, Tri-ang introduced a similar series in scale with its OO railways, but almost all the buildings were actually different. Neither series was available for more than a few years. After that nobody bothered much and diecast as we know it was soon to be very much in decline. Today it's like it always was, you really have to own up to an interest in model railway where the OO choice is virtually out of this world, just a pity that domestic style new O gauge 1/43 buildings are almost non-existent. [Soon to be addressed by my MINIART Model Works range at www.miniartmodelworks.com - Ed.]

So, what about model building scales generally

and particularly when they are away from any in-scale transport interest? This is where the architectural fraternity have it made. Every 'mansion' will have a door somewhere. Put aside the very low doorways found in some very ancient small cottages, also the grandest entrances old or new, you are almost invariably looking at a door height of around 6'6", otherwise known as 2 metres. Very handy that, the most useful straight conversion known - just measure the miniature door height in millimetres and divide 2000 by it. Once the scale is known, the hunt for a scale correct vehicle can begin which must, of course, be the correct period as well. Many a happy hour lies ahead. **DC**



**PART
TWO**

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. After Corgi's special Grand Prix racer set last month, this time it's the turn of Solido's make-it-yourself range.

For the second part of this three part mini-series, this time we pop across to France, to turn our attention to a past-master of diecast kit manufacture – Solido. The series we're focusing on here started in the 1970s, but Solido was no stranger to producing diecast models in kit form. As early as the 1950s, its 'Jouets A Transformations' set of aircraft components that were interchangeable, took the toy shops of France by storm. Comprising several fuselage and wing components, a sizeable number of design variations could be conjured up. Fast forward to the 1970s and, after the success of its military vehicles in kit form, Solido decided to apply the same thinking to some of its competition cars in 1/43 scale.

The three early releases that you see here actually came to me sort of by accident. I was bidding on a Vectis auction a couple of years ago that included a couple of the Dinky Kits that you will see next

▲ Two of the box styles released by Solido during the 1970s – earlier on the left, second more colourful version on the right.

► A 1978 brochure/leaflet released by Solido showing off the range at that time. Many more models would be added soon.

month – they just happened to be accompanied by a trio of these kits. I might have been swayed a little by the fact that one of them was a Porsche 917-10, so my bidding went a little higher that it might have gone otherwise! Obviously, I was successful and it introduced me to the wonderful world of "Kit métal" by Solido.

The early kits were packaged in a uniform box wearing a CAD-style line drawing of an Alfa Romeo Tipo 33 SC12 (one of the kits that has so far eluded me), with the range depicted by photos of the real vehicles around the sides. The actual contents of the box were printed in words on one end side, along with the kit reference number. Opening these up reveals two polythene bags keeping the kit components safe, plus various leaflets with instructions, a general





Contents of the 917-10 kit, complete with three decal variations.



▲ Ferrari's beautiful Daytona in Solido kit form (decals not shown).



▲ Later Toyota Celica GT twin-pack with revised box art.



▲ Ford Capri kit components (decals not shown).

guide to completing your model and, of course, the decal sheet. Each of the early kits came with three schemes to choose from.

For the first few years, the range was fairly simple – No 16K Ferrari Daytona, No 18K Porsche 917-10, No 26K Ford Capri, No 41K Alfa Romeo 33SC12 and No 58K Renault 5 Coupé. By 1978, No 54K Fiat 131 Abarth had been added – as can be seen on the 1978 brochure scan. Also seen on this leaflet is evidence that the box style had been updated. The sizing was virtually identical, but now the box was a lot more colourful and actually replicated the style of one of the leaflets that was included with earlier releases.

As the range developed, Solido began to introduce several more models into the range. Taking things further, several of the kits were actually packaged with two versions to complete, adding to the value.

I've recently purchased one of these, as shown here – No 5094 Toyota Celica – but there are many more, some of which actually include two completely different castings, such as the 1930 Bugatti Royale and 1939 Bugatti Atalante. By the time of this release, the box style had evolved again, with a gold background.

Solido was bought out by Majorette in the early 1980s and the kit range was sadly soon dropped. I wonder if the adventurous current owners might consider a return to such a venture?

Next month, in the third and final instalment of this mini-series, we return to the UK and look at the range of Dinky Toys Action Kits that were so popular here in the 1970s. I have quite a collection of these, so it will be a longer article and I promise that there will finally be evidence of me actually building some of these up. **DC**



Car Culture racers

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

In 2020, Hot Wheels began to release some of its 1/64 scale castings in 4-vehicle diorama-based boxes as part of the premium Car Culture range. Branded as a Premium Collector Set, the first of these that really caught my eye was the fourth and final release for 2020, called simply “Car Culture”.

The set comprises four vehicles – three racing cars and one transporter truck, the latter features a tilted rear deck that can carry any of the cars, one at a time. Packaged in a very stylish and attractive presentation box, the inner plinth depicts an excellent race track background that extends to the wrapped-around ends.

Starting from the left of the packaged display, first up is the transporter truck, called “Carry On”. Designed by Mark Jones, this is the casting’s fourth and most recent release. Previously paired with a Nissan Skyline and then a Lightweight E-type in Team Transport mini-sets, Carry On was then included in the Fast and Furious 4-vehicle set. It is an original Hot Wheels design, based on a highly-customised show transporter that bears resemblance to the 1990s International 4700 Series Medium Duty truck. The angled ramp on the back features indents for the rear tyres, to stop the loaded cars from rolling backwards. The body

▲ Hot Wheels Premium Collector Set, Car Culture, comprises three real racing cars and a fantasy transporter truck.

▼ The set is packaged in a stylish and attractive presentation box.

and base are both diecast, and the rear body is plastic.

Then we have the Jaguar Lightweight E-Type, another design for Hot Wheels by Mark Jones. This is the second of its, so far, three releases – having appeared with Carry On in Team Transport 14 (as mentioned earlier) and as one of the five single-release British Horsepower set, as reviewed in the June issue. For this incarnation, the model is left in bare Zamac, wearing just blank racing roundels. The bare finish is something I always enjoy seeing as it allows maximum appreciation of the casting’s detail. This doesn’t depict a specific racing car (unlike the two that follow here), but





▲ Carry On with Porsche 917KH – to stop the car rolling backwards, there are indents for the rear tyres.



▲ Jaguar Lightweight E-Type.



Mercedes-Benz 300 SL.

▲ The inner plinth depicts an excellent race track background that extends to the wrapped-around ends.

//

Moving along, we find the whole reason that I wanted this set – the Gulf-liveried Porsche 917KH, wearing race number 20.

//

does replicate fairly closely the imagery from the Jaguar Heritage ‘relaunch’ series of six cars that were to be made from 2014. When the Lightweight was first crafted in the early 1960s, it was intended that 18 would be built, but only twelve were. This batch of six was to complete that commitment. Fully diecast (both base and body), this is a particular delight. And as for the wheels, these are probably the best wheels I have ever seen on a Hot Wheels miniature.

Moving along, we find the whole reason that I wanted this set – the Gulf-liveried Porsche 917KH, wearing race number 20. The depicted car is famous for two things – racing in the 1970 Le Mans 24 Hours and starring in Steve McQueen’s 1971-released movie, *Le Mans*. The 917KH (sometimes suffixed just K, as is the case with the real car – they both stand for Kurzheck, which translates as short tail) was originally designed for Hot Wheels by Larry Wood in 1999 and has been re-tooled twice – this is the first release of the newly updated tooling. Early versions featured a lifting tail section, but these days it is sadly cast shut. Nevertheless, I am very pleased to have this in my collection at last. I have 1/43 and 1/18 scale models of the same car to go with this, and have just started building Ixo’s incredible and huge 1/8 scale partwork. Together, they will make an interesting display once the Ixo is finished.

Finally we come to the beautiful Mercedes-Benz 300 SL. A Manson Cheung design, the 300 SL was new for 2020 and this is its second outing of three so far. Wearing an attractive dark grey and the number 417 to the bonnet, boot and doors, the model replicates the car driven to fifth place on the 1955 Mille Miglia by John Fitch. It’s another stunning little model, with some excellent detailing painted on.

Hot Wheels seems to keep getting it right with its Car Culture premiums. They might cost a bit more than the standard releases found in supermarket grab bins, but I think they’re most definitely worth the extra pennies. **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?

Ian Artus is this month's castaway hero.

For a young boy growing up during wartime, good toys were at a premium. I happened to be very fortunate through a friend of my father, who was a dental surgeon and I suppose quite wealthy, although that would not have occurred to me as a young boy. I had a complete Hornby Dublo pre-war train set with Sir Nigel Gresley and the N2 tank, plus track, a Schuco Mercedes Racing Car, Dinkys and some lovely (not Dinky) Battle Ships.

However, the RAF and aeroplanes really took my interest and, each Christmas, I was given the Hutchinson *Aircraft of the Fighting Powers* and I still have all seven volumes. Over the years, my model collecting would probably be best described as eclectic, ranging from early post-World War II Dinky, and later Corgi, sports and racing cars, racing cars by Brumm, Quartzo and others. Models of Yesteryear took a turn for a time.

Then, model buses took over thanks to an enthusiastic local shop owner, Colin. Eventually some 300 or so models had been acquired, of which only a handful could be displayed. So, reluctantly, a decision was made to re-group and I sold most to a dealer.

HAWKER TYPHOON - CORGI AVIATION ARCHIVE

I saw a model in a local shop that must have been professionally hand-built and I craved it. Eventually I was able to buy it, I cannot remember where I got the money, or how much it cost, but I loved that model - so beautifully finished. Like nearly all of my toys, it was disposed of, with my agreement, when I went to university.

My mother saw that they went to a deserving family, a work colleague of my father with a large family. Much later, when Corgi produced its version, I had to replace my lost love.

So this is my first choice to have on my desert island. Perhaps I could ferment some coconuts into alcohol and fire up the 24-cylinder Sabre engine and fly back to freedom.



▲ Hawker Typhoon - Corgi Aviation Archive.

▶ ERA C-Type - Scamold.



ERA C-TYPE - SCAMOLD

The war had ended. I had grown up in a garage environment so, as a teenager, my thoughts turned to cars. In the mid-forties, exciting cars started to appear in my home town as events at the Bugatti Owners Club hill climb site at Prescott opened up again - an easy bike ride away for me and my teenage friends. If you behaved, no-one then sent young lads packing, so we had the sights of racing cars and exotic sports cars, the unmistakable smell



of Castrol R, burning Dunlop rubber, wailing superchargers and heroes in cloth helmets. So a lifelong interest in motor sports was kindled. I cannot remember how I bought the ERA – my school friend Douglas bought the Scamold Maserati 6C from the same shop. I think they might have been in kit form, unpainted. I believe that Scamold made models of other racing cars, including Alta, but I have never seen them. The ERA led to the wonderful ‘Bira’ books and other motor racing works, and eventually cycling to Silverstone in 1948 for the RAC British Grand Prix.

BEDFORD OB COACH - YELLOWAY - SUN STAR

The OB brings back all sorts of memories. An uncle, by trade a machine tool setter, drove at weekends for a local coach company. In 1951 we went with him to London to visit the Festival of Britain on the South Bank. On another occasion, much later, my wife and I went to the wedding of the daughter of one of my closest friends in an OB – it seemed so much smaller than I had remembered. Yellowway was the coach link from the city where I settled down after marriage and the place of my birth, so the attractive livery on this OB brings back memories of returning to the family home before car ownership. The Sun Star model is very detailed, quite fragile and too large to display without it getting dusty.

ALFA ROMEO TIPO P2 - POLISTIL

My wife and I had had holidays abroad before we had a family, but, in 1976, we went to Italy as a family with two young children and my mother-in-law. All very exciting to go abroad as a family to Sorrento with the Cosmos Group flying by Dan Air in a de Havilland Comet 4. While we were there I saw two Alfa Romeo models in a shop – the P2 and the Tipo 158 Alfetta. I chose the P2, but now I regret not having bought both because I have never seen them for sale in the UK. The Alfa P2 was a top car in its era at the point of changeover when riding mechanics were being phased out. Tyres were



getting more reliable and it was often that the poor mechanic who was killed or injured in a crash. As an aside I believe the Alfa Tipo 158 to be one of the loveliest racing cars ever built as well as a highly successful one.

LE MANS BENTLEY (EMBRICOS) - LANSDOWNE BY BROOKLIN

This model ties up a number of my current collecting strands – motor racing, sports cars, Le Mans and white metal models (mainly Brooklin). I met Jeff Sharrock at a Chester swapmeet in 1989, where he was selling his new Pathfinder models alongside Brooklin. These white metal models were a revelation to me – the finish and especially the weight in the hand compared to the diecasts I had. I became hooked. Jeff told me about the Brooklin Collectors Club and I joined straight away, just in time not to get the club’s first special model. Later I was able to rectify that on the second-hand market. The early club models had the member’s number cast into the base. As I have had to leave all my Brooklins, Pathfinders and Somervilles behind, I must have one on my island as a reminder. My other main collection is Ixo Le Mans diecasts, to finish the story of some 75 years of model collecting. **DC**



▲ Le Mans Bentley (Embricos) - Lansdowne by Brooklin.

1 Bedford OB Coach - Yellowway - Sun Star.

2 Alfa Romeo Tipo P2 – Polistil.



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.

No.
13



Number 13 provides another interesting mix of vehicles – the three castings offering a tow (or wreck) truck, a fantasy beach buggy and a fire appliance. The first and last of these offer little in the way of variation, but the beach buggy can be found with many variations – some obvious, some not so.

DODGE WRECK TRUCK

Catalogue: 1970-71

Box Styles: G

This is another regular wheels favourite that made the transition into the Superfast era and had a good couple of years in the range too. Keeping the traditional BP colour scheme was an obvious decision with the cab and booms yellow and the rear body and

▲ From left to right: Dodge Wreck Truck, Baja Buggy and Snorkel Fire Engine – with their relevant boxes to the rear.

deck green. Not many variations exist, the main one being the shade of yellow used. Some have appeared for sale without stickers, although this is difficult to prove if this was a genuine factory error or they've either fallen off or simply been removed. The same can be said for a handful of versions that have turned up over the years sporting the Esso label from No 71 Ford Heavy Wreck Truck. The biggest, and most valuable, variation is the transposition of the body colours – very rare indeed.

BAJA BUGGY

Catalogue: 1972-77

Box Styles: H

Making the most of No 30 Beach Buggy's appeal, Baja Buggy was first introduced two years after



▲ Back row, left to right – original pre-Superfast Regular Wheels release of Dodge Wreck Truck back-to-back with the white boom variation of Snorkel Fire Engine. Middle and Front Rows: five variations of Baja Buggy.



▲ It's always nice to come across a factory assembly error to add a little extra to the collection – in this case, the locating lugs to the rear have missed their slots.



▲ Lots of subtle variations to Baja Buggy – colour shades, bonnet stickers, interior colours and exhaust colours.

its sibling. Despite a nearly complete makeover, it retained most of the front section. The sloping roof was gone though, replaced by a squarer version, presumably inspired by the roll cages found on many of the buggies adapted for use on the famous Baja Rally, which was won on its first running in 1967 by a Meyers Manx Buggy. However, the engine on this new Superfast was completely unrealistic as it featured a high mounted exposed V8 – it does look 'racey' though.

It was always painted green but the hue varied over the production run – there are four different shades shown here. Other externally visual variations seen during production were the different coloured exhausts (originally black, later red), the occasional appearance on later models of the sunburst sticker

from the No 47 Beach Hopper or Police emblem from No 55 Mercury, and either orange or red interiors (although neither of these featured a steering wheel!).

One variance that's not so easy to spot is the change to the mountings for the engine. Presumably this changed as the same engine unit was used in several other models over the years (No 2 Hot Rod Jeep, No 8 Mustang Wild Cat, No 36 Draguar, No 62 Mercury Cougar Rat Rod and No 64 Slingshot Dragster) and tooling was modified accordingly to standardise production and minimise costs.

All told, Baja Buggy was part of the 1-75 range for an impressive six years and is still in plentiful supply today, although it's highly likely that a few went astray at the seaside over the years.

These can be found fairly easily in good condition, frequently with a good box too and, as a result, prices are fairly reasonable most of the time – although any with an alternative sticker do command a bit of a premium.

SNORKEL FIRE ENGINE

Catalogue: 1978-82

Box Styles: L

New to the range in 1978, Snorkel Fire Engine offered lots of play value and it really looks the part with its extended front bumper that is home to a water pump and rear-mounted plastic boom that can be raised and rotated with a scissor-action, just like the real thing. At the end of the articulating boom is a bucket with a plastic moulded fireman permanently fixed in place.

Always painted red, of course, it had a silver base and blue window unit that obviously incorporated the blue roof lights too. The boom arms and resident fireman were usually yellow but examples in white can be found. **DC**



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1947 HRG 1500 sport roadster



1971 Trident Venturer Coupe



1932 Austro-Daimler ADR8 Alpine sedan



1936-38 Humber Super Snipe



1947 HRG 1500 sport roadster



1946 Invicta Black Prince saloon by Charlesworth



1934 Hispano Suiza J12 Cabriolet by Vanvooren



1955 Oldsmobile Super 88 Holiday Coupe



1947 HRG 1500 sport roadster



1948 Invicta Black Prince saloon by Charlesworth



1933 Ford Model 40 roadster



1933 Ford Model 40 roadster



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Petrol tanker

DTCA Chairman, Michael Driver, finds some fuel for thought.

It was quite common to see petrol tankers from different oil companies on the roads in the 1950s. Many toymakers modelled these types of tankers and provided some extra colours and identities to one's toy collection of commercial vehicles. The majority of the real tankers used British chassis with familiar radiators such as A.E.C., Foden or Ford by way of examples. Bearing this in mind, it at first seems odd that Dinky Toys produced an American style tanker, but then it was the post-war time of export or die.

A Studebaker tanker was introduced to the Dinky Toys series in May 1950, as the Dinky Toys Petrol Tanker (No 30p). The first models were in red, or green, and had "Petrol" on the tanker sides. These models were sold in trade boxes of six and were deleted in 1952.

The replacement for the plain petrol models echoed the pre-war models with advertising and was a red Esso Tanker (No 30p). This is illustrated in the July 1952 *Meccano Magazine* amongst other pictures of Dinky Toys. Then came the Mobilgas tanker with a red body. It had the same 30p reference number and is shown in the 1953 Dinky Toys catalogue. These early models were sold in yellow trade boxes of six models.

Both these models were renumbered in 1954. The Mobilgas Tanker was given the number 440

▲ Dinky Toys tankers with petrol logos for National Benzole (No 443), Castrol (No 441), Esso (No 442) and both Mobilgas variations (Nos 30p 440).



▲ Dinky Toys catalogue of 1956, part image, showing three tankers.



▲ Meccano Magazine advert, July 1952, part image.

▼ Early red and green Dinky Toys Petrol Tankers (No 30p).



and the Esso Tanker was now number 442. A third tanker was added to the range in December 1954. This was a Castrol Tanker, number 441 in light green, and is pictured amongst other Dinky Toys in the *Meccano Magazine* of that month. These three tankers are all illustrated together in the Dinky Toys catalogue of 1956.

In the January 1957 *Meccano Magazine*, a new tanker was announced. This is the Tanker National Benzole (No 443) finished in yellow with the name in black. The tanker replaced the deleted Esso Tanker. The renumbered tankers all came in illustrated yellow card end flap boxes and then the plain red and yellow boxes.

To finish this rather confusing array of tankers, National Benzole was deleted in 1958 and Mobilgas in 1960, although it appears in the Dinky Toys catalogue for 1960. A further element to the tankers is that the transfers on the Mobilgas tanker came as a white background with blue letters, or with white lettering outlined in blue. One final twist to the story is that due to material shortages during the Korean War of the early 1950s, some of the number 30p Tankers were cast in aluminium, as were certain other Dinky Toys.

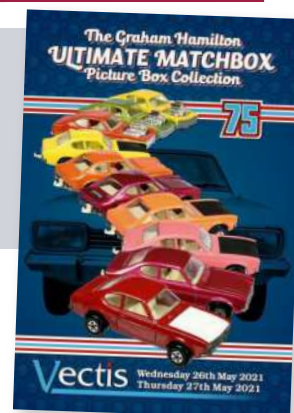
Studebaker started out with horse drawn wagons in the mid-1800s, then moved to electric vehicles in the early 1900s, followed by petrol-engined trucks around 1913. Heavy trucks came in the late 1920s. During the war, it produced various military trucks and in the late 1940s came the 2R16A trucks with the modern cabs. These were the basis for the Dinky Toys tanker model. **DC**

FURTHER INFO

The various Dinky Toys tankers have always been popular with collectors. They appear from time to time in the DTCA Journal with photographs. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com.

AUCTION NEWS

GRAHAM HAMILTON ULTIMATE MATCHBOX PICTURE BOX COLLECTION WOWS AT VECTIS



AS we teased on these pages in the last issue, shortly after we went to press, a series of sales to be held by Vectis Auctions commenced, 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. The estimates that we shared all fell short of their respective final prices, with one truly astonishing result in particular. Figures in brackets shown with the images are the final price including the buyer's premium.

Although the weather outside was miserable, the atmosphere inside Vectis Auctions was bright and optimistic. This was the first day that the auction room had been open to the public for 14 months, and what a sale to open with. The Graham Hamilton Ultimate Matchbox Picture Box collection had drawn interest from across the world, with some even braving the North East weather for their chance to bid in the auction room and feel the excitement first hand. The room was abuzz with chatter before the sale, with many of the attendees meeting up for the first time since lockdown, a few pictures were snapped and stories swapped. But they were all here for one thing - the finest Matchbox collection to be auctioned in recent years.

Graham and his wife were also in the auction room, watching as his collection was sold to eager collectors. There was interest across both the internet terminals, telephone bidders from across the world, and of course many

commission bids left before the sale even started. The sale started well with Lot 4003, the third lot in the sale, achieving £2,640, to one of those commission bidders. The sale progressed with many lots achieving four figure sums. However, the first lot to achieve five figures, was Lot 4218, the Matchbox Regular Wheels 13d Dodge Wreck Truck in reverse colours is an interesting and much sought-after piece on its own, however this model came with a fantastic provenance, including a letter and photograph of Ed Fosdick who was Chief Engineer of Design and Safety for Chrysler, which ensured it sold for a fantastic £12,000, and received a round of applause!

Another lot with interesting provenance was Lot 4258, the colour trial Matchbox Regular Wheels 15d Volkswagen Beetle Rally Car, previously sold as part of the Peter Smith Collection (prototype model maker for Lesney) at Stacey's on 22nd July 2015. This undoubtedly helped it to achieve a fantastic £6,000. A very rare Matchbox Superfast 10f Plymouth Gran Fury Police Car (Lot 4176) with 5-arch wheels that match the box artwork achieved £3,600, against an estimate of £200-£260.

Lot 4251 a Matchbox Regular Wheels 15c Dennis Refuse Truck pre-production provided a rare opportunity to buy a relatively early colour trial model, with not only a casting difference to the container hatch but also fitted with smaller diameter 20-tread black plastic wheels, interest in this model meant the £400-£500 estimate was destroyed at £3,120.

An unusual transitional model with factory spun front base rivet but un-spun rear rivet, Lot 4362, a Matchbox Superfast 22c Pontiac GP Coupe, more than doubled its lower estimate of £2,000-£3,000 to achieve £5,280, and Lot 4396 is another of the five models sold as part of the Peter Smith collection (ex-Lesney Model Maker & Designer) at Stacey's on

22nd July 2015, the Matchbox Superfast 24d Team Matchbox Racing Car pPre-production trial model, which had an estimate of £600-£800, sold for £10,200.

All these helped day 1 end having achieved a fantastic £125,000 and had no unsold lots. What would day 2 bring?

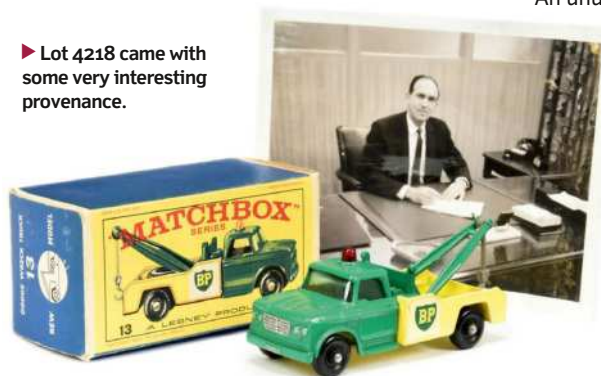
Day 2 started with just as much excitement and anticipation. The friendly vibe continued as did the bidding. With the same group in the room, as well as internet and telephone buyers, the appetite for Graham's collection was great. Graham is a well-known in Matchbox circles and his collection is highly sought-after - buyers know the models are authentic and have confidence in what they are buying.

The Graham Hamilton effect ensured that even common models such as the "Desert Dawg" Superfast 20f 4x4 Jeep achieved 10 times its bottom estimate. The model that would normally sell at its £10- £15 estimate achieved £120 (Lot 4341), which our auctioneer estimates should be a world record for this model.

There were many other lots that achieved world record prices on day 2 of the sale. Lot 5090 a rare transitional Regular Wheels 31c Lincoln Continental model sold to an internet bidder for £9,600 and Lot 5091 provided a once in a lifetime opportunity to acquire a pre-production trial model 31c Lincoln Continental. This elusive model is in outstanding condition and sold to a room bidder for £15,600, so a cup of strong sweet tea was swiftly sent his way.

It's not always the model that brings the interest though, Lot 5401 sold for a fantastic £6,240, however the model is quite common, what is rare, and possibly unique about this lot is the box it comes with. This "New" 1971 copyright type I printers proof box was never actually released, with one end flap tab being used by Bowaters for print registration purposes having the numerical sequence 1 through to 56. Although a number of sheets of these boxes would have been printed it is unknown how many have survived and this is possibly the only opportunity to acquire one of these very rare boxes. The lot also had fantastic provenance, as it was formerly the property of Ron Jobson, who was responsible

► Lot 4218 came with some very interesting provenance.





for the majority of artwork, both on the boxes and within the catalogues during the late 1960s and 1970s. It was sold as part of the Ron Jobson Collection at Austons Auctioneers in 2011.

Another suspected world record was achieved for Lot 5315, the Regular Wheels 44c GMC Refrigerator Truck, which was a factory pre-production colour trial, having "No.44" cast rather than "GMC" and, despite having three scratches to the windscreen, it realised a fantastic £9,600 against a £1,000-£1,300 estimate.

A further model from the Ron Jobson Collection, Lot 5430, was a Matchbox Regular Wheels 50c Ford Kenney Truck. The excellent model does have factory paint flaws to the hood & cab roof however the "New" type F1 box is signed by the artist Ron Jobson, this undoubtedly helped the lot achieve £6,960, over ten times its £400-£500 estimate.

Graham is over the moon with the result of the first two days of his auction. Vectis' specialist and auctioneer Julian Royse had estimated the collection in total to achieve £250,000, but Graham achieved this, and more, in the first two days. The total from the first two days of the sale is £281,000, and, with the two remaining days expected to achieve a further £100,000 in September, this is possibly the highest grossing single

owner Matchbox collection to be seen.

For more information about the future auctions and to find out more about the results from the auctions so far, visit the company's website at www.vectis.co.uk.

• Lot 4003 Matchbox Regular Wheels 1 Mercedes LP Covered Truck pre-production trial

Estimate: £300 - £400 Sold For: £2,200 (£2,640)

• Lot 4218 Matchbox Regular Wheels 13 Dodge Wreck Truck

Estimate: £3,000 - £4,000 Sold For: £10,000 (£12,000)

• Lot 4258 Matchbox Regular Wheels 15 Volkswagen colour trial

Estimate: £xx - £xx Sold For: £ (£6,000)

• Lot 4176 Matchbox Superfast 10 Plymouth Gran Fury Police Car

Estimate: £200 - £300 Sold For: £3,000 (£3,600)

• Lot 4251 Matchbox Regular Wheels 15 Dennis Refuse Truck pre-production colour trial

Estimate: £400 - £500 Sold For: £2,600 (£3,120)

• Lot 4362 Matchbox Superfast 22 Pontiac GP Coupe

Estimate: £2,000 - £3,000 Sold For: £4,400 (£5,280)

Lot 4396 [IMAGE = AN1_4396.jpg]
Matchbox Superfast 24d Team Matchbox Racing Car pre-production trial
Estimate: £600 - £800 Sold For: £9,000 (£10,200)

• Lot 5090 Matchbox Regular Wheels 31 Lincoln Continental
Estimate: £1,200 - £1,400 Sold For: £8,000 (£9,600)

• Lot 5091 Matchbox Superfast 31 Lincoln Continental pre-production trial
Estimate: £2,000 - £3,000 Sold For: £13,000 (£15,600)

• Lot 5401 Matchbox Superfast 48 Dodge Dump Truck
Estimate: £600 - £800 Sold For: £5,200 (£6,240)

• Lot 5315 Matchbox Regular Wheels 44 GMC Refrigerator Truck factory pre-production colour trial
Estimate: £1,000 - £1,300 Sold For: £8,000 (£9,600)

• Lot 5430 Matchbox Regular Wheels 50 Ford Kenney Truck
Estimate: £400 - £500 Sold For: £5,800 (£6,960)

CORGI AND DINKY DELIGHTS AT WARWICK AND WARWICK

JUST as we went to press for the last issue, Warwick and Warwick was holding its latest Diecast, Model Soldiers and Toys Auction sale, on 19th May. With continuing Covid-19 measures in place for the safety of its customers and staff, this sale was a closed-door affair, with no room bidders allowed. There was still plenty of interest in the auction, however, with a plethora of book bids and a great number of bidders on the telephone.

