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info@kk-scale.de
Owner: M. a. M. Kosmann

DIECAST COLLECTOR

EDITORIAL

Publisher Claire Ingram

claire.ingram@warnersgroup.co.uk

Editor Rick Wilson

rick.wilson@warnersgroup.co.uk

Editorial Design Cathy Herron

Editorial Assistance Katy Burrows

Editorial Contributors

David Pullen, Richard Carlson, Francisco Mota,

Michael Driver, Brian Gower, Mike Pigott,

Andrew Ralston, Rick Wilson, Brian Salter,

Stephen Paul Hardy, David Wright,

David Busfield

Photography Rick Wilson

Marketing Manager

Katherine Brown Tel: 01778 395092

katherine.brown@warnersgroup.co.uk

Marketing Executive

Luke Hider Tel: 01778 395085

luke.hider@warnersgroup.co.uk

ADVERTISING

Advertising Manager

Kristina Green Tel: 01778 392096

kristina.green@warnersgroup.co.uk

Advertising Production Manager

Nicola Glossop Tel: 01778 392420

nicola.glossop@warnersgroup.co.uk

Advertising Production Assistant

Charlotte Bamford Tel: 01778 395081

charlotte.bamford@warnersgroup.co.uk

News Trade Distribution

Warners Group Distribution Ltd

Tel: 01778 391150

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CONTACT

Write to us at:

Diecast Collector, Warners Group

Publications plc, The Maltings, West Street,

Bourne, Lincolnshire PE10 9PH.

Website: www.diecast-collector.co.uk

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

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Treat yourself or a loved one with a subscription

Turn to page 14 to find out more...

News & Events

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

THE HOