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DIECAST

COLLECTOR

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INSIDE

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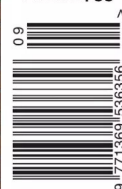


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Turn to page 14 to find out more...

News & Events

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

NEW TOOLING AVAILABLE FROM OXFORD DIECAST

FURTHER to announcements in the August issue, two examples of the 1/76 scale new tooling are now on sale and look superb. Oxford has teamed up with Jaguar Land Rover for both models - the Jaguar I-Pace and Land Rover's new Defender 90.

JLR launched the I-Pace in 2018, styled as a battery-electric crossover SUV. Designed by Ian Callum and assembled by JLR's contract manufacturer, Magna Steyr, in Austria, the concept car was unveiled at the 2016 Los Angeles Motor Show, with a road version seen in London, in March the following year. Sales markets so far include Europe and North America and the five-door coupé represents the first electric SUV from a top European manufacturer. The concept has seen Jaguar Land Rover winning many international awards including European Car of the Year, for the first time ever, and World Car of the Year, both in 2019. It has also won Best Design and Best Green Car awards, which altogether represent a so far unequalled achievement for one car.

In bright Photon Red, with black roof and exterior trim, and highly detailed silver and black wheels, the interior is also black and Oxford's first Jaguar I-Pace is registered RV68 KVH, from 2018. The modern red Jaguar badge is embedded into the black radiator grille with the usual classy Jaguar leaping across the boot. Model code is 76JIP001, and it is priced at £7.95.

Land Rover's new Defenders are being made in the company's plant in Slovakia, although the vehicle has been designed by Jaguar Land Rover's UK designer, Gerry McGovern. Naturally, the technology, capability and performance are incredible. The new Defender has been engineered to comply with global car regulations with just under 130 potential markets, notably China and the USA. The car shares no component or technology with previous Defender models and will appear with permanent all-wheel drive, locking differentials and a ZF 8-speed automatic transmission. The new models will also have an aluminium unibody instead of a body-on-frame construction.

The new Defender 90 is the three-door, short wheelbase model

with a slightly lower specification but also a lower price tag than its two new stable mates, starting at £40,290.

It has a maximum speed of 109 mph, with acceleration of 0-60 in 9.6 seconds, and an initial choice

of a 196 bhp 2.0 litre 4-cylinder turbo diesel engine with a fuel consumption of 32.2 mpg. A petrol hybrid engine is also an option. The Defender 90 will come with the option of coil springs or the air suspension of the 110. However, so many luxuries come as standard on the Defender 90 too - LED headlights, heated seats and steering wheel, and 18" steel wheels with Diamond Turned finish.

Oxford's 1/76 scale replica of the new Land Rover Defender 90 makes its debut in Pangea Green, with registration PBS 534. It features a high-gloss white roof and black interior. Trim is finished in both black and silver, and a spare wheel is fixed across the rear door. The front grille is black with silver lower section whilst the silver lower rear panel houses the rear number plate. Product code is 76ND90001 and the price is, again, £7.95.

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



CORGI'S NO 155 LOTUS-CLIMAX FORMULA 1 RACING CAR RE-TOOLED AND RE-RELEASED

THE latest release in the new Corgi Model Club series, manufactured by Corgi and distributed by Blue 14, has just begun to arrive with customers. This exciting range of 1960s retrospective recreations is now up to five releases, with many more scheduled to follow - all faithful re-toolings of popular original Corgi Toys.

No 155 Lotus-Climax Formula 1 Racing Car is perfectly remodelled and is virtually indistinguishable when compared alongside an original example, even down to the box, which is replicated as closely as possible to the original and is exactly the same size.

To start collecting these terrific recreations, 'join' the club - for more information, go to www.corgimodelclub.com. ■

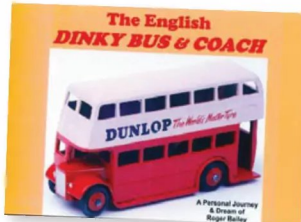


NEW BOOK ON DINKY BUSES HAS BEEN THIRTY YEARS IN THE MAKING

REGULAR and long-time *Diecast Collector* contributor, Roger Bailey, has published the much-anticipated book that he first started working on three decades ago. We will cover this book in more detail as soon as we have a copy here, but rest assured, it is comprehensive in its coverage of the subject.

The book, covering every English bus and coach released by Dinky Toys, has been a personal journey for Roger. It is A4 landscape, 154 pages in colour and black-and-white, covering all the English Dinky buses and coaches, plus copies in diecast and plastic, with adverts of the real vehicles where appropriate to each toy.

Priced at £25, Roger will initially sell these direct at NEC and Sandown toy fairs, and major bus rallies. Online/postal purchases are planned to be possible in the future. More details will be published here when we have them. ■



SPECIAL FORD GT LE MANS SET ANNOUNCED

PREVIOUSLY announced as four separate models, Mini GT has announced a special, limited edition presentation set comprising the four factory-entered Ford GTs from the 2016 Le Mans 24 Hours. Restricted to just 5,000 sets worldwide, contact wholesaler Cleveland's Diecast in the UK (www.clevelandsdiecast.co.uk) or your preferred retailer. ■

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www.youtube.com/CollectorsClubofGB

Welcome

When my fabulous postie, Stewart, arrives each day, he more often than not comes armed with parcels containing various recent ebay purchases and the like. He commented the other day that he feels he should dress in a Santa outfit, as it must feel like Christmas most days - I can't say I disagree with him. Then, every so often, a similar thing happens with a telephone call, as was the case in mid-July, when I spent a very pleasant half-hour on the phone to a delightful young lady from the dear old BBC.

It turns out that there is a new television series to be filmed for the Yesterday Channel at Vectis Auctions, at its Thornaby Head Office. The popular auction house is letting the cameras in to make a brand new ten-part documentary series, called *Scouting for Toys*.

As it happens, I have a sizeable quantity of my collection that could do with passing on to other collectors, so this could work out very nicely indeed! And you could get involved too.

Over the next few months, a team from BBC Studios will be based at Vectis' HQ, to explore the weird and wonderful world of toy collecting and toy auctions - and the team would love to hear from you.

If you're a buyer, a seller, a collector, a dealer or an expert and you have an interesting 'toy story' - or you know somebody who does - the team would love to hear from you. They are basically after anybody with a passion for toys.

Naturally, the real stars of the show will be the toys, so if you are sitting on a treasure trove of rare items, or you've just found something in the attic and you want to get an expert opinion on it, why not get in touch?

If you're interested in finding out more, please feel free to get in touch with the BBC team, or talk to one of the team at Vectis - see page 72 for more details.



▲ 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

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Collectors Club
OF GREAT BRITAIN

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LINCOLN ZEPHYR, BY BROOKLIN

WE love the sleek art deco style of this beautiful Lincoln Zephyr from Brooklin's BML range (No BML 11). The model is based on a real car that has survived and now resides at the NB Center for American Automotive Heritage, in Pennsylvania, USA.



The Lincoln Zephyr design was inspired by Tom Tjaarda, whose name would also be associated with Tatra. However, the distinctive front end design was the work of Ford Stylist E T Gregorie. Built largely by Briggs, the Zephyr had a newly designed V12 that never quite overcame reliability problems.

Brooklin's new 1/43 scale model is available in both the new collectors box and also in the luxury box. Find out more at www.brooklinmodels.com. ■

AN ENTERPRISING DIECAST FOR STAR TREK DAY



WITH Star Trek Day fast approaching, it seems very timely to highlight an impressive new diecast model build of the USS Enterprise, now offered by Eaglemoss. The 8th September each year is an annual celebration of the date that the first episode was broadcast in 1966.

The model is based on a careful study of original studio models. The makers of Star Trek: The Next Generation actually used three different models of the Enterprise-D, all of which were subtly different.

A six-foot version was built, that could separate,

and a less elaborate two-foot version was made at the same time that could be used for more distant shots. For the third season, the VFX team built a new four-foot version that was easier to use.

Pulling elements from all three original models, the Eaglemoss model comes with fully functioning working lights and has been designed to look as much like the onscreen version as possible. Features include intricately-painted hull panelling, screen-accurate Starfleet decals, working navigation lights and scores of lit-up windows.

For more information about this amazing model, visit the special website at <https://en-gb.eaglemoss.com/hero-collector/star-trek/uss-enterprise-build>. ■

CAMEL TROPHY LAND ROVER LOOKS ALMOST REAL

ALMOST Real has quickly earned a reputation that its models are exactly that, featuring incredible detailing and realism. Its latest classic Land Rover 1/18 scale releases exhibit this trademark attention to detail, of course, but one in particular really stands out.

The Land Rover Defender 110 "Camel Trophy" Sabah-Malaysia 1993 Support Unit now comes in a 'dirty' edition, bearing the marks of a hard day of action on the trail. Largely diecast and featuring working suspension, plus steerable wheels, it's a substantial model at 10" (240mm) in length. Packed with plenty of accessories that would have been needed for the arduous trip, even the box comes with a 'dirty' look.

Priced at £361.99 as No ALM810309, a non-dirtied version is also available for £302.99 (ALM 810308). For wholesale enquiries in the UK, contact John Ayrey Die-casts (www.ayrey.co.uk), or contact your preferred retailer. ■



FIRE ENGINE PARTWORKS BOOK NOW IN PRINT

A comprehensive book, detailing the wide range of fire engine partworks model issues, has just been released, entitled *Les Miniatures de Pompiers*. Written and photographed by Diecast Collector subscriber, Grégory Schmauch, it is a beautifully presented 176-page book, packed with information and imagery. We will review it in more detail in the next issue.

BRUMM'S GULF-PORSCHE 917 TRIO ARE BACK

RE-STOCKED to coincide with the 50th anniversary of the release of Steve McQueen's Le Mans, Brumm has announced that its trio of Gulf-sponsored 917s that starred in the film and actually raced at Le Mans in the 1970 event are available again. Visit www.brumm.it, or contact your preferred retailer, for more information.

CUSTOMISABLE OMNIDEKKA BUS KIT

OMNIDEKKA Models (www.omnidekkamodels.com) has released an unpainted kit version of its superb 1/76 scale Omnidekka model, for collectors to customise in any livery of their choice. The model comes as bare, unpainted metal and includes wing mirrors and windscreen wipers to attach when painting is complete.

1957 PONTIAC STARCHIEF COMING SOON FROM GOLDVARG

GOLDVARG pushes new models out at a phenomenal rate and Mike Coupe, of Spa Croft Models, reports that he has just had notification of another new release - the 1957 Pontiac Star Chief in Carib Coral of Cordova Red. Priced at US\$99, no release date has been given as yet, but contact Mike on 01773 872780, or visit his website at www.spacraftmodels.co.uk.

AUDI 200 AVANT 20V QUATTRO GOES LARGE THANKS TO DNA

DNA COLLECTIBLES has decided to scale up its incredibly popular Audi 200 Avant Quattro tooling. Previously released in 1/43 scale, this now classic beauty will look even more impressive at 1/18 scale. Each chassis will be individually numbered and the model will be available in four limited edition colours: Perlmutt White (399 pieces), Lago Blue (299), Cayenne Red (299) and Brilliant Black (299). DNA's resincasts are always packed with sumptuous detailing and beautifully finished. Pricing is yet to be confirmed, but is likely to be around the usual price point of DNA's similarly-scaled releases. Pre-orders will open soon, so be sure to check out www.dnacollectibles.com so that you don't miss out.



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Toys for the Collector

24 August



We hold at least eleven toy and train sales every year, offering diecasts of all types and periods. Our 24 August auction includes this rare Dinky Toy motorised shop unit, here displaying vehicles from a fine 1950s childhood collection. We are now taking in lots for upcoming auctions and also are very pleased to visit around the country. Our auctions continue very successfully online only, with a rota for viewing and collection, or we offer our own reasonably-priced in-house packing service.

Please contact: Dominic Foster, Bob Leggett or Graham Bilbe
on + 44 (0)1635 580595 or mail@specialauctionservices.com

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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.

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BUMPER
PAGES!

MEET THE TEAM



Rick Wilson
Editor
and
general
reviews



Richard Carlson
Handbuilt
models

WONDROUS MERCEDES-BENZ TRANSPORTER SUPERBLY RECREATED IN 1/43 SCALE BY IXO

1/43 scale

IXO

Mercedes-Benz Rennwagen Schnelltransporter 1955
"Blaues Wunder" ("Blue Wonder")

PRICE: £43.99

REF NO: RAC342

www.ayrey.co.uk

BACK in the 1950s, motor racing was becoming very popular throughout Europe and, with more and more races being organised, the schedule was very tight for participating teams – the logistical headache of travelling from race to race was getting worse.

Traditional racing car transporters would struggle through city centre streets or where there was a low bridge and in certain regions throughout the continent, particularly along the winding roads through the Alps, so the motorsport division at Mercedes-Benz had a brainwave and created a bespoke vehicle that could transport its cars at high speed.

Working with a chassis from

the luxury S-series and the engine from a 300 SL Gullwing sportscar, the engineers crafted a streamlined beauty that could transport a W196 Grand Prix car at over 100mph!

Sadly, events at the infamous 1955 Le Mans 24 Hours, where a Mercedes-Benz 300 SLR crashed at high speed and flew into the crowd, killing more than 80 spectators, meant that Mercedes-Benz would withdraw from all motor racing.

So in 1956, the Blue Wonder (as it had become known) was shipped to the USA where it would act as a service vehicle.

On its return to Germany, in 1967, it was unforgivably scrapped, although a replica has since been built. The full-sized replica resides at the Mercedes-Benz Museum, in Stuttgart, and is definitely worth a visit, as the Editor is always reminding everyone after his trip there in 2019.

Ixo's 1/43 scale rendering is a much more affordable option than building one from scratch and as you can see, the finish is stunning, with beautifully applied paint to the diecast body and the simple door graphics are perfectly replicated.

The detailing on the metal flatbed is exquisite and, given that this is priced at the same level as the motorsport replicas at the same scale, this represents a huge amount of model for the money. As a result, these are being snapped up pretty quickly so, like the real thing, they won't be around for long.

The detailing around the grille, plus the chromed hubcaps and front bumper are fabulous. All that's needed to finish this stunning model off is a suitable period Mercedes-Benz racer as cargo – something like a 300 SLR or W196 Grand Prix car.

This is surely a must have for any classic motorsport enthusiast. **DC**



► The shape of this classic Mercedes-Benz transporter is beautifully crafted and the level of finish and detail on Ixo's replica is excellent.

THIS MONTH'S INDEPTH REVIEWS:

8 1955 Mercedes-Benz Rennwagen Schnelltransporter in 1/43 scale from Ixo Models

13 A trio of Mini GT 1/64 scale masterpieces: Toyota TRD 3000GT, Pandem Toyota Supra and Mercedes-Benz 190E

16 EDITOR'S CHOICE - 1981 Le Mans 24 Hours winning Jules Porsche 936/81 (Ickx/Bell) from Solido



Steven
Downes
Construction
& Trucks



David
Pullen
Farming



▲ The compound curves to the cab area have been very well captured and the finish to the grille is lovely.



▲ All that's needed now to complete this is a 300 SLR or W196 sitting on the flatbed, ready to speed off to another race.



▲ The detail and forming of the load bed is splendid and it looks very realistic.



CORGI
Lockheed P-38G Lightning 43-2264,
'Operation Vengeance', 1943
SCALE: 1/72 PRICE: £55.00 REF: AA36615

www.corgi.co.uk

Another stunning release of this most amazingly unmistakable aircraft. Sublime paint finish with stunning detail throughout.



BBURAGO
Mini Cooper
SCALE: 1/32 PRICE: £13.99
REF: 18-43206

www.tobar.co.uk

Super budget diecast of this most iconic piece of British automotive engineering. Features opening doors and a great paint finish. Some nice detail inside too.



IXO
Fiat 238 Van Lancia Service 1972
SCALE: 1/43 PRICE: £46.99
REF: RAC320

www.ayrey.co.uk

Beautiful replication of this classic Fiat van, in fabulously evocative Lancia livery. The red paintwork is excellent and there's a very good level of detail.



SOLIDO
Porsche 956LH Le Mans 24 Hours
1986 Follmer/Morton/Miller #8
SCALE: 1/18 PRICE: £59.99 REF: 1805503

www.solido.com

Third issue of Solido's excellent 956, featuring an incredibly striking livery (impressively applied) and opening doors. Another great value release.

New Models



IXO
Hyundai i20 WRC 2019 #6 D.Sordo /
C.Del Barrio Rally Catalunya 2019
SCALE: 1/18 PRICE: £79.99 REF: RMC052C

www.ayrey.co.uk

One of three exquisite releases of the 2019 i20 WRC. An absolutely stunning model, oozing detail and with that outstanding livery perfectly applied.



BBURAGO
Ford GT Heritage Edition 2017
SCALE: 1/32 PRICE: £14.99
REF: 18-41162

www.tobar.co.uk

A tribute to the 1966 Le Mans 24 Hours winning Ford GT40, the modern incarnation of Ford's incredible road racer is very nicely modelled indeed.



BBURAGO
Ford GT Heritage Edition 2018
SCALE: 1/32 PRICE: £14.99
REF: 18-41163

www.tobar.co.uk

This version is more than just a nod to the 1967 Le Mans 24 Hours winning Ford GT MkIV and this stunning livery looks just as good on the new car.



IXO
Hyundai i20 Coupe WRC #8 O.Tänak -
M.Järveoja Winner Rally Estonia 2020
SCALE: 1/43 PRICE: £43.99 REF: RAM758

www.ayrey.co.uk

And these are just as gorgeous in this smaller scale, still with plenty of detail and those stunning graphics really well applied. A real winner, you might say.



WIKING
Claas Xerion 5000 Trac TS Tractor
SCALE: 1/32 PRICE: 99.99 €
REF: 00 0255 850 0

www.claas-group.com

This beautifully engineered diecast and plastic tractor has good detailing. It also features working linkages, all-wheel steering and an opening cab door.



MATRIX SCALE MODELS
1970 Jensen FF Series II
Mango Orange
SCALE: 1/43 PRICE: £100.00 REF: MX 41002-094

www.matrixscalemodels.com

The Jensen looks good in this colour that was so popular in the day. Black interior, and excellent detail inside and out, right down to the plated trim.



BROOKLIN - PINK COLLECTION
1955 Dodge Coronet 4-door Sedan
2-tone Pink
SCALE: 1/43 PRICE: £145.00 REF: BRK97p

www.brooklinmodels.com

Whitewall tyres and matching pale pink interior. A nice detail is the inclusion of a lady's hat and umbrella on the rear seat. Very attractive.



SIKU
Fendt 942 Vario Tractor with Front
Mower
SCALE: 1/50 PRICE: £20.00 REF: 2000

www.siku.de

Siku's well-built largely diecast tractor has a detachable cab and front mower. There are painted work lights and a hitch for pulling trailed equipment.



August 2021 Auction Dates

- Tuesday 3rd - TV & Film Related Sale
- Tuesday 10th - Diecast Sale
- Wednesday 11th - Diecast Sale
- Thursday 19th - General Toy Sale
- Friday 20th - Model Train Sale
- Wednesday 25th - Book Sale
- Thursday 26th - Matchbox Sale

September 2021 Auction Dates

- Wednesday 15th - Diecast Sale
- Thursday 16th - Diecast Sale
- Tuesday 21st - General Toy Sale
- Wednesday 22nd - Specialist Diecast Collection
- Thursday 23rd - TV & Film Related Sale
- Friday 24th - Model Train Sale
- Tuesday 28th - Military, Civilian Figures, Equipment & Accessories Sale
- Wednesday 29th - Matchbox Sale
- Thursday 30th - Matchbox Sale

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New Models



IXO
Lada VAZ 2105 VFTS
International Swedish Rally 1983
SCALE: 1/43 PRICE: £43.99 REF: RAC295

www.ayrey.co.uk

Cracking model of this lovely Lada in rally guise. Superbly applied graphics on a smooth paint job with some great detail, especially the wheels.



BBURAGO
Citroën C3 WRC 2019 Rallye
Monte Carlo #1
SCALE: 1/32 PRICE: £14.99 REF: 18-41053

www.tobar.co.uk

Another superb value release from Bburago in diecast with opening doors. The complex livery is really well applied and the wheels are superb.



BBURAGO
Citroën C3 WRC 2019 Rallye
Monte Carlo #4
SCALE: 1/32 PRICE: £14.99 REF: 18-41054

www.tobar.co.uk

The sister car to the one reviewed above right, representing just as good value of course. Why not buy both? They look superb side-by-side.



IXO
Ford RS200 - 1986 RAC Rally
#6 K. Grundle
SCALE: 1/43 PRICE: £43.99 REF: RAC314

www.ayrey.co.uk

Ford's gorgeous RS200 still looks so good 35 years later, and Ixo's latest version is just as appealing in its Ford Motorsport livery. Lovely job.



PARAGON
Audi Sport R8 LMS EVO Team Phoenix
#4 2019 Nürburgring 24 Hours
SCALE: 1/64 PRICE: £17.99 REF: PA-55251

www.ayrey.co.uk

A totally exquisite miniature, another great example of what can be done at this scale. The application of the livery is absolutely top notch.



BBURAGO
1982 Ferrari 308GTB
SCALE: 1/43 PRICE: £49.99
REF: 18-36304

www.tobar.co.uk

Ferrari's beautiful 308GTB very nicely modelled in rally guise, wearing a very well-known livery. Another superb value model from Bburago.



BBURAGO
1972 Ferrari 312P - Andretti/Ickx
SCALE: 1/43 PRICE: £19.99
REF: 18-36302

www.tobar.co.uk

Excellent budget model of Ferrari's stylish prototype sports racer, with levels of finish and detail on a par with much more expensive examples.



IXO
Mini Cooper S, No.8, BMC, RAC Rally,
1965 P.Hopkirk/H.Liddon
SCALE: 1/18 PRICE: £79.99 REF: RMC065B

www.ayrey.co.uk

A real beauty, recreating the simple lines of the Mini perfectly, something many manufacturers fail to do. Stunning finish and exemplary detailing.

A TRIO OF MAGNIFICENT SMALL-SCALE SPORTY SPECIALS FROM MINI GT

1/64 scale

MINI GT

Mercedes-Benz 190E 2.5-16 Evolution II #5 Berlin 1992 DTM Zolder (LHD)

Toyota TRD 3000GT Alpine Silver Metallic (LHD)

Pandem Toyota GR Supra V1.0 Advan SEMA 2019 (LHD)

PRICE: Mercedes-Benz 190E £14.00; Toyota TRD 3000GT & Pandem Toyota Supra £12.59 each

REF: MGT00196 (Mercedes-Benz 190E); MGT00200 (Toyota TRD 3000GT), MGT00207 (Pandem Toyota Supra)

www.clevelandsdiecast.co.uk

THE releases from Mini GT keep coming thick and fast and, as you might have gathered, we are big fans of the miniature marvels at DC Towers. At 1/64 scale, you can certainly fit an awful lot more in your display cabinet and, with the amount of detail incorporated, there is still plenty to look at and enjoy.

The range is growing all the time, as evidenced by the updates in the news pages – although we only tend to select one each month. There are many more.

So onto the three selected here. As always, the bodies are diecast, as are the baseplates, and the interiors are moulded plastic.

It really is worth taking a few moments to unscrew the bases on these beauties to fully appreciate the seldom-seen interior – such is the work that goes into these models. So for this price, they represent excellent value, with plenty of detail for your buck(s).

So, looking at the image below, we'll start with the beautifully understated Toyota TRD (TRD = Toyota Racing Developments) 3000GT. The plain silver paint job seems to distract from the serious-looking front air dam intake and the bonnet ducts – details that might giveaway the true nature of the beast lurking beneath. Somehow, the silver lulls you into a false sense of security. Maybe that's the idea. It certainly makes for a stunning model.

The Advan-sponsored Supra next to it is an entirely different prospect – we are left in no doubt as to the purpose of this machine. And that signature black and red livery just makes it look all the more menacing.

Then there are the classic looks of the nearly 30-year-old 190E, dressed in a special DTM livery. Just look at those wheels! They're all incredibly desirable.

Released at the same time – but not shown here – is a superb 5-inch (125mm) battery-powered, mirror-finish Mini GT-branded turntable that spins slowly to add some drama to your display of these mighty micro models. With product No AC12, it is priced at £19.95. A Liberty Walk non-mirrored version is also available, No AC14, at the same price. **DC**



Another terrific trio of releases from Mini GT. Left to right: Toyota TRD 3000 GT (No 200), Pandem Toyota Supra (207), Mercedes-Benz 190E (196).



REPLICAGRI

Renault 56 Tractor

SCALE: 1/32 **PRICE:** £45.50

REF: Rep213

www.replicagri.com

With steering wheels, hinged bonnet and working linkage, Replicagri's detailed diecast classic tractor offers great display options.



BRITAINS

Fordson E27N Major Tractor 100th Anniversary Edition

SCALE: 1/32 **PRICE:** £24.99 **REF:** 43294

www.britainsfarmtoys.co.uk

Britains' newly tooled diecast Major, with driver dressed in period clothes, accurately recreates the tractor it released in 1948.

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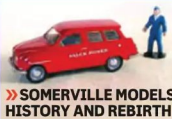
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SCHUCO

Porsche 356 construction kit

SCALE: 1/64 PRICE: £15.99

REF: 45 201 9900

www.ayrey.co.uk

Super cute and nicely detailed diecast from Schuco in easy-to-assemble kit form, complete with mini screwdriver. Lovely job!



SOLIDO

Nissan GTR 35 LB Works Type 2

Orange Metallic

SCALE: 1/18 PRICE: £59.99 REF: S1805803

www.solido.com

An absolutely stunning paint job on this mighty LB Works GTR - it properly sparkles. Opening doors really add to this gorgeous diecast.



MAISTO

Chevrolet Corvette C8 2020

SCALE: 1/24 PRICE: £15.99

REF: 31527

www.tobar.co.uk

The marvellous new mid-engined Corvette, nicely modelled at a budget price by Maisto. Diecast body with opening doors.



IXO

Ford Transit MK II Team Ford

Ford 1979 Assistance with roof rack

SCALE: 1/43 PRICE: £46.99 REF: RAC328

www.ayrey.co.uk

Very well detailed replication of the iconic MkII Tranny used by Ford Motorsport in the late '70s and early '80s. Complete with spare wheels load.



MARGE MODELS

Miedema Four-Wheel Trailer

SCALE: 1/32 PRICE: €4.95

REF: PLM7602

www.poppemalambouwminiaturen.nl

It is new brown and red colours for this edition of MarGe Models' largely metal trailer. The trailer has detachable racks, hinged sideboards and hinged tailboard.



BBURAGO

Ferrari Scuderia #16 C. Leclerc

SF1000 Tuscan GP

SCALE: 1/43 PRICE: £22.99 REF: 18-36819

www.tobar.co.uk

Commemorative model marking Scuderia Ferrari's 100th Grand Prix. Another great F1 racer from Bburago, with plenty of detail.



MATRIX SCALE MODELS

1930 Rolls Royce Phantom II Barker-bodied Boat-Tail Tourer

SCALE: 1/43 PRICE: £110.00 REF: MX 41705-042

www.matrixscalemodels.com

Great detail, including all the spotlights and fittings on the original, and the finest pinstriping around the front wings, as well as along the waistline.



AT COLLECTIONS

VGM Everest 30 Trailer

SCALE: 1/32 PRICE: £79.99

REF: AT3200138

www.ayrey.co.uk

Metal triple-axle trailer with a five-stage ram for lifting the body and two rams to open the tailgate. It's provided with a floating drawbar and folding stand.



IXO
Lancia Stratos HF #11 Rally San Remo
1976 B.Waldegard/H.Thorszelius
SCALE: 1/18 PRICE: £79.99 REF: 18RMC081B
www.ayrey.co.uk

One of three versions of the mighty Stratos (the others are suffixed "A" and "C"). A stunning model with plenty of detail and a superbly-applied livery.



BBURAGO
1970 Ford Capri RS2600
SCALE: 1/32 PRICE: £11.99
REF: 18-43207
www.tobar.co.uk

An absolute cracker for this price, featuring opening doors. Nicely detailed and the shape of this marvellous car is caught fairly well. A bargain.

AMAZING MEMORIES EVOKED BY SOLIDO'S LATEST LE MANS CAR

1/18 scale

SOLIDO

Porsche 936/81 - 1981 Le Mans 24 Hours winner - Jacky Ickx & Derek Bell

PRICE: £59.99 REF: S1805602

www.ayrey.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

THERE was no competition for the *Editor's Choice* accolade this month. And I make no apologies for that, despite it being largely for personal reasons.

You see, 1981 was the first year I went to the great race and it started on my 17th birthday (probably the best present I have ever bought myself!). This was the winning car by some margin and I have incredible memories of a top weekend

with Dad and two of my school chums.

Onto the model itself, to be honest, it is worthy of winning the award even without my personal input. The attention to detail, especially with the placement of the surprisingly complex graphics is excellent.

The body shape is, of course, still excellent (one of the 1978 Martini-sponsored cars was released a few months ago) and the trims to the wheels are very good (much more accurate than

their treatment on the Porsche 956 models out at the moment).

The level of detail in the cockpit is really very good too, especially taking into account the excellent value this price represents. The body is diecast mounted on a plastic base, and this combination gives the model good balance in the hand, without being too heavy to hold comfortably.

The real car still survives in the custodianship of the Porsche Museum, although sadly it

wasn't on display when I went there in 2019. Not having seen the car in the 40 years since that race win, I guess I'll just have to go back at some point.

In the meantime, this lovely model is more than enough compensation and I already have it in pride of place in my 1/18 Le Mans Porsches cabinet.

Thank you for Solido, I have been waiting a very long time for this. **DC**



- ▲ The view from this rear three-quarter angle holds up incredibly well too.
- ✦ The unmistakable lines of a Porsche 936, perfectly replicated by Solido, evoking fabulous memories of my first year at Le Mans, 40 years ago.

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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RAF HONNINGTON 1983 Stock £89.99**



**Hobby Master 1.72 HA6615 Eurofighter Typhoon
FGR4 1 (F) ZK344 Sqn Op Shader RAF Akrotiri Cyprus
£94.99**



**Hobby Master 1/72 HA6704 Tornado GR1 Gulf War
Mig Eater Due Summer 2021 ££89.99**



**Hobby Master 1/72 HA6614 Eurofighter Typhoon FGR4 1
(F) Sqn RAF Lossiemouth due late 2021 £94.99**



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Ghia changes

As the saying goes, it is “the singer, not the song” and, as **Stephen Paul Hardy** finds out, the same maxim often applies when it is the designer not the manufacturer.

▲ From the era when Ghia badging was a meaningful design studio signature, not just a top end model tag.



▲ Two contemporary Carrozzeria Ghia design prototypes from 1953. One was destined to become legendary the other virtually forgotten.

Ask the person in the street what, in automotive terms, the Ghia badge means to them and you are highly likely to get the reply “the top end Ford models”. The point is that most of us tend to think of cars in terms of their manufacturer. I often feel that Ford’s use of the Ghia badging was a very sad and poignant epitaph to a once very great and influential design studio. The flair demonstrated by Carrozzeria Ghia was extensive and renowned with bodylines penned by a host of famous designers that worked for the studio in its heyday. Whilst some of the designs lived on as series production models, others were immortalised in one-off design studies that had short but exciting lives as centre stage attractions in international auto salons of the past.

Relationships between manufacturers and design studios of course flowed two ways – manufacturer instigated commissions and the totally different, fascinating, world of designer-led studies aimed at wooing manufacturers with their ensuing lucrative royalty payouts. Such work included original and alternative designs. The former involving the

complete construction of both the visible part of the design – the bodywork – and mechanical substructures mated to contemporary power plants and transmissions. The latter, slightly easier, route involved acquiring a new vehicle or rolling chassis and reskinning it with a new body designed by the studio, crafted by a coachwork specialist.

The lengths that design studios went to in this way, and the outcomes of such work, are already well represented in the *AutoCult* and *Avenue 43* catalogues of 1/43 scale resin cast models. One of the very latest *Avenue 43* releases arrived on my desk just in time to be showcased this month that, taken together with a previously released model, proved to be a perfect illustration of the whole scenario. An opportunity therefore too good not to be missed. One of them having a very well known history, the other virtually shrouded in mystery. Yet both with a common initial design heritage that started in Carrozzeria Ghia’s offices.

That well-known model was premiered at the 1953 Paris Auto Show after being conceived and developed in secret by Luigi Segre, head of



▲ The Porsche 356 Ghia, so beautifully captured by AutoCult, conveys the impression of a prototype that was still several stages away from a harmonious conclusion.

Construction at Carozzeria Ghia around the chassis, drivetrain and mechanicals of an acquired VW Beetle became, of course, the VW type 14 Karmann Ghia coupé.

Whilst that coupé development was happening at Carozzeria Ghia, during 1953, amongst the other projects being worked on was a two-seater open sports design based on the contemporary Porsche 356. Seemingly also premiered at the 1953 Paris Auto Show though, unlike the eventual Volkswagen Karmann-Ghia, it never progressed beyond the design study prototype stage. Sitting it alongside the perfectly replicated model of the prototype Karmann-Ghia made by AutoCult for Ravensberger Handelskontor's "Masterpiece" range in 2019, this Porsche 356 Ghia (#60057) throws up some interesting insights into the distinctive traits of individual designers or design studios.

Whilst the oval statement on the Porsche 356 Ghia has obvious connections to several contemporary radiator grilles, the similarity in the way that the front wing line and headlights flank a fairly distinctive front bonnet is noticeable. The waistline kick-up towards the rear wings also carries a certain resonance between the two bodies. That waistline and the paired front lights that can be seen on the Porsche also have echoes of things to come with the later VW type 34 Karmann-Ghia.

Invariably design studio led prototypes, if accepted



▲ The Zunder Coupé tail end with strong American styling traits...



▲ ... but a front end with unmistakable traits of a cloned Karmann Ghia.



▲ The Porsche 695 prototype - is this the first of a whole new era of scale models?

and adopted by manufacturers, undergo quite a few adjustments before the series production models start being delivered. Exceptional then was the case of the type 14 Karmann-Ghia, with early production models being remarkably similar to the 1953 prototype. With the 356 based prototype, we can only conjecture how Porsche may have influenced further work on the design if it had embraced it into production with consequent Ghia changes.

I felt that another previous AutoCult model from August 2018 needed inclusion in this feature on account of its tacit connections to the two models showcased so far - a 1960 Zunder Coupé (#05023) from Argentina. Unashamedly inspired by the type 14 Karmann-Ghia, it nevertheless differs in many respects under closer inspection. Designed around licence-built Porsche 356 engines, this is an example of yet another design that got no further than the prototype stage.

To close, we have to break away from the Ghia thread, but are staying with the theme of designer-led prototypes and what I think is a very exciting, bold move by AutoCult that should just about be available by the time you are reading this. I say bold because I am sure that at first sight to many collectors it throws us back into the realms of simplistic vintage 'solid window' toys. The reality is that this 1957 Porsche 695 prototype (#06045) is ground breaking. It opens up a whole new era of scale models with an immense wealth of potential subject matter because it represents, in authentic detail, a particular stage of prototype development, where drawing board designs (in the pre-CAD era) were translated from 2D into 3D studies in carved wood or sculptured clay. There are so many prototypes that never get beyond this stage yet lay the foundations for subsequent iterations that finally reach series production. They are therefore invaluable additions.

The 695 was another example of a design studio vision proactively presented to a manufacturer. In this case by Albrecht Graf Goertz a German aristocrat living in the USA. Although Porsche declined the design, I can't help feeling that in fact Goertz's design planted some seeds of thought in influential minds in Stuttgart. If you set aside the more overt atomic/mid-century styling traits of the front and rear lights, the front wing lines, bonnet slope and rear roof line have an uncanny pre-emptive air about them. **DC**

The 'low-light' headlights, front wing style, bonnet shape and waistline kick, common to both of Ghia's prototypes, is clearly evident.



Bright green... or bright green

As we attract new readers, including some who are new to the hobby, **Stephen Paul Hardy** takes a step 'back to basics', exploring the outward differences between diecast and resincast automotive models.



▲ In the diecast corner, Solido's 1970s Carrera 3.0...



▲ ... and in the resincast corner, GT Spirit's 1980s Carrera 3.2.

▼ Both are stunning models in their own right and make the point it is six-of-one and half-a-dozen of the other when it comes to choosing. After all it should be about the subject and the quality of modelling that matters, not the material that it's made from.

This is not going to be a competitive comparison between a pair of models from two different manufacturers. Instead it is an illustration of the essential differences that you can generally expect to find between interpretations in diecast and resincast, using two fabulous 1/18 models that are very similar in their subject coverage.

Whilst, very visibly, both are Porsche 911 Carreras, both in Lime Green with factory option 'whale tail' rear spoilers, they represent cars from different Porsche model years. Our diecast representative from Solido (\$1802603), released in March, depicts a 1976-77 Carrera 3.0. The resincast representative from GT Spirit (GT740), released back in May 2019, depicts a 1984-89 Carrera 3.2. The difference in their front fog lights is therefore, respectively, period correct for each model and the quick reference difference between them in the photos is that the GT Spirit model is the one with the additional front indicator side-repeater lamps, obligatory from 1984 onwards.

HISTORICALLY

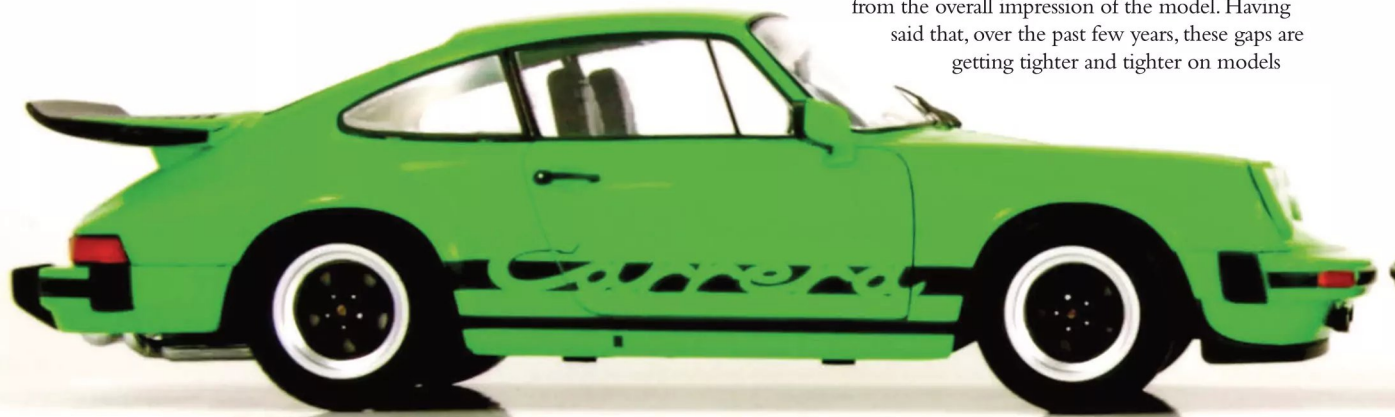
As a sweeping generalism, diecast models are made from metal alloy components cast in machined dies. The constituent metals in the alloys have changed

over the years, with modern production now usually a zinc alloy with small quantities of aluminium and copper added, called Mazak (also known as Zamak). Resincast, on the other hand, uses inert resin and filler compounds as the casting medium. There are, of course, a considerable number of commercial considerations behind both processes and a debate that makes interesting further reading on the subject can be found online (<https://www.collectors-club-of-great-britain.co.uk/news/diecast-vs-resin-autoart-and-spark-debate-the-issue/>).

Setting the myriad of commercial considerations aside, I just want to focus on the outward, fundamental differences that are the more obvious motivational considerations for collectors when thinking about buying automotive scale models.

BITS AND PIECES

First up, is the fact that, generally, although not always, diecast automotive models tend to have opening features, whereas resincasts do not. Those opening features – doors, bonnet, boot – allow improved visual appreciation of (and access to) the interior detail. The downside is that invariably the hinges, particularly on the doors, are necessarily out of scale. Then there is also the issue of the shut-lines – the gaps around those opening features – that can detract from the overall impression of the model. Having said that, over the past few years, these gaps are getting tighter and tighter on models





targeted at the collector's market. Very recently, the degree of accuracy on toolings and castings from some manufacturers has reduced these gaps to commendably fine tolerances.

Of course, with single piece bodies, resincast models do not come under the scrutiny of shut-lines. Their counterpart, however, is that of how crisply defined and convincing the engraved lines are that represent door edges. Admittedly this issue then also applies to any small detailing on either type of casting when it comes to small non-opening features such as fuel tank filler flaps.

Before we leave the general subject of working features, most 1/18 diecasts have moveable – or posable – front wheels, often linked to the steering wheel and therefore 'steerable'. The norm with resincasts of all scales is that all the wheels are set fixed in line with the body centreline. The main difference from a display point of view is that posable front wheels just add a little bit of variation and realism to the display cabinet (and photo-shoots).

GLAZING OVER?

Before we get to interiors, there is the issue of glazing. Again, falling into generalisations, diecast models are normally fitted with hard, injection moulded, polystyrene-type plastic glazing, whilst resincasts feature thin sheet, celluloid-type, materials.

Looking at the diecast side first, details such as window frames and heated rear window

▲ The presence of posable front wheels is a first glance give-away that this is a diecast...



▲ ... as are opening features.



▲ Look closely and decide - is this a diecast or resincast model?

elements tend to get included into the injection mouldings. The benefit of this type of glazing is that it is robust and increasingly now overprinted to accent raised details. The downside is that it can be slightly opaque and is generally fitted into the body shell using small lugs that can be visibly intrusive.

Turning to the resincast glazing, whilst the thin material gives a good transparency and therefore less obscured view of the interior, it is prone to flexing and minor buckling. This means that when it catches the light, fails to give the solid, hard glazed, feel conveyed by glass in real life. On occasions, the light refraction of that buckling can generate iridescence. Window rubber surrounds, quarterlight frames etc., tend to be replicated by printing them onto the glazing sheets. Whilst this produces exemplary representation of heated rear window elements, the lack of 3D relief on other details tends to look very much what it is – a 2D substitute. More recently, some manufacturers have started to rectify this by adding filigree layers of detail onto the glazing sheets, giving a much more authentic feel, but does not overcome the general issue of the flimsiness of the base glazing sheet.

TAKE A SEAT

Arguably, at one stage, resincast models specifically for the collector's market generally had the edge over diecasts in terms of the amount of authentic detailing they incorporated. The gap is closing fast and is most evident when it comes to the interiors. As 1/18 diecasts became more numerous, interiors remained very much a matter filled by single colour plastic mouldings that looked, well, plasticky! An issue, though, that has been increasingly rectified of late. Resincasts, on the other hand, from the outset delivered textured, detailed interiors that are now both extensive and intensive in their authenticity.

YOUR CHOICE

I think the accompanying photos very adequately illustrate that both die and resincasting can deliver superb models. In the end, preference is very much a personal matter. For me, it is a case of the subject and the quality of modelling that matters, not the material that the model is made from. I'll take both the bright green and the bright green, because the limited stocks are very nearly gone. **DC**



Europe's oldest farm toy maker

This year, Britains celebrates 100 years since launching its Home Farm series. **David Pullen** celebrates this landmark and, in this first instalment, traces the history of the firm and its farm range, from the beginning up to the 1960s.



There was much to celebrate when World War I ended in 1918. However, for Britains, its end created a problem. The public had lost interest in all things military and this was impacting sales of the high-quality toy soldiers Britains had been making since 1893. To address declining sales, Britains decided to put more effort into making civilian models. One new civilian line the firm chose to develop was the Model Home Farm series. It would turn out to be the most important launch Britains made.

William Britain Jr had developed the hollow casting process that Britains used to make its toy soldiers and was responsible for sculpturing the new range. Thirty new individual models, including figures, animals, accessories and a tumbrel cart (4F) were released in time for Christmas 1921. To distinguish Home Farm from its military range,

▲ Launched in 1921, Home Farm was the largest new model release Britains had made at the time. Photo: Evert Nijssen

all models were given an F-suffix catalogue number and marketed in a blue box. Later, several other box styles would be used.

Produced in 1/32 scale, the farm models proved an unprecedented success and they even continued to be popular through the 1920s and 1930s when agriculture went through difficult times. Britains' publicity material was soon noting that many adults were playing with the farm range. It's something that continues to this day.

Ideas for Home Farm appeared from some unlikely places. Some of the Britain brothers were also directors of Nestlé UK subsidiary. This connection led to Britains making a special model





◀ Britains added the General Purpose Plough with two horses to Home Farm in 1922. It remained available until 1961. Photo: Evert Nijssen



1



▲ Inspired by a comment made by Queen Mary, Britains added a village idiot to Home Farm in 1926. It remained available until 1941.

◀ W. Horton was responsible for making Britains' Lilliput series of 'OO' scale models and included this Fordson Major tractor (LV604).

1 The two-wheel tipping trailer (130F), introduced in 1949, was popular and not deleted from Britains catalogue until 1978.

cow for Nestlé to offer at its stand at the British Empire Exhibition of 1924. Known as the Nestlé World Cow, it had the world map cast on the body in relief. It was probably Britains' first promotional farm model.

On another occasion, Queen Mary on Britains' stand at the British Industries Fair in 1926 reportedly commented "You have everything from village life represented except for the village idiot". Britains soon rectified that (587).

By the early 1940s, Home Farm had expanded. Alongside new figures and accessories, it also included a farm waggon with carter (5F), general purpose plough with ploughman (6F), horse roller (9F), timber carriage (12F), farmer's gig (20F), farm cart (40F). Three lorries were also added and used in both the farm (59F, 60F and 61F) and military (1333, 1334 & 1335) ranges. All toy production stopped in 1941 and the factory turned over to war work.

1946 TO 1959

Model production restarted after the war with Britains reissuing many pre-war models and rebranding Home Farm as Britains Farm Models. However Britains soon added new models including its first tractor. Launched in 1948, this was the Fordson E27N Major – the new tractor Fordson had introduced in 1946. It was the start of a long relationship Britains has had with the Fordson, Ford and New Holland brands that continues to this day.

During the war, Britains had acquired equipment

KEY DATES

1860s	William Britain Sr started making mechanical toys in his home.
1893	Launched its first toy soldiers made using the hollow casting process.
1905	Opens office in Paris (closes 1923).
1907	William Britain Sr dies, leaving the firm to his daughter.
1907	Company incorporated, becoming Britains Ltd.
1921	Launches Model Home Farm.
1926	W.Britains registered as a trademark.
1928	Opens North Light Building, Walthamstow.
1933	William Britain Jr dies and Denis Britain succeeds him as chairman.
1936	New Britains Ltd branding introduced.
1941	Toy production stopped.
1946	Production restarts and Model Home Farm rebranded Britains Farm.
1948	Released first tractor - Fordson E27N Major.
1950	New factory opened in Sutherland Road, Walthamstow.
1955	Buys controlling interest in Herald Industries Ltd.
1959	Launches all-diecast Fordson Power Major with steering axle and working rear linkage.
1964	Introduces big B branding that Britains used until 1979.
1967	Dennis Britain retires.
1968	Moves to new factory in Blackhorse Lane, Walthamstow.

▼ An advert Britains used to promote the new Fordson Power Major it released in 1959. It had a retail price of 9/11d. Photo: Plastic Warrior



BRITAINS' CENTENARY – PART 1

to make zinc alloy castings and began exploring its use for making toys after production restarted. However, at the time, Britains must have considered creating the diecast tooling for the tractor's body a step too far and used the hollow casting technique. It's the only 1/32 scale tractor Britains made this way.

The E27N Major tractor was available with rubber tyres (128F) or steel wheels (127F). Reportedly, the latter was less popular – parents preferred the tractor to have rubber tyres as it caused less damage to the dining table. Early tractors were marketed in a green box, but later a Picture Pack box, often known as the Duck & Egg box, was used.

For the tractor, over the next four years, Britains released a timber trailer (129F), a tipping trailer (130F), a disc harrow (135F), a roll (136F) and four-furrow trailed plough (138F). To further increase the play value, the tractor was also available in a set (139F and 137F) with a clockwork trailer to push the tractor along.

After World War II, Britains formed an association with W. Horton to make its 'OO' scale model railway Lilliput series. It included a Fordson Major tractor.

Although the 1950s is considered a golden age for Britains' hollow-cast figures, the days were numbered as it could not compete with the plastic figures being sold. Plastic figures were cheaper, better detailed and safer. To address the growing competition from plastic figures, in 1954 Britains bought a controlling interest in Herald, one of the best plastic model makers. It has been suggested that Dennis Britain, Managing Director, bought Herald to gain the skills of Roy Selwyn-Smith. He would later become Technical Director, heading the design team responsible for new models and then as joint Managing Director at Britains.

Following the Herald investment, the first plastic farm figures and animals were released in 1954. At first, Britains continued to market its lead models separately, but the decision had been made in 1959 to replace Britains' hollow cast figures and animals with those from the Herald range. For the first time, Britains' catalogue included Herald models.

Britains dropped the 1/32 scale Fordson Major in 1958 in readiness for the release of its next tractor. This was probably the most important tractor developed by Britains, although not the most accurate. Released in 1959, the model was sold as



▲ The first vehicle Britains released for the Home Farm was the tumble cart with carter. Photo: Evert Nijssen



▲ The Nestlé cow, with a world map cast in relief on the animal's side, is thought to be Britains' first promotional model. It went on sale on the Nestlé stand at the British Empire Exhibition held in 1924. Photo: Evert Nijssen



▲ The Nestlé cow, with a world map cast in relief on the animal's side, is thought to be Britains' first promotional model. It went on sale on the Nestlé stand at the British Empire Exhibition held in 1924. Photo: Evert Nijssen



Six colour variations of the Herald's standing farmer with shotgun and walking stick (H1554), introduced in 1956.



▲ Over the years, the mounted cultivator (175F, later 9536), released in 1960, was made in several different colours.



▲ The Ford Super Major 5000 (9527) and the later Ford Force 5000 (9527) tractors both had a steerable front axle, front implement mounting points and working rear linkage.



▲ The Ford Super Major 5000 (9527) and the later Ford Force 5000 (9527) tractors both had a steerable front axle, front implement mounting points and working rear linkage.

PAINTING FIGURES

Before World War II, painting figures was done in-house. However this changed after the war when one in-house painter, who was getting married, asked if she could take the models home to paint. Britains agreed and in the following years more painters were allowed to work from home. This continued until production moved to China in the 1990s.



the Fordson Power Major, although Britains based it on the earlier E1ADKN Major Ford introduced in the early 1950s. The E1ADKN Major had side-mounted hand throttle, under-swept exhaust and Fordson Major rear wheel centres. While the Fordson Power Major, released in the same year as Britains' model, had the throttle positioned against the steering wheel and scalloped wheel centres.

The Fordson Power Major was the first tractor Britains made using the diecast process and included plastic parts. Also it was the first to have a steerable front axle, front implement mounting points and a working two-point rear linkage – features other makers have since adopted. Like the E27N Major, it was available with either steel wheels (171F) or rubber tyres (172F). It was sold in a new sleeve and plinth box that Britains would use across much of the farm range in the following years.

For the new tractor, Britains developed two new implements – a three-furrow plough (173F) and a mule dozer (174F). Although not branded, it is thought Britains based the plough on one produced by Ransomes, Sims & Jefferies, a leading UK agricultural machinery manufacturer.