In the diecast section, a few examples of both Corgi Toys and Dinky Toys were of particular interest. The Corgi Toys of special note were No 261 James Bond 007 Aston Martin DB5 that achieved £270 (£324 including buyer's premium), No 497 The Man from U.N.C.L.E. Gun Firing Thrush Buster (£160/£192) and GS37 Lotus Racing Team (£210/£252).

Dinky Toys of particular note were a No 27 Tram Car trade box of six repainted and re-transferred vehicles that fetched £250 (£300), and No 100 "Thunderbirds" Lady Penelope FAB 1 (£290/£348).

The next diecast auction at Warwick and Warwick will be held on Wednesday 21st July.

The full catalogue is now on the company's website, and keep an eye on its Twitter and Facebook pages for updates and the latest auction news.

If you're thinking of selling your toy collection, or perhaps part of it, or have something to sell on behalf of a friend or relative, the experts at Warwick and Warwick can value your collection and give you advice on how best to market it. Visit our Die Cast, Model Soldiers and Toys department page on the website for more information, or call on 01926 499 031 and ask to speak to one of the in-house experts.

• Corgi Toys No 261 James Bond 007 Aston Martin DB5 **Sold for: £270 (£324 including buyer's premium)**

• Corgi Toys No 497 The Man from U.N.C.L.E. Gun Firing Thrush Buster **Sold for: £160 (£192 including buyer's premium)**

• Corgi Toys GS37 Lotus Racing Team **Sold for: £210 (£252 including buyer's premium)**



• Dinky Toys No 27 Tram Car trade box **Sold for: £250 (£300 including buyer's premium)**

• Dinky Toys No 100 "Thunderbirds" Lady Penelope FAB 1 **Sold for: £290 (£348 including buyer's premium)**

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

ebay WATCH



DATE: 17th May 2021
TITLE: Corgi Toys Gift Set 48 Car Transporter With Six Cars
SOLD FOR: £1,221.71
BIDS: 8

This rare set is near mint and in its original box. Comprising all the correct original cars, including the rare orange M.G.B. G.T. with correct black suitcase, all models grade near mint condition and none have been played with. The suspension on the models is good with the exception of the Imp (weak rear suspension). The delicate roof rack on the racing Mini is not broken and is fully intact. The original bag of sealed cones is present as well as the original Corgi Toys Club leaflet. The box has some light wear and some ink fading, mostly on the front of the box.



DATE: 6th June 2021
TITLE: Dinky Toys No 969 BBC TV Extending Mast Vehicle
SOLD FOR: £350.00
BIDS: 32

Dark green with grey side stripe and hubs. In excellent condition with the odd paint chip here and there and a few tiny marks to the mast. Elevating and extending mast in full working order and complete with original detachable plastic dish. Comes complete with tested tag and the original box. The box comes with top packing piece, but no bottom packing piece. The box is in very good condition, slightly grubby and one small dent to one top edge of the lid, the packing piece has a small tear to the edge of the cut out circle.



DATE: 27th May 2021
TITLE: Hot Wheels Redline Custom Mustang
SOLD FOR: £714.61
BIDS: 23

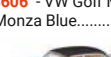
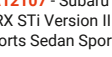
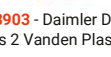
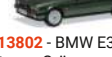
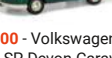
In ice blue, with a white interior – this car is 100% original and in a very hard-to-find colour. The paint has a nice, glossy shine, there's toning in various places on the passenger side, bonnet, boot lid and roof. There are six small flea bites that are hardly noticeable, plus some light wear on both of the rear corners of the quarter panels and some light edge wear in a few places, but no chips or scratches. Overall it's a good looking car and it displays very well. The bonnet hinges are fully intact (it opens and closes correctly).

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PriceGuide

69
AUCTION
PRICES
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▲Dinky Toys No 40j Austin Somerset Saloon, light blue, mid-blue ridged hubs with black smooth tyres. Good in fair to good yellow and red carded picture box with dark blue colour spot. **£60, Vectis, May.**



▲Dinky Toys No 192 De Soto Firelite Sedan, turquoise body, beige roof panel and side flashes, silver trim, chrome spun hubs. Good to good plus in good plain yellow and red carded box. **£90, Vectis, May.**



▲Dinky Toys No 344 Plymouth Estate Car, tan body, dark brown side panels, silver trim, beige ridged hubs with black smooth tyres. Excellent in good yellow and red carded picture box. **£80, Vectis, May.**



▲Dinky Toys No 109 Austin Healey 100 Sports Car, cream body, red interior and ridged hubs with black treaded tyres, driver figure, silver trim, racing number 23. Good plus in fair yellow and red carded picture box. **£40, Vectis, May.**



▲Corgi Toys No 426 Smith's Karrier "Chipperfield's Circus" Mobile Booking Van, red with pale blue roof. Good plus in good box. **£80, Warwick & Warwick, May.**



▲Corgi Toys No 497 The Man from U.N.C.L.E. Gun Firing Thrush Buster, dark blue with blue-tinted glass, includes both figures and Waverley ring. Excellent in good plus box with good plus inner display. **£160, Warwick & Warwick, May.**



▲Corgi Toys No 1139 "Chipperfield's Circus" Scammell Handyman Tractor and Trailer "Menagerie", red upper cab with pale blue lower and pale blue trailer, with 3x animal cages and separate pads on sheet (one missing). Excellent in good plus box. **£80, Warwick & Warwick, May.**



▲Corgi Toys GS37 Lotus Racing Team, Lotus Climax Racing Car #1, yellow Lotus Elan Coupé with green hood and stripes #4 decals, green Lotus Elan S2 green with yellow stripes, red interior and driver figure, VW Breakdown Racing Club Van, Lotus Elan chassis on red Trailer, 10x loose cones. Excellent in good plus box and inner polystyrene tray. **£210, Warwick & Warwick, May.**



▲Corgi Toys No 261 James Bond 007 Aston Martin DB5, gold, with James Bond and 2x Bandit figures, Top Secret instructions and folded instruction leaflet. Excellent in excellent box, with excellent inner plinth. **£270, Warwick & Warwick, May.**



▲Dinky Toys No 100 "Thunderbirds" Lady Penelope FAB 1, pink with both figures, front missile and 4x rear harpoons. Good plus to excellent in excellent box, good plus to excellent inner pictorial stand. **£290, Warwick & Warwick, May.**



▲Dinky Toys No 27 Tram Car trade box, 6x repainted and re-transferred Tram Car including Ovaltine light blue (2) and dark blue (4). Good plus in excellent yellow A1026 trade box. **£250, Warwick & Warwick, May.**



▲Matchbox Superfast 48c Dodge Dump Truck (Superfast 48a), lighter shade blue cab & chassis, lemon yellow tipper body, turquoise green windows, chrome base, 4-spoke wide wheels with black front axle clip. Mint in near mint "New" 1971 type I box with matching model artwork. **£5200, Vectis, May.**



▲Matchbox Regular Wheels 31c Lincoln Continental, metallic lime green body, clear windows held by punched rivet rather than a spun rivet, ivory interior, bare metal base, 36-tread black plastic wheels, rare transitional issue. Near mint in near mint to mint type F2 box. **£8000, Vectis, May.**



▲ **Matchbox Superfast 31c Lincoln Continental pre-production trial (Superfast 31a)**, Regular Wheels sea-green body, clear windows correctly held by punched rivet, ivory interior, bare metal base which has not been zinc plated, small diameter solid 5-spoke narrow wheels. Near mint in mint "New" type G box. **£13000, Vectis, May.**



▲ **Matchbox Regular Wheels 44c GMC Refrigerator Truck factory pre-production colour trial**, green cab & chassis with thin rear axle braces, metallic silver type A container body with white plastic door, no stop cast, turquoise green windows, white plastic grille & base with thin axle braces and without raised detail, base has "No.44" cast rather than "GMC" on raised platform. Excellent in excellent plus type E4 box. **£8000, Vectis, May.**



▲ **Matchbox Regular Wheels 50c Ford Kennel Truck**, metallic green body with textured loadbed (Superfast colour), chrome grille, smoke grey tinted canopy, dark green windows, matt black base, complete with dogs attached to sprue. Excellent in excellent plus "New" type F1 box signed by the artist. **£5800, Vectis, May.**



▲ **Matchbox Regular Wheels 13d Dodge Wreck Truck**, dark green cab with silver trim and dark green type A narrow crane jibs with grey plastic hook, turquoise green windows, red roof-light, lemon yellow rear body & base with BP decals. Excellent in excellent type E2 box illustrating correct reverse colour model. **£10000, Vectis, May.**



▲ **Matchbox Superfast 22c Pontiac GP Coupe (Superfast 22a)**, red body with silver trim & opening doors but without front licence plate extension for tow guide, clear windows, grey interior with plastic door springs, gloss black base, large diameter solid 5-spoke narrow wheels. Excellent in good plus type G box. **£4400, Vectis, May.**



▲ **Matchbox Regular Wheels 1e Mercedes LP Covered Truck pre-production trial**, blue body with type A thin cab steps, without front bumper extension, thin rear tow hook & without rear wheelarch braces, clear windows, chrome grille & smooth base without tow guide, yellow plastic hubs with factory crimped axles. Good with excellent yellow canopy in excellent to excellent plus type E4 box. **£2200, Vectis, May.**



▲ **Matchbox Superfast 10f Plymouth Gran Fury Police Car (Superfast 10c)**, black & white body with Police shield door tampo print, mid-blue roof lights, light amber windows, white interior, bare metal base, 5-arch wheels. Near mint in excellent to excellent plus type K box. **£3000, Vectis, May.**



▲ **Matchbox Regular Wheels 15c Dennis Refuse Truck pre-production colour trial**, mid-blue cab & chassis with silver trim & without chassis brace, light grey container without front hole, thin rear opening hatch braces, angled decals, mid-blue base, black plastic wheels. Cab & chassis are near mint, container body excellent, in excellent plus type D2 box. **£2600, Vectis, May.**



▲ **Matchbox Regular Wheels 15d Volkswagen colour trial**, metallic red body with thick racing number 137 door labels & front bumper Monte Carlo Rally decal, clear windows, ivory interior, bare metal base, chrome hubs with black plastic tyres. Near mint in near mint type F1 box. **£5000, Vectis, May.**



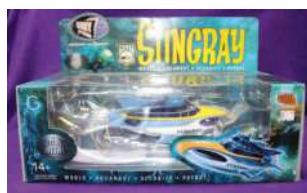
▲ **Matchbox Superfast 24d Team Matchbox Racing Car pre-production trial**, orange body with small rectangular "Team Matchbox" nose label & "Matchbox" rear wing label, white driver, bare metal base, Maltese Cross wheels, pre-production body casting. Near mint in excellent plus to near mint type I box. **£9000, Vectis, May.**



▲ **Product Enterprise Gerry Anderson Diecast Classics Fireball XL5**, silver with red, yellow and blue detailing. Mint in excellent box. **£130, Wallis & Wallis, May.**



▲ **Product Enterprise Gerry Anderson Diecast Classics Supercar**, red with silver, blue and yellow detailing. Mint in excellent box. **£130, Wallis & Wallis, May.**



▲ **Product Enterprise Gerry Anderson Diecast Classics Stingray**, dark blue, pale blue, yellow and silver. Mint in excellent box. **£170, Wallis & Wallis, May.**



▲ **Minichamps 1/18 scale 1954 Mercedes-Benz 300SL Gull Wing**, bright red with tan interior, silver wheels with red hubcaps. Mint in near mint box. **£80, Wallis & Wallis, May.**



▲ **Brooklin Collection BRK 218 1970 Buick Gran Sport 455 Convertible**, Emerald Mist Poly with light brown interior. Mint in mint box. **£65, Wallis & Wallis, May.**



▲ **Brooklin Models BRK 22x 1958 Ford Edsel Citation**, 1991 Limited Edition/Special Issue 'Brooklin Collectors Club' Third Membership Model, in bright red with white flash and interior, plated wheels with white walled tyres. Mint in excellent box. **£50, Wallis & Wallis, May.**



▲ **Brooklin Models BRK 35x 1957 Ford Fairlane**, 1991 Limited Edition 'C.T.C.S.', in bright metallic green with white interior, plated wheels with white walled tyres. Mint in excellent box. **£50, Wallis & Wallis, May.**



▲ **Brooklin Models for DMP Studios 1961 Chevrolet Impala Convertible**, 47 of 150 produced in 1996, finished in metallic maroon with cream interior, plated wheels with white walled tyres. Mint in excellent box. **£95, Wallis & Wallis, May.**



▲ **Brooklin Models BRK 36x 1952 Hudson Hornet Hollywood Coupe**, 1995 Limited Edition/ Special Issue 'Brooklin Collectors Club' Seventh Anniversary Membership Model, in metallic 'Texas Tan' (brown) with light brown interior, plated wheels with white walled tyres. Mint in excellent box. **£85, Wallis & Wallis, May.**



▲ **Pathfinder Models PFM2 1956 Rover 90 Saloon**, grey with brown interior, "TGW 343" number plates, silver wheels with plated hubcaps. Mint in excellent box. **£35, Wallis & Wallis, May.**



▲ **Pathfinder Models PFM.CCI 1960 Facel Vega HK500**, 149 of 600, red with dark brown interior, "84 GC 75" French number plates, silver wheels with hubcaps. Mint in mint box. **£80, Wallis & Wallis, May.**



▲ **Lansdowne Models LDM 16 1961 Humber Super Snipe**, dark blue with light blue interior, "LDM 16" number plates, plated wheels with white wall tyres. Mint in very good box. **£55, Wallis & Wallis, May.**



▲ **Lansdowne Models LDM 20A 1956 Ford Squire Estate**, Sarum Blue, cream interior with silver wheels and hubcaps. Mint in near mint box. **£65, Wallis & Wallis, May.**



▲ **Lansdowne Models LDM 12 1958 Austin A105 Westminster**, M.S.M.C. year 2000 Limited Edition in cream with blue flash and dark blue interior, "LDM 12" number plates, plated wheels, with black tyres. Mint in mint box. **£130, Wallis & Wallis, May.**



▲ **Lansdowne Models LDM 32 1972 Vauxhall Ventora MkII**, metallic bronze with black roof and interior, "BHJ 658K" number plates, plated wheels, with black centre caps. Mint in excellent box. **£80, Wallis & Wallis, May.**



▲ **Lansdowne Models LDM 6C 1961 Austin A110 Westminster**, Persian Blue, light blue interior, "172 GHW" number plates, silver wheels with hubcaps. Mint in excellent box. **£100, Wallis & Wallis, May.**



▲ **Corgi Toys No 226 Morris Mini Minor**, lilac with red interior, dished spun wheels with black tyres. Mint in good box. **£60, Wallis & Wallis, May.**



▲ **Corgi Toys No 277 Monkeemobile**, original issue in red with white roof, yellow interior, complete with all four figures. Very good in very good box. **£120, Wallis & Wallis, May.**



▲ **Corgi Toys GS7 Daktari Land Rover gift set**, just the vehicle and Paula figure, all other figures absent. Very good in very good box. **£80, Wallis & Wallis, May.**



▲ **Corgi Toys GS9 Massey Ferguson 165 Tractor With Shovel, Driver & Tipping Trailer with Detachable Raves**, red and yellow livery, complete with driver. Mint in near mint box. **£240, Wallis & Wallis, May.**



▲ **French Dinky Toys Citroën 11BL (24N)**, gloss black with cream wheels and black tyres. Near mint to mint. **£50, Wallis & Wallis, May.**



▲ **French Dinky Toys 2CV Citroën (24T)**, dark grey with very dark grey roof, cream wheels with black tyres. Mint in very good box. **£100, Wallis & Wallis, May.**



▲ **French Dinky Toys Simca 9 Aronde (24U)**, mid-grey, with mid-grey wheels and white tyres. Mint in near mint box. **£95, Wallis & Wallis, May.**



▲ **French Dinky Simca Aronde TAXI (24U)**, maroon with blue roof, maroon ridged wheels with white tyres. Near mint to mint, unboxed. **£30, Wallis & Wallis, May.**



▲ **French Dinky Toys Buick Roadmaster (24V)**, yellow with dark green roof, ridged spun wheels and white tyres. Mint in excellent box. **£90, Wallis & Wallis, May.**



▲ **French Dinky Toys Ford Vedette (24x)**, dark blue with dark blue wheels and white tyres. Near mint in good box. **£85, Wallis & Wallis, May.**



▲ **French Dinky Toys Camionnette Citroën 1200Kg (25c)**, metallic grey with body coloured wheels and black tyres. Very good in very good box. **£95, Wallis & Wallis, May.**



▲ **French Dinky Toys Fourgonnette Incendie 2CV Citroën (25D)**, red fire livery with crest to front doors, red ridged wheels with black tyres. Mint in excellent box. **£80, Wallis & Wallis, May.**



▲ French Dinky Toys Plateau Bertiet Avec Container (34B), red and grey, complete with metal container. Near mint in excellent box. **£70, Wallis & Wallis, May.**



▲ French Dinky Supertoys Tracteur Willeme Avec Semi-Remorque Fardier (36A), orange tractor unit with yellow skeletal trailer, yellow wheels to both, with log load. Mint in good box. **£60, Wallis & Wallis, May.**



▲ French Dinky Toys Fiat 1200 Grande View (531), metallic bronze with cream roof, ridged spun wheels with white tyres. Mint in excellent box. **£60, Wallis & Wallis, May.**



▲ French Dinky Toys De Soto Diplomat (545), salmon pink with a black roof, dished spun wheels with white tyres. Mint in very good box. **£55, Wallis & Wallis, May.**



▲ French Dinky Toys Opel Rekord (554), ivory yellow with cream roof, pale grey interior, dished spun wheels and white tyres. Near mint in good box. **£80, Wallis & Wallis, May.**



▲ French Dinky Toys No 61 "Avions" Gift Set, comprising green and silver Dewoitine D-338, silver Hanriot Type H-180 M, silver Potez Type 58, silver and yellow Farman Type F 360, silver Dewoitine Type 500 and red and silver Potez Type 56, all with original red propellers and tied with original green string. Mint in very good original display box. **£1000, Wallis & Wallis, May.**



▲ Dinky Toys No 956 Turntable Fire Escape, red with cast hubs, silver platform, chrome ladders, without glazing. Mint in good blue and white lift off lid box with insert, plus instruction leaflet. **£30, British Toy Auctions, June.**



▲ Dinky Toys No 986 Mighty Antar Low Loader with Propeller load, red, grey Supertoy hubs, a plastic driver figure, with grey and black trailer. Excellent with mint propeller in very good blue and white striped lift off lid box, with inner packing piece. **£55, British Toy Auctions, June.**



▲ Corgi No 12 Glider and Trailer Set, white car, with red/white trailer and glider (both with green and red graphics). Mint in good box. **£30, British Toy Auctions, June.**



▲ Matchbox Super Kings K-44 Bridge Layer Set, with unused bridge stickers still on backing paper. Mint in fair plus window box. **£40, British Toy Auctions, June.**



▲ Matchbox Moko Lesney 74a Mobile Canteen 'Refreshments', silver body, light blue base, grey plastic wheels. Near mint in good type D2 box. **£60, C&T Auctioneers, June.**



▲ Matchbox Lesney Superfast 34e Vantastic, orange body, white interior/base, hard-to-find sun label to front. Mint in excellent box. **£30, C&T Auctioneers, June.**



▲ Matchbox Lesney Superfast 75b Ferrari Berlinetta, red gloss body, without silver trim, white interior, five-spoke narrow wheels. Excellent in fair box. **£50, C&T Auctioneers, June.**



▲ Matchbox Adventure 2000 K-2002 Flight Hunter pre-production, yellow body, black base, chrome interior, amber glass. Fair to good, unboxed. **£160, C&T Auctioneers, June.**



▲ Matchbox Lesney Superfast G-3 Racing Specials Set, metallic blue 5e Lotus Europa, metallic red 20d Lamborghini Marzal, metallic green 45c Ford Group 6, metallic purple 52c Dodge Charger, metallic gold 56c BMC 1800 Pininfarina and metallic red 68c Porsche 910 - some decals missing. Good to very good in fair to good outer window box, with excellent white inner tray, but missing original outer shrink wrap. **£120, C&T Auctioneers, June.**



▲ Matchbox Lesney G-2 "Big Mover" Set, yellow/orange K-11 DAF Car Transporter, metallic green 9 AMX Javelin, metallic crimson 32 Maserati Bora, metallic blue 4 Pontiac Firebird, yellow/black 44 Boss Mustang and metallic red 51 Citroën SM. Mint in very good outer window box with good inner plastic tray. **£120, C&T Auctioneers, June.**



▲ Dinky Toys No 27AK Farm Tractor and Hay Rake, red Massey Harris tractor and hay rake with yellow wheels. Excellent in good box with inner base packing. **£85, C&T Auctioneers, June.**



▲ Matchbox Speedkings K-58 Corvette "Power Boat" Pack, blue "Caper Cart" with orange and white "Chrysler" speedboat on yellow trailer. Near mint in very good box. **£85, C&T Auctioneers, June.**

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TOYFAIR TIMES

Due to the on-going situation and in accordance with Government advice,
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Please contact the auction houses and organisers directly for
 up to date information.

FAIRS

4 JULY

- Crowland, Colin Boor,
07710 321471

11 JULY

- Worthing, SRP Toy Fairs,
07739 98012

18 JULY

- Ashington, David Parsons,
01424 846676 or 07742 609865
- Rayleigh, SRP Toy Fairs,
07739 998012

25 JULY

- Malvern, Bulldog Fairs,
01373 452857
- Orpington, SRP Toy Fairs,
07739 998012

8 AUGUST

- Worthing, SRP Toy Fairs,
07739 98012

15 AUGUST

- Exeter, Bulldog Fairs,
01373 452857

AUCTIONS

1 JULY

- Sheffield, Sheffield Auction Gallery,
0114 281 6161

6 JULY

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

9 JULY

- Runcorn, British Toy Auctions,
01928 579032

10 JULY

- Stafford, Hansons Auctioneers,
01889 882397

13 JULY

- Stockton-on-Tees, Vectis,
01642 750616

14 JULY

- Stockton-on-Tees, Vectis,
01642 750616

17 JULY

- King's Langley, Excalibur Auctions,
02036 330913
- Newark, Northgate Auction
Rooms, 01636 605905

20 JULY

- Cheshire, Warrington & Northwich
Auctions, 01925 658833

21 JULY

- Warwick, Warwick & Warwick,
01926 499031

22 JULY

- Stockton-on-Tees, Vectis,
01642 750616

23 JULY

- Hanham, East Bristol Auctions,
0117 967 1000
- Beccles, Durrants,
01502 713490

- Stockton-on-Tees, Vectis,
01642 750616

- Runcorn, British Toy Auctions,
01928 579032

24 JULY

- Hanham, East Bristol Auctions,
0117 967 1000

28 JULY

- Stockton-on-Tees, Vectis,
01642 750616

- Kent, C&T Auctioneers,
01233 510050

29 JULY

- Stockton-on-Tees, Vectis,
01642 750616

30 JULY

- Leyburn, Tennants,
01969 623780

- Stockton-on-Tees, Vectis,
01642 750616

3 AUGUST

- Newbury, Special Auction Services,
01635 580595

- Cheshire, Warrington & Northwich
Auctions, 01925 658833

14 AUGUST

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Typifying 1990s Chinese manufacture, this budget set consists of an Audi towing a caravan.

Camping it up

Andrew Ralston gets ready for a summer trip on a budget.

The ongoing difficulties with travel abroad make it likely that camping and caravan holidays within the UK will be more popular this year. That's a theme with plenty of possibilities for the model collector, and well-known classics like the Corgi Thames Airborne caravan and the various Dinky caravan trailers immediately come to mind.

However, in the spirit of this column, two more unusual subjects are pictured this month, both dating from the early days of the Chinese diecast industry in the 1990s (though it's hard to realise that's around three decades ago). At that time, Chinese toy companies had children rather than adult collectors in mind, and the notion of producing exceptionally detailed 1/43 scale models at low cost was still some way off, though companies like Maisto were making models to collectors' standards in larger scales.

Both the holiday items shown here are fitted with the feature common to most Chinese toy cars of the period – a pull-back friction motor. The 'Vacation Pick-up' is 6.5 inches long and consists of a plastic camper body fitted on top of a diecast pick-up casting. It is not a direct copy, but there are some clear echoes of the Mazda camper introduced by Corgi in 1976, although this had a removable rear that could stand alone on four collapsible legs. According to the box illustration, the Chinese version came in four colours – white, blue, red or yellow.

The 'Sport Caravan' set similarly combines diecast and plastic. The body of the caravan is plastic,



▲ The Vacation Pick-up has some resemblance to a Corgi model of the 1970s.



▲ The manufacturer can be identified from the logo on the box.

attached to a black diecast base, with the car being constructed in the opposite way – a diecast body on a plastic chassis. It has opening doors and the ubiquitous pull-back mechanism that rather spoils the proportions as the wheels stick out too far. The four rings at the front indicate that the car is meant to be an Audi, but the set was also issued with a BMW 3 series, Mercedes estate car or a Ford Sierra, towing either the caravan or a cabin cruiser.

These simple playthings are typical of what could be bought in any bargain store or newsagent back in the nineties. But who made them? With a few notable exceptions such as May Cheong Toys (trademarked MC Toy and, later, Maisto) Chinese toymakers at this time followed the Hong Kong practice of not putting their names on their products but simply a logo. In fact, these companies were based in Hong Kong, but had started to transfer production to China, where labour costs were much cheaper.

The logo on the back of the box identifies the maker as the Shing Fat Diecasting Factory, whose head office was in the King Win Industrial Building, Kwun Tong, Hong Kong. The company is still in existence, making similar diecast playthings.

The camper van and caravan set might not come into the category of collectors' items, but as the years pass, someone is bound to remember having them as a child and will look back on them with nostalgia. **DC**

Dear Editor...

EMAIL YOUR LETTERS AND QUESTIONS TO rick.wilson@warnersgroup.co.uk
OR WRITE TO US The Editor, Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH.



MORE METRO MUSINGS

HAVING read the article by Roger Bailey on the Corgi Metro in the May issue. I just thought I would flag that there are even more variations between the Metro HL and the HLS. The first other variance is that the casting on the HL doesn't have the body strip down the sides of the vehicle, where has the HLS version has this strip. The second is that the tailgate on the HL doesn't have a tab/lip cast in to lift the tailgate as seen on the HLS version. I also have a variant of the HL that does not include the simulated heated rear window, it just has the wiper, whereas all the other versions of HL and HLS have the heated rear window and wiper. I have all the original sales literature from the 1980 motor show on the launch of the Metro, the five models on launch were 1.0, 1.0L, 1.0 HLE, 1.3S and 1.3HLS, nothing is listed in the brochure about a 1.3 HL version as depicted by Corgi. Perhaps the 1.3 HL was a pre-production model that Corgi originally modelled and then had to modify to the HLS version.

Paul Woods, email

ED I can't believe how much these Metro articles have generated in terms of responses – there have been many letters published recently – but these are new observations, so thank you for sharing. I remember the launch very well indeed and my best friend was bought one by his parents as a present for doing well in his school exams, so I spent most of the early eighties riding around in it.

FREE FARMING TOYS CATALOGUE

FOR anyone interested in model tractors, there is a very good catalogue available for free called farming toys and it seems to be marketed by Gallagher Power Fence UK Ltd., Curriers Close, Canley, Coventry, CV4 8AN.