1960 TO 1969

The 1960s saw big changes at Britains and to its farm model range. Early in the decade, it dropped the original Home Farm 'F' series numbering

THE EARLY YEARS

At an early age, William Britain Sr, who was born in 1831 in Birmingham, moved to London. He trained as a brass cock or tap maker, but by the 1871 census he was described as a toymaker. It's not known exactly, it's thought the 1860s, when William Britain started, with the help of his children, to make toys. However by the late 1800s he had built a reputation as a producer of high-quality mechanical toys.

To provide for his growing family, and expand his business, William Britain turned to the idea of making toy soldiers. German makers had somehow monopolised the market and he thought there would be demand for British-made toy soldiers, so began making them in 1893. The success of the toy soldiers was, in part, due to the use of the hollow cast manufacturing process. His son, William Britain Jr, is credited with developing the technique for the firm. In this, the two-piece mould is held together while filled with molten metal. Then, to ensure the inner surfaces are fully coated with metal, the mould is swung. Once a thin shell has formed inside the mould, excess metal is poured out. This reduces the quantity of metal needed to produce the model and gave Britains the competitive edge.

At first, Britains made its soldiers in several different heights, but quickly 52 mm (equivalent to 1/32 scale) became the main scale. The firm continued to develop the toy soldier range over the following years, becoming market leader in the process. By 1910, it was reported that Britains was using six tons of lead alloy a week, making 200,000 soldiers. Such was their popularity, Britains opened an office in Paris.

William Britains Sr died in 1907, leaving the family firm to his eldest daughter. She was not interested in running the firm and Britains Ltd was formed to allow her brothers to buy shares and continue to run the business.

BRITAINS' CENTENARY – PART 1



and began using numbers in the 9000 range. It introduced new branding using a big 'B' logo and brought manufacturing under one roof in a new factory at Blackhorse Lane, Walthamstow.

During this period, the farm range expanded rapidly keeping the design team busy. The Fordson Power Major tractor was updated in 1961, after Ford introduced the improved Fordson Super Major tractor. Britains updated its model again two years later with the launch of the Fordson New Performance Major. Then, in 1965, when Ford replaced the Major with the 1000 series tractors, Britains introduced a newly-tooled model of the flagship Super Major 5000 tractor. Ford gave Britains access to its plans ahead of the real tractor launch, allowing Britains to release its model in the same year. The new tractor incorporated the same working features Britains had provided on the Major tractors. It proved popular with Britains' works manager reportedly saying they were working at near capacity making 50 to 55 gross a week, but could sell double that number. Forty or 50 per cent were exported.

The Super Major 5000 remained in the catalogue until 1968 when Britains, like Ford, updated the model and released the Ford Force 5000 tractor. The year also saw Britains extend its tractor range with a model of the popular Massey Ferguson 135 tractor.

In the 1960s, Britains stopped making all hollow cast models in 1966, to offer horse-drawn farm equipment. The release was however overshadowed by figures, animals, accessories and equipment to use with its tractors that were now commonly seen on farms. During the decade, Britains released some iconic equipment models incorporating many of the working features found on the real machine. They included a battery-powered Lister multi-level elevator released in 1965 and, in 1967, a Bamford BL58 baler that discharged bales out of the bale chamber as it was pulled along.

In 1965, Britains also began expanding the farm range to include models of equipment more likely to be found on a construction site. The first of these models was a Shawnee-Poole rear dump trailer. It was supplied in a set with the Fordson New Performance Major tractor (9630). The set

2 Introduced in 1965, Britains' battery-powered Lister elevator proved to be unreliable and was only available for two years. However Britains would later introduce a hand-powered version.

3 The 22½ cwt dumper (9670), added to the catalogue in 1968, had Ackermann steered wheels and tipping bucket.



▲ Britains introduced the LWB series II Land Rover (9676) in 1968. Early versions did not have a canopy, but had opening bonnet, opening doors and wheels steered by the spare wheel on the rear bumper.



▲ Britains expanded its tractor range in 1968 with the release of this model of Massey Ferguson's popular 135 tractor (9529).



▲ The Bamford BL58 hay baler (9563), released in 1967, discharged bales from the baler chamber as it was pulled along.

proved popular and remained in the catalogue for many years with many different tractors. A 22½ cwt dumper (9670), with tipping bucket and Ackermann steering, followed three years later. In 1968, Britains also released a long-wheelbase Series II Land Rover (9676). It had opening doors, opening bonnet and a steerable front axle, but at first was not supplied with a canopy. The model's number plate, MAC 68F, gave credit to its developer Alotis Matecek, known as Mac, showed its release date. A single-axle horsebox was also introduced for use with the Land Rover.

In the next part David takes Britains' history from the 1970s to the current day. **DC**

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The London Brick Company

John Tailby shares his collection of commercial vehicles that proudly wear a famous livery.



▲ A selection of 1/76 scale London Brick releases from Lledo and Oxford Diecast pose with a Metcalfe kit building.

As I write this, the country and – indeed the whole world – has concerns about whether there will be a resurgence of the coronavirus as various strains emerge. The Government have likened the situation to being at war with a hidden enemy, and we are experiencing restrictions not known since World War II. It now looks as if victory over the virus is in sight, with the use of various new treatments and the extensive rollout of vaccines for the whole population. As restrictions are lifted, lots of rebuilding will need to be done with all our lives as well as business and commerce.

This was the case at the end of World War II, but with a difference because then, in the 1940s, most of our infrastructure had to be repaired or rebuilt

as well. High-quality bricks were needed in large quantities for the purpose and these were supplied by the London Brick Company and this brings me to the subject of my article.

The London Brick Company (LBC) was so called because, as far back as the 18th Century, speculative builders used bricks from the Peterborough area for developments in London. This was made possible by the advent of the Great Northern Railway which ran through Peterborough to London and also to the industrial towns of Yorkshire and the Midlands.

One of the early brickmaking sites was at Fletton Lodge, bought by Hemsteads in 1878. They had house building interests in London, and bricks made from the 'Lower Oxford Clay', made from the 'soke of Peterborough', became known as 'Flettons'. This



▲ Leyland Octopus, modelled by Corgi in 1/50 scale, complete with pallet load.

particular clay possessed special qualities that reduced firing costs. It was excavated to a depth of about 100 feet and it was found that the clay contained 5% seaweed from 150 million years ago when all the land was at the bottom of the sea. When the excavated sites were exhausted, they were eventually used for landfill.

The brickmaking industry experienced many highs and lows in demand due to Government policy with housebuilding, but in the early 20th Century, one of the highs came from the demand for bricks from the Great Central Railway company. It needed to build new stations and tunnels, and needed bricks for all of the engineering work. These were supplied from a new brickworks in Buckinghamshire.

In 1936, many small firms amalgamated to form a larger London Brick Company and production centralised at Wootton Pillinge, in Bedfordshire. The site expanded and became known as Stewartby, respecting the leadership given to the industry by the Stewart family over a long period. They provided housing for the workers and improved working conditions. Their policies were well ahead of social thinking at the time. The village of Stewartby grew around the brickworks. The trademark Phorpres Bricks evolved from the method of production that involved four separate pressings of the moulded clay bricks.

Transport and distribution was as important as production. Bricks were loaded on to railway wagons at Stewartby, bound for the railheads, where lorries would take them to various building sites as required.

Before Stewartby, many small firms would use the railways to transport bricks because most towns would have a railway station. Most of the road network had not been developed and some were little more than dirt tracks. Before motor lorries were available, horses and carts and steam traction engines would take the bricks from the railway wagons to their final destination.

From 1928, the LBC bought a variety of road vehicles and, with the ending of the depression in the early 1930s, the company considered setting up its own transport fleet to supplement and improve upon the delivery service offered by the railways and hired vehicles. The fleet grew in proportion to the brick sales during the late 1930s and, by 1939, there were approximately 60 Leyland Cubs or Lynxes, 240 AECs, 40 Morris Equiloads and Loaders, plus a small number of Bedfords and Thornycrofts in operation.

▲ A pair of 1/50 scale Corgi releases from the 2000s.

1 Three modified 1/43 scale models, acquired at a toy fair some time ago.

2 Tri-ang Spot-on 1/42 scale AEC Major 8.

3 Largely resincast 1/50 scale AEC Mammoth Major, by British Transport Classics.

4 Corgi No 26401 AEC Mammoth Major MkV in 1/50 scale.

The London Brick Company (LBC) was so called because, as far back as the 18th Century, speculative builders used bricks from the Peterborough area for developments in London. This was made possible by the advent of the Great Northern Railway...

FLEET FOCUS

Of this fleet, the Morris trucks had been chosen because they were British and considered relatively heavy duty. The Leylands offered a high-quality hand built vehicle able to travel at 30mph due to their low unladen weight. The AECs, although heavier and restricted to 20mph, were totally satisfactory in every way.

By 1939, the company was manufacturing bricks at a total of 27 works, but the vehicle fleet was maintained at just five depots, namely Peterborough, Bletchley, Arlesey, Stewartby and Calvert. The main offices and works had been established at Stewartby, where a brand new heated workshop was built to replace an earlier open air maintenance facility.

There was a decline in brick sales in early 1939, when war was expected, and by the summer of 1940, the Government restrictions on anything but the movement of essential goods had curtailed further sales of bricks. Despite a decline in general sales, huge orders came from the Ministry of Works for the supply of bricks for airfields office blocks and war factories. The engineering works, with their highly developed skills in building and maintaining brick making machinery, were busy making components for the war effort.

Large numbers of vehicles were requisitioned by the military authorities and only a few were actually returned to the company during the latter part of 1940. To replace the impressed trucks, the company had to resort to purchasing second hand trucks, a number of which entered service in 1941. Amongst these were some Leyland Octopus and Beaver types, also ERF eight-wheelers. Despite the shortages in the first post war year of 1946, the LBC was allowed to order some new lorries – over 30 Morris Equiloads and more than 40 AEC Monochs and Matadors.

AEC continued to supply a large number of vehicles, including Mammoth Major 8s, until 1950, but around this time, AEC began to fall behind with supplies, so the four-wheel fleet was supplemented by a large number of LAD-cabbed Albion Chieftain platform trucks and tippers. The tippers were loaded by hand, as was the usual practice in the 1950s, but could then be tipped at the destination. This was ok if some damage occurred to common bricks, but facing bricks had to be offloaded by hand.

As speed restrictions were lifted, from 20mph to 30mph, it became necessary to provide better security for the brick loads. Various methods were tried including tailboards and mesh side hinged at the bottoms.

Palletised loads allowed fork lift truck handling and a self stack system for offloading was adopted. This system lasted for approximately 25 years. It consisted of a lightweight gantry able to travel along the body sides. Attached to the gantry was a power driver hoist and grab that could lift and move the units of the 350 bricks and lower them to the offside of the lorry. The loads could then be further subdivided into smaller parcels for moving around the building sites.

A number of vehicles were fitted with hydraulic cranes during the 1980s and these had the ability to swing anywhere within a 360 degree radius, enabling bricks to be placed just where they were needed.



▲ AEC Mammoth Major based on a 1/43 scale 1950s Dinky Supertoys Foden chassis.

▶ Also based on a 1950s Dinky Supertoys Foden chassis is this AEC Mammoth MkV-cabbed model.

5 AEC Mammoth Major made using a white metal kit in the style of Dinky Supertoys.



▲ Oxford Diecast's 1/76 scale AEC Matador J12 Wrecker, No 76TIP005.



▲ A comparison of the two 1/76 scale wreckers – Lledo's version on the left, Oxford's on the right.



5



Cranes were eventually adopted throughout the fleet and bricks were shrink-wrapped to protect them from water damage.

When AEC became part of the Leyland Group problems arose with delivery delays, standard of build and service back up. This led to the first Volvo F86 six-wheeler entering the fleet in 1971. Fitted with a luxurious continental style cab, lifting rear axle and a quiet, powerful, turbo charged engine, this type of vehicle delighted the drivers by making their job a little easier. They also had insulated and sound proofed cabs, a suspension seat and air assisted clutch. In spite of some teething problems with the Volvo fleet, the overall package was excellent and running costs were reduced.

A variety of different vehicles were acquired when other companies were taken over in the early 1970s. Lorries from Eastwoods, Redlands, Fletton Brick Co. and Marston Valley Bricks included ERFs and Commercials, LAD cabbed Leyland Comets, AEC Mercury and Marshalls, Bedfords and Foden eight-wheelers and some Volvo F86 articulated units. A large number of Redland Fodens dated back to 1961/62 and had originated from the Eastwoods Company. Their long life was attributed to the reliability of their Gardner engines.



▲ Corgi No 457 ERF customised as a London Brick lorry, with Corgi Cargoes load, in 1/56 scale.



◀ Lledo "Days Gone" AEC Mammoth ballast truck – a 1/76 scale Trackside release.

6 Ergomatic-cabbed six-wheel tipper, No 76AEC00, in 1/76 scale by Oxford Diecast.



▲ EFE's Bedford TK Tipper actually tips, although the load is solid and the tailgate doesn't open.

▼ Bedford TK Short Tipper and AEC Mammoth Major in 1/76 scale and wearing Marston Valley Brick Co livery – both by EFE.

The LBC became part of the Hanson Group in 1984 and went from strength to strength. The biggest step was the introduction of the Kempston brick in 1987 made by a totally modernised process. The new range of bricks met EC Standards and proved to be a great success for the company, with a wide range of specialist bricks and fittings. London Brick Co. became Hanson Brick and the familiar red-liveried lorries eventually disappeared apart from a few saved and preserved examples. Model makers have favoured the iconic red lorries from the 1950s including AECs, Leylands, Albions and Bedfords.

I have a number of these in my own LBC and Marston Valley model fleet collection, they are accurate replicas based on preserved examples of the real trucks.

The largest model, at 1/42 scale, is the Spot-on example, made by Tri-ang from 1960. A heavy diecast model with plastic fuel tank and cab interior of the AEC Major 8 in red with a black roof, it is an eight-wheeler flatbed truck, registration GTM 110. There are two holes in the flat load area to locate a brick load, but my brick load is missing and I am looking

for a replacement. This is a rare and expensive model to find.

There are more to choose from in 1/50 scale. The most detailed I have is an AEC Mammoth Major eight-wheeler flat truck with tailboard, by British Transport Classics. It was distributed, as are the others in the range, by Digbys Miniature Automobiles. It is red and silver with a black cab roof and made mostly of resin with wing mirrors and full detailed cab interior, wearing the registration GTM 809. A lovely model with separate brick load, but fragile in places, namely wing mirrors and tailboard, if handled too much. It came in its own plastic display case and cardboard outer, purchased in 2013.

Corgi Classics, in the year 2000, produced some really good LBC models including AEC, MM and MkV. No 26401 is a diecast AEC Mammoth Major, with plastic details, red and silver with black chassis, including moving prop shaft, with black cab seats and steering wheel. It is very well-packed, made in China, with separate brick load and wing mirrors. The information card states that in the '60s era, LBC ran a fleet of more than 900 vehicles and produced 3 billion bricks a year.

Another classic model by Corgi in the same scale was the LAD cabbed Albion Chieftain. Both rigid and articulated cabbed examples existed, but Corgi modelled the artic in LBC livery with brick load. Regrettably, I sold this one at a toy fair and haven't yet replaced it.

The same applies to the Thames Trader Tipper, another good model in the range.

Another Corgi that I did keep was the Leyland Octopus in LBC livery, with black detailed chassis including moving prop shaft. My model is unboxed and has an interesting detail on its fuel tank, it states "Speed 20mph". It is loaded with 24 pallets instead of the usual brick load.

I bought three interesting models at a toy fair some time ago. Two of them use Dinky Supertoys Foden diecast chassis from the 1950s in 1/43 scale. The Foden cabs have been removed and replaced with white metal AEC MM cabs. One, an early pre-war type, and the other a MkV version. Painting and transfer work is excellent and brick loads on both have been made from balsa wood covered with brick paper.

The third model is much heavier and seems to be made from a complete white metal kit. It is in





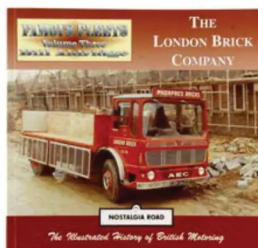
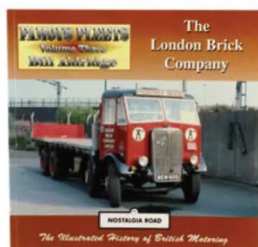
the style of Dinky Toys, but with a completely plain base. The cab of this pre-war type AEC MM has red, black and silver paintwork with the correct transfers to cab and tailboard. Headboard is missing but I am planning to make a replacement. All three models are full of character and made, I guess, by an enthusiast or a retired employee.

I have Corgi Toys ERF 44C four wheel flat truck, No 457, made between 1958 and 1964 in the smaller scale of 1/56 at 4 3/4 inches long. Originally two-tone blue, it has been converted and repainted in LBC red, black and silver, with the addition of tailboard and cab headboard. The result is excellent with correct transfers and 'Corgi Cargoes' brick load.

More recent model releases are in 1/76 scale. The "Days Gone" Trackside LBC AEC Mammoth Ballast truck, with winch, from Lledo Collectibles in 2002 is an example. From the back of the box: "The Days Gone Trackside collection recaptures all the charm and nostalgia of the 1930s era. The realism, detail and scale of this superb range, perfectly complements OO scale railway layouts."

This is also true of models in 1/76 scale by Exclusive First Editions (EFE) and Oxford Diecast. My own recently constructed OO gauge railway layout includes a model building site where bricks and other materials are being delivered by two EFE Marston Valley Brick Co lorries - one is an AEC MK III Mammoth Major with brick load and the

▲ The author's 1/76 scale collection on his OO gauge model railway layout.



▲ Two editions of the excellent Bill Aldridge book, published by Trans-Pennine.

other a Bedford TK Short Tipper.

Also present are 2020 releases from Oxford Diecast in London Brick colours, namely an AEC Matador J12 Wrecker and an Ergomatic-cabbed six-wheel tipper, Nos 76AEC004 and 76TIP005 respectively. Stewartby ceased making bricks in 2008 due to sulphur emissions not meeting UK standards. My latest information is that only two kilns and four chimneys remain on an otherwise derelict site, due to be developed. I remember seeing the chimneys from the train a few years ago, one of them displaying the word 'Stewartby' in large letters down its length.

One of the books I used for reference in writing this article was The London Brick Company - Famous Fleets Volume Three, by Bill Aldridge in the Nostalgia Road Series, published by Trans-Pennine Publishing. I have two editions, the first from 1998 (a First Day - Cover Limited Edition #205 of 1,000) and the second is a later edition from 2003.

Impressive colour pictures of the vehicle fleet can be seen on the front and back covers of both books. Nearly 100 black and white pictures are displayed inside together with a wealth of information about the vehicles and the manufacturing process.

I shall continue to look for more examples of London Brick model vehicles now that shops, market stalls and toy fairs are opening once more. I think we have all been looking forward to this. **DC**

OO Gauge (1:76 Scale)

Base Toys - Commercial vehicles



DA64 Leyland FG Dropside "British Railways" in green (circa 1966-1976) (RRP £6.99) **BARGAIN** £5

Corgi Collectables - Buses

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



OM46517A Wright Eclipse Gemini 2 Go North East NL63 XCB Route K10 Newcastle Royal Fusiliers £35.50



OM46517B Wright Eclipse Gemini 2 Go North East NL63 XCB Route K10 Middlesborough Royal Fusiliers £35.50



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



OM46627A Wrightbus New Routemaster GoAhead London LTZ 1394 Route 15 Blackwall Royal Fusiliers £35.50



OM46632B Wrightbus New Routemaster Arriva London LTZ 1230 Route 38 Victoria Seelip £35.50



IE0007 ADL Enviro400 MMC - "Dublin Bus" £51



UK6521 ADL Enviro400 MMC - "Xplore Dundee" £51



UK6510 ADL Enviro400 MMC - "Yellow Buses" £51

Oxford Diecast - Buses



76MW6006 Bristol MW6G "West Yorkshire" £18



76IR6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition £21



76SB006 Saro Bus Trent £17

Cars



76S3003 Audi S3 Cabriolet Misano Red NEW £5.50



76BCGT002 Bentley Continental GT Sport in tungsten grey NEW £7



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

Public Service vehicles



76SET31 6 Piece London Fire Brigade 150th Anniversary WLG/TLM/Regent/F8/F106/AEC £64

76MFED01 MAN Pump Ladder fire engine "Avon Fire & Rescue" £16

76TN006 Thornycroft Nubian "Glasgow Airport Fire Services" £16



76ATKL005 Atkinson Cattle Truck L Davies & Sons £13.50



76PB010 Commer PB Postbus "Royal Mail - Scotland" NEW £5

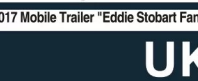
76TPO05 Ford Transit Dropside White £12

76FCR001 Fowler B6 Crane Marston's Duke of York (Donnet) £15.50

76MH003 Mechanical horse flatbed trailer "GWR" £9.50

76MB004 Mercedes Actros SSC D-TEC Combitrailer/Container John Mitchell £23

76MSV002 Mercedes Sprinter Van "Stobart Rail" £6.50



76TR017 Mobile Trailer "Eddie Stobart Fan Club" NEW £10

NEW



76SCV002 Showmans Caravan in green and cream NEW £12



76SCV001 Showmans Caravan Maroon £12



76VOL4010 Stobart Renewable Energy £21.50



76VOL08REC Volvo FH Boniface Recovery Truck Manchesters £20.50



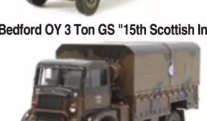
76VOL4009 Volvo FH4 GXL Nootboom Semi Low Loader G F Job £21.50



76JS001 JCB JS220 Tracked Excavator JCB £21



76BD004 Bedford OY 3 Ton GS "15th Scottish Infantry" £11



76QLD007 Bedford QLD RAF 2nd Tactical AF-84 Gp 1944 £13



76SET65 Bloodhound Missile Set £24.50



76CHT005 Churchill Tank 51st RTR UK 1942 £12



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

N Gauge

Oxford Diecast - Public Service vehicles

NEW



NDEF014 Land Rover Defender Station Wagon RNLI blue NEW £4



NFT006 Ford Transit LWB High in white £4.50

1:72 Scale

Corgi Collectables - Aircraft - military



AA32627 Avro Lancaster B MkIII-LM739 HW Z2 Groggs the Shot RAF 100 Squadron Elsham Woods 25th April 1945 £139.50



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



AA33320 Boeing B-17G "Snake Hips" 42-31713 USAAF £139.50



AA33319 Boeing B-17G 42-31322 "Mi Amigo", 364th BS, 305th BG, Chelveston, 22nd February 1944. £139.50



AA38410 Bristol Blenheim MkIVF GBPIV Spirit of Britain First 25722 WNZ Duxford Airfield 28th May 1993 £65



AA35314 North American B-25J Mitchell "Betty's Dream", 499th BS, 345th BG, Le Shima, Okinawa, 1945 £94.50



CC60309 Bedford QLD - RAF 2nd Tactical Airforce, 84 Group, Normandy June 1944 (D Day) £45

1:50 Scale

Corgi Collectables - Military ground vehicles



CC60309 Bedford QLD - RAF 2nd Tactical Airforce, 84 Group, Normandy June 1944 (D Day) £45

1:48 Scale

Corgi Collectables - Aircraft - military



AA28801 Bristol F2B Fighter D-8063, RAF No.139 Squadron, Villaverla, Italy, Sept 1918 £63

O Gauge (1:43 Scale)

Cararama - Cars



43BN6001 Bentley MK VI in dark blue (as owned by Ivo Peters, railway photographer) £20

43PDE014 Ford 400E Rediffusion £13

43TIC001 Land Rover Tickford Two Tone Green £21

Vitesse - Cars

V29287 Mitsubishi i-MEV - Mitsubishi UK promo vehicle (RRP £25.99) BARGAIN £9.50



Old Timers

Mike Pigott continues his series on vintage and classic cars as we look at this rare Japanese range from the 1950s.

Over the years, there have been a number of excellent models of vintage and veteran cars from many diecast manufacturers. Probably the best range would be from the Italian company Rio. Other popular brands include Dugu, Matchbox Models of Yesteryear and Days Gone by Lledo. Lacking some accuracy and quality are some of the lesser-known makes such as Charbens Old Cocks and Benbros Qualitoys.

Below these efforts sits a range of veteran diecasts from Japanese company AHI, in its Shadow Box series. This crude, but colourful, range of 12 diecast Edwardian vehicles was released in the late 1950s. These toys were so lacking in detail that it was difficult to work out what cars they were actually based on. However, they are quite charismatic, nicely presented and many are vehicles rarely modelled.

AHI

Naito Shoten was a long-established toy manufacturer based in Tokyo. It specialised in tinsplate toys and, in particular, toy robots, many of which are highly sought-after today. Naito Shoten also sold toys under the AHI brand – usually cheaper diecasts. Some of the metal toys made by AHI were Matchbox-sized, a range of miniature metal machine tools that could be run with small electric motors, model railway accessories, and diecast figures such as soldiers and cowboys.

Despite what you may read elsewhere, the Japanese AHI had no connection to the American company

▲ Three of the 12 releases – 1904 Darracq, 1909 Model T Ford, 1902 Franklin.

1 1903 Cadillac.

2 1902 Air-Cooled Franklin.

3 1903 Rambler.



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Azrak-Hamway International, a New York-based importer of cheap, mostly licensed toys made in Hong Kong. AHI had been around since 1948, and had been manufacturing model cars since the late 1950s – Azrak-Hamway was not founded until 1964. Although the logo was always styled in capitals as AHI Brand Toys, it's possible that the name may not have been the initials, and was possibly pronounced as 'ah-hee'.

AHI made a number of different sets of diecast vehicles that were sold in lots of 12. The vehicles were mostly American and were probably intended to appeal to that market. Some of the sets were branded as Cragstan, an American distributor that specialised in far-Eastern and Israeli toys. One set of toys was a range of 12 commercial vehicles that were blatant (and vastly inferior) copies of early Matchbox models. Another set included 12 different commercial vehicles that were not Lesney rip-offs. There was also a selection of military trucks that used the same cab with different fittings on the back. Other car ranges were branded as the Plastic Case series, because they came in a clear plastic box with a black base. One set contained the 1959 cars from 12 different American manufacturers, while the Foreign Car assortment contained a mix of European vehicles.

SHADOW BOX SERIES

The strangely-named Shadow Box series was a range of 12 different veteran cars, billed here as old timers. The set included ten American cars, plus one each from Britain and France. Models of vintage cars were extremely popular in the late 1950s, in particular the Models of Yesteryear line from Lesney that first appeared in 1956. Many early construction kits were based on veteran cars, particularly in the USA.

During the 1950s and '60s, the phrase "Made in Japan" was synonymous with poor quality, shoddy products. The Shadow Box cars were incredibly crude toys that in some cases were barely recognisable as the cars they were based on. However, the range had some good points too. There was definitely some effort put into them – some had additional parts made from tinplate and wire that were clearly shaped and fitted by hand. All were brightly painted with hand-applied trim. And despite being a budget product, the set illustrated – which is around 60 years old – has no instances of paint flaking or metal fatigue, including the tiny diecast wheels.

Unlike the Plastic Case cars, the Old Timers were sold in card boxes with acetate covers. The boxes are made from green card, with a folded base under the

model which shows the name. The interior of each box is hand-painted dark blue, so this could be where the name Shadow Box comes from. The boxes are quite small, measuring 5cm across and 3cm high. All 12 car boxes fit into a large presentation box measuring 16 x 14cm. The outer box has a die-cut lid, which can fold in half to make a shop display, so presumably the cars could be bought individually as well as in a set. The models, painted in six different colours, all have diecast, spoked wheels painted either red or yellow.

OLD TIMERS

Some of the cars in the range are based on very rare cars. They do not appear to be copied from other brands, as I am unaware of any other models of a 1902 Franklin or a 1910 International Harvester. Given AHI's track record of copying, I find it hard to believe that the Old Timers were original castings. Where would you find these rare, mostly-American classic in post-war Japan? Two of the range may have been based on Charbens Old Cocks miniatures – the two European vehicles, the Darracq and the Vauxhall. The metal wheels on the AHI cars were very similar to those used by Charbens, although the ten American vehicles were not modelled by Charbens at all, which also used two-piece castings, so may have been copied from kits.

1902 AIR-COOLED FRANKLIN

The Franklin Automobile Company was founded in 1902 in New York State. The company specialised in lightweight aluminium cars with simple air-cooled engines. Franklin cars were initially very reasonably priced, and were among the cheapest cars in the USA. However, when other manufacturers began introducing cheaper cars, Franklin concentrated on high quality cars, but went out of business in 1934. The Franklin air-cooled engine was adapted for aviation, and remained in production for decades.

The AHI Franklin is based on a very early 1902 version. It is a one-piece casting that includes the body, wheel arches, seats, grille, steering wheel and suspension. Like all the AHI Old Timers, the model has an open underside with no baseplate. The wheels are 12-spoke, single piece castings and were used on every model in the range. The Franklin has a tinplate roof covering the front seats, which was probably folded and fitted by hand, held in place by two tiny wire 'straps'. The body is red with the grille and steering wheel touched up in silver paint, with yellow wheels and black hood.

5 1904 Darracq.

6 1904 Curved Dash Oldsmobile.

7 1907 Vauxhall.

This crude, but colourful, range of 12 diecast Edwardian vehicles was released in the late 1950s. These toys were so lacking in detail that it was difficult to work out what cars they were actually based on. However, they are quite charismatic, nicely presented and many are vehicles rarely modelled.

VINTAGE VEHICLES BY AHI

1903 CADILLAC

The Cadillac Automobile Company was founded in 1902, and was named after Antoine Cadillac, the founder of Detroit. Cadillac cars were precision manufactured and the company soon developed a reputation for high quality, something it still enjoys today.

The AHI toy appears to be based on a 1903 Cadillac Model A 6 ½ HP. Generally the profile is fairly accurate, although the model omits an exposed radiator below the dash. There are no side doors for the rear passengers, as access was gained through a rear door, although this was not cast on the model. The casting includes the body with front and rear seats, dash, fenders, steering wheels and headlights. It is painted orange with yellow wheels, with the steering wheel and lights in silver.

1903 RAMBLER

Originally a bicycle manufacturer, Rambler began producing motor cars in Wisconsin in 1902. Rambler soon became one of the biggest and most innovative auto manufacturers in the USA.

The AHI model appears to be a 1902 Rambler 6HP Runabout, a budget model with a one-cylinder engine. Again a simple one-piece casting, the model consists of body, seats, bonnet, fenders, headlights and steering wheel. The casting is slightly more detailed than the previous examples, and includes bonnet louvres and engine grille under the seats. It is finished in blue with gold painted headlights and steering wheel, plus red wheels.

1904 DARRACQ

Darracq was one of the earliest French automobile manufacturers, having been established in 1896. It was one of the dominant companies in the early years of the 20th Century, and one of the first to expand globally, setting up production in several different countries including the UK and the USA.

The AHI model looks to be based on a 1904 Darracq 12HP (spelt as 'Darrac' on the packaging). The model has fairly boxy dimensions that are much more angular than the real car. The casting comprises the body, suspension, seats, steering wheel and lights. This model has an additional H-shaped piece of black tinplate riveted to the base, and then bent to form the running boards and wheel arches. The car is painted yellow with the lights, steering wheel and grille in silver, plus red wheels.

1904 OLDSMOBILE

Oldsmobile was one of the earliest motor manufacturers in the USA, having been founded in 1897. The company was originally best known for its 'curved dash' models, which looked attractive and were affordably priced. The Curved Dash Oldsmobile was a very basic car, little more than a powered buggy, and was controlled by a tiller rather than a steering wheel.

The model has the right general shape, but was very flat-sided and the wheels were undersized. Headlights are fitted to the sides of the curved dash, and the mudguards are part of the body casting. A brown-painted tinplate roof was installed, held in



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8 1904 Oldsmobile Delivery Wagon.

9 1910 International Harvester.

10 1909 Model T Ford.

11 1911 Buick Bug.

place with fine wires. Body colour is beige with silver lights and red wheels.

1904 OLDSMOBILE DELIVERY WAGON

Another Oldsmobile, this is the only commercial vehicle in the series. The Oldsmobile van was based on the 'curved dash' model with attractive commercial bodywork fitted. The van has a rounded canopy over the driver's compartment that was fitted with an oval window on each side. This type of van was very popular with bakeries, and was often called a 'pie wagon'.

The AHI wagon is a one-piece hollow casting, which incorporates the wheel arches and even a little driver figure at the tiller. The roof is accurately shaped, with oval side windows (although behind the cab) and engraved side panels. The dash was curved the wrong way, following the contours of the front wheel arches. The van is again painted beige with red wheels, and the driver's overalls were picked out in green.

1907 VAUXHALL

Vauxhall Iron Works was founded in 1857 in London, building marine engines. In 1903, the company began producing motor cars, moving to Luton a few years later. Early Vauxhalls had an unusually-shaped bonnet, with a downwards-sloping pointed arch. The AHI version appears to be based on a 1907 79HP two-seat tourer. It is cast in one piece including the rear seats, mudguards and windscreen. The steering wheel is a separate part. The car is painted mid-green with red wheels.



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The steering wheel and lamps are painted gold, while the ridge around the bonnet is touched in with silver paint.

1909 MODEL T FORD

The Model T Ford is one of the most modelled cars of all time. Over 16 million were made over its 20 year production history, and it was the first genuinely affordable car.

The AHI model is based on a very early example from 1909. It appears to have a 'touring' style body, but without a folded roof. The grille is a very poor representation of the distinctive Model T shape, particularly as the radiator shell is left in body colour and only the centre is painted. The bodywork is painted light blue with red wheels, black tin fenders and some gold trim.

1909 STANLEY STEAMER

The Stanley Steamer was a car made by the Stanley Motor Carriage Company, and was very popular in the first quarter of the 20th Century. As the name implied, the Stanley car was powered by a steam engine that used kerosene. Initially, Stanleys were very popular, but later fell from favour when other car manufacturers introduced electric starters in their cars. The time needed to fire up a steamer became a disadvantage, and the company closed down in 1924.

The AHI Stanley Steamer is another very crude model. It does have the correct U-shaped bonnet, but the rest of the casting is very basic. It is a four-seater model with a yellow body, red wheels and black tin fenders. The carriage lights and steering wheel are touched up in silver.

12 1909 Stanley Steamer.

13 1914 Stutz Bearcat.



▲ Full set in counter-top display box.

1910 INTERNATIONAL HARVESTER

The International Harvester Company was formed in 1902 from the merger of five agricultural firms, including McCormick and Deering. While the main business was producing tractors and harvesters, IHC also manufactured high-wheeled 'auto buggies' for use on farms. In 1910 the company branched out into making conventional cars. There were three different models – roadster, touring and runabout – powered by four-cylinder air-cooled engines. The company stopped making cars after 1911 to concentrate on trucks and agricultural machinery.

The AHI model is of interest for being possibly the only diecast model of an International Harvester car. It was based on the 1910 Model F Roadster. The general shape is accurate and even includes a representation of the bonnet strap. However, other components, such as the spare tyre, are missing and like many of the AHI series the carriage lights are included but the headlights are not. The body is red with silver trim, yellow wheels and black tin wheel arches.

1911 BUICK BUG

The original Buick Bug was a streamlined Land Speed Record car from 1910 that had a profile like a ladybird. The following year, Buick introduced a sporty two-seat roadster that was given the same name.

The AHI model has an orange diecast body that includes the bonnet, dash, twin bucket seats, and suspension. The wheels are painted yellow and the base is fitted with black tinplate fenders. The radiator shell should be painted, but only the central grille is. The sidelights and steering wheel are also touched in.

1914 STUTZ BEARCAT

The Stutz Bearcat was a famous American sports roadster produced between 1913 and 1923. A high quality, expensive car, it had minimal bodywork and often featured a small, circular windshield mounted on the steering column.

The AHI miniature generally has the right shape, although the top of the bonnet is very pointed rather than being rounded. The headlights and monoco windshield are missing. The seats were properly shaped, with a petrol tank and luggage trunk mounted on the rear deck. On this model the steering wheel is not part of the body casting, and is a separate piece plugged into the floor and soldered in place. Tinplate mudguards are fitted, but do not match the sweeping fenders and mudguards seen on a real Bearcat. The body is green with silver trim and red wheels.

As mentioned, the range was packaged in small boxes with acetate covers, and all 12 were packaged in a card outer box that could convert to a counter-top display. Outline drawings of all models the series were shown on the box, but several were wrongly titled. The Stutz, Buick, Oldsmobile, Ford, Vauxhall and Stanley were misidentified on the box top and the individual boxes. These are not the best models in the world – not by a long shot – but they are very early diecast toys and do have a certain amount of charm and character. **DC**

The younger brother

Last month, we celebrated the Porsche Boxster's 25th anniversary with a collection of 1/43 scale models. This time, **Francisco Mota** focuses on the coupé version, the Cayman - born eight years after the roadster.

Photos: João Carlos Oliveira



Porsche's Boxster was the car that saved the German sports car manufacturer from bankruptcy, when launched onto the market 25 years ago. It was an instant sales hit and has run through four generations of consecutive technical evolutions to the present day. The small two-seater, with its flat-six mid-engine, became one of the most popular sports cars in the world, taking Porsche into a new and profitable market segment. It also brought a new tranche of buyers to the brand, both younger and less affluent,

▲ From left to right, three generations of Cayman: 2016 MkII GT4 Clubsport, 2005 MkI and 2019 MkIII 718 GT4, all scale models by Minichamps.

and this was a very important achievement, as some of those drivers would later become owners of more expensive Porsches as a result.

From the first concept car through to the latest 25th Anniversary limited edition, the Boxster has been continuously updated, both in terms of technical solutions and styling. The Boxster ran side by side with the 911, each car improving with every new generation. The two models shared consecutive platforms and many components between them, even if, looking from the outside, one would not



immediately guess that. However, sharing as many common parts as possible was the most important strategic choice made from the start of the project. One car would not live without the other.

When the first generation Boxster was coming to an end and the design and development of the new second generation began, Porsche's marketing and product departments came up with an idea that would take those synergies to a new level. Always a brand looking to increase efficiency and profitability, Porsche commissioned some market

research to find out if a new closed model, based on the Boxster, would find favour. Would anyone would be interested in a new small two-seater coupe, something of a junior 911, keeping the mid-mounted Boxster engine? The result was encouraging enough for the go ahead of the new project to be given, and so the Cayman was born.

Today, it may look surprising that it took no less than eight years for Porsche to take this opportunity for building a third model series, based on the same platform and engine. However, one must not forget that Boxster sales were so strong, since market introduction that Porsche had to commission part of the manufacturing to an outside company, Valmet in Finland, as from 1997. Clearly, in the early times, the company was not in a hurry to launch another model series. They were busy enough producing Boxsters to fulfill the order books they had from customers who wanted their new car.

Porsche launched the Cayman coupé in 2005, eight years after the presentation of the first Boxster and, for this new model, technology production specialist Valmet received the entire production order. The expectation was that the Boxster would outsell the Cayman, so the Finnish company was the ideal partner for the job. Years later, this strategy changed, when Volkswagen Group took hold of Porsche AG. From 2012, all Porsche production made by Valmet was transferred to Osnabrück, in Germany - a VW facility that was not working at full capacity. This site is actually quite famous amongst VW aficionados, as coachbuilder Karmann built several of its models based on VWs there, such as the Karmann Ghia, as well as special body versions, for example the Golf Cabrio.

Contrary to popular belief, the Cayman Islands did not inspire the name for the new Porsche model series. Both the car and the islands were named after the cayman, a member of the alligator family. To make that message clear, at the time the Cayman entered the market in 2005, Porsche adopted four caymans, at Stuttgart's Wilhelma Zoo, as a publicity stunt.

A NEW SPORTS CAR

Inspired by 550 Spyder special-bodied coupés that raced at Le Mans in the sixties, and by the 904 GTS, the Cayman's styling is obviously a Boxster derivative in shape. However, only the doors, front bonnet and front wings are common parts with the Boxster MkII. The other body panels are unique to the coupé, including the big hatch that gives access to a luggage compartment with double the capacity of the Boxster.

To keep costs to a minimum, the Cayman's floorpan remained unchanged, in spite of the extra stiffness provided by the steel roof. This meant that the total weight was only 5 kg less than the Boxster. It could have gained more, had Porsche re-engineered the platform, taking out some of the reinforcements needed for a roadster like the Boxster, but unnecessary to a closed car like the Cayman. However, the eventual weight saved there would have meant more money spent, and this was not a Porsche 'modus operandi'.

The biggest gain in the Cayman was the dramatic

PORSCHE CAYMAN

► In 2007, Hannover Airport had this Cayman S MkI as a “Follow Me” vehicle. Minichamps issued a very nice replica.



◀ This is the first generation Cayman S, launched in 2005, while the Boxster was already in its second generation - model by Minichamps.

increase in torsional stiffness – the shell was two-and-a-half times more rigid than the Boxster's and only 7% less than a contemporary 997-generation 911. Due to its shape, the Cayman's aerodynamics were better than the Boxster's too. Therefore, instead of the roadster's pop-up rear spoiler, the Cayman features a moveable small rear wing, shaped as the classic 911's ducktail, only much smaller. The interior styling and ergonomics were similar to the Boxster's, from the dash to the seats. It only differs in the split-level rear luggage compartment.

The Cayman's evolution ran in parallel with the Boxster's, from the roadster's MkII model series, using the same engines, with slightly higher power outputs. The basic Cayman had a 2.7-litre flat-six engine, at launch, with 236 bhp, while the Cayman S version had a 3.4-litre flat six with 292 bhp. However, this was only the beginning. The Cayman's higher body stiffness and a sportier positioning than the Boxster, gave Porsche further opportunities to develop variants that were considerably more powerful than the Boxster.

Through the years, the Cayman would gain its own identity – it was no longer just a coupé version of the Boxster. We will come to that in detail, later, when we gather our 1/43 scale model collection.

THE FIRST GENERATION

The first Cayman to be available was the 2005 Cayman S, featuring the 3.4-litre flat six engine from the 911 and an interior finished to higher standards than the equivalent Boxster MkII. The biggest visual difference between Boxster MkI and MkII was the replacement of the L-shaped headlamps that not everyone loved. Cayman MkI was lucky enough in this respect, because it started life with the much better-looking, new-shape headlamps. The coupé also had a different front bumper compared to the Boxster's, with rounded fog lamp inserts. The side air intakes, behind each door, featured vertical slats. Minichamps released a high quality diecast in period, with all these details perfectly reproduced. The red



▲ Cayman MkI's rear boot lid features a nicely modelled small aerodynamic tip.



▲ Fastback coupé profile has echoes of old Porsche Le Mans racers.



▲ Warning lights on the Hannover airport replica.



▲ The typical yellow and black chequered livery is superbly reproduced on this 1/43 scale model.

model features rims with five double spokes, disc brakes and red calipers. The rear side features a double central exhaust pipe and an excellent rear wing. The cabin is finished in black, the default choice for many buyers of the real car, but one that does no favours to any scale model collector. A dash with all the instruments and knobs in the right place can just be seen, as well as two correct sports seats. The luggage compartment is visible through the rear window. It is a very neat model indeed.

The next model we sourced is probably the slowest driven Cayman in the world. It's a 'Follow Me' car, used in airports to lead aeroplanes whilst taxiing from the runway to the terminal. This one is painted in the typical chequered black and yellow pattern and served at Hannover airport, as can be confirmed by reading the decals on the doors. The model is another Minichamps creation and features a cradle on the roof, with all the signs and warning lights needed for this function. Apart from that, it is based in the same set of parts as Minichamps red Cayman S road car, only featuring different style wheels. The Porsche Centre in Hannover supplied the car, as can be read in the rear window and over both rear wheels. It also has road plates, so one can imagine that the airport service was just a temporary publicity stunt, before the car was released from the airport onto the local Autobahns and its unlimited speed zones.

GENERATIONS TWO AND THREE

The second generation Cayman, known as type 981, was unveiled during the 2012 Geneva Motor Show, and it followed the same basic changes introduced to the 911 and Boxster. It had a new body with longer wheelbase, wider front track, electric steering, and a redesigned interior that matched the firm's contemporary 911. The new Cayman was again available as a basic model with a 2.7-litre engine, or a 3.4-litre for the Cayman S. Norev modelled the Cayman S MkII as a diecast and we picked a yellow version for this story. The front bumper shows the



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major changes, compared with the first generation. The pair of side air intakes that feed the engine have a completely new shape, closely inspired by the 918 Spyder hypercar, also used on the third generation Boxster. Norev correctly reproduced the new wheel styling, with large five-spokes and perforated disc brakes with red calipers. The new style rear lamps and new rear wing look very close to the real thing. The model kept the iconic central double pipes. Overall shape is slightly different, compared with the first generation Cayman, Norev paid close attention to that.

The second generation Cayman was the first to receive a much more radical sports version, the famed GT4, featuring a 3.8-litre engine with 380 bhp. It followed the same recipe as the 911 GT3, even sharing the front suspension. The entire car was tuned to excel in both road and track use and it really was quite an experience to drive it around the roller coaster Portimão racetrack, during the press launch, as the author is lucky enough to confirm.

Schuco modelled an exact diecast replica of this 2015 yellow launch car. The changes to the regular Cayman are easy to spot, starting with that racecar-like adjustable rear wing and much wider front bumper with bigger air entrances. The multi-spoke wheels are also bigger than in the standard Cayman's and the side air intakes have a different shape, to collect more air. The rear also features bigger diameter double tailpipes.

1 The 2012 Cayman MkII, modelled by Norev as a high-end diecast.

2 Left: 2016 GT4 Clubsport (Minichamps) in ready to race trim. Right: Cayman GT4 street version (Schuco).

3 Rear lights had a new look on the MkII Cayman.

4 Clubsport GT4 had race tyres, lowered suspension and smaller diameter wheels.



▲ Air vent on front bonnet to extract hot air on the 2015 GT4, by Schuco.



▲ A roll-cage was mandatory for race use and Minichamps equipped its model with one.

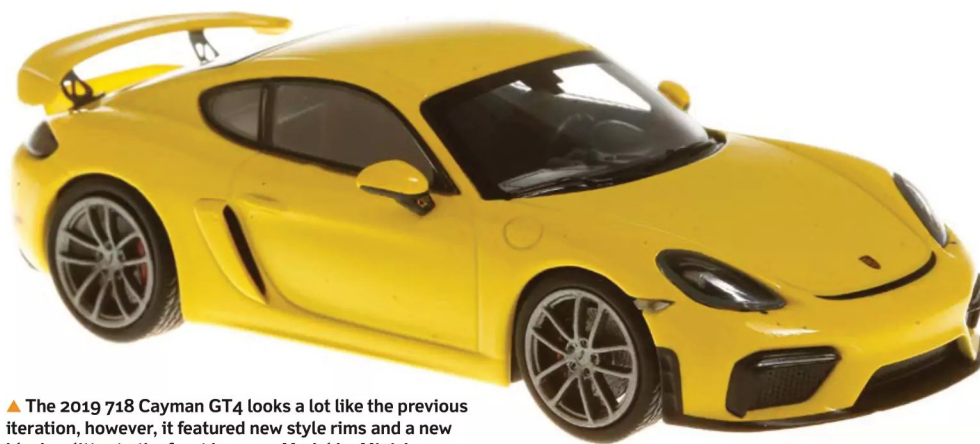
We photographed this yellow car together with a white GT4 Clubsport. This was the trackday version that would also be available as a ready to race machine. It is a Minichamps release and it is very instructive to observe the changes from the road version to the racecar. It has lowered suspension, Michelin-marked racing tyres with racing rims, black rear wing and red towing rings, front and rear. Looking inside the cabin, we can find a complete roll cage, racing seat with six point harnesses and not much else, after all this was a car just for track use.

Porsche launched Cayman MkIII in 2016 as type 982. It looked very close to the previous generation, particularly in the front end. The rear section featured a so-called 'East-West' reflective red line that connected both tail lamps. The model's commercial designation changed to 718 Cayman, as a nod to the sixties 718 Porsche racing car. The most important change in this third generation was the new engine. For the first time, the Cayman featured a four-cylinder unit, a flat-four turbo, available in two capacities- 2.0-litre and 2.5-litre - both more powerful than the naturally aspirated flat-sixes they replaced. However, not everybody was happy with this change as several prospective buyers said that, without the classic flat six, this was not a true Porsche anymore. Most of them changed their minds after the first test drive with the new car. The improved handling put the car in an all-new level of performance.



▲ Here we can compare the differences between the 2015 Cayman GT4 road version, in yellow, and the 2016 Cayman GT4 Clubsport, in white.

PORSCHE CAYMAN



▲ The 2019 718 Cayman GT4 looks a lot like the previous iteration, however, it featured new style rims and a new black splitter to the front bumper. Model by Minichamps.

Porsche kept the unblown flat six for the new generation 718 Cayman GT4 version, now a 4.0-litre unit delivering 414 bhp. Minichamps reproduced this one as a 2019 model year, featuring all the small differences it has, compared with the previous version. Wheel design is new, the rear features the new Boxster and Cayman tail lamp arrangement and there's a small splitter in the front bumper. The rear wing was re-profiled, as was the bumper under it. An excellent scale model, representing the current Cayman generation. We probably should have chosen a different colour though.

RACING VERSIONS

Porsche never intended the Boxster to go racing, even if some national series accepted racing prepared versions. The Cayman, on the other hand, was born with a racing career in mind, both on track and rallying. We have a few examples of scale models that represent the Cayman's racing life.

The first one is a gorgeous Hankook-sponsored machine that raced in the famous Nürburgring 24 hours race. The base model was a MkI Cayman, however, regulations were very liberal in 2007, when the car was entered in the race and finished in the 4th place overall, driven by Uwe Alzen, Jürgen Alzen, Christian Menzel and Christian Mamerow. It was only beaten by two 911 GT3 RSR and a Viper GTS-R, proving that the mid-engine layout was a strong advantage. Regulations allowed for an enormous rear wing, plus a longer front bumper and enlarged wheel arches, covering racing tyres. The model looks as menacing as the real thing, with those chromed wheels, big tail pipes and diminutive wing mirrors. The rear wing support is

a photo-etched part that looks intricate and fragile, but it is strong enough. The rear window features rectangular openings to let hot air from the engine compartment – that's because the car used a 911 GT3-derived racing engine. Minichamps made this as a resincast in its Nürburgring series, adding an exotic touch to this collection.

ROAD AND TRACK

Porsche and its racing department spent some time fine-tuning the Cayman GT4 for customers to drive it in racing and rallying events. Preparation for track use was according to GT4 class rules – this is the closest to street legal cars that a GT model can compete. Porsche sold it as the GT4 Clubsport version, as we've seen before with the ready to race white scale model car.

Many privateers around the globe, not least in Germany, use the GT4 Clubsport in various series. We've picked up a resincast model by Spark that reproduces the car raced in the 2016 Nürburgring 24 hours. This GT4 Clubsport features a very nice half-grey, half-yellow livery with race number 170. This was a car entered by famous factory supported German racing team Manthey Racing. The model features two aerials on the roof and a small transponder, the rest is close to standard Clubsport, with great looking rims, disc brakes and calipers. The rear window is finished in smoked plastic and there's a panel in the small side windows that shows race position at any time. Looking inside the cockpit, the racing seat has two safety nets each side and the standard roll over bar. German drivers Christoph Breuer, Lars Kern and Christian Gebhardt finished in 23th position, winning the SP-X class – one of



▲ It also has a new reflective bar, between both tail lamps, and new exhaust pipes.



▲ If you compare it in detail, you'll see the MkII GT4 has a new profile for the rear wing.



▲ New wheel design for the MkII GT4, the sportiest version in the range.



▲ Longer front bumper achieved better aerodynamics on the 2007 Nürburgring racer.