David Stewart, email



ED Many thanks for the 'heads-up', David, it's much appreciated. An online version can be found at www.gallaghhereurope.com/en_gb_ge/farming-toys.

TRAVELLER UNRAVELLER

I live in Esperance, Western Australia, and I'm 70 years old. I've just started my matchbox Mini Cooper collection. Do matchbox make a Traveller model? There seems to be a few other brands around but I want a Matchbox model.

Dick Waters, Esperance, Western Australia



ED As a fellow Mini enthusiast (I've owned four over the years), I have a fair collection of them too, but sadly there are no Travellers by Matchbox. The closest we can come here is to take one of the modern Matchbox Mini Vans and modify it – come to think of it, I have one in a box somewhere, so might have a go at converting it myself! The 'modern' Matchbox casting was first released in 2007 and is based on the 1965 Mini, so even has external door hinges. A slightly less-detailed retool has just been released, in 2020, so it would be best to aim for the earlier casting. Some judicious wielding of a Dremel-style tool could be used to take out the side rear upper panel and replaced with some clear plastic/acetate sheet cut to fit. Then the wood-effect panels could simply be attached to the outside. I'll let you know how I get on, if I take the plunge.

OUT OF C-QUENCE?



I have been collecting OOC buses for some time now, in particular, model 40403 AEC Regent II in the livery of Eastbourne Corporation (pre-Stagecoach). I have quite recently noticed an anomaly with numbering on the Limited Edition Certificates – the certificates quite clearly state the number of models is 5,000 (4 digits) yet all the certificates I have for this particular model, show numbers containing 6 digits, all beginning with "0" (see photo), and I don't know why this is. Do you think the original number of models was to be 10,000 or more and, for whatever reason, Corgi decided to reduce the model run? I also collect the guides that cover EFE & OOC buses (and other makes). I have been searching everywhere for a copy of "EFE & Corgi OOC Model Bus Collectors Guide 2014" – I believe this was the last one published by the author, Anne Letch. If you or anyone out there know where I could get one, please let me know. I have all the editions before 2014, so I'm really keen to add it to my collection.

Graham Kifford, email

ED Hi Graham, a very good observation about the numbering and my only thoughts are similar to yours in that perhaps these were templated in the days when a larger run might have been the thing, so for reduced runs the numbers were prefixed with a "0". Regarding the 2014 edition of Anne's guide, that is something that would seem to be non-existent, as there don't appear to be any references online for this edition. The closest I can find is on the excellent www.modelbuszone.co.uk, which states "The next full edition of the guide will be published in July 2014, however, a 13th edition supplement will be produced in July 2013 listing all the new releases since the 12th edition" alongside an entry for the 12th edition.

CODE TWO MINI MIX-UP

I'M looking forward already to my August issue, No 286. Issue 285 barely had time to drop through the letterbox when, prior to giving it a more in-depth read, I came across page 85, advising readers of the contents in the next issue. Accompanied by a picture, a headline announces an article entitled, "Minis by Code Two Models", and states that it's, "A small but intriguing range of unreleased Matchbox-Dinky Minis from a little-known Australian brand". Intriguing it certainly is, for a number of reasons. First of all, I'm wondering, who are Code Two Models? Secondly, I've had the set shown for quite some time, the single car, #13C, even longer. They're not by Code Two or Matchbox-Dinky. Car #13C is not part of the diorama. Regular readers may be aware that Australian diecasts have long been a passion of mine, dating back to around 2001. Models by Bianté, Classic Carlectables, Trax and one or two others, now total over two hundred in the three most popular scales. Of the genres I've collected, one is every winner of the famous Bathurst road race held every October in the hills of New South Wales from 1963 until the present day, and number 13C is one of them. Just three models up to 2020 are needed to complete the set. Car #13C is the 1966 winning Morris Cooper S, and numbers 17C and 22C, also in the diorama, finished second and third. For the record, the first

nine finishers were all Morris Mini Coopers. The tenth and eleventh placed cars both had a V8 engine and were six and eight laps adrift of the winner, respectively. The winning car was driven by Finnish rally star, Rauno Aaltonen, partnered by Aussie driver, Bob Holden. This identical two car set was released many years ago by Lledo Vanguards as one of its "Heroes of Australian Motorsport" series. The model of the winning Mini is also a Lledo Vanguard. The others in the series that I'm aware of are a Vauxhall Cresta, a Mk II Jaguar and a Mk I Cortina GT. Are there any others? The Cresta was the first car home in 1960, when the 500 mile race, as it was then, in the pre-1963 Bathurst years, was held at Phillip Island off the coast of Victoria, near Melbourne. The Jaguar is Aussie legend Bob Jane's Mk II 3.4, with which he was 1962 Australian Touring Car Champion, while the Cortina replicates Bob Jane's 1964 Bathurst 500 winner, and was the second of three consecutive wins at Bathurst for a Mk I. The car was also modelled by Classic Carlectables and is by far the superior of the two. The 1966 winning Mini was released many years ago in 1/18 scale by Bianté Auto Art. This model can command big money, if you can find one. I await issue No 286 in anticipation. One final question. Will the mysterious Code Two be

releasing the Cresta, the Mk II Jaguar and the Cortina GT?

Mick Haven, SHMAC

ED Thanks very much for that superb contribution, Mick. The simple answer is that, in my haste, I chose the prettiest image from the article submitted, without having fully read it first, and clearly chose the wrong picture to illustrate it. I recognised the diorama as I have the same one, with different advertising signs, as part of the Mini 7 Racing Club release by Corgi, so that should have set some alarm bells ringing. Lesson learnt... Hopefully, David's article (on pages 44 to 47 of this issue) will have answered your other questions.



AND STILL MORE METROS!

I enjoyed Roger Bailey's article in the May issue regarding models of the Austin Metro, specifically the Corgi ones. Roger is correct in saying that the gold HL version was produced for British Leyland as part of the launch of the real car, but the HLS version was also produced in gold as well as the pictures show, the main difference being the HLS version having head restraints. I also have the cream and Datapost racing issues in the special flip top boxes as well as a set of 36 red HLS Metros in flip top boxes, all in a shop counter top dispenser box. They all have £1.99 price tags and have the name 'Merretts' which I presume was a toy shop or department store. I bought this set from Vectis Auctions in 2014 so I presume this was unsold stock from when the shop closed down. I never knew the HL version was also produced in red for sale at the 1980 Motor show so thanks for Roger for detailing this. This is another variation for me to track down. If any reader has one spare or knows of one for sale than I would be interested in hearing from them.

Steven Sanders, email

ED It's official, this is definitely the biggest thread I've ever seen in my time in the hot seat here. It started with Paul Lumsdon's article in the December 2020 issue. This gave rise to Roger Bailey's follow-up piece in the May 2021 issue. Then there are all the letters, some of which have been rather comprehensive. Thank you to everyone who has contributed and this includes you, of course, Steven. And wow, I love that ex-shop counter display! Can anyone help Steven with his search request?



DESERT ISLAND INDULGENCE

THIS is a true indulgence if the Editor permits? Back in my early teens my group of friends started making 'working' model racing cars. The current craze was RTP (round the pole) models tethered to a central pole using miniature aero engines, well beyond our financial means and skills. We started with unpowered models running down inclined tracks (well before Whizzwheels) and progressed to aero-elastic powered sprint cars. My FWD Mercedes was the champion, using Juneero (look it up) and Meccano parts.

Ian Artus, Manchester

ED Brilliant! And I love the shape of that racer – those wheels are things of beauty too. Keen-eyed readers might recognise Ian's name, as he is this month's castaway hero on pages 64 and 65. Ian sent it in knowing it wouldn't make the cut for the island, but knew we'd like to see it. Great model and definitely worthy of sharing here.

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A material consideration

Whilst avoiding being judgemental, **Stephen Paul Hardy** solicits views on the question “Is it the subject or what it is made of that is important?”



▲ Stephen Paul Hardy.

Be it a passion or a pastime, collecting inevitably prompts debate and, occasionally, controversy amongst participants. Issues of originality, authenticity and, above all, fidelity to the spirit of the collectable theme quite often head up debate agendas.

As I see it, when it comes to scale models, there is an eternal triangle that inextricably links a miniature's standing as a collectable, the material it is made from and the purpose for which it was made. Each facet is subject to a range of (often) deeply ingrained preconceptions or biases, themselves subject to changing fashions over time.

Then there is the curious dichotomy between that of something being a cheap toy, or a valuable adult's collectable – the travel of any item from one perceived category to the other generally being just a factor of a number of decades.

It is a reasonable presumption that a magazine with the title *Diecast Collector* primarily caters for collectors of miniatures made from diecast metal. The subject matter of that miniature being

secondary to the material that it is made from. There seems to be a historical British prejudice in favour of metal as the preferential modelling material. Plastic it would seem being traditionally relegated on the basis that it was what cheap toys were made from – and injection moulded construction kits. I defy anybody though to argue that the now long obsolete Mercedes W180 220S Pontons of Faller's 1/43 'Memory Cars' range is not one of the best models of the vehicle ever made – a perfect example of a well-detailed scale model, even though it is plastic.

Some subjects, in all their material combinations – notably trains, aeroplanes and figures – have always been well represented on the magazine racks of British newsagents. Yet, to my mind, inclusive coverage of scale model automobiles in all their material guises has always been the poor relation in this respect. Diecast (and now resincast) automobiles get a fair crack of the whip, but plastic automobiles have no magazine champion in Britain. I guess, though, the fact speaks for itself that the material and not the subject is probably the collectable focus. **DC**

NEXT MONTH

September 2021
Issue 287

Old timers

A delightful range of vintage Japanese car models by AHI.



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

PLUS...

- London Brick vehicles
- Porsche Cayman
- Britains centenary – part 1
- Figuring it out – part 3
- New model spotlight
- Estate cars
- Diecast kits from Dinky
- Correcting Solido's Porsche 956
- Collecting by numbers – Superfast #14
- Auction results and ebay watch
- Extensive selection of new model releases

September issue on sale 3rd August or download the digital edition
7 DAYS EARLIER on 27th July at www.pocketmags.com/diecast-collector

Third person singular

Brian Gower checks his grammar.



I have been flicking through a small book, which, in its small way, tries to explain English usage. When it doesn't confuse me with terms like “intransitive verb” or prompt a snigger at “dangling modifier” (cover your eyes, Felicity), it can be very useful. I can't remember why I picked it up this time, but I came across the grammatical distinctions between first, second and third person in normal speech, which seems to apply equally well to writing.

Currently, I (first person) am talking/writing to you (second person) and could well begin telling you about him (third person). I always sense something sinister about the third person. Third anything is often unwelcome – third place, third class, the third degree (torture) and, of course, the shadowy third man in the Orson Welles film. Also, let's not forget that “two's company, three's a crowd”. Watch out for the third person singular, chaps, he's trouble.

The little book goes on to explain that third person can include they, them and it, so we can forget about that singular third person for now and consider more uplifting matters.

Look across the road at the hotel. The group of people by the doors have recently dined and await their car – a distinguished elderly man, a woman in an evening dress and, in front of them, a child. On the pavement, no doorman, but a watcher nevertheless in overcoat and hat. He arrived with a large group of men and women, but remains outside, looking up and down the street, sometimes walking to the corner. He can't see us.

Two members of our team, a convincingly affectionate couple, are already in the restaurant and witnessed the noisy arrival of the group. They report that the central core of three men and two girls appear to be enjoying themselves, but the fit-looking

▲ Ivan's Lamborghini, modelled by Welly.



▲ First to arrive – a white Mercedes-Benz, from *The James Bond Car Collection*.



▲ Our mysterious diplomatic-plated Rolls-Royce, also from *The James Bond Car Collection*.

younger men in dark suits on each side of them are tense and their eyes scan the large room constantly. Hands slide inside jackets whenever a waiter approaches or a door opens. They eat with their forks, but do not drink.

So who are these people? You don't ask. And anyway, money talks so they don't have to. We do know the large man in the centre who laughs readily and slaps the table. His name, for now, is Ivan. He will tell you he is a businessman. Import, export. The cars in which they arrived in close convoy are now in the high-security car park beneath the hotel – first a white Mercedes-Benz, not new, but surprisingly quick, then Ivan in his Lamborghini with one of the young men. A new Jaguar carried the rest of the party. We know all of them by various nicknames. All except the man who sits on Ivan's left and to whom Ivan talks in heavily accented English, peppered with loud obscenities and laughter. We know this man by his real name because he is one of our own. Or he was. We are surprised to be told he is here.

The Rolls-Royce that shelters us from view has been lent to us. A Rolls is unlikely to be asked to move and, in any case, it wears diplomatic plates. At a given signal, it will reverse, then drive along the side of the hotel to a fire exit where two men in dinner jackets will be supporting a third who looks unwell. Possibly he had a fall when visiting the men's room. As the trio get in the car, we walk casually to our car and follow the Rolls.