▲ The gigantic rear wing is one of the main features on this racing Cayman, allowed by the Nürburgring 24 hours regulations.



▲ The 2007 edition of the Nürburgring 24 Hours had a very liberal set of rules, allowing for highly modified cars like this MkI Cayman.



▲ The Cayman was beaten only by two 911 GT3 RSRs and a Viper GTS-R, proving the advantages of a mid-engine layout.

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Porsche and its racing department spent time fine-tuning the Cayman GT4 for customers to drive it in racing and rallying events. Preparation for track use was according to GT4 class rules – this is the closest to street legal cars that a GT model can compete in.

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5 Rally version, on the right, has slightly more ground clearance, differently-styled rims and an air scoop on the roof, to get fresh air into the cockpit.

6 Note a pair of aerials and a transponder on the roof of the racecar, on the left.

7 Cayman GT4 Clubsport was a ready to race (or rally) version, sold by Porsche in limited numbers.



▲ Two faces of Cayman GT4 Clubsport racecar - on the left the racing version, on the right the rally version, both by Spark.



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many in this unique race.

Porsche also built a rally version, available for customers who prefer road racing to track activities. This rally Cayman GT4 Clubsport is eligible for the R-GT class in every official rally event, from national series to World Rally Championship. The car was given its debut by multi-talented driver Romain Dumas and co-driven by Denis Giraudet in the 2018 WRC Rally Germany. As we can see in Spark's release, the car was not officially entered in the event, using a VIP status, instead of a race number. The number 70, in big white digits over a black roundel, on both doors was there to mark Porsche's 70th anniversary in 2018.

The model is very similar to the track version, except for the slightly higher suspension and smaller wheels, with a different multi-spoke design and rally tyres. Obviously, this GT4 Clubsport has two racing seats, instead of one and a slightly different roll cage, as rally regulations demand. There's also an air scoop

on the roof, to feed fresh air into the cabin.

The livery is somehow reminiscent of old psychedelic schemes used by old Porsche racing 911's in the seventies. It suits the Cayman GT4 Clubsport very well.

The Cayman still has an important role to play in the sports cars offered by Porsche. The Boxster has always outsold it, but the small coupé has managed to create its own place and seduce many buyers. For some of those, the mid-mounted engine made for an even better drive than a 911, due to a better weight distribution. However, Porsche was careful not to allow the Cayman to get too close to the 911, so it would not take customers away from the most expensive, and bigger profit margin generator. The current generation Cayman is fast approaching its last days, Porsche will soon unveil a new generation. Some sources say it will be an electric car, so it will be the end of a chapter, for some, or the start of a new one, for others. **DC**



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The first of a new regular monthly section highlighting Rick Wilson's latest projects, with an occasional nod to those in the past, to offer you techniques and ideas to bring playworn diecasts back to life as well as document a rather exciting new build.

I've been playing around with restoring old diecasts since my early teens and some of my projects have occasionally appeared in the magazine since I first got involved editorially in 2013. I've just started a huge project from Ixo Collections and it gave me this idea for this new section to bring you updates and tips as I focus on other projects too.

■ CORGI TOYS NO 267 BATMOBILE RESTORATION

This is one that I've been wanting to get started on for some time, but have only just got around to acquiring a suitable donor vehicle. As mint condition examples fetch rather a tidy sum these days (tidy for the sellers that is, definitely not the purchaser!), I have picked up a rather ratty original that has clearly seen some action on somebody's carpet-based Gotham City. I will keep as much of the original as possible, but will be using replica parts where needed. These will be procured from Steve Flowers' Model Supplies in due course.

At first glance, a replacement canopy and two figures are the most obvious to go on the list first. I then noticed that both of the metal rear fin points had been broken off, so have already managed to seek out an intact original body from another scrapper – I should have really zoomed in on those ebay listing photos before bidding (lesson learnt).

▲ Corgi's first-issue No 267 Batmobile has long been on my list of challenges to restore.



▲ The Ixo-made partwork of BRM's last ever GP-winning P160B is a very attractive model indeed.



▲ But it needs the correct aftermarket tobacco sponsor decals adding to be correct and, in my mind, it will look better with a driver figure too.

■ FORMULA 1 AUTO COLLECTION BRM P160B PARTWORK UPGRADE

The long-running Formula 1 Auto Collection magazine partwork has thrown up some real vintage F1 gems throughout the series, my two favourites being the Martini Brabham BT44B and the last GP-winning BRM, the P160B that Jean-Pierre Beltoise drove to victory in the 1972 Monaco Grand Prix. Well, I say "drove", but it was more like "aquaplaned" – it was so wet! *Diecast Collector* is produced in Bourne, Lincolnshire, where BRM was based, so there is a big connection there.

The model is an excellent replica by Ixo, especially for the price of £10.99. Distributed in the UK by Panini as Formula 1: The Car Collection, the P160B came with issue 40. My only two gripes are the inevitable missing tobacco-sponsorship decals and the lack of a driver figure – easily rectifiable with a little online digging. I found the correct decals and a suitable driver on ebay. Ebay user 'grandprixdecals' has been producing the necessary custom decal sets for this series since the beginning and they are excellent. By the next issue, I aim to show you the finished version.

■ DINKY TOYS NO 164 FORD MK.4 ZODIAC RESTORATION AND CUSTOMISATION

This is a recent restoration I have completed for a close friend. Without going into detail, his treasured childhood example was destroyed in a 'family



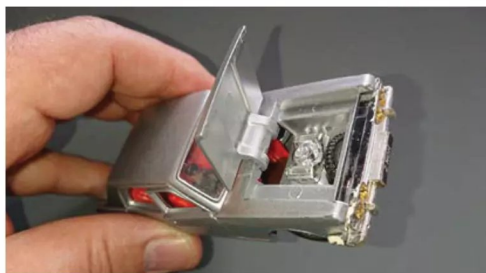
IXO COLLECTIONS 1/8 SCALE PORSCHE 917KH PARTWORK KIT



▲ Components of Dinky's No 164 Zodiac Mk.4 after its caustic soda strip, ready for painting.



▲ Resprayed and reassembled, complete with personalised custom registration plate.



▲ To replicate the original, I loosely masked around the spare tyre under the bonnet to produce a tiny amount of overspray - just as the factory-produced models were.

incident' in the early 1970s. I promised to replace it quite some time ago and finally got around to completing the challenge earlier this year.

Mint examples are a pretty penny, so he agreed to a restored version. Simple enough I thought, so procured a couple of scrappers that, together, could be made as one. But there are two versions, one with a screwed on baseplate, one riveted – and I had one of each. The problem is that the baseplate differs between versions, so is not interchangeable, so please be warned if you attempt this yourself.

Having sourced enough parts, there was some rejigging and 'cross-pollination' of components, but everything used is original. Stripped and resprayed, it was an easy project, the only real glitch was that both of the interiors had broken in the usual pace where the rear doors fit into the B-pillar. I had a good unit from the No 255 Police version, which came with a driver, so in it went. For the finishing touch, I made a personalised registration plate, rather than replicate one of the originals (which changed every year to keep the suffix current). My friend was very pleased indeed – so that's my good deed for the year done! **DC**



▼ The first delivery comprised four parts, each with its own instructional mini-magazine, and a very attractive box file to keep them in.

As shown in the *News* section of the August issue, Ixo's amazing and much-anticipated large-scale 1970 Gulf-Porsche 917KH, made famous by Steve McQueen's 1971 movie *Le Mans*, is now available. A monthly partwork release over two years, the model arrives in component form for home assembly, with four instalments per month.

From what I have seen so far, the quality and detailing are stunning – as we would expect from Ixo. Each parts pack comes with a stylish mini-magazine, packed with details about the real car, the making of the film and, of course, comprehensive assembly instructions. The first pack includes the front bodywork nose access panel and one of the doors, a very tempting pair of pieces for the vintage Le Mans enthusiast on their own. Priced at 20.99 € for the first four packs delivered to your door in the UK, it's worth it just to get those parts and see for yourself, before deciding to continue.

The finished model, at 1/8 scale, is going to be nearly 2 feet long and I can't wait to get it finished and displayed alongside my 1/18, 1/43 and 1/64 scale versions of the same car. The first 16 issues have already arrived here so, from next month, I will begin to show my progress on this most incredible build.

To find out more and to order, visit Ixo's specific partworks website page for this model at www.ixocollections.com/en/15-porsche-917kh.

► The first four parts will make up a wheel and tyre section, complete with suspension components. These also include the removable nose panel and left-hand door, both in full Gulf-sponsored livery, and one of the headlight units. I can't wait to get started on this, so expect to see some serious progress in next month's instalment.



The way of the dinosaur

Estate cars have almost vanished from the scene, but toy and model makers have taken up the slack. **Douglas R. Kelly** dives in head-first.



It may be hard to visualise now, but there was a time when estate cars roamed the earth. Before the minivan came on the scene in the 1980s, you couldn't get away from them – they were on every street corner and in lots of driveways, especially in kid-friendly neighbourhoods.

They say we spend one-third of our lives sleeping. I think I spent another third in the back seat of estate cars over the years, headed for the grocery store or baseball practice, or a thousand other destinations over which I had no control. One of my most deeply imprinted memories is from my high school years, when my mother and sister pulled into our driveway with the front and rear ends of our 1973 Buick Century estate caved in, the victims of an 'accordion' type accident on a highway entry ramp in Westchester County, New York. My mum had a mild case of whiplash and my sister was unhurt – we were thankful it wasn't worse. Surprisingly, the Century was still driveable despite all the damage.

I recall being really upset seeing that Buick all smashed up. Up to that point, I think I'd seen it as just a tool, a way to get where we were going, same as the other station wagons our family had owned. But now, with the steam coming from the radiator and the bodywork twisted and broken, I guess I realized that I was pretty attached to that car. It was what they called

▲ **Swiss Manufacturer Rextoys put out a sharp 1/43 scale model of the 1935 Ford woody wagon during the 1990s.**



▲ **The Budgie Miniatures No 15 Austin Westminster Countryman wagon. The price has gone up a bit in the 50-plus years since it was produced.**

a nine-passenger model, with the third seat (in the far back) facing the rear of the vehicle, which made for a cool 'fort' on long trips.

All of this may be why I've always kept an eye out for toy and model estate cars, or station wagons as we call them here in the U.S. Although they weren't commonly included in the product ranges of most manufacturers – most of them preferred coupes, sedans, and convertibles to staid, boring station wagons – they were out there if you cared to look.

PRE-WAR AND POST-WAR

Some of the earliest wagons were produced by the Dowst Brothers Company in Chicago, as part of its Tootsietoy line. Around 1940, two wagons were released – the larger was around 4.5 inches in length, whilst the smaller was 3 inches. Both featured cast-in 'woody' type panels on the doors and, like many Tootsietoys of the period, the wheel arches were not cut out. Instead, the ends of the axles were run through the covered arches and secured by peening the axle ends. They were basic toys, but parents and children bought them in droves, making them relatively easy to find today. The smaller example shown here, in maroon red and yellow, belonged to my dad, who owned one just like it when he was a kid. He told me that one of the few happy memories

of his childhood was of running that Tootsietoy wagon up and down the blankets on his bed as he recovered from the flu.

He gave this example to me not long before he passed away, having bought it at an antiques show a few years before. It's far from perfect original condition, but I'll own it for the rest of my life. I see my dad whenever I look at it.

Dowst put out plenty of other station wagons through the years, and Buick was well represented. It did a six-inch (more or less) Buick starting in the late 1940s, a single-piece casting based on the 1947 model Buick, and a Buick Century wagon, based on the 1954 model and also about 6 inches long, made its entrance in 1955. The line went on to include a 1954 Ford wagon, a 1959 Ford wagon, and even a 1960 Rambler. Most of these Tootsietoy came in 'trade boxes', to be set out on a store counter, from which the customer would choose the toy they wanted. The good news is that even excellent-condition originals generally sell for US\$20-40, due in large part to Dowst having sold millions of these toys over the years.

Collectors generally consider Tootsietoy's seven-inch Pontiac Safari wagon, produced only for a few years during the 1950s, as the most desirable Tootsietoy wagon. A very hard to find model, a mint/boxed example can fetch US\$400 or more, particularly if the opening tailgate is present and in working order.

The Swiss diecast manufacturer, Rextoys, made an outstanding contribution to the woody wagon category with its 1/43 scale 1935 Ford station wagon, produced during the 1990s. Rextoys tended to make the trim and other pieces on its models out of metal rather than plastic - the models therefore have a hefty feel to them. Its Ford woody really captured the look and stance of the actual car. Rextoys models, for the most part, haven't increased in value much since being produced - generally priced in the US \$40 area when they turn up.

Other European manufacturers produced station wagon models as part of their product lines during the 1950s and 1960s, often in both passenger and commercial versions. Compagnie Industrielle du Jouet, based in France and better known as CIJ, did its part with the diecast series that it put out beginning in 1949. There were several Renault wagons in the series over the years, including a Savane, a Manoir, a Prairie (which also came in a taxicab version), and a Dauphinoise. Peugeot was also well represented, with a 403 coming in several different liveries. And what French model range would be complete without a station wagon version of the iconic Citroën DS19? Mint boxed original CIJs don't come cheap, with most changing hands for anywhere from US\$100 to many hundreds of dollars for the rarer models.

In addition, like the better-known Solido range of diecasts, CIJs are just so French. It's hard to define, but these models have loads of charm and the boxes they came in often depict wonderful period artwork of European scenes. I got hooked on them years ago and, as far as I know, they haven't come up with a cure.

Meccano Ltd., makers of the legendary Dinky Toys range, competed with CIJ and Solido in the European



▲ The three-inch Tootsietoy station wagon was made from 1940 to 1941, and again after the war.

▲ Meccano's Mini Dinky Fiat 2300 wagon was numbered 21 in the series and made its debut in the late 1960s.



▲ The Racing Champions Motor Trend Mint 1956 Chevy Nomad.

▲ A number of station wagon models, in 1/43 scale more or less, were produced by French diecast maker CIJ over the years, including this Renault Dauphinoise. It was number 3/66 in the CIJ product line.



▲ Continuing the 'woody' tradition is Johnny Lightning's 1960 Ford Country Squire.

market with its French Dinky line. These were produced by the British manufacturer's operation in France, and included such station wagon models as a Peugeot 403, a Fiat 1800, and a Simca 1500.

Germany's Schuco brand and Denmark's Tekno series featured the occasional wagon, and even the now hard-to-find Sabra line, made in Israel in the late 1960s and early 1970s, included a Chevrolet Chevelle wagon that also came in police, fire, and ambulance versions, as well as in a United Nations livery.

BRITISH CONNECTION

And then there were the British makers. Mettoy (Corgi) and Meccano (Dinky), were among the most prolific makers of station wagon models. One of Corgi's most American models was its No 219 Plymouth Suburban wagon, released in 1959 in a cream and tan paint scheme that just screams salted caramel. The Corgi line also included a Ford Zephyr

ESTATE CARS



▲ Corgi included a Morris Minor Traveller in its Corgi Classic Vehicles line during the 1990s.



▲ Despite saggy rear suspension, the Lone Star Roadmasters Rambler wagon was a fair replica of a late 1950s Rambler.

Estate Car (No 424), and a Ford Cortina Estate Car (No 440), that came with two golfer figures and miniature golf equipment. Both Fords were introduced by Corgi during the 1960s.

Two of the best-known Dinky station wagons were No 27F (later re-numbered 344) Plymouth Estate Car, a woody wagon that made its debut in the early 1950s and came in a two-tone brown and cream, and No 173 Nash Rambler, which was made from 1958 until around 1962. These two must have been among Meccano's bestsellers in the Dinky series, because they turn up regularly today, although usually in high-mileage condition.

Dinky also produced a wonderful model of a Fiat 2300 station wagon as part of its Mini Dinky series, produced in Hong Kong starting in 1968. At 2.75 inches in length, the Fiat is likely to be about 1/64 scale, and it came in yellow with a white roof, as well as in blue, and was numbered 21 in the series. It featured an opening bonnet and tailgate. Meccano marketed the Mini Dinky models in a red plastic 'garage' box, which had an opening door at one end. Unfortunately, as accurate and detailed as the Mini Dinkys were, many of them suffer badly from metal fatigue. I have a No 22 Oldsmobile Toronado with whole sections of the body that have broken away. Still, if you can find them intact, they're well worth the US\$30-50 that most of them seem to sell for, and I think their see-through garages make for a cool effect on a display shelf.

Other British makers produced station wagons for miniature fleets as well. DCMT made a diecast model series called Lone Star, which included a 1/50 scale Rambler wagon as part of its Roadmasters series. It's a pretty fair representation of a late 1950s Rambler wagon, including the reverse rake window pillar over the rear doors. DCMT apparently made a



▲ Mettoy produced No 219 Plymouth Suburban wagon in its Corgi range from 1959 until 1962. A mint condition original with original box will set you back US\$125-175.



▲ The 1964 Olds Vista Cruiser was one massive beast, but Johnny Lightning somehow squeezed it into a blister pack.

boo-boo during the production of this one, though, as all of the examples I've seen (to the best of my recollection) have had rear suspension sag, resulting in the wagon looking as though it's carrying a heavy load in the rear. In addition to the turquoise and cream version, Lone Star also produced the Rambler as a white ambulance and as a green military ambulance.

The late 1950s and first half of the 1960s saw another British manufacturer, Budgie Toys, producing diecast models. The Budgie Miniature series included Volkswagens, Plymouths, and Wolseleys, and were sold on blister cards. No 15 in the series was an Austin Westminster Countryman wagon. Like the Matchbox models they were designed to compete with, the Budgie Miniatures were simple but accurate little models, and the charm-to-dollar ratio is very high with these. If you can find a Westminster wagon still sealed on its blister card, like the one shown here, you can expect to see a price of US\$40-60 on it.

Even as the station wagon faded from the scene in favour of minivans and SUVs, a number of diecast manufacturers paid tribute to the form. Around 1993, Corgi came out with what I believe was a new casting for its Morris Minor Traveller, as iconic a British estate car as you'll ever find. Corgi did an excellent job on this one, even supplying separate side mirrors and stickers for the license plates for the buyer to apply if he or she chose to do so. The Traveller was part of Corgi's Classic Vehicles series, number 96870.

On the U.S. side, Racing Champions included a 1956 Chevrolet Nomad station wagon in its Motor Trend Mint line in the late 1990s. Racing Champions included too many muscle cars in this series to suit me, but when they did a standard production model, they usually got it right. The Nomad is 1/63 scale (why not the standard 1/64 is anyone's guess) and,



despite an oversized side mirror, it's a sharp model. For the most part, you can still find the Mint models in their blister packs for US\$5-10.

WAGONS IN THE 2000S

Over the last 10 years or so, there have been fewer station wagon models produced, but they're out there if you dig. The Johnny Lightning brand advanced the cause a few times, putting out models like a 1960 Ford Country Squire and a 1964 Oldsmobile Vista Cruiser. Ownership of the Johnny Lightning brand has changed a few times over the years, but they generally produce very good little models for just a few dollars. The Olds Vista Cruiser struck a chord with me because our family had the 1968 Buick version, which seemed to my seven-year-old eyes to be approximately a quarter-mile in length. I think we carried the entire neighbourhood in that car at one time or another, with room to spare.

If you open your wallet a little wider, Italian maker Kess has produced a sharp-looking 1/43 scale resin model of the 1969 Buick Sport, which was little changed from the 1968 model. It runs at \$100-125, but hey, it has the skylight window over the middle seat, which made for great star gazing on night-time drives.

Friend and fellow Diecast Collector scribe Andrew Ralston, also an avid collector, keeps an eye out for the offbeat stuff, and we like to surprise each other with the occasional package. He got me good with a 1/43 scale Fiat Marea Weekend, a station wagon made by Maisto 10 years or so back - 1/43 is less common here in the US than in Europe and the UK, so I hadn't seen this one, and Andrew told me it was some kind of promo model that was available at Fiat dealerships. No opening parts, which is just fine with me, and it's one of only two wagons shown here with



▲ The seven-year-old version of your correspondent (the face on the left in the middle window) mugs for the camera in the Kelly family's 1968 Buick Sport Wagon on a trip to Sturbridge, Massachusetts.



▲ Italian resin model maker Kess has recently released a 1969 Buick Sport Wagon in 1/43 scale.



▲ UK-based Pocketbond produced this 1/76 scale Ford 100E estate car in its Classix series a few years back.



▲ Maisto's 1/43 scale Fiat Marea Weekend was a promo model given away (or sold?) at Fiat dealerships, 10 or so years ago.

a roof rack - a little odd as this was a common feature on real wagons for many years.

There also have been a few small-scale station wagons in recent years, one of the best being a late 1950s Ford 100E Squire Estate made by Pocketbond as part of its Classix range. It's 1/76 scale and, even at the small size, Pocketbond managed to nail the trim and highlights. The front end, in particular, is razor sharp, with the SQUIRE logo perfectly silk-screened above the grille. As I recall, it cost me only US\$5 or so.

We've just scratched the surface with this look at diecast station wagons - many more were made over the past 80 years, and most survive in far greater numbers than the real thing. Maybe that's due to people using up every bit of their station wagons before they traded them in or drove them to the breaker's yard. Whatever the reason, when one turns up today on the street or at a car show, it often somehow looks cool. Never thought I'd use the words "cool" and "station wagons" in the same sentence. **DC**

Animals

The third instalment of David Busfield's mini-series detailing Dinky Toys accessories.



No, this article is not about a classic 1970s album by Pink Floyd, but the fascinating range of animals, and gift sets, produced by Dinky Toys both before and after the war.

The two items discussed will be the Farmyard Animals Gift Set, which contained horses, cows, a sheep and a pig, and the Shepherd Gift Set, which contained four sheep, a shepherd and a sheepdog. These animals differ from the majority of Dinky Toys in that they are made from lead and not the normal mazac alloy.

There was also a very comprehensive range of tractors, trailers and farm implements offered within the Dinky Toys Farm and Garden section of the catalogue, but as these are not directly linked to the animals, they will not be covered in detail here. However, to set the scene properly, I have illustrated the majority of them in the farm diorama included at the start of this article.

These are essential items to add interest to model railways, as they are excellent lineside items and add

▲ A colourful farmyard scene diorama, filled with Dinky's animals and models from its Farm and Garden section.

much interest to any layout. They are also very useful in adding interest to diecast dioramas and displays as well as being desirable models in their own right.

FARMYARD ANIMALS

The first appearance of this lovely gift set was in December 1932, branded as a No 2 Hornby Modelled Miniature Farmyard Animals set, and in 1934 it was rebranded as a Dinky Toys set. With the wartime restrictions imposed upon all toy manufacturers it was discontinued in 1940.

It contained two No 2a horses (a white one, with painting detail on the hooves, mane and face, and a brown one with similar detailing), and two No 2b cows (a dark brown one, with painting detailing on the hooves, udder, underbelly and face plus a black and white one with detailing on the hooves and udders. The No 2c pig, also included, was always painted cream and the No 2d sheep was white with the facial features and hooves picked out in black.

They came in a nice illustrated box and were strung onto a card in the box base. The box shown



▲ Pre-war and post-war horse and cow comparisons.



▲ Pre-war and post-war sheep and pig comparisons.

here is a slightly later one with the Dinky brand. The animals were also available individually from dealer trade boxes, which contained six models.

The post-war reissue of the No 2 set happened in April 1952 and they were only available until 1956 – this could have been because they were made from lead, which was then frowned upon in toy production. The animals used the same moulds after the war but the paint detailing was considerably reduced – the fleece on the sheep had now become cream and the pig remained a shade of pink. They were now supplied in a plain green box with a thin label over the lid detailing the contents, and were still strung on a display type card in the box base. All in all, the animals were not now as attractive as the pre-war versions. The post-war pigs and sheep were sold from trade boxes of six, it is assumed that the horses and cows were the same.

In addition to the painting differences, there were changes to the markings underneath the animals. All the pre-war animals were marked “HORNBYS SERIES” underneath their bodies. On the post-war animals, these markings were all removed. In the case of the horse, the cow and the pig, after the markings were removed the area under the body was smooth. In the case of the sheep the area now replicated the



▲ The Post-war No 2 Farmyard Animals Gift Set.



▲ Burlando Hermanas 1940 Meccano catalogue cover. Courtesy of Jose Heraud



▲ Burlando Hermanas 1941 Dinky Toys advert. Courtesy of Jose Heraud

texture of the fleece which covered the rest of its body. This is a good and instant check as to whether an animal has been made pre-war, or post-war.

The official Meccano factory drawing for the animals was approved on the 2nd October 1951, and it is drawn on translucent drafting film using Indian ink. It is interesting as it states that on the 28th May 1952 the underside views would have included the words “MADE IN ENGLAND”. This date is after their first appearance in the Meccano Magazine, which was in April 1952. Over the years I have seen scores, if not hundreds, of Dinky animals and I have only ever seen “HORNBYS SERIES” or no markings at all. I suspect that this change did not actually happen.

THE SHEPHERD SET

The No 6 Shepherd Set was new in April 1934 and stayed in the range until 1940. As the Dinky name was introduced in 1934, it is unlikely that this was ever issued as a Modelled Miniature. The set includes four 2d sheep, a 6a shepherd and a 6b sheepdog. In some of the sets there are four white sheep whereas

FIGURING IT OUT – PART 3



▲ The Pre-war No 2 Farmyard Animals Gift Set. Photo: Vectis Auctions



▲ Three different types of shepherd.

in some others there are three white sheep and one black one, as shown here. In this set the sheepdog is painted black and white, this pre-war dog is very rare to find individually. I suspect that the 6b sheepdog is the smallest model that Dinky ever made (25mm long) and because of a lack of available space it is unmarked. As well as being in the gift set, the pre-war items were available individually from trade boxes of six.

The rare yellow-coloured box is dated November 1939 and has a label on the top stating Jugueteria (Toyshop), Burlando Hermanas (Burlando Sisters), Esmeralda 340, Buenos Aires, Argentina. Burlando Hermanas was a large, and well known, department store that specialised in Meccano, Hornby and Dinky toys. Sadly it has now closed. In the mid-1920s, Meccano saw South America as a potentially lucrative export market and opened distributorships in Argentina, Columbia and Peru. The Meccano distributor in Argentina was JF Macadam and Co., and two of its major outlets were Harrods and Burlando Hermanas.

The 6a shepherd is wearing a smock, boots and a hat and has a crook in his right hand, the top of



▲ The pre-war Shepherd Set.

the crook is a very delicate part of the casting and this is very often broken off. In the Dinky world, it is always springtime as the shepherd is carrying a newborn lamb under his left arm. Pre-war there were two variations – one with a blue smock, grey hat, black boots, grey trousers and black crook. The other had a beige smock dark brown hat, black boots, dark brown trousers and black crook. Both of these had the newborn lamb picked out in white at the front and rear of the shepherd. Gift sets can include either variations of these figures. Post-war the painting quality is significantly reduced – apart from his green hat and scarf, everything else is painted in the same shade of brown.

The post-war Shepherd Set was introduced in April 1954 and remained in the range until 1956. It contains four cream coloured 2d sheep, a 6a shepherd and a plain black 6b sheepdog. It is in a plain green box with a thin label, similar to the post-war Farnyard Animals gift set, and the models are strung onto a card located in the bottom of the box.

I am indebted to Jose Heraud for his valued input regarding Burlando Hermanas and the South American information. **DC**



▲ The post-war shepherd set.



▲ Meccano factory drawing of the farmyard animals.



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ATC64004 – 1/64 TINY CITY – BMW I3 UK LONDON
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Kitting out your collection

We've touched on Corgi's racing car set then Solido's foray into the arena, but, for this final instalment, Rick Wilson comes back to the UK and looks at the range by the king of 1970s kit-form diecasts – Dinky Toys.

Published in the May 1971 issue of *Meccano Magazine*, an article by Frank Lomax introduced this exciting new concept to many of us. Mr Lomax detailed Dinky's reasoning behind the brand, what it hoped to achieve and, of course, showed us how to make our very own Dinky Toys. The target market was clear and the new series was aimed squarely at plastic kits, in a bid to capture some crossover traffic.

Mr Lomax explained, "The obvious difference

▲ Dinky's kit series proved to be a huge success and one of its key factors was the variety of subjects offered. Back row and boxed: Ford D800 Tipper (interestingly bearing a sticker declaring that paint was not included) and Escort Mexico. Front row: Lunar Rover, Jensen FF and Routemaster Bus.

between these 'Do-it-Yourself Dinky Toys' and their plastic counterparts is that the components are all metal, in a knock-down form produced to the usual high standard. The only non-metal parts, in fact, are the moulded plastic interiors, tyres and jewelled headlamp lenses contained in each kit.

"Identified under the name of Dinky Action Kits, they have distinct advantages over their plastic relatives, advantages which could well capture the loyalty, not only of the Kit-man, but also, because of

VINTAGE DIECASTS IN KIT FORM

their inherent simplicity, of the young collector who finds plastic kits beyond his capabilities.

"The principal point, I feel, is that all the models can be put together, painted and then taken apart as often as you like, without the need of adhesive. Also, unlike the majority of plastic kits, a sample phial of Humbrol enamel, sufficient to paint the model, is supplied with each kit, the parts being pre-bonderised in preparation for painting.

"There is no need, of course, to use only the sample colour provided. Humbrol market a wide range of colours and it is possible to create your own individual version of a model at very little extra cost, an attribute which should appeal to artistic readers."

The first three kits released and introduced in the same issue of *Meccano Magazine*, by way of a full-page advertisement, were No 1001 Rolls-Royce Phantom V Limousine, No 1009 Lotus F1 Racing Car and No 1025 Ford Transit Van – kits based on Dinky Toys Nos 152, 225 and 407 respectively. These were initially sold in handy blister-mounted hanging cards, mimicking the similarly-presented Airfix kits of the era. Due to their much heavier weight, of course, these proved to be prone to the slot tearing, so, by 1972, this packaging was switched to the much more impressive 'bookpack' style – a term that Dinky itself used.

Further releases followed swiftly – seven had been announced at launch and were featured on the rear of those early blister packs. In addition to the three released straight away, the next two would be No 1029 Ford D800 Tipper (Dinky Toys No 438 in kit form) and No 1033 US Army Jeep (No 615). The two remaining from that magnificent seven list would, sadly, never be seen in kit form – No 1005 Peugeot 504 Cabriolet and No 1013 Matra Sports M 530, two French Dinky originals. More about those towards the end of the article.

The next batch of releases brought us No 1003 VW Beetle 1300 (from No 129), No 1004 Ford Escort Police Panda Car (270) and No 1007 Jensen FF (188). A total of 12 kits would be available by the end of 1971 – the four further releases in time for Christmas that year were No 1002 Volvo P1800S (116), No 1017 Routemaster Bus (289), No 1040 Sea King Helicopter (No 724, but without the plastic lunar module) and No 1042 Supermarine Spitfire Mk II (719).

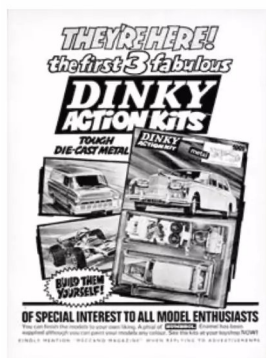
Interestingly, a full-page advertisement in the October 1971 *Meccano Magazine*, gives us an insight into pricing in the newly-adopted decimal era. At the foot of the page, it showed the prices as ranging from 45p to 59p for the kits issued so far – they fetch considerably more these days if unmade and still in their packaging!

The following year, 1972, only saw three additions to the range, but they all proved to be very popular. No 1023 Single Decker Bus was a full kit version of No 283, but this time it came with green paint and "GREEN LINE" stickers to be applied. Also released that year, cashing in further on the success of the No 355 Lunar Roving Vehicle, was No 1027. The original fully-assembled production version was painted metallic blue, but the kit version came with orange paint (much closer to the real thing), and the



▲ The kits were first produced packaged in blistered hanger packs and here we have two of the initial three releases.

▶ No 1040 Sea King Helicopter kit photographed together with the assembled version sold as No 724 that came packaged with a lunar module (not included with the kit version).



▲ The first three kits were announced in the May 1971 issue of *Meccano Magazine* – No 1001 Roll-Royce Phantom V, No 1009 Lotus F1 Racing Car and No 1025 Ford Transit Van.



▲ Part-page advert from the March 1972 issue of *Meccano Magazine*.

▶ Dinky's military releases became a range within a range and were branded separately as "Dinky Military Kit".



▲ Close up on the components of the Ford D800 Tipper – it turns out paint was included after all.





▲ Original release No 283 Single Decker Bus with an opened backpack kit version (No 1023).



▲ Ferrari's beautiful 312 B2 in kit form (No 1012) and both colour versions of the standard No 226 release (in both early and late packaging).



▲ Three different bus kits were released – No 1017 Routemaster, No 1018 Atlantean and No 1023 Single Decker.

▲ August 1972 Meccano Magazine advert promoting the Spitfire Mk.II.



▲ No 1006 Escort Mexico became the second version in the range of Ford's incredibly popular car, after the No 1004 Police Panda.



artwork reflected this on the bookpack. Finally for 1972, No 726 Messerschmitt BF 109E became a kit (No 1041) to provide a foe for the Spitfire released the year before.

For 1973, new kit production numbered four. Providing back up for the Spitfire would be No 1041 Hawker Hurricane Mk IIc (from No 718), and the Police Escort would gain a sibling in Mexico guise as No 1006 (168). Another road car released was the stylish Mercedes-Benz 600 Pullman as No 1008 (128) and this was accompanied by a companion for the Lotus F1 Racing Car in the shape of a real rival on track, Ferrari's gorgeous 312 B2. Already released fully-assembled as No 226, the kit was numbered 1012. I seem to have somehow accumulated three of these to go with my pair of mint standard releases. Oops.

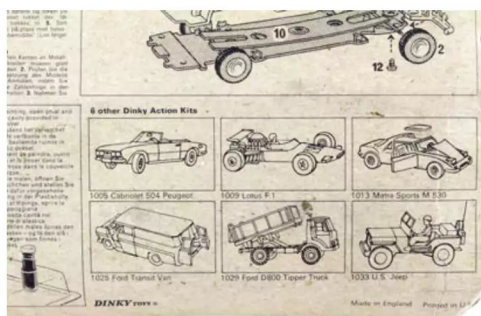
Another four kits were unveiled for 1974 in the shape of No 1018 Atlantean Bus (from No 295), No 1030 Land Rover Breakdown Truck (442), No 1043 S.E.P.E.C.A.T. Jaguar (731) and, the first tank to appear in kit form, No 1037 Chieftain Tank (683). There would be several tanks to follow and these would be of sufficient interest, in Dinky's plans, to warrant a 'range within a range', being separately branded as "Dinky MILITARY Kit".

Those new military vehicles, unveiled in the 1975 catalogue, included No 1032 Army Land Rover (from No 344), No 1034 155mm Mobile Gun (654), No 1035 Striker Anti-Tank Launcher (691), No 1036 Leopard Tank (692) and No 1038 Scorpion Light Tank (690). Also released in 1975 (a very busy year) were No 1014 Beach Buggy (from No 227), No 1050 Motor Patrol Boat and No 1045 Panavia Multi Role Combat Aircraft (729). The MRCA (or Tornado as we would come to know it) was a particularly impressive release as it fully replicated the swing wing feature of the standard production version. To make way for this influx of new releases, some of the earlier kits were discontinued. First



▲ Leaflet from 1973, showing the 21 kits available.

VINTAGE DIECASTS IN KIT FORM



▲ The rear of the early No 1001 Rolls-Royce Phantom Limousine hanger pack announced No 1005 Peugeot 504 Cabriolet and No 1013 Matra Sports M 530 – neither were ever released as kits.

to be retired were the Lotus F1, Transit Van, Volvo P1800S, VW Beetle 1300, Jensen FF, Lunar Roving Vehicle, BF 109E, and Ferrari 312 B2.

No more new models would be released and the range as a whole would be retired at the end of 1977. But with a run of seven catalogue years and a range that numbered 31 in total, it certainly gave us plenty to keep us busy back then. Today, there are still a good number out there that have yet to be made. Some have fared better than others in storage – a particular problem is if the packaging has been exposed to prolonged sunlight, then the blister plastic yellows and becomes very brittle, leading to components going missing over time. The box artwork fades too under the same conditions. Prices vary, but expect to pay close to triple figures if the packaging is completely intact and it has been stored well so that the artwork and blister are pristine.

Earlier on, we touched on two models that were planned at the beginning, but were never released – No 1005 Peugeot 504 Cabriolet and No 1013 Matra Sports M 530. French Dinky Nos 1423 and 1403 respectively, these would have made exciting additions for the UK market, but alas, it was not to be.

There was also another Dinky Military Kit planned that didn't go into production. No 1039 Leopard Recovery Tank would have been a kit version of No 699. Another fabulous model that would have made for a great kit version.

Finally, one other kit form release that was discussed, but never got beyond the concept stage, incorporated the Dinky *Space:1999* Eagle Transporter (No 359) and Freighter (360), which would have been combined into one package (one Eagle frame, but both passenger pod and nuclear waste loads). As a huge *Space:1999* fan back in the day (I still am!), I plan to recreate this particular 'never wazza' for a future article. I'll be sure to keep you updated.

Initially branded as "Toymaker", so technically not a part of the Dinky Kits range, I feel it is useful to include this here for a complete run down of the kit-form products planned during the era. To that end, I have compiled the handy summary reference table included.

I hope that you've enjoyed this short series and that it might have inspired some of you to get kit building again – being diecast certainly brings an exciting element to the process. It would be great to see any of your creations if you do. **DC**

DINKY KIT RELEASES

REF NO	TITLE	FROM	TO	BASED ON
1001	Rolls-Royce Phantom V Limousine	1971	1977	No 152
1002	Volvo P1800S	1971	1975	No 116
1003	VW Beetle 1300	1971	1975	No 129
1004	Ford Escort Mk1 Police Panda	1971	1977	No 270
1005*	Peugeot 504 Cabriolet	N/A	N/A	No 1423
1006	Ford Escort Mexico	1973	1977	No 168
1007	Jensen FF Interceptor	1971	1975	No 188
1008	Mercedes-Benz 600 Pullman	1973	1977	No 128
1009	Lotus F1 Racing Car	1971	1975	No 225
1012	Ferrari 312 B2 Racing Car	1973	1975	No 226
1013*	Matra Sports M530	N/A	N/A	No 1403
1014	Beach Buggy	1975	1977	No 227
1017	Routemaster Bus	1971	1977	No 289
1018	Atlantean Bus	1974	1977	No 295
1023	Single Decker Bus	1972	1977	No 283
1025	Ford Transit Van	1971	1975	No 407
1027	Lunar Roving Vehicle	1972	1975	No 355
1029	Ford D800 Tipper	1971	1977	No 438
1030	Land Rover Breakdown Truck	1974	1977	No 442
1032	Army Land Rover	1975	1977	No 344
1033	US Army Jeep	1971	1977	No 615
1034	155mm Mobile Gun	1975	1977	No 654
1035**	Space:1999 Eagle Toymaker	N/A	N/A	Nos 359/360
1035	Striker Anti-Tank Launcher	1975	1977	No 691
1036	Leopard Tank	1975	1977	No 692
1037	Chieftain Tank	1974	1977	No 683
1038	Scorpion Light Tank	1975	1977	No 690
1039*	Leopard Recovery Tank	N/A	N/A	No 699
1040	Sea King Helicopter	1971	1977	No 724
1041	Hawker Hurricane Mk IIC	1973	1976	No 718
1042	Supermarine Spitfire Mk II	1971	1977	No 719
1043	S.E.P.E.C.A.T. Jaguar	1974	1976	No 731
1044	Messerschmitt BF 109E	1972	1975	No 726
1045	Panavia Multi Role Combat Aircraft	1975	1976	No 729
1050	Motor Patrol Boat	1975	1977	No 675

* Announced but not issued ** Considered but not issued



▲ Left: No 1045 Panavia Multi Role Combat Aircraft (MRCA) was only available for two years, in 1975 and 1976. Right: One of the very last releases, No 1050 Motor Patrol Boat.

JOHN AYREY

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385 - Peugeot 306 Eden Park Blue - 1:18



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371 - Renault 6 TL Orange - 1:18



366 - Alpina B3 2.7 Touring E30 - 1:18



DC180466 - Ford Transit Bus 1965
Polizei Hamburg - 1:18



DC180464 - Ford Transit Bus 1965
with Roof Rack - 1:18



DC180465 - Ford Transit Bus 1965
with Roof Rack - 1:18



DC180494 - Ford Transit Delivery Van
Kundendienst with Roof Rack - 1:18



60066 - Oldsmobile Cutlass Concept
Gold Metallic - 1:43



60065 - Volvo - 179 Prototype
Gold Brown - 1:43



12013 - Rolls Royce Phantom II
Fire Engine - 1:43



02025 - Horch 8/400 Tourer Ivory
1:43



Troféu

RRUK65 - Fiat 131 Abarth RAC Rally 79
L Battistolli/F Pons - 1:43



Troféu

RRUK66 - Ford Escort Mk2 1979
M Wilson/T Harryman - 1:43



Troféu

RRUK64 - Audi Quattro RAC Rally 84
J Buffum/N Wilson 1:43



DSN04 - Saab 99 Sweden Rally 79
S Blomquist/B ederberg - 1:43



848 - Mercedes AMG G63 - 1:18



363 - Nissan Z Proto - 1:18



340 - Mustang Prior Design - 1:18

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Proportional representation

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

In any discussion about the scales of classic diecast cars, the question will, sooner or later, arise as to why Corgi chose such a vast variety of scales for its earlier cars. This is going to be a dangerously simplified version of events, events that preceded the event and set Corgi's standard for many years.

Marcel R. van Cleemput's Great Book of Corgi gives chapter and verse on the subject and starts with the obvious – the fact that the company first looked at what Dinky did and, to quote Marcel, “it soon became apparent that no logical scale existed between one model and another” and that “the scale and sizes of models were all over the place”. This is patently untrue of Dinky – Matchbox yes, Dinky no. Certainly Dinky used a number of scales but most were clearly defined for use by different types of vehicles.

In this context, Corgi was thinking ahead about models of passenger cars and small commercials, the backbone of its first introductions. In this department, Dinky actually only used two scales – 1/45 for the majority of issues, mainly British marques, and 1/48 for larger ones, mainly American. As explained in the ‘Great Book’ there were technical issues to consider, particularly costs and mould sizes. What Corgi ended up with was no less than 12 scales between and including 1/40 to 1/55. How could this have happened?

What was devised was a graph to determine the size of a model (and hence its scale) from the overall length of the actual vehicle. Up to a point, it did its job quite well – in fact in many instances



▲ The Fiat Jolly and the ambulance are the two extremes at 1/40 and 1/54.



▲ The Mini and Mercedes Pullman look just as bad as the Fiat and the Cadillac, even though closer in scales at 1/43 and 1/52. It has to be asked, was the variety of scales taken too far, even in the unreal world of early 1960s toys?



▲ Both Corgi and Dinky issued their earlier Superior Cadillac ambulances in 1962. The Dinky, centre, having the distinct advantage over Corgi's graph-induced smaller 1/54 scale. In 1971, when Dinky really did 'go large', both brands still had remnants of their smaller scale ranges in the catalogues.

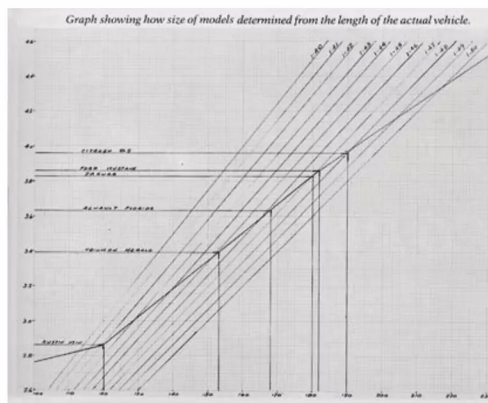


▲ One thing about Land Rover models, is it's so easy to check the scales - just use the vertical and flat lower body panel width. The Corgi, centre, is in the Great Book at 1/46, and so it is, correct to the graph as well. It is so close to the 1/48 used for the larger commercials as not to matter. To prove the point, here is a true 1/48 Land Rover Royal Mail recovery vehicle, by Roxley Models, just 1.5 mm wider. To complete the picture, on the other side is a Dinky conversion in BT livery at 1/42 scale.



▲ The original seven cars in the Corgi range did sit together quite well, just don't dwell too long on the Hillman Husky, (centre). It looks larger, it is. The real vehicle was based on the Hillman Minx up front, but much shorter overall. Corgi used just the lengths of the real vehicles to decide a model's scale and length, need one say more. Enter one Husky on steroids and a wide smile up front.

The extreme range of smaller vehicle scales produced by Corgi's graph of variable sizes. From the left, we have its 1963 Fiat Jolly at 1/40, a 1960 Ford Zephyr estate at 1/46, a 1/50 Bentley Continental of 1961, with the 1962 1/54 Cadillac Superior ambulance as the largest vehicle and, therefore, the smallest scale. They sort of look okay, as long as you look along the line slowly.



▲ The graph, courtesy of the 'Great Book'. Along the bottom we have the length of the real cars in inches. Up the left, in decimals of an inch, are the lengths of the resulting models - the scale being determined by the vertical line and its crossing of the main diagonal projection. Simple, maybe not, but a great bit of drawing office work that did what was asked of it, at least most of the time.

the resulting scales were very similar to Dinky, but at the extremes the effect must have had a few folk wondering. Most of course will not have cared a jot, will have been overjoyed at the new products and the fact that the soon to appear Major Toys were to be in the exact same scale as many of Dinky's Supertoys.

The Corgi scheme of everything in proportion (but varied in scale) was still visible in part right up to (and even beyond) the appearance of its first 1/36 scale model in 1973. However, to be

fair, many more recent issues had, by that time, been very close to 1/43. Dinky, in the passenger car market, had kept to its two chosen scales until just after its first 1/42 scale (i.e. Spot-on scale) introduction in 1963. In its own way, Tri-ang's Spot-on brought some stability to the market, at least for cars, until Corgi eventually decided to 'go large'. **DC**

Solido's superb 1/18 scale diecast alongside a 1/43 partwork Pick-up.



Cochonou 2 CVs

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

This might be the September issue, but as I'm writing this, Stage 17 of this year's Tour de France is trying its hardest to distract me. What we don't get to see on the race coverage is the colourful race caravan that runs a couple of hours ahead of each stage. It is packed with weird and wacky specially-built and decorated promotional vehicles, giving away all sorts of free gifts to keep the crowds entertained.

Having attended a fair few stages of the race over the years, one of my favourites has always been the marvellous red-and-white-checkered Cochonou-sponsored fleet of Citroën 2 CVs that has graced the race since 1997. Becoming an official supplier in 1999, Cochonou supplied a fleet of seven specially adapted examples of the iconic French car, including a stretched 'limousine', a Pick-up and 'Fourgonette' van, as well as 'standard' cars of course. Each of the vehicles has driven in excess of 80,000 kms at the race during the years of Cochonou's presence, whilst promoting its speciality sausage products. The brand, born in 1971, celebrates its 50th anniversary in September,



▲ Solido's 2CV features opening doors and the partwork came with a comprehensive and very informative magazine.



▲ One of the many Cochonou vehicles at the 2007 Tour de France. Photo: Rick Wilson

hence its appearance in this issue – neat, eh?

I currently have two diecast examples, as shown here – Solido's stunning 1/18 scale creation, complete with opening doors, and one of three partwork releases at 1/43. I'm still hunting for the other two – they can be found on ebay.fr, but the current import VAT/postage pricing combination is putting me off, so will wait until I return to France in person (hopefully later this year).

The partwork shown, a rather cute Pick-up with a hugely-oversized food basket load, is by Eligor and was released as part of Hachette's *Auto Plus* 2 CV Citroën Collection. Each edition came with one of these excellent 1/43 scale models and an incredibly informative 32-page magazine – this one came with issue No 6. A second, different version of the Pick-up was included with No 26 and a Fourgonette van, by Norev, was part of another partwork series celebrating the Tour's caravan itself. It's the latter two that are high on my overseas trip shopping list.

One more that is also on that list is a 1/64 scale 2 CV, again by Norev, packaged with three cyclist figures. I'll let you know how I get on... **DC**

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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.

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- 508 Commer Holiday Bus. Missing suitcases A—A/A- £215

Grading guide

A = Mint, A—A= VN Mint, A-= N Mint,
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*means Unboxed

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Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com



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?

Brian Cullum is this month's castaway hero.

And as the ship sunk slowly in the west, I grabbed my latest copy of Diecast Collector and five of my models from my sea-chest containing my 60-year-old collection of 1/43 scale model cars and associated motoring memories. After I had paddled to a nearby desert island, sucked at a Magnum ice-cream on a stick, I looked lovingly at the five models from my total of 287 and was grateful to reach land and sit under the shade of a palm tree.

DINKY TOYS 1958 AUSTIN FARINA A40

This is a model of my first brand new car, after an A30. All my family bought Austins. This model was in the same colours as the full-size one, blue body and black roof. I liked the design of the car. Bragging about it in the lunchtime restaurant, an attractive dental nurse said that she wished that she could drive – would I teach her? We had driving lessons once a week and she proved to be an apt pupil. Then, one day, as I looked out of my office window, I saw her drive past in an MG Magnette. End of lessons!

VANGUARDS 1966 AUSTIN 1800 MK 1

While living in Australia, I bought two of these cars, one in ivory white for weekdays and one in willow green for Sunday driving! Not popular with the Aussies, they reckoned that "like all British cars, not suitable for Australian conditions", with the lack of rain, the east-west engine and exposed electrics. I could see no problems, but when it did rain, oh boy! A breakdown trucker's dream. I would still own the Sunday car, but L-driver Auntie Queenie ran it up a telegraph pole!

RIO 1925 FIAT TIPO 501 TOURER

I used to own a 1926 Willys Model 96 (I restored it myself), but as I have failed to find any models of Willys' cars, except the Jeep, I feel that this Fiat is



▲ Dinky Toys 1958 Austin Farina A40.



▲ Vanguard 1966 Austin 1800 Mk 1.



1 Rio 1925 Fiat Tipo 501 Tourer.

2 Franklin Mint 1912 Rolls-Royce Silver Ghost.

▶ Dugu 1937 Cord 812 Phaeton Coupé.

a spitting image of it. John Willys wanted his new designs to look continental. I coloured my own car Sudan Beige with black guards and it was very reliable and popular for weddings. I always got the blushing bride to her nuptials on time, despite the hectic Sydney traffic, thanks to the 4-cylinder, side valve engine which was developed further for use in the Willys Jeep. I remember one wedding day, on the way to the reception, the bride asked me to pull over, apparently, in the draughty tourer, the groom's toupee had been blown off and she couldn't fix it. They hadn't been cuddling at all.

FRANKLIN MINT 1912 ROLLS-ROYCE SILVER GHOST

I have about 32 models of the finest cars in the world, of which this Silver Ghost is the representative. I had a friend who owned 17 Rolls-Royces and Bentleys, in Sydney, and I was privileged to be asked if I would drive any of them for weddings. The most expensive car he owned had belonged to the British Ambassador in

Australia – it was a huge 1956 Silver Wraith and was worth a small fortune at that time. When I was an architect, and I was designing a very tight circular ramp down to a hotel basement car park, I remember saying to my colleague “I wouldn't like to drive a Rolls down this ramp”. And, yes, dear readers, one day I had to drive the Silver Wraith down it!