At the large table in the hotel restaurant, the chair beside Ivan is empty. Two of the young men go to find out why. The Rolls-Royce glides away from Mayfair and quite soon stops outside one of the tall narrow houses in Belgravia. This is where we will talk to our third man. **DC**



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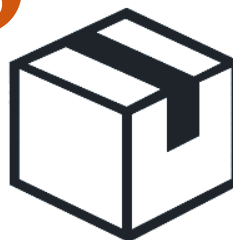
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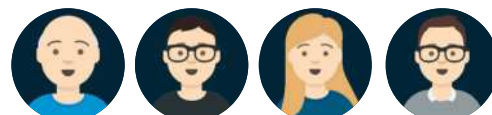
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76FS003 Ford Sierra Sapphire Radiant Red . £5



76ZEP012 Ford Zephyr Black £5



76FZ003 Ford Zodiac MkII Ermine White And Pink £5.50



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Pompadour Blue. £5.50



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76HI004 Hillman Imp Middle Blue £5.50



76HI002 Hillman Imp Tangerine Metallic £5



76JCX75003 Jaguar C-X75 Caesium Blue . . . £5



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76JEP001 Jaguar E Pace Caesium Blue £6



76JFP003 Jaguar F Pace Italian Racing Red . . £6



76JAG2007 Jaguar MkII Carmen Red £5



76JAG2002 Jaguar MkII in Old English white .£5



76JAG7004 Jaguar MkVIII in Claret Metallic
(Queen Mother). £5



76JXE003 Jaguar XE Narvik Black £5.50

76JJ001 Jowett Javelin in turquoise £5



76SET17C Land Rover 5 piece Set £24



76LAN188009 Land Rover 88" Canvas in
bronze green. £5.50



76LRDF006 Land Rover Defender 90 Station
Wagon Santorini Black £5



76LRDF012 Land Rover Defender 90 Station
Wagon White (HK Reg) £5



76LAN1109002 Land Rover Series 1 109" open
in blue £5



76LAN1109001 Land Rover Series 1 109" frame
in grey £5



76LAN2020 Land Rover Series 2 LWB Canvas
Bluebird Land Speed Record 1960. £5



76LAN188003 Land Rover Series I 88" open in
"Churchill" bronze green. £5



76LAN2002 Land Rover Series II Station Wagon
Bronze green. £5



76MGB001 MGB in tartan red £5



76MGB008 MGB Roadster mineral blue... £5



76MGTC005 MGTC Powder Blue... £5



76MINGT002 Mini 1275GT in black... £5



76MCS003 Mini Cooper MkII Tartan Red/Black... £5



76MCS004 Mini Cooper S MkII Snowberry White/Black... £5



76MN008 Mini Cooper surf blue / old English white £4.50



76MES001 Morris Eight E Series Saloon "Blue" £5



76MES006 Morris Eight E Series Saloon Red/Black... £5
76ME002 Morris Eight tourer in green & black... £5



76MMC005 Morris Minor Convertible Open Old English White/Red... £5



76MMS001 Morris Minor MM Saloon in Romain Green £5
76MMC002 Morris Minor Soft Top in Black... £5



76MMT001 Morris Minor Traveller in Old English white £5



76MMT002 Morris Minor Traveller in Trafalgar Blue... £5



76MO007 Morris Oxford III Sage Green/Twilight Grey... £5



76NQ2002 Nissan Qashqai J11 Pearl Black Metallic... £5



76NQ2001 Nissan Qashqai J11 Storm White... £5



76SET47 Pack of three Land Rover Defenders - Heritage Set... £15.50



76RCL002 Range Rover Classic Darien Gap... £5.50



76RCL001 Range Rover Classic Lincoln Green £5.50



76RCL003 Range Rover Classic Masai Red... £5.50



76RRE002 Range Rover Evoque Coupe (Facelift) Fuji White... £6



76RRS002 Range Rover Sport SVR Indus Silver... £6



76RRP3001 Rolls Royce Phantom III Black £6



76RRP5002 Rolls Royce Phantom V Burgundy/Silver Sand... £6



76RRP5001 Rolls Royce Phantom V Navy/Silver £6



76RP006 Rover P6 Corsica Blue... £5



76SDV003 Rover SD1 3500 Vitesse Moonraker Blue £5.50



76SDV001 Rover SD1 3500 Vitesse Targa Red... £5.50



76SET74 Royal family cars and vehicles - set of 7 £36.50



76SV001 Standard Vanguard in black... £5



76SR007 Sunbeam Rapier MkIII Light Green Metallic/Embassy Black... £5



76TS003 Triumph Stag Pimiento... £5



76CRE010 Vauxhall Cresta Moonlight Blue/
Bermuda Blue £5



76CRE011 Vauxhall Cresta Versailles Green
And Black £5



76HB003 Vauxhall Viva HB in Monza Red ... £5



76VE001 Volvo 245 Estate Green £5



76VW010 VW Bay Window pickup Pastel White £5



76VWS006 VW T1 Camper Mouse Grey/Pearl White . £6



76VWS005 VW T1 Samba Bus/Surfboards
Turquoise/Blue White..... £6



76WO005 Wolseley 18/85 black / ivory £5
Public Service vehicles



76SET31 6 Piece London Fire Brigade 150th
Anniv. WLG/TLM/Regent/F8/F106/AEC. £64



76AM001 AEC Mercury TL fire engine "London
Fire Brigade" £19.50



76AM003 AEC Mercury TL fire engine
Edinburgh & SE Area..... £19.50



76REG003 AEC Regent III Fire Engine -
Scotland South Western..... £12



76AMB001 Austin 18 Ambulance Rolls Royce
Works..... £5.50



76BD002 Bedford OW Fire Engine "Essex Fire
Brigade" in red £10



76BHF002 Bedford WLG Heavy Unit London
Fire Brigade. £11



76CCP003 Coventry Climax Pump Trailer in red £5



76F8003 Dennis F8 fire engine "Glasgow" ... £12



76F8004 Dennis F8 fire engine Essex Fire Brigade .. £12



76DL4004 Dennis Light 4 "New world" Fire
Engine British Railways..... £11



76DN002 Dennis RS fire engine Dublin Civil £13



76ESC004 Ford Escort Mk2 - Police £5.50



76FHP002 Fordson Heavy Pump Unit London
Fire Brigade..... £12



76FHP001 Fordson Heavy Pump Unit NFS . £12



76J4005 J4 Van "Greater Manchester Police" £6



76XF008 Jaguar XF Surrey Police. £5.50



76LRD007 Land Rover Discovery 3 Metropolitan
Police..... £5



76LRC001 Land Rover FT6 Carmichael
"Cheshire County Fire Brigade" £9



76LAN188001 Land Rover Series 1 88" hard top
"Civil Defence" £5



76TX5002 LEVC TX Taxi Tupelo Red £6



76LC003 Leyland Cub FK7 'Leamington Fire Brigade' £11



76LC001 Leyland Cub FK7 1936 fire engine Newcastle City Fire Brigade £11



76TLM005 Leyland TLM Fire Engine Borough of Dover £10



76MFE001 MAN Pump Ladder fire engine "Avon Fire & Rescue"..... £16



76RR3004 Range Rover 3rd Generation Metropolitan Police £6



76RCL004 Range Rover Classic London Fire Brigade £5.50



76SAL003 Scania Aerial Rescue Pump Merseyside Fire and Rescue service £20.50



76SFE010 Scania CP31 Pump Ladder - Shropshire Fire & Rescue £17



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



76TN004 Thornycroft Nubian Isle of Man Airports Board Fire Service..... £16

Commercial vehicles

NEW



76PB010 Commer PB Postbus "Royal Mail - Scotland" **NEW** £5

NEW



76SCV002 Showman's Caravan in green & cream **NEW** £12

NEW



76TR017 Mobile Trailer "Eddie Stobart Fan Club" **NEW** £10



76T5V005 AA VW T5 Van "AA Roadside assistance" ..£6



76TIP001 AEC Ergomatic 6-Wheel Tipper "Hoveringham" £12



76TIP005 AEC Ergomatic Tipper London Brick Company £12



76AEC004 AEC Matador J12 Wrecker "London Brick" £11



76ATKL003 Atkinson 8 Wheel Flatbed Tennant Transport £13.50



76ATK003 Atkinson Borderer Flatbed Trailer British Rail. £17



76ATK004 Atkinson Borderer Low Loader NCB Mines Rescue £17



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" £13.50



76ATKL005 Atkinson Cattle Truck L Davies & Sons..... £13.50



76AT001 Austin "Low loader" taxi in black . . £5



76CA030 Bedford CA Ice Cream Hockings £5.50



76CA023 Bedford CA Milk Float Co-op ... £5.50



76CA018 Bedford CA Minibus in "British Rail Crew Bus" £5.50



76CA007 Bedford CA van - "Royal Mail" £5.50



76BED002 Bedford J1 Lomas Birmingham £5.50



76BD021 Bedford OWLC Tanker Petroleum Board . £11



76BD013 Bedford OX Booking Office Billy Smarts . £18



76BD022 Bedford OX Flatbed Trailer LNER. £11



76BD006 Bedford OY Dropside BRS £10



76SP032 Bedford TK "Mr Tayto" £9.50



76TK016 Bedford TK Box Van Macbraynes ... £10



76TK007 Bedford TK Tanker "Whitbread" £8.50



76CTR002 Canvassed Trailer Maroon/Red £12



76CIT005 Citroen H Catering Van Fish & Chips. £7



76TCAB004CC Coca Cola T Cab Box Trailer .. £21.50



76CM001 Commer Q25 'British Railways' . £5.50



76CM003 Commer Q25 LNER £5.50



76CWT005 Commer Walk Thru "Pollock" . £9.50



76CWT006 Commer Walk Thru Rail Express
Parcels..... £9.50



76CCP001 Coventry Climax Pump Trailer Grey NFS .. £5



76DAF03CT DAF 105 Skeletal Trailer Freightliner £19.50



76D28001 DAF 2800 40ft Curtainside Robsons..£20.50



76STOB027 DAF 2800 Curtainside £18.50



76DAF001 DAF 85 40ft Box Trailer Royal Mail. £20.50



76DAF004 DAF 85 Short Fridge Trailer Trevor Pye £20.50



76STOB025 DAF FTGX105 Curtainside . £18.50



76DXF004 DAF XF Euro 6 Livestock
Transporter - Skeldons Transport £22



76DS002 Daimler DS420 Hearse in black. . . . £5



76DL4002 Dennis Light 4 "New world" Fire
Engine LMS Crewe..... £11



76DT006 Diamond T ballast - "Wynns" .. £13.50



76CWT007 Dodge KC Van Royal Mail. . . . £9.50



76STOB040 Eddie Stobart MAN TGX XLX
Curtainside £19.50



76STOB039 Eddie Stobart Scania Highline
Curtainside £19.50



76TCAB007 Eddie Stobart Scania T Cab Curtainside £21



76STOB010 Eddie Stobart Scania T Cab Curtainside (comes in white box) £18.50



76STOB036 Eddie Stobart Volvo FH Walking Floor Trailer £19



76EC003 ERF EC Flatbed Trailer - Pollock. . £21



76EC001 ERF EC Olympic 40ft Fridge Scotlee Transport £21



76EC002 ERF EC Olympic Fridge John Mackirdy Ltd .£21



76STOB023 ERF LV Flatbed Trailer (comes in white box) £18



76LV004 ERF LV Flatbed Trailer N Ireland Trailers £13.50



76LV005 ERF LV Flatbed Trailer Scottish & Newcastle £13.50



76FDE003 Ford 400E Post Office Telephones .. £5.50



76ANG005 Ford Anglia van in 'Post Office' .. £4.50



76FCG003 Ford Cargo Box Van Harris. £12



76FCG005 Ford Cargo Box Van Parcelforce .£12



76FTC011 Ford Transit Connect London Underground £5



76FTC009 Ford Transit Connect Network Rail (Jarvis) £5



76TPU003 Ford Transit Dropside London Underground £12



76TPU005 Ford Transit Dropside White £12



76FT022 Ford Transit LWB High Network Rail Response Unit £5.50



76FT1009 Ford Transit Mk1 "RAC Service" £5.50



76FT1005 Ford Transit Mk1 British Rail £5.50



76FT1002 Ford Transit Mk1 Post Office Telephones £5.50



76FT3002 Ford Transit Mk3 Royal Mail ... £5.50



76FT034 Ford Transit Mk5 "Parcelforce" .. £5.50



76TPU004 Ford Transit Mk5 Dropside Highway Maintenance £12



76FTB001 Ford Transit Mk1 Beavertail RAC . £9.50



76FT027 Ford Transit SWB Medium Roof JCB . £5.50



76FCR001 Fowler B6 Crane Marstons Duke of York (Dorset) £15.50



76FX4001 FX4 London Taxi in black £5



76FX4006 FX4 Taxi Union Jack £5



76CWT008 Gerry Cottles Circus Commer Walk Thru £9.50



76SET45 Hayton Coulthard Centenary Set. .£42.50



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



76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully posable £23



76KRS004 Konecranes Reach Stacker NATO Green £23



76LAN188012 Land Rover 88 - Fire Red. £5



76LAN188017 Land Rover 88" Series 1 Hard Top Bertram..... £5



76LAN188019 Land Rover AA..... £5



OR76ROR003 Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorised ..£6.50



OR76ROR002 Land Rover Defender 110 posable rail wheels - "Network Rail" - non-motorised. . £6



76LRDF003 Land Rover Defender 90 Station Wagon Orkney Grey£5



76DEF015 Land Rover Defender LWB Hard Back RAC£5



76DEF008 Land Rover Defender Network Rail £5



76DEF004 Land Rover Defender Station Wagon Garda£5.50



76LRFCG001 Land Rover FC GS 1974 Trans Sahara Expedition£9.50



76LAN1109004 Land Rover Series 1 109" Canvas "RAC".....£5



76LAN180003 Land Rover Series 1 80" 'AA' ..£5



76LAN188006 Land Rover Series 1 88" hard top in "Post Office Telephones" green£5



76LAN2017 Land Rover Series 2 LWB hard top - "RAC Radio Patrol"£5



76LAN180001 Land Rover Series I 80 Sage green (HUE)..... £5



76LAN2014 Land Rover Series II Hard Back British Railways £5



76LAN2018 Land Rover Series II LWB Canvas - Southdown Motor Services £5



76LAN2016 Land Rover Series II LWB Canvas JCB. .£5



76LR2S002 Land Rover Series II SWB Canvas British Rail..... £5



76LAN2009 Land Rover Series II Tow Truck Bronze Green £5



76LR2AS002 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) £5



76LR2AS001 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) £5



76LR3S002 Land Rover Series III Hard Top - AA. . £5



76TX5001 LEVC Electric Taxi Black £6



76LW003 Living Wagon Tarmac £11



76LD004 London Bus & Taxi Gift "Best of British" range £8



76MAN001 MAN L2000 Curtainside Pollock £13



76MH009 Mechanical Horse & Flatbed Trailer in LMS £9.50



76MH001 Mechanical Horse Dustcart in "Middlesbrough Corporation" £7.50



76MH003 Mechanical horse flatbed trailer "GWR" .£9.50



76MH007 Mechanical Horse flatbed trailer in "Pickfords" £9.50



76MH013 Mechanical Horse Tank Trailer "Mackeson" £9.50



76MH010 Mechanical Horse Tank Trailer in LMS ..£9.50



76MB011 Mercedes Actros GSC Curtainside R T Keedwell £23



76MB003 Mercedes Actros GSC Flatbed Trailer J R Adams £23



76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie Stobart" £23



76MB010 Mercedes Actros Semi Low Loader JCB . £23



76MB004 Mercedes Actros SSC D-TEC Combitrailer/Container John Mitchell. £23



76MB005 Mercedes Actros SSC Fridge Solstor (Breast Cancer - Pink Ribbon Foundation) . £23



76MB008 Mercedes Actros SSC Tipper Ronnie S Evans £23



76MB002 Mercedes MP4 GSC Actros Curtainside Pollock £23



76MSV001 Mercedes Sprinter Van "Stobart Air" £7



76MSV002 Mercedes Sprinter Van "Stobart Rail" ..£6.50



76MV013 Mini van in "Post Office" green ladder £4.50



76TR016 Mobile Trailer "Pop-tastic Popcorn" . £10



76TR015CC Mobile Trailer Coca Cola. £10



76MM059 Morris 1000 van - "British Railways" . £5



76MJ003 Morris J Ice Cream Van "Rossi's" . £5



76J4001 Morris J4 van - "Royal Mail" £5.50



76MM007 Morris Minor van 'Post Office Telephones' £5



76MH007T Pair of flat trailers for Scammell Scarab van in "Pickfords" £8



76SH003 Pat Collins Highwayman Ballast & Low Loader £12



76SP002 Pioneer Recovery Tractor "B.O.A.C." £12



76SP003 Pioneer Recovery Tractor "Traylens Funfair" £12



76RAB004 Scammell Scarab Dustcart in Borough of Barry £7.50



76SHT002 Scammell Highwayman Tanker Pointer £14.50



76SHT003 Scammell Highwayman Tanker Tunnel Cement £14.50



76MH020 Scammell Mechanical Horse Flatbed LNER £9.50



76MH019 Scammell Mechanical Horse Van Trailer - LMS £9.50



76RAB001 Scammell Scarab van trailer "British Railways" £9.50



76SST007 Scammell Showtrac & Dodgem Trailer Arnold Bros £17



76SST006 Scammell Showtrac Anderton & Rowland - John Bull £11



76SC110001 Scania 110 Flatbed "BRS" £16



76S143002 Scania 113 Tipper Reids of Minishant £20.50



76S143001 Scania 143 40ft Curtainside Pollock... £20.50



76S143004 Scania 143 Short Curtainside Sandy Kydd. £20.50



76SCT006 Scania Car Transporter - ECM... £31.50



76SCT004 Scania Car Transporter - Green Tiger.. £31.50



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



76SCL004 Scania Crane Lorry Galt Transport. £16.50



76SHL02CS Scania Highline Curtainside Stobart Power..... £20.50



76SHL14FR Scania Highline Stobart Super League 'Widnes Vikings' £18



76SHL09WF Scania Highline Walking Floor - 'Stobart - Frankie Dettori'..... £19.50



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



76SD003 Shelvoke & Drewry Dustcart "Manchester Corp. Cleansing Dept"..... £11



76SDF002 Shelvoke & Drewry Freightlifter British Rail (Crimson). £12



76SDF003 Shelvoke & Drewry Freightlifter British Rail (Yellow) £12



76SDF004 Shelvoke & Drewry Freightlifter BRS.. £12



76SCV001 Showmans Caravan Maroon... £11



76VOL4010 Stobart Renewable Energy £21.50



76TV002 Tricycle Van "Pickfords" £5



76VOL08REC Volvo FH Boniface Recovery Truck Manchetts £20.50



76VOL01WF Volvo FH Walking Floor 'Alex Anderson' £19.50



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader - Eddie Stobart £21



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd £21.50



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow £21.50



76VOL4001 Volvo FH4 Curtainside Eddie Stobart £21.50



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



76VOL4009 Volvo FH4 GXL Nootboom Semi Low Loader G F Job £21.50



76T4007 VW T4 van "Bobs Hot Dogs"£6



76T5V002 VW T5 Van White £5.50



76WE001 Wales & Edwards 'Standard' milk float in "Express Dairy" late£5



76SC110004 Walls Ice Cream Scania 110 40ft Box Trailer £17



76WB001 Water Bowser Alan Sparkes £7.50



76WB002 Water Bowser green £7.50



76WHFRTRA White modern fridge trailer . £9.50

Farming and construction



76SET36 3 Piece Farm Trailers £14



76TK006 Bedford TK Horsebox in green/brown £8.50



76CHV001 Combine Harvester - Red £14.50



76FARM005 Farm Trailer Green £5



76FMT001 Field Marshall Tractor in Marshall green ...£5



76TRAC004 Fordson Tractor "Matt Grey" . £4.50



76TRAC001 Fordson tractor in blue £4.50



76TRAC002 Fordson tractor in green £4.50



76SET10A Fordson Tractor triple set blue, yellow & grey variants £13



76PL001 Fowler Plough Blue Red. £8.50



763CX001 JCB 3CX Eco Backhoe Loader JCB £21



763CX002 JCB 3CX Eco Backhoe Loader Union Jack £21



76LDL001 JCB 531 70 Loadall JCB. £18.50



763CX004 JCB Eco Backhoe Loader £21



76JS003 JCB JS220 "W H Malcolm" £23



76JS002 JCB JS220 - Commemorative Silver Millionth Machine built. £21



76JS001 JCB JS220 Tracked Excavator JCB £21



76ML1001 JCB Major Loader Mk1 Excavator JCB £22



76MF001 Massey Ferguson 135 in Red . . . £5.50



76MF004 Massey Ferguson Open Yellow . . . £5



76KOM002 Stobart Rail Excavator £24.50

Construction Vehicles



76JCX003 JCB Backhoe Loader -1980s . . . £21



76LDL002 JCB Loadall Clancy Plant . . . £22.50

Military ground vehicles



76SET64 2 Piece Set First Overland £11



76BF001 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in brown . . . £8.50



76AEC011 AEC Matador Flatbed RAF Blue . . £11



76TIL010 Austin Tilly RAF Blue. £5



76MWD001 Bedford MWD British Army "Mickey Mouse" £6



76MWD008 Bedford MWD Captured Luftwaffe £6



76BD024 Bedford OX Queen Mary Trailer RAF Blue £15.50



76BD004 Bedford OY 3 Ton GS "15th Scottish Infantry" £11



76BD023 Bedford OYD 15th Scottish Infantry Div UK 1943. £11



76QLD007 Bedford QLD RAF 2nd Tactical AF -84 Grp1944 £13



76CHT005 Churchill Tank 51st RTR UK 1942.. £12



76CHT004 Churchill Tank 6th Guards Brigade 1943. £12



76CMP008 CMP LAA Tractor 1st Canadian Div . . . £9.50



76COM001 Commer Commando bus RAF blue . £15.50



76DBT006 David Brown Tractor RAF Blue/Grey £5



76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 £23



76FTC012 Ford Transit Connect RAF Police Dog Unit £5



76WOT003 Ford WOT 1 Crash Tender RAF Bomber Command £13.50



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) £13.50



76WOT002 Ford WOT1 Crash Tender RAF Catterick (Red) £13.50



76JCX002 JCB 3CX (1980s) Army. £18.50



76LRL002 Land Rover 1/2 Ton Lightweight Military Police £5.50



76LRFA003 Land Rover FC Ambulance 24 Field Ambulance, Bosnia £9.50



76LRFA001 Land Rover FC Ambulance Gulf War Operation Granby 1991 £9.50



76LRFCG003 Land Rover FC GS £9.50



76LRFCS001 Land Rover FC Signals Nato Green Camouflage £9.50



76LRL008 Land Rover Lightweight Gulf War. ..£6



76LRL010 Land Rover Lightweight RAF Police Akrotiri. £6



76LAN180004 Land Rover Series 1 80" Canvas RAF £5.50



76LAN188022 Land Rover Series 1 88 Canvas 6th Training Regiment - RCT £5



76LAN180009 Land Rover Series I 80 Canvas "RAF Tripoli Desert Rescue Team" £5



76LR2S007 Land Rover Series II SWB Canvas RAF Police. £5.50



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942 £12



76SM003 Sherman MkIII Tank 18 Arm.Reg -4th NZ Arm.Brg.Italy 1944 £12



76TAC001 TACR2 RAF Camouflage £10



76TAC006 TACR2 RAF St. Mawgan (Red) .. £10



76WMB003 Willys MB US Army £5

CLASSIX
BY POCKETBOND
Pocketbond "Classix"
Commercial vehicles



BARGAIN

EM76641 NCB Electric High Top Van "British Railways". (RRP £4.50) BARGAIN... £2

1:72 Scale

CORGI

Corgi Collectables - Aircraft - military



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



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



AA33320 Boeing B-17G 'Snake Hips' 42-31713 USAAF £139.50



AA36015 British Aerospace Hawk T1 XX245, Royal Air Force Aerobatic Team 'The Red Arrows' RAF Scampton, 2018 - RAF 100... £45



AA36212 Gloster Gladiator Mk.II N2308 HP-B, RAF No.247 Squadron, Battle of Britain... £45



AA27604 Hawker Hurricane MK.I, V7795, Plt Off William 'Cherry' Vale, RAF 80 Sqn, Maleme, Crete, 1941... £39



AA38508 Messerschmitt Bf110E - G9+EC, Stab II./NJG 1, Deelen, Holland, Spring 1942... £65



AA35314 North American B-25J Mitchell 'Betty's Dream', 499th BS, 345th BG, Le Shima, Okinawa, 1945... £94.50



AA27703 North American Mustang Mk.IV, Werner Christie, No.150 Wing, RAF Hunsdon, 1945... £39



AA27706 P51D Mustang 44 13761 MCI Happy Jacks Go Buggy Capt Jack M Ilfrey 79th FS 20th FG Kings Clif 1944... £45

OXFORD
Oxford Diecast - Aircraft - civil



72DV001 De Havilland Dove "Dan Air" .. £29.50



72DV008 DH Dove JCB G-ARJB £32.50



72DR012 DH Dragon Rapide G-AHAG Scillonian Airways £29



72BE001 Twin Beech G-BKGM - Bristol Airways. £29.50

Aircraft - military



72AO001 Airspeed Oxford MP425/G-AITB (RAF Museum Hendon) £29



72AO003 Airspeed Oxford V3388/G-AHTW (Duxford) .£29



72AA002 Avro Anson Mk1 217 Sqn RAF Coastal Command £29



72AA004 Avro Anson Mk1 233 Sqn. RAF Coastal Command £29



72AA003 Avro Anson Mk1 No.9 Flying Training Sqn. 1939. £29



72PM002 De Havilland Puss Moth RAF Trainer 1941 K1824 £21



72TM001 De Havilland Tiger Moth RAF £26.50



AC102 DH Mosquito - 23 Squadron RAF 1943 . £16



72TM009 DH Tiger Moth Floatplane Royal Navy T7187 £26.50



72DV005 DH104 Devon WB534 RAF Transport Command £29.50



AC099 Grumman Avenger J2490 855 Sqn Hawkinge FAA June 1944 £14



AC100 Hawker Typhoon Mk1 121 Sqn RAF Holmsley South 1944 £14.50



AC004 Junkers Ju-87B Stuka Stab III/StG 77 Caen, France 1940 £13



72PP002 Percival Proctor MKIV RM221 - RAF Radio Trainer £24.50



72SW002 Supermarine Seagull/Walrus RAF 276 £30.50



AC001 Supermarine Spitfire Mk1 £13



72SW004 Supermarine Walrus Operation Torch -N. Africa 1942..... £30.50



AC101 Westland Lysander - RAF R9125 225 Squadron..... £17

1:64 Scale (S Scale)



Corgi Collectables - Buses



CC82341 The Beatles - London Bus - 'Let It Be' £18



CC82340 The Beatles - London Bus - 'Revolver' .. £18

1:50 Scale



Cararama - Commercial vehicles



CR005 Scania Eddie Stobart truck. £26



Corgi Collectables - Military ground vehicles



CC60309 Bedford QLD - RAF 2nd Tactical Airforce, 84 Group, Normandy June 1944 (D Day) £45



CC51606 Beute Panzer - Trophy Tank - T34-76 Model 1943 £45



CC51031 Sherman M4 A3 - US Army, Luxembourg 1944..... £45

1:48 Scale



Corgi Collectables - Aircraft - military



AA37810 Albatros D.V 2111/17 'M', Martin Mallmann, Jasta 19 'Les Tangos', Western Front, Jan 1918, Shot down by 'The Grim Reapers'.. £45



AA28801 Bristol F2B Fighter D-8063, RAF No.139 Squadron, Villaverla, Italy, Sept 1918 £63



AA28701 Fokker E.II Eindecker - 69/15, flown by Kurt von Crailsheim, FFA 53, Monthois, France, October 1915..... £45



AA28702 Fokker E.III, Manfred von Richthofen, Kasta 8, June 1916. £45



AA37709 SE5a D3511, Major R. S Dallas, CO RAF No.40 Squadron, Bruay Aerodrome, France, May 1918, Top Australian air ace of WWI £45



AA38110 Sopwith Camel F.1. Wilfred May, 21st April 1918, Death of the Red Baron. £45



AA38109 Sopwith F.1 Camel, No.3 Squadron RNAS, Lloyd S Breadner, Bray Dunes Aerodrome 1918.... £47



AA37909 Spad XIII 'White 3', Pierre Marinovitch, Escadrille Spa 94 'The Reapers', Youngest French Air Ace of WWI. £45

1:45 Scale



Corgi Collectables - Cars



CC03502 Chitty Chitty Bang Bang £21.50

O Gauge (1:43 Scale)



Cararama - Cars



416670 Austin Cambridge Green £7.50



417260 Ford Anglia Light Blue £7.50



CR041 Ford Capri Mk1 silver fox £6.50



453240 Land Rover Defender Green..... £7.50



453260 Land Rover Defender Red £7.50



553940 Land Rover Series 3 109 Hard Top Red. £7.50



416840 Triumph Herald Red £7.50



413445 VW T1 Pick Up White And Blue ... £7.50

Commercial vehicles



CR037 Land Rover 110 in Army desert ambulance £7.50



Corgi Collectables - Cars



VA11209 A40 Farina Mk1 'Alf', 1960 Monte Carlo Rally, Winner: Coupe des Dames, Pat Moss & Ann Wisdom..... £27



VA13903 Daimler Double-Six Series 2 Vanden Plas - Coral £27



VA00132 Ford Anglia 105E DeLuxe, Pompadour Blue & Shark Blue £24



VA03407 Ford Consul Capri 335 (109E) - Lime Green & Ermine White £27



VA13904 Jaguar XJ6 (Series 2) 4.2 - Thames Valley Police £27



VA14203 Lotus Esprit Series 1 - Colin Chapman's car - Silver Diamond Metallic... £27