DUGU 1937 CORD 812 PHAETON COUPE

In Australia, I also owned and restored a flood-bodied 1939 Willys Overland – 3,000 were made, all with soft tops. People thought that it was a Cord lookalike, so this model is included as a reminder. My car had been used for road racing and the running boards had been removed and the windscreen designed to fold flat. The car (which I loved) is now in Georgia, USA, and I understand is for sale for US\$ 30,000.

I can see a smoking funnel coming over the horizon, perhaps I'm going to be rescued. So maybe it's time to pack up my treasures and light a smoking fire for rescue. **DC**



WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

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

Superfast 1969-1982

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



Number 14 is another three-casting collection, although there are a few interesting variations within this group. Starting with a Regular Wheels carryover, Iso Grifo is a very nice replication of a real supercar. This provides a stark contrast with its catalogue replacement, Mini Ha-Ha – a fantasy interpretation of that most iconic of British cars. Things were brought a little closer to reality with the final model during the Lesney years, in the shape of Petrol Tanker.

ISO GRIFO

Catalogue: 1969 (2nd)-75

Box Styles: F, G, H

One of the six regular wheels releases that were an early Superfast conversion, denoted as such in the

▲ From left to right: Iso Grifo, Mini Ha-Ha and Petrol Tanker - with their relevant boxes to the rear.

second edition of the 1969 catalogue and in the shops before the end of the year, Iso Grifo is still popular with collectors today. Initially released with the new wheels in its Regular Wheels metallic dark blue, it is a very accurate replica of the real car, something that always adds to the appeal, of course.

Lasting in the catalogue until 1975, there were inevitably some changes along the way. The interior in the early releases is light blue, complementing the darker blue body very nicely indeed, with a clear plastic window unit. For the 1973 catalogue, however, the body's colour had changed to a vibrant mid-blue and the interior was now white, although the window unit was still clear.

The new colour, initially available as a transitional with narrow wheels, soon heralded the introduction of the wider wheel type and this was the specification

No.
14



▲ Back row, left to right – second (type G) and third (H) generation Iso Grifo box styles. Middle row – Regular Wheels Iso Grifo in dark metallic blue, the colour kept for the first Superfast issue, initial mid-blue with narrow wheels and later mid-blue with wide wheels. Front row – two versions of Mini Ha-Ha that initially look identical, but the figures have different colour plastic faces and bodies.



▲ The three Superfast versions of Iso Grifo, viewed from underneath to demonstrate the different wheel types.



▲ Once it had taken over the casting from Lesney, in 1982, the only new Matchbox International release of Petrol Tanker came in the late 1980s, as part of the Commando Dagger Force range.

that continued until it was withdrawn and replaced for the 1976 catalogue. No modifications were needed to the bodyshell to accommodate this change.

MINI HA-HA Catalogue: 1976-81 Box Styles: J

This model's name is clearly a play on words with the name of a well-known American Indian character, but there the similarities end as it basically refers to a rather comedic cartoon-like take on the much-loved Issigonis-designed British motoring icon.

An obvious foe for the 1973 No 11 Flying Bug, as it is styled along similar lines, it used the No 29 Racing Mini as a starting point, but that's pretty much where the similarities end because, as with the Flying Bug, the rest of the car is just wacky. Starting with

the huge radial engine sticking out of the bonnet (where that little BMC A-series unit should be) and continuing back, past the helmeted fighter pilot figure sticking through a large hole in the roof and windscreen, to the jacked up back end and its huge (for a Mini) rear wheels.

Variations to look out for are differing shades of red body and alternative colours for the windows – usually a sky blue or thereabouts, but dark blue as well as grey versions can be found from time to time. Those with a really keen eye for detail might also spot colour variations to the plastic body of the figure.

PETROL TANKER Catalogue: 1982 Box Styles: L

Petrol tankers have always been a popular subject in the 1-75 series, so the appearance of a new version was no real surprise in the 1982 catalogue.

Using the same Leyland cab that is found on the Articulated Truck, released the previous year, the cab is painted red and has a matching red-tinted window unit. Quite a lot shorter than a real petrol tanker and more like one of those stubby heating oil delivery trucks so frequently seen these days, clearly made to maximise the model to the available box space, it still looks good and has good play value being an articulated vehicle. The trailer is painted the same colour as the cab unit and the actual tank body is white, with smart red and blue Elf graphics on either side. A version in Shell livery was also released in Japan.

This would clearly have offered much potential for alternative liveries over the following years, but having taken over this new casting after Lesney's demise, surprisingly Matchbox International did not use this opportunity, releasing just a "Gas" version in black, as part of the fantasy Commando Dagger Force range, in 1989. **DC**

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Vauxhall Viva

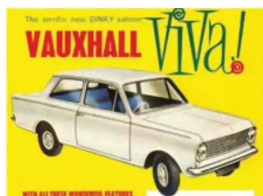
DTCA Chairman, Michael Driver, details another vintage favourite by Dinky.

As we entered the 1960s, a number of small saloon cars were available – such as the Austin A30, Morris Minor, Triumph Herald and Ford Anglia. After all the austerity in Britain, people were now able to buy these types of cars and, of course, hire purchase helped. No doubt this increased buying capacity led Vauxhall to introduce its small Vauxhall Viva in 1963 to add to the competition with the other cars.

The model was captured for collectors by the Dinky Toys Vauxhall Viva (No 136), launched and featured in the *Meccano Magazine* of May 1964. The colour back page advert stated “the terrific new DINKY saloon – Vauxhall Viva”, with the model shown in white. There is also the suggestion that “You can be the first in your road to drive this wonderful 4-seater car. Go to your Dinky Showroom and get the Vauxhall Viva.”

The Dinky Toys News, said that “Two external colour-schemes are available, one similar to the real car, a neat shade of grey, and the other a brilliant blue. This latter finish has never before been used on a Dinky Toy.” The news also raised the question “Is the Dinky Toys Viva a ‘best-buy’ in its class? The answer – Undoubtedly, yes.” It goes on to say “This is a really superb little miniature, which closely follows the lines

▲ Dinky Toys Vauxhall Viva (No 136) in blue and pale metallic blue.



▲ Meccano Magazine advert, May 1964, part image.



▲ Dinky Toys 1969 catalogue illustrating the Car Transporter Set with a Vauxhall Viva. The set was never issued.

▼ Dinky Toys Vauxhall Viva (No 136) in white with its box. Photo: Vectis Auctions



of the prototype right from the distinctive Vauxhall radiator grille down to the door handles and petrol filler cap.”

The model has opening doors and boot, plus an opening bonnet that reveals a detailed engine. The car has a red plastic interior, four-wheel suspension, Prestomatic steering and spun wheels. There is also a detailed cast base plate, with the casting showing the exhaust pipe, engine and gearbox and the differential shaft. Despite the reference to grey in the *Dinky Toys News*, the car came in pale grey or blue, plus metallic blue. They were sold in illustrated yellow and red card end flap boxes and then in the later yellow and the gold export Visi-Pac boxes. It was deleted in 1973.

The Vauxhall Viva was also to be part of the Car Transporter Gift Set (No 950) alongside the Hillman Imp (No 138), the Triumph 1300 (No 162), the Ford Escort (No 168) and the Austin Mini Moke (No 342). The set is shown in the 1969 Dinky Toys catalogue, but sadly the set was never issued.

The real Vauxhall Viva was launched in September 1963. It was Vauxhall's first post-war car, introduced to take on the competition from Ford, Austin and Triumph. The car was produced in the new Ellesmere Port factory in Cheshire and was a functional car without the flair of the competition. Many components were shared with GM's Opel Kadett. The Viva had a four-cylinder engine and a full synchromesh four-speed gearbox. There was an option for front disc brakes. Some 300,000 were produced before it was replaced in 1979. There was also a small van version available as the Bedford HA. **DC**

FURTHER INFO

The more ordinary everyday cars were part of the Dinky Toys range and often feature in the DTCA Journal with images and comments. If you would like to find out more details or join, then visit the website at www.dtcawebsite.co.uk.



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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



AUCTION NEWS

VINTAGE DINKY AIRCRAFT GIFT SET RESULTS TAKE OFF AT WALLIS & WALLIS



THE sale held by Wallis and Wallis on 28th June featured plenty of excellent diecast lots, including several that contained vintage Dinky aircraft. Four lots that got plenty of attention were a group of gift sets and all achieved high hammer prices.

Lot 486 was a rare pre-war Dinky Toys No 60 British Aeroplane Set - a second issue example comprising a gold No 60a Imperial Airways Liner (G-ABTI), green No 60b D.H. Leopard Moth (G-ACPT), white No 60c Percival Gull (G-ADZO), red No 60d Low Wing Monoplane (G-AVYP), silver No 60e General Monospar (G-ABVP) plus No 60f Cierva Autogiro in gold with dark blue rota and rear wing tips. All complete with their propellers and all restrung onto their original card insert, in very good condition. Pale blue box, with crisp and undamaged label, lid also very good, but does have two splits to face. Aircraft very good to mint, all with no signs of fatigue, minor wear showing to Monoplane and minor paint issues to Imperial Airways Liner. A very good example of a rare set. Estimated at £700-1,000, the hammer price was £900.

Another rare pre-war Dinky Toys No 60 Aeroplane Set was on offer in lot 487 - the harder to find second issue comprising a gold No 60a Imperial Airways Liner with dark blue sun ray pattern detailing, green No 60b D.H. Leopard Moth with yellow wing tips and tail plane/rudder, white No 60c Percival Gull with mid blue wing tips and tail plane/rudder, red No 60d Low Wing Monoplane with cream wing tips

and tail plane/rudder, silver No 60e General Monospar with dark blue wing tips and tail plane/rudder, plus a gold No 60f Cierva Autogiro with dark blue rota and rear wing tips. All complete with their propellers and all restrung onto their original card insert, in very good condition. Deeper blue box, with crisp and undamaged label, lid also very good but does have some age discolouration. All complete with propellers in good to mint condition, although two show signs of fatigue (Low Wing monoplane and D H Leopard Moth). Still a very good example of a rare set. Estimated at £800-1,200, the hammer price was £850.

Next up, as lot 488, was a rare war-time issue Dinky Toys No 66 Camouflaged Aeroplane Set. This seldom seen issue comprises No 66a Heavy Bomber, No 66b Dive Bomber Fighter, No 66c Two Seater Fighter, No 66d Dive Bomber, No 66e Medium Bomber, all in camouflage livery, plus a silver No 66f Cierva Autogiro. All complete with propellers and all restrung onto their original card insert, in very good condition. Light green outer box, with undamaged lid, dated 5-40 (May 1940), lid does have some age discolouration. Box base has some age wear overall. Aircraft all in very good condition, with only minor wear/chips - a very good example of this rare set. Estimated at £700-1,000, the hammer price was £1,200.

Finally, lot 489 saw a rare Dinky Toys No 65 Aeroplane Set up for grabs - the most impressive of all the aircraft sets - comprising eight models (seven

civilian airliners and one RAF bomber). It includes a No 60c Douglas DC3 (PH-ALI), No 60r Empire Flying Boat (G-AEUB), No 60v Armstrong Whitworth 'Whitley' Bomber with RAF roundels, No 60w Clipper III Flying Boat (USA NC 16736), No 62n Junkers JU90 (D-AURE), No 62p Armstrong Whitworth 'Ensign' (G-ADSX), No 62r de Havilland 'Albatross' Mail Liner (G-A EVV) and a No 62w Imperial Airways 'Frobisher' Class Airliner (G-AFDI). All in silver livery and complete with propellers, and all strung onto their original bright blue card insert, with crisp silver lettering, in very good to almost new condition. Light blue box with crisp and undamaged label, lid also very good, but does have some age discolouration. Box base does have a split on the bottom edge. Aircraft mint, with no signs of fatigue. Estimated at £1500-2000, the hammer fell at £1,850.

For more information about future diecast auctions at Wallis & Wallis, the next of which is 6th September, visit the company's website at www.wallisandwallis.co.uk.

• **Lot 486 Dinky Toys No 60 British Aeroplane Set** Estimate: £700 - £1,000 Sold For: £900

• **Lot 487 Dinky Toys No 60 Aeroplane Set** Estimate: £800 - £1,200 Sold For: £850

• **Lot 488 Dinky Toys No 66 Camouflaged Aeroplane Set** Estimate: £700 - £1,000 Sold For: £1,200

• **Lot 489 Dinky Toys No 65 Aeroplane Set** Estimate: £1,500 - £2,000 Sold For: £1,800

NEW TV SERIES TO BE FILMED AT VECTIS

A new television series is to be filmed at Vectis Auctions for the Yesterday Channel. The popular auction house is letting the cameras in to make a brand new ten-part documentary series for Yesterday, called Scouting for Toys. Over the next few months, a team from BBC Studios will be based at Vectis' HQ, in the northeast, to explore the weird and wonderful world of toy collecting and toy auctions – and the team would love to hear from you.

If you're a buyer, a seller, a collector, a dealer or an expert and you have an interesting 'toy story' – or you know somebody who does – please get in touch. They are after anybody with a passion

for toys, basically. The team know it won't be everybody's cup of tea, but you can have a friendly chat with them before committing to anything – they don't bite!

Naturally, the real stars of the show will be the toys, so if you are sitting on a treasure trove of rare items, or you've just found something in the attic and you want to get an expert opinion on it, why not get in touch? No story (or toy) is too big or small!

If you're interested in taking part, or want to find out more, please feel free to get in touch with the BBC team, or talk to one of the team at Vectis – email either kirk.barber@bbc.co.uk or admin@vectis.co.uk.

A VINTAGE SHOW OF AFFECTION FOR CORGI TOYS ON DISPLAY

A very interesting item came up during Vectis Auctions' 13th July Specialist Sale. The very rare Corgi Toys shop display unit certainly received some love, exceeding its estimate by some margin, at £520.

The early, original largely wooden display case has two wooden flaps to the rear, making it free-standing. Finished inside in white, with pale blue wooden shelves, the unit also features classic Corgi Toys signage. It's an impressive piece, being 48" wide and 32"

deep. Despite missing its glass, the overall condition was described as generally good and would benefit from a clean.

It clearly attracted substantial interest from bidders, and will no doubt be proudly displayed by the winning bidder once it reaches its destination. A beautiful piece of originality that is rarely seen.

• Corgi Toys early original free-standing wooden shop display case **Estimate: £260 - £320 Sold For: £520**



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

ebay WATCH



DATE: 20th June 2021

TITLE: Corgi Toys Gift Set 40 The Avengers

SOLD FOR: £389.99

BIDS: 30

Containing red/black Bentley, original John Steed figure and white Lotus Elan S2, with original Emma Peel figure. Models are in very good to excellent original condition. Original outer box complete with all end flaps, in fair to good condition, some edge/age wear, inner display box, is in good original condition. Emma Peel's Lotus Elan is finished in white with a black interior and seats that flick forwards. The car features an opening bonnet with a chromed, detailed engine inside. With silver spun shaped wheels and suspension and intact windscreen. John Steed's figure is seated and Emma Peel's is free standing.



DATE: 24th June 2021

TITLE: Dinky Toys No 102 Joe 90 Joe's Car

SOLD FOR: £447.00

BIDS: 31

Excellent model in original, un-restored condition with no replacement parts. Very nice metallic blue paintwork with white trim, some very minor wear. Nice chrome exhausts, fully working suspension, folding wings and tail fins with working release mechanism, and working exhaust light with original bulb (still working but faint) and original red exhaust cover. Complete with original bubble box – the plastic bubble itself is original and in excellent condition, nice and clear, and there are no splits or holes. Original card display plinth is excellent.



DATE: 11th July 2021

TITLE: Matchbox by Lesney Gift Set G-2

SOLD FOR: £306.00

BIDS: 21

Transporter has a couple scratches to the stickers, but none elsewhere – overall near mint condition. VW Beetle is near mint. Thunderbird has small scratches – overall good condition. Cresta has tiny scratches – overall fairly good condition. Zodiac has a couple of scratches on the roof and on fin lines, but excellent condition otherwise. Impala has a couple of scratches on the roof, front bumper, rear bumper and fin lines – very good condition overall though. Zodiac Convertible has small/medium-sized scratches, but is in fair condition.

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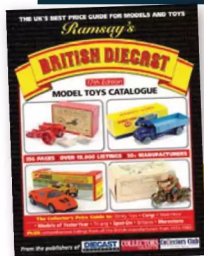
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PriceGuide

71
AUCTION
PRICES
LISTED



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

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▲ **Team Matchbox Superfast Champions Set**, K7 racing car transporter, 2x 24d Team Matchbox racing cars (1x metallic green, 1x metallic red), 2x 34d F1 racing cars (1x metallic blue, 1x orange), missing Team Surtees car sticker and badge. Excellent to near mint in good box (fair amount of felt pen graffiti), but missing shrink wrap. **£110, C&T Auctioneers, June.**



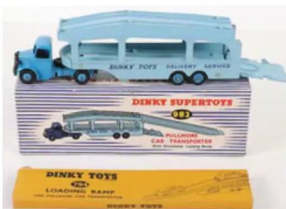
▲ **Matchbox Superfast 900 Twin Pack TP-32**, orange 1g 'Revin Rebel' Dodge Challenger with blue roof, yellow 74c Toe Joe "Hitch Hiker" with red arms. Mint in very good punched blister pack. **£95, C&T Auctioneers, June.**



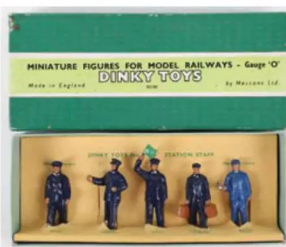
▲ **Matchbox Superfast Military Strike Force Gift Set 11**, 16 Badger Radar Truck, TP-16 Military Case Tractor, 38 Jeep, 73 Rolamatics Weasel Armoured Car, TP-15 Mercedes Truck & Trailer. Mint in excellent outer window box with excellent inner plastic tray. **£75, C&T Auctioneers, June.**



▲ **Matchbox Superfast Railway G-2 Set**, ready to assemble station, plastic track, 43 0-4-0 loco, 2x 44 passenger coaches, flat car and flat car with container. Mint in mint box. **£90, C&T Auctioneers, June.**



▲ **Dinky Toys No 982 Pullmore Car transporter and No 794 Loading Ramp**, mid-blue cab and hubs, light blue back. Excellent in very good box with packing piece and very good loading ramp box. **£60, C&T Auctioneers, June.**



▲ **Dinky Toys Miniature Figures for Model Railways 'O' Gauge No 1 Station Staff**, porter, ticket collector, guard and porter with luggage in dark blue uniform, engine driver in mid-blue. Very good in good box. **£40, C&T Auctioneers, June.**



▲ **Matchbox Speedkings K-57 Javelin "Drag Race" Pack**, red Javelin with green "Milligan's Mill" on yellow trailer. Near mint in good box. **£110, C&T Auctioneers, June.**



▲ **Sun Star No 2912 1/24 scale Routemaster RMC London Transport Bus**, Green Line livery on route 715 to Guildford. Mint in excellent to near mint box. **£140, C&T Auctioneers, June.**



▲ **Sun Star No 2923 1/24 scale "The RT series" 1947 RT402**, London Transport livery on route 10 to Abridge, Genasprin and John Bull adverts. Mint in excellent to near mint box. **£540, C&T Auctioneers, June.**



▲ **Sun Star No 2920 1/24 scale "The RT series" 1939 RT113**, London Transport livery on route 37 to Peckham, National War Bonds and Picture Post adverts. Mint in excellent to near mint box. **£120, C&T Auctioneers, June.**



▲ **Dinky Toys No 60 British Aeroplane Set**, second issue example comprising No 60a Imperial Airways Liner, No 60b D.H. Leopard Moth, No 60c Percival Gull, No 60d Low Wing Monoplane, No 60e General Monospar plus No 60f Cierva Autogiro. Very good to mint. **£900, Wallis & Wallis, June.**



▲ **Dinky Toys No 60 Aeroplane Set**, second issue comprising No 60a Imperial Airways Liner, No 60b D.H. Leopard Moth, No 60c Percival Gull, No 60d Low Wing Monoplane, No 60e General Monospar plus No 60f Cierva Autogiro. Good to mint. **£850, Wallis & Wallis, June.**



▲ **Dinky Toys No 66 Camouflaged Aeroplane Set**, war-time issue, comprising No 66a Heavy Bomber, No 66b Dive Bomber Fighter, No 66c Two Seater Fighter, No 66d Dive Bomber, No 66e Medium Bomber, all in camouflage livery, plus a silver No 66f Cierva Autogiro. Very good. **£1200, Wallis & Wallis, June.**



▲ **Dinky Toys No 65 Aeroplane Set**, comprising No 60c Douglas DC3, No 60r Empire Flying Boat, No 60v Armstrong Whitworth 'Whitley' Bomber, No 60w Clipper III Flying Boat, No 62n Junkers JU90, No 62p Armstrong Whitworth 'Ensign', No 62r de Havilland 'Albatross' Mail Liner and No 62w Imperial Airways 'Frobisher' Class Airliner. Mint almost new condition in very good light blue box with crisp and undamaged label. **£1800, Wallis & Wallis, June.**



▲ **French Dinky No 883 Military Char AMX Poseur De Pont**, in drab military green. Very good in very good box, with instruction leaflet. **£70, Wallis & Wallis, June.**



▲ **Matchbox Superfast No 14a Iso Grifo**, metallic dark blue body, clear windows, dark blue interior, bare metal base, solid 5-spoke narrow wheels with tread pattern cast. Near mint in excellent plus type F2 transitional box. **£170, Vectis, June.**



▲ **Matchbox Superfast No 15a Volkswagen Beetle**, off-white body with racing number 137 door labels and Monte Carlo Rally front bumper decal, ivory interior, bare metal base with single rear bumper, solid 5-spoke narrow wheels with tread pattern cast. Near mint in good plus type F1 transitional box. **£130, Vectis, June.**



▲ **Matchbox Superfast No 27a Mercedes 230 SL**, off-white body, red interior, bare metal base, solid small diameter 5-spoke narrow wheels. Excellent plus in near mint to mint type F3 transitional box. **£80, Vectis, June.**



▲ **Matchbox Superfast No 36a Opel Diplomat**, metallic light gold body with silver grille, chrome engine, clear windows, white interior, gloss black base, hollow small diameter 5-spoke narrow wheels. Mint in excellent box. **£60, Vectis, June.**



▲ **Matchbox Superfast No 46a Mercedes 300 SE Coupe**, metallic blue body with opening doors, clear windows, ivory interior, bare metal base, hollow 5-spoke narrow wheels without tread pattern cast. Near mint in excellent plus box. **£380, Vectis, June.**



▲ **Matchbox Superfast No 46a Mercedes 300 SE Coupe**, metallic gold body with opening doors, clear windows, ivory interior, bare metal base, solid 5-spoke narrow wheels with tread pattern cast. Excellent in excellent box. **£100, Vectis, June.**



▲ **Matchbox Superfast No 67a Volkswagen 1600 TL**, red body, clear windows, ivory interior, bare metal base, solid 5-spoke narrow wheels with tread pattern cast. Near mint to mint in excellent box. **£160, Vectis, June.**



▲ **Matchbox Superfast No 8a Ford Mustang**, white body, clear windows, red interior, gloss black base, 5-spoke wide wheels. Excellent to excellent plus in good plus type G box. **£240, Vectis, June.**



▲ **Matchbox Superfast No 8a Ford Mustang**, burnt orange body, clear windows, ivory interior, gloss black base, 5-spoke wide wheels. Excellent plus in good plus to excellent type G box. **£170, Vectis, June.**



▲ **Matchbox Superfast No 22a Pontiac GP Coupe**, metallic dark purple body without silver trim, clear windows, grey interior, gloss black base, hollow small diameter 5-spoke narrow wheels. Excellent plus in excellent type G box. **£220, Vectis, June.**



▲ **Matchbox Superfast No 29a American La France Fire Pumper Truck**, bare metal base, solid small diameter 5-spoke narrow wheels with black axle clips. Near mint in good type G box. **£120, Vectis, June.**



▲ **Matchbox Superfast No 44a GMC Refrigerator Truck**, red cab & chassis, turquoise green body, dark green windows, 4-spoke narrow wheels with black axle clips. Excellent in excellent plus to near mint type G box. **£260, Vectis, June.**



▲ **Matchbox Superfast No 53a Ford Zodiac**, lime green body, clear windows, ivory interior, bare metal base, 5-spoke wide wheels. Near mint in excellent type G box. **£120, Vectis, June.**



▲ **Matchbox Superfast No c.1970 issue 48-Car Carry Case**, containing a selection of 48 mostly early to mid-1970s issue models. Excellent in good plus carry case. **£320, Vectis, June.**



▲ **Matchbox Regular Wheels No 68b Mercedes Coach**, factory colour trial - primrose yellow body & base with closed axles, white plastic roof, clear windows, white interior with low seats, 36-tread black plastic wheels with factory spun axle ends. Good plus, unboxed. **£620, Vectis, June.**



▲ **Matchbox Regular Wheels No 34b Volkswagen Transporter Caravette Camper**, factory colour trial - blue body with bare metal opening doors, turquoise green windows, green interior & riveted base, 45-tread black plastic wheels with un-spun axle ends. Excellent plus, unboxed. **£440, Vectis, June.**



▲ **Matchbox Regular Wheels No 56b Jaguar 3.8 Saloon**, factory colour trial - green body and opening bonnet without silver trim, 36-tread black plastic wheel with unspun axle ends, turquoise green glazing unit. Good plus, unboxed. **£1200, Vectis, June.**

PRICE GUIDE



▲ French Dinky Toys No 808 Camion G.M.C. Militaire Depannage, drab military green. Very good in excellent box with insert. **£80, Wallis & Wallis, June.**



▲ French Dinky Toys No 815 Sinpar 4x4 Gendarmerie Militaire, Renault 4 in olive green, with 2 Police figures, plastic tilt, aerial and radio, with unused decal sheet. Mint in very good box. **£90, Wallis & Wallis, June.**



▲ French Dinky Toys No 24B Berline 403 Peugeot, light grey, plated ridged wheels with white tyres. Very good to excellent in very good box. **£55, Wallis & Wallis, June.**