VA13005 MGB Roadster V8, Don Hayter's car, Brooklands Green £27



VA02539 Mini Cooper S Mk1, Tartan Red & Black £24



VA05810 Morris Minor 1000 - Turquoise ... £24



VA05809 Morris Minor City of Edinburgh Police £26



VA07105 Morris Minor Convertible - Maroon 'B'.. £27



CC99725 Mr Weasley's enchanted Ford Anglia - Harry Potter range £26



VA11605B Peugeot 309 GTI Mk1, Silver LHD £19



TC00004 Sporting Triumph collection. Stag, Spitfire TR6 £67.50



VA07406 Triumph Herald 13/60 Convertible - Removable Roof..... £27



VA14700 Triumph TR6. Damson £27



VA09809 Vauxhall Cavalier Mk2 SRI 130, Platinum.. £21



CC02735 Volkswagen Campervan "Happy Anniversary" £27



VA14500 Volkswagen Type 2 1500 SP Devon Caravette. Pearl White and Velvet Green. . . £27



VA13606 VW Golf Mk2 GTI 16V - Monza Blue £27
Cars - racing



CC56801 Lotus F1 Team, E21, Kimi Raikkonen 2013 Race Car SPECIAL EDITION. £24
Public Service vehicles



VA13901 Jaguar XJ6 Series 2 4.2-litre - Avon & Somerset Constabulary £27



Ixo Models - Cars



PRX-D0453 Fiat Tipo - red (RRP £34.99) **BARGAIN** £12.50



IXO-CLC179 Land Rover Velar - red £28
Commercial vehicles



IXO-TR064 Mercedes Actros MP1 cab unit grey/white - 1995 £29.50



IXO-TTR018 Volvo F 88 racing transport lorry - "Martini Racing" £66

OXFORD
Oxford Diecast - Buses



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



43ACE001 AC Aceca Black £21



43ACE002 AC Aceca Red £21



43ASH002 Armstrong Siddeley Hurricane (Closed) Green. £20



43ASH004 Armstrong Siddeley Hurricane Closed in black. £20



43ASL002 Armstrong Siddeley Lancaster in Ivory . . £20



43AMDB2001 Aston Martin DB2 MkIII saloon in British Racing Green £21



43AMZ001 Aston Martin DB4GT Zagato - 2 VEV Metallic Green. £21



43AMZ002 Aston Martin DB4GT Zagato 2 VEV (Jim Clark Goodwood 1961) £21



43AMDB9003 Aston Martin DB9 Coupe Cobalt Blue £21



43AMDB9002 Aston Martin DB9 Coupe Onyx Black £21



43AMVT001 Aston Martin V12 Vantage S Volcano Red £21



43AMV003 Aston Martin Vanquish Coupe Quantum Silver £21



43AMV002 Aston Martin Vanquish Coupe Selene Bronze. £21



43AHT002 Austin Heavy Twelve in maroon . £20



43AP007 Austin Princess in Late Black . . . £20



43RUB004 Austin Ruby £17



43ASS005 Austin Seven RN Saloon Black/Red £15



43AH1001 Austin-Healey 100 BN1 [Hood] Healey Blue .£21



43AH1003 Austin-Healey 100 BN1 Spruce Green Open .£21



43BN6001 Bentley MK VI in dark blue (as owned by Ivo Peters, railway photographer) £20



43BN6003 Bentley MkVI Brewster Green and Black £20



43BN6005 Bentley MkVI Two Tone Grey (Bergerac). £20



43BCF003 Bentley S1 Continental in Olympic white £20



43DS005 Daimler DS 420 limo in dark blue . .£20



43DS001 Daimler DS420 in Old English White. £20



43DAT002 Datsun 240Z Yellow 112 £20



43FDE015 Ford 400E Rediffusion £13



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



43HT002 Healey Tickford in black. £20



43HPL001 Humber Pullman in black/ burgundy (Rothchild) £20



43HPL005 Humber Pullman Limousine Forest Green £20



43HPL002 Humber Pullman Limousine in black pearl/shell grey £20



43JAGVII005 Jaguar MK VII - Twilight blue . . . £20



43JAG8004 Jaguar MkVIII Carmen Red . . . £21



43JAGV12006 Jaguar V12 E Type Coupe Old English White £21.50



43JAGV12002 Jaguar V12 E Type Coupe Primrose Yellow £20



43JAGV12003 Jaguar V12 E Type Coupe Regency Red £20



43JAGXK150007 Jaguar XK150 Fixed Head Coupe Mist Grey £20



43XK150009 Jaguar XK150 Roadster Indigo Blue £21



43JI009 Jensen Interceptor Mk1 Crystal Blue . £21



43JI006 Jensen Interceptor Mk2 in Silver Grey ... £20



43LAN188024 Land Rover Series I 88" Canvas Bronze Green (Plimsoll) £14.50



43LR3S003 Land Rover Series III SWB Canvas Mid Grey £14.50



43LE005 Lotus Elan + 2 Bahama Yellow ... £20



43MGZ008 MGZB Birch Grey/Twilight Grey. ... £20



43RR002 Rolls Royce Corniche Conv. (Closed) Persian Sand £21



43RRP5003 Rolls Royce Phantom V James Young Windsor Blue £21



43RSC001 Rolls Royce Silver Cloud I Sand/Sable £21



43JSS007 SS Jaguar Gunmetal. £21



43ST005 Sunbeam Talbot 90 MkII 1952 Monte Carlo/Stirling Moss. £19.50



43VFE005 Vauxhall Cresta Friary Estate in dusty pink £20



43VFE004 Vauxhall Cresta Friary Estate in Swan White/Lime Yellow £20



43VF001 Vauxhall Firenza Sport SL in Bluebird blue £20



43VA003 Volvo Amazon Blue Green. £20



43VA001 Volvo Amazon in light green £20
Public Service vehicles



43FDE005 Ford 400E Thames Minibus London Fire Brigade. £13



43LR3S007 Land Rover Series 3 SWB Station Wagon HM Coastguard £14.50
Commercial vehicles



43AT001 Austin Low Loader Taxi in Black . £19.50



43AT004 Austin Low Loader Taxi in burgundy £19.50



43APH001 Austin Princess 125 Hearse in Black .. £20



43ASV003 Austin Seven RN Van Liptons Tea... £14.50



43CF002 Bedford CF Ice Cream Van/Morrison Hockings £14.50



43LAN180003 Land Rover Series 1 80" 'AA' £12



43LR2S003 Land Rover Series II SWB Hard Back Post Office Telephones £14.50



43LR2AS002 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) £14.50



43WM008 Whitby Mondial Ice Cream Van Mr Whippy £14.50

Military ground vehicles



43LRL008 Land Rover Lightweight Gulf War .. £14.50



Vitesse - Cars

NEW



V29287 Mitsubishi i-MiEV - Mitsubishi UK promo vehicle (RRP £25.99) **NEW** **BARGAIN** .£9.50

1:36 Scale

CORGI

Corgi Collectables - Cars



CC85803 Del Boy's Reliant Regal £21



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



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



CC04805 James Bond - Aston Martin V8 Vantage - 'No Time To Die' £27



CC04905 James Bond - BMW Z3 - 'Goldeneye' £27



CC85804 Mr Bean - Reliant Regal £21



CC82115 Mr Bean's Mini - 30 years of Mr Bean £21



CC85933 The Beatles Christmas Taxi £17



CC06806 Wedding Car £27

Commercial vehicles



CC85931 The Beatles - London Taxi - 'Ob-la-di, Ob-la-da' £17.50

Aircraft - civil



CC04604 James Bond - Gyrocopter - 'Little Nellie' - 'You Only Live Twice' £27

1:24 Scale

OXFORD

Oxford Diecast - Cars

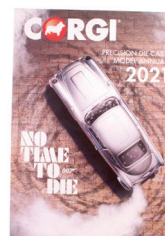


22443W DMC DeLorean time machine - Back to the Future 1 £14.50

Any or Multiple Scales

CORGI

Corgi Collectables
Publications - non railways



CO200832 Corgi 2021 Catalogue £5.50

Other Scale

Aircraft - civil



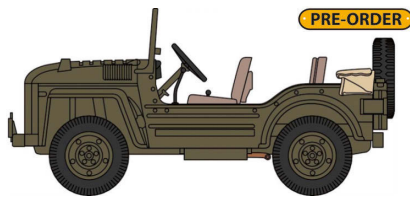
TY99283 James Bond Collection (Space Shuttle, Little Nellie, Lotus Esprit) £27

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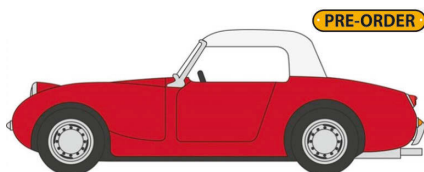
00 Gauge (1:76 Scale)



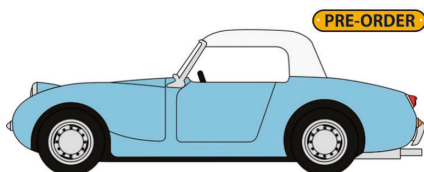
76AC001 Austin Champ 4th RHAR 7th Arm Div Germany 1957..... £6



76ACD001 AEC 690 Dumper Truck Wimpey £19



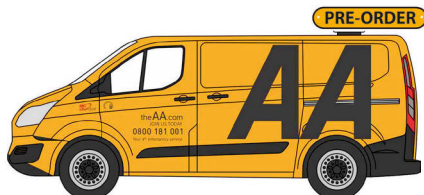
76AHF001 Austin Healey Frogeye Sprite Cherry Red..... £5.50



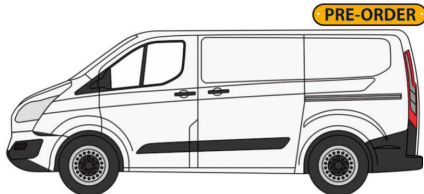
76AHF002 Austin Healey Frogeye Sprite Iris Blue/OEW £5.50



76AMT001 Alexander M Type Scottish.. £18.50



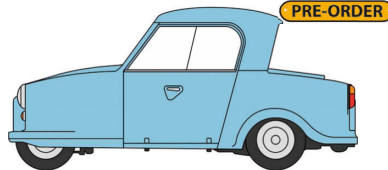
76CUS001 Ford Transit Custom AA £6



76CUS002 Ford Transit Custom White..... £6



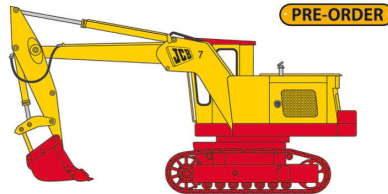
76DIS006 Land Rover Discovery 4 West Midlands Police £5



76INV001 AC Invacar Pale Blue..... £5.50



76IR6006 Irizar i6 City Link Air £21



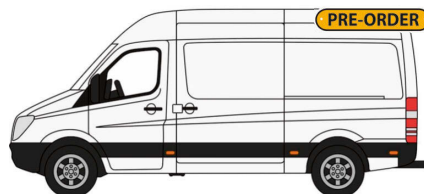
76JCB7001 JCB 7c Excavator..... £18.50



76LTM001 Liebherr LTM1350 Crane..... £38



76MSV003 Mercedes Sprinter Van Royal Mail £7



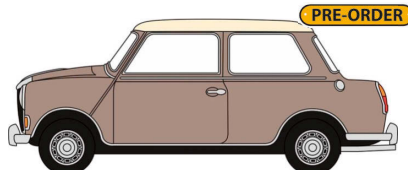
76MSV004 Mercedes Sprinter van white £6



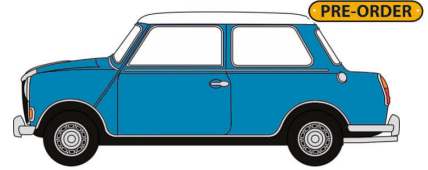
76ND110001 Land Rover New Defender 110 . £7



76ND90001 Land Rover New Defender 90 ... £7



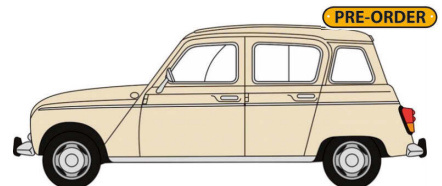
76RE001 Riley Elf MkIII Arianca Beige/Pale Ivory .. £5.50



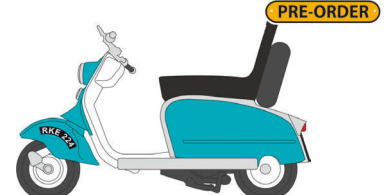
76RE002 Riley Elf MkIII Persian Blue/Snowberry White £5.50



76RL001 Bedford RL RAF Kinloss Mountain Rescue..... £12



76RN001 Renault 4 Beige £5.50



76SC001 Scooter Blue/White..... £5



76SC002 Scooter and Trailer - Union Jack .. £6



76SNG001 Scania S Series Highline Fridge Whitelink Seafoods £21

1:72 Scale



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1:50 Scale



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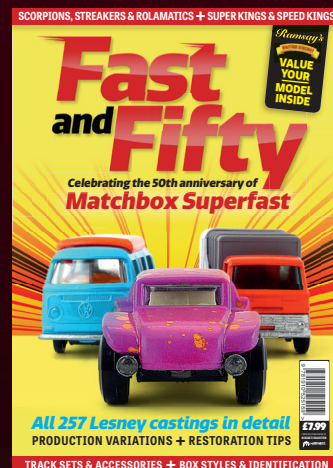
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The Battle of Britain

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.”

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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 fighters, and four were Spitfires. The remainder of the RAF force in France comprised largely light bombers and Army Co-operation squadrons. Eventually, however, the 'sitting' became the 'fighting'.

On 10 May 1940, German forces invaded the all-out assault on 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.

Predicted Catastrophe
When the fighting had broken out in France, the BEF's Air Component was in almost certain trouble, and it was to be destroyed.

BACKGROUND TO BATTLE



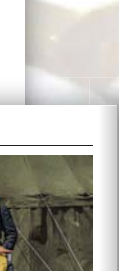
THE RAF FIGHTER PILOT

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 the Channel. 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 the Channel. 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 the Channel.



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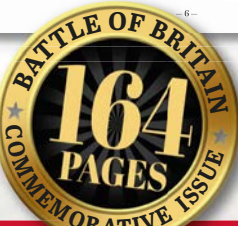
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