▲ French Dinky Toys No 24F Familiale 403 Peugeot, light blue, plated ridged wheels with white tyres, period French number plates and 'F' decal to front and rear. Very good to excellent in very good box. **£55, Wallis & Wallis, June.**



▲ Dinky Toys No 101 Sunbeam Alpine Sports, cerise with cream interior, cream wheels and black tyres, with driver. Very good to excellent in very good box. **£90, Wallis & Wallis, June.**



▲ Dinky Supertoys No 60F/891 Caravelle S.E. 210 Airliner, white, silver and blue Air France livery, F-BGNY registration to wings. Very good in very good box. **£80, Wallis & Wallis, June.**



▲ Dinky Toys No 63 Mayo Composite Aircraft, both in silver with red propellers, with registrations G-ADHJ and G-ADHK. Very good in very good box. **£260, Wallis & Wallis, June.**



▲ Dinky Supertoys No 919 Guy Van Golden Shred, red, with yellow wheels and black tyres. Very good to excellent in excellent box. **£280, Wallis & Wallis, June.**



▲ Dinky Supertoys No 930 Bedford Pallet Jekta Van, yellow and orange, yellow wheels with black tyres and 3x pallets. Mint in good box, with instruction leaflet. **£240, Wallis & Wallis, June.**



▲ Dinky Toys No 31 Holland Coachcraft Van, red with gold painted trim line and off-white lettering, plated wheels with white rubber tyres. Fair to good condition, with one windscreen pillar broken and fatigue to roof front. **£180, Wallis & Wallis, June.**



▲ Dinky Supertoys No 514 Guy Van Weetabix, yellow, with yellow wheels, black tyres. Mint in very good box. **£2100, Wallis & Wallis, June.**



▲ Dinky Toys No 297 Police Vehicles Gift Set, comprising long-wheelbase Ford Transit in white and orange 'Accident Unit' livery, Austin Cooper 'S' Mini and a Ford Zodiac, both in white, 'POLICE SLOW' and 'POLICE ACCIDENT' signs and 4 cones. Very good to mint in very good box with near mint inner display plinth and 2x packing pieces. **£260, Wallis & Wallis, June.**



▲ Dinky Toys No 246 International GT Gift Set, comprising 3 sports cars - De Tomaso Mangusta 5000 in white and fluorescent pink with black interior, Ford G.T. Racing Car in metallic green, RN7 with red interior, and Dino Ferrari in metallic blue with black engine cover, RN20, yellow interior. Mint with near mint outer box and insert. **£220, Wallis & Wallis, June.**



▲ Dinky Toys shop and cinema card display for the Battle of Britain film, fold together cardboard display complete with both aircraft - No 719 Spitfire MkII and No 721 Junkers Ju 87B Stuka, complete with bomb. Excellent on excellent to near mint display unit. **£360, Wallis & Wallis, June.**



▲ Dinky Toys Gift Set No 4 Racing Cars, comprising 5 single seat racing cars - dark green No 233 Cooper-Bristol with RN6, red No 232 Alfa Romeo with RN8, dark blue/yellow No 234 Ferrari with RN5, light green No 235 H.W.M. with RN7, and red No 231 Maserati (231) with RN9. Very good to mint in fair to good box. **£480, Wallis & Wallis, June.**



▲ Corgi Toys Gift Set GS3 Batmobile & Batboat, with Whizzwheels, light blue glazing, both figures in car, none in boat, gold-painted trailer, most rockets on plastic sprue. Very good in very good box. **£300, Wallis & Wallis, June.**



▲ Corgi Toys Gift Set 32 Lotus Elite and JPS Racing Car on Transporter, in black and gold JPS livery, complete with trailer. Very good to mint in excellent box. **£45, Wallis & Wallis, June.**



▲ Corgi Toys No 1121 Chipperfields Circus Crane Truck, red with blue detailing, bare metal jib and yellow crane mount. Very good plus in good box. **£40, Sheffield Auction Gallery, July.**



▲ Corgi Toys No 1127 Simon Snorkel Fire Engine, red with figures present. Very good plus in very good picture box. **£30, Sheffield Auction Gallery, July.**



▲Corgi Toys No 483 Dodge Kew Fargo Tipper, white cab with blue back. Excellent, in excellent box. **£35, Sheffield Auction Gallery, July.**



▲Corgi Toys No 318 Lotus Elan S2, blue, rear transfer in tact - extra racing number added to boot area. Very good in excellent box. **£28, Sheffield Auction Gallery, July.**



▲Corgi Toys No 229 Chevrolet Corvair, mid-blue. Very good plus in very good box. **£25, Sheffield Auction Gallery, July.**



▲Corgi Toys No 438 Land Rover, green body with grey plastic canopy. Very good plus in very good box. **£40, Sheffield Auction Gallery, July.**



▲Dinky Toys No 954 Vega Major Luxury Coach, white with maroon and silver trim and blue interior, non-electric. Very good plus, in very good box. **£40, Sheffield Auction Gallery, July.**



▲Dinky No 974 AEC Hoyner Car Transporter, red cab and chassis with orange (lower) and yellow (upper) trailer. Excellent in very good box with instructions and wheel ramps still in packet. **£65, Sheffield Auction Gallery, July.**



▲Dinky Toys No 451 Johnston Road Sweeper, orange cab with metallic green rear body. Excellent in excellent box with inserts. **£25, Sheffield Auction Gallery, July.**



▲Dinky Toys No 255 Mersey Tunnel Police Van, Red with yellow lettering. Very good plus in very good box. **£45, Sheffield Auction Gallery, July.**



▲Dinky Toys No 142 Jaguar Mark X, blue, with luggage. Excellent in excellent box. **£45, Sheffield Auction Gallery, July.**



▲Dinky Toys No 109 Gabriel Model 'T' Ford, from The Secret Service TV show. Excellent in excellent box with all correct inserts. **£35, Sheffield Auction Gallery, July.**



▲Dinky Toys No 188 Jensen FF, yellow. Excellent in good original plastic case. **£35, Sheffield Auction Gallery, July.**



▲Dinky Toys No 131 Jaguar E-Type 2+2, bronze. Very good plus in good original plastic case. **£30, Sheffield Auction Gallery, July.**



▲Dinky Toys No 190 Monteverdi 375L, dark metallic red with Speedwheels. Very good in good original plastic case. **£30, Sheffield Auction Gallery, July.**



▲Dinky Toys No 344 Land Rover, in metallic blue with Speedwheels, silver rear body interior and engine bay, red cab interior. Excellent in excellent box. **£40, Sheffield Auction Gallery, July.**



▲Dinky Toys No 165 Ford Capri, metallic green. Excellent, with mint plastic bubble and excellent card plinth. **£40, Sheffield Auction Gallery, July.**



▲Corgi Toys early original free-standing wooden shop display case, 2x wooden flaps to rear for support, inner is finished in white with pale blue wooden shelves and "Corgi Toys" signage, missing glass front. Good, approximately 48" x 32". **£520, Vectis, July.**



▲Tri-ang Spot-on No 274 Morris 1100, pale blue, red interior, chrome front and rear bumpers, cast spun hubs, grey plastic roof rack with red and blue canoe. Good to good plus, inner carded tray is good plus, outer window box is poor. **£70, Vectis, July.**



▲Corgi Toys No 311 Ford Capri V6 3-litre, fluorescent body, black interior, red-spot wheels. Excellent plus in near mint window box. **£220, Vectis, July.**



▲Corgi Toys No 374 Jaguar E-Type, pearlescent yellow body, brown interior, black base, chrome trim, Whizzwheels. Near mint in good plus window box. **£50, Vectis, July.**



▲Corgi Toys No 202 Renault 16TS, blue body, yellow interior, chrome trim and base, grey plastic tow hook, Whizzwheels. Excellent plus in excellent plus window box. **£60, Vectis, July.**

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EVENTS

TOYFAIR TIMES

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

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

FAIRS

8 AUGUST

- **Worthing**, SRP Toy Fairs, 07739 998012 **CANCELLED**

- **Stafford**, BP Fairs, 01604 84668 or 07966527177
- **Yorkshire**, Steel Promotions, 0161 283 1255 or 0161 766 2012

15 AUGUST

- **Exeter**, Bulldog Fairs, 01373 452857
- **Bolton**, BP Fairs, 01604 84668 or 07966527177
- **Rayleigh**, SRP Toy Fairs, 07739 998012

22 AUGUST

- **Doncaster**, BP Fairs, 01604 84668 or 07966527177

5 SEPTEMBER

- **Malvern**, Bulldog Fairs, 01373 452857
- **Spalding**, J&J Fairs, 01522 880383

12 SEPTEMBER

- **Coventry**, BP Fairs, 01604 84668 or 07966527177

- **Rayleigh**, SRP Toy Fairs, 07739 998012

- **Lincolnshire**, J&J Fairs, 01522 880383

AUCTIONS

3 AUGUST

- **Newbury**, Special Auction Services, 01635 580595
- **Cheshire**, Warrington & Northwich Auctions, 01925 658833
- **Stockton-on-Tees**, Vectis, 01642 750616

9 AUGUST

- **Chester**, UK Toy & Model Auctions, 01270 652773 or 07892 870729

10 AUGUST

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

11 AUGUST

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

14 AUGUST

- **Stafford**, Hansons Auctioneers, 01889 882397

17 AUGUST

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

19 AUGUST

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

20 AUGUST

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

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

24 AUGUST

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

25 AUGUST

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

26 AUGUST

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

31 AUGUST

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

11 SEPTEMBER

- **Derby**, Hansons Auctioneers, 01889 882397
- **Kings Langley**, Excalibur Auctions, 02036 330913

14 SEPTEMBER

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

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Renault Estafette Police and Fire Vans

Andrew Ralston makes an emergency trip to France.

From the 1930s until the late '50s, the French CIJ company enjoyed a very close working relationship with Renault and, in the post-war years, this resulted in almost all the contemporary vehicles from the state-owned firm being modelled – the rear-engine 4CV and Dauphine, the larger Fregate saloon, the 1000 kg van and numerous others. One of CIJ's best efforts was its model of the Estafette delivery van, which appeared in 1961. This ingeniously incorporated the various opening doors of the original, including the sliding driver's entrance, a sliding side door and the lift-up rear section with two hinged lower doors.

Strangely, CIJ didn't fully exploit the potential of this van by issuing it in livery variations, though there is an attractive minibus version with "Hostellerie du Cheval Blanc" or "Gendarmerie" decals. However, perhaps the most complex variation came out in 1961, a police van in dark blue and white with a raised roof section (*surélevé* in French). This helped to accommodate a battery and roof light, and a cam mechanism to produce a flashing light. Unlike many such models, a battery was supplied in the box and didn't have to be purchased separately. The van can be found with or without an aerial on the cab roof, replicated by CIJ's simple but effective method of a bent pin.

The Police Estafette came in a red and blue CIJ Europarc box. This name was used from 1960 onwards in an attempt to rejuvenate the range, the idea perhaps being to hint at a wider European appeal in the era of the European Economic Community (EEC). But CIJ was unable to regain ground from

▲ CIJ Renault Estafette Police Van with raised roof and light.
Photo: Vectis Auctions



▲ Hong Kong-made fire van is clearly inspired by the CIJ.



other diecast competitors and most of the 'new' models to appear before the brand's demise in 1967 were effectively reworkings of earlier issues.

Though seen by collectors today as typically French in style, CIJ were exported to various countries, and at least one edition of the catalogue even exists in Japanese. Perhaps, then, it isn't too surprising that an example of the police van was acquired by the Hong Kong plastic toymaker Mak's and copied in a modified form. As with most of these Hong Kong toys, the van was scaled up (to about 5.5 inches in length), but it retains the flashing roof light and sliding side doors of the original, though the makers have replaced the rather complicated three-part rear entrance with a conventional two door arrangement. The Hong Kong copy exists in red with "Fire" stickers, or dark blue with "Police" stickers.

Perhaps the most interesting thing about this model is the box. Possibly with an eye to exporting the toy to the UK, Mak's did not stress the French origins of the van at all but pictured it in a London street with a backdrop of British advertisements (BP, Gordon's Gin, Max Factor) reminiscent of Piccadilly Circus. Look closely and you can even spot a London bus in the background. But the makers forgot one thing – the van still has the steering wheel on the left hand side! **DC**

◀ Opening doors follow a conventional pattern, rather than opening in three sections as on the CIJ.

Dear Editor...

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



DB4 DELIGHT

REGARDING the letter from Charles Barnett about the Aston Martin DB4 GT in the July issue, he is as good as right when he says there is no model of the DB4 GT. Spark made a 1/43 resin model in 2016, based on a real racing car, but it sold out instantly. I got the last one by seconds. Perhaps someone could be persuaded to do a road version in adequate numbers?

Brian Gower, Dorset

ED Nice grab there, Brian! Funnily enough, the car modelled by Spark that you have is, in fact, the one that I referred to in my reply to Charles – the privateer entry at Le Mans in 1959.



DINKY FODEN FACTORY ERROR?

LAST year I found an example of an uncommon Dinky model at a swapmeet in the North of France – No 504/941 Foden Mobilgas. The model had caught my attention as there was something strange about it. We all know the Foden tank lorry with the brand name along the side of the tinplate tank and the Mobilgas coat of arms (the Flying Horse) just behind the cab. But on this item this had been applied in reverse with the Flying Horse at the end of the tank. My first thought was that the whole tinplate tank had been reversed, but that is impossible – it just does not fit. And there was something else, the filler caps, which are always painted black, are red on this model. Then there is a third difference – the tank has not only the Flying Horse at the rear of the tank, but on both ends. Is this uncommon Foden a factory error and are there similar Fodens known to fellow Dinky collectors?

Berry van Essen, Holland

ED Hi Berry, many thanks for getting in touch. That is certainly a very interesting variation that you have there. This is not my area of expertise, unfortunately, so I call out to the more expertly-appointed Dinky collectors amongst us to see if we can generate some response.

MORE BRITISH WOODIES

DAVID Wright's article in the August issue was very interesting. Though he mentioned the John Day kit of the Austin Hereford, he missed out a few other 1/76 scale Woodies. Ford Squire – this appears as a 1/76 white-metal John Day kit and as a ready made from Pocketbond Classix. Both are nice models. Ford Pilot – Rod Parker produced a very nice Pilot Station Wagon as a white-metal 1/76 kit. Morris Oxford Series 2 Traveller – Rod Parker made this as a white-metal kit. It's an excellent model with finely-sculpted grille and is now being sold by Daryle Toney, who owns/runs John Day Models.

Maz Woolley, CDMC

ED Thanks Maz, some good detective work there. To be fair to David, he began by outlining the premise of the article to be a "selection", but it's always nice to be able to add information afterwards in these pages. On this subject though, I recently came across someone who posted on a diecast group on Facebook that he had been inspired by David's creation of the Foxbat in the January 2020 issue. This reminds me that I must forward the images of this person's creation onto David.



GETTING CREATIVE

PLEASE Please find attached photos of a recent project of mine. The Corgi Rover 2000 was purchased some years ago, for 20p. It had been repainted light blue, roughly, and was missing interior, windows, tyres, and lights. I have made it into a barn find/unfinished project. The blue paint was removed and a simple interior made. I was going to restore it to original condition, but have decided to leave it in the condition in the photos. I thought this might be of interest for the magazine. I am a convert from *Model Collector*, and have now taken out a subscription, owing to my local W.H. Smith being unreliable in stocking *Diecast Collector* and having to stay local at the moment.

Patrick Hogan, Beaconsfield

ED Lovely job there, Graham. The creativity and imagination of collectors never ceases to amaze me, and I love to see custom-tweaked diecasts of all ages. And shrewd move on taking out a subscription, it not only saves on shoe wear, it saves you money too. So you now have more to spend on further creations. Keep up the great work.

COACHING TIPS AND ITALIAN JOB CONTACTS

FOR collectors to make a selection for "Desert Island Diecast" is quite tough and I'm pleased to see interesting and varied choices each month. In July 2021, the Dinky Bedford VAL Duple bodied coach featured. I received one when new and found the change to large scale Spot-on type disappointing having been conditioned to smaller scales, for which the flashing indicators, steering twin front axles and odd opening boot couldn't compensate. I once hankered for a Corgi Bedford S Mobilgas Tanker when new and was offered a bigger Spot-on Shell BP by a canny retailer, but stood my ground (obviously as a child not looking at future investment potential). They say when waiting for a bus, two come at once, but not with the big VAL despite I believe there being a rare PTT version. Really it is the big Harrington Bedford VAL from Corgi that next appears in "Italian Job"

guise from the 1969 film. This was of interest to me, as once working as a surveyor in London I visited a closed camera shop, where the keyholder told me he had worked as a commercial photographer and dug out a battered book that contained the progress photos he had taken 40 years previously of the conversion works being undertaken on the coach for the film. I later bumped into Michael Caine near Piccadilly Circus, but not a lot of people know that.

Patrick Hogan, Beaconsfield

ED Fabulous, thank you for sharing, Patrick. Of course, now, I am humming the "Self Preservation Society" to myself and contemplating blowing some doors off.

FILLING IN GAPS

AS a collector of mainly British cars from the fifties through to the seventies in 1/43 scale, I still have a list of gaps in my collection to fill that I won't go into as that has been done by myself and other collectors many times before. My point today is that I am finding my choice of new product very limited in recent years. It's true that the sleeping giant that is Corgi has finally started to produce some interesting new tooling in the last year or so, but to counter that Oxford Diecast has gone almost exclusively 1/76 or smaller. I can't help but think that the Lyndon Davies connection has some influence over that to ensure that his two brands aren't in competition with each other, which is completely understandable. The likes of Minichamps, Ixo, Solido and some other foreign manufacturers do still produce a decent amount of new product, but this rarely overlaps with my chosen genre.

Resin, I hear you cry! Hmmm, I for one am not impressed. The accuracy and detailing is undoubtedly of a high standard, but over the last couple of years I've started to sell some of the small number I had added to my collection. Despite my models being stored out of direct sunlight in dust proof cabinets I got fed up with the fine detail furniture coming loose or falling off so, while I do still dabble in resin very occasionally where it's an absolute must have on my wanted list, I've been replacing some of my resins with obsolete white metal and diecast examples where I can. Even new white metal product is very limited, the Lansdowne range has pretty much ground to a halt and Crossway has sadly closed its doors for the last time. SMTS do create some impressive product, but they tend to be

quite niche, although, to its credit, it has recently introduced the Hastings Classics range inspired by Frank Jones, of which I have both of the initial castings - the Hillman Hunter and Austin Maestro. The problem with white metal models, whether obsolete or new product, is that they do come at a price, which I'm fortunate enough to be able to afford from time to time. Not all of my fellow collectors will be in the same position.

I understand the dynamics of supply and demand that manufacturers have to wrestle with and the inevitable reality that the demand for models from my era is a shrinking market, due largely to the age of potential buyers like myself. However, I can't help but observe that, with most manufacturers seemingly thinking that way, there is a gap appearing in the market. At the moment, it seems my only hope to fill some of my gaps is that Corgi will step up to the plate so that I can extend my Vanguards collection with a bit of help from SMTS and its Hastings Classics range. Are there any takers out there I wonder?

Tony Edwards, email

ED Very good points there, Tony, and this is a common cry I hear. At the moment, in the current economic climate, manufacturers are reluctant to undertake substantial tooling investments, as there is a huge backlog of models in production that have been held up for a variety of reasons. I'm hopeful that, by the end of 2022, we might begin to see the market returning more to how it was a few years ago. It will be a slow process.

NEXT MONTH

October 2021
Issue 288

Ryu Asada: Diecast Designer

Full tribute to the prolific Matchbox and Hot Wheels designer, who passed away earlier this year.



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

PLUS...

- Vauxhall Victor 60th anniversary
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- Britains centenary – part 2
- Bristol F2 fighter
- New model spotlight
- Hot Wheels Dream car
- Bizarre Batmobiles
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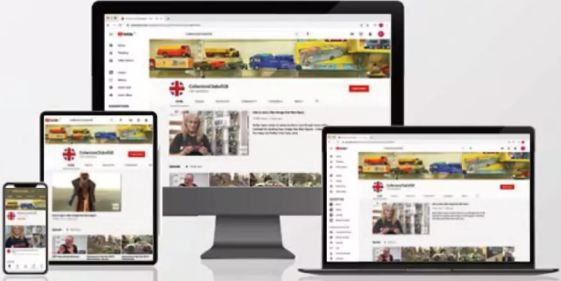
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▲ Stephen Paul Hardy.

The 1946 Fiat 1500 Gran Sport Carrozzeria Ghia:

1 As the Cabriolet - Art. 2003/A - Rosso arancio Art. 2003/B - Azzurro.

2 As the Coupé - Art.2004/A - Blu Art.2004/B - Rosso.

▼ And the oh-so-attractive set of Piaggio Vespa 98 and Vespa 98 with sidecar, also from 1946 (Art. 101). Maybe, in the end, it is this set that visually defines exactly why I find the range so appealing.

Carrozzeria Ghia is, of course, just one of many names connected with Turin's automotive industrial heritage. Many are now long established, but it is one of the modern ones that has drawn my attention – and its range of vintage style subjects manufactured in 1/76 scale.

Thanks to an introduction by Maz Woolley, via a couple of his many enjoyably, informative, posts on MAR Online, I am now besotted by the range of Italian die- and resincast models from Officina 942. All of its subjects are of Italian automobiles – many of which I know very little about. But their charismatic appeal is so high that it made me muse, in curious mood, about why. They are very colourful, simple castings with solid windows and have an intentionally retro appeal. But the attraction goes deeper than that.

Interestingly, although the Schuco Piccolo models have a valid provenance trail that gives modern ones some sort of inferred vintage validity, the range has never particularly appealed to me – similarly the Bub range. So what is it about the Officina 942 range that makes them different?

The one factor that I can quantify is that they resonate with me like Wiking models of the 1950s. What I cannot quantify is why so many of us are just so downright contrary and contradictory. As a schoolboy I longed for 1/43 scale cars that had glazing and interiors instead of the old stuff of my father's boyhood, and I got them (thank



1



2

you, Corgi). In the 1970s when I was 'collecting', it was the glazed Wikings not the "Unverglast" that I particularly sought. Currently, I revel in the increasing complexity of detail that new models are released in.

Maybe it is that fact that the range is new, fresh and a novelty to me. Maybe so many of the subjects they model – like the 1946 Fiat 1500 Cabriolet Gran Sport Carrozzeria Ghia – just have an uncluttered, evocative, appeal to my senses. Maybe it is because they engender a sort of spontaneous automotive contentment at pocket-money affordable prices. (Yes pocket money values still feature in my budgeting.) Maybe it is the age old insatiable hunger for "something new, something different" (again).

I hope this has whetted your appetite for this fabulously quirky range. If so, there will be a much longer and more comprehensive article in the November issue, by Andrew Ralston. **DC**



Simple mechanisms

Brian Gower enthuses about a big old Jag.



Let's be clear, my friends, I know very little about mechanisms in the accepted sense. I can just about grasp the workings of a wind-up watch and the most basic combustion engine, but only because I took an interest in them when I was young and appealing enough for grown-ups to explain things to me or give me books. Electricity I take on trust, the Internet is best treated with distrust – never put all your eggs in one insecure basket.

The mechanisms of which I speak are the sideways steps we sometimes take to deal with (or avoid) life's horrors. Distractions, diversions, hiding places or escape routes, tea and toast or head in a bottle, all are necessary and valid if they work for you in whatever unwelcome circumstance you find yourself. But I've not come across the following path to salvation before.

One of our notable motoring journalists, when assailed by grief, buys a car. He admits that his mother once predicted that her death would be marked by another shiny arrival in her son's garage. Judging by the number of his cars, he has experienced a considerable amount of misfortune so far.

I have wondered if there is any correlation between the size and splendour of each new acquisition and the scale of the tragic event – the gigantic American cruiser to mark the loss of a significant other, the small British sports car to indicate that his budgie has uttered its last profanity and fallen head first from its perch. Still, as I would have said to HM the Queen, given the chance, when she was dealing with the scandals generated by her offspring and the popular

▲ The stylish lines of Jaguar's Mark Ten, captured well in 1/43 scale by Ixo.



▲ The Mark Ten also featured an impressively-sized boot.



▲ Jaguar's big beauty possessed all the comfort and refinement of far more expensive luxury cars.

press: "Regrettably, Your Majesty, into each reign some life must fall."

The fact that I have recently bought a very large car does not mean that tragedy has struck nor that the various bits of disenchantment that life scatters in one's path are getting to me. No more than usual, anyway. No, pure and undying admiration for the Jaguar Mark Ten has prompted me to add it to my collection, not least because it is in 1/43 scale and produced by Ixo, a company that usually makes a good job of these things. I'm not sure how long this model has been around – I have a picture of a maroon version from a while back. I ordered this one from Keith Bradley and he casts his nets far and wide, so the model could be from three years ago or last week.

Given the size of today's fortified luxury vehicles, I'm not even sure that the Mark Ten still qualifies as large, but I was drooling over a 1973 Rover P5B Coupe and a Citroën DS21 the other day and they still felt nice and big. Wifey was very impressed by the Citroën; French, you see. Up until now, I have only had the Dinky and Corgi Mark Tens to go by, so the delivery of my new Jaguar has allowed me to compare it to other examples of 1/43 largesse. The real car was impressive at 16' 10" long with a substantial 6'4" of width – a proper six-seater and said to be quieter than a Rolls-Royce. Possessing all the comfort and refinement of far more expensive luxury cars, the big Jaguar would probably take the edge off most troubles. Of course, it's not essential to be down in the dumps to enjoy the Mark Ten, so why not buy one anyway? And please bear in mind – no-one has to die first. **DC**

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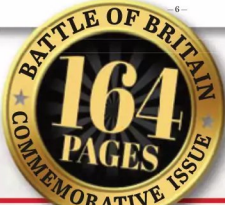
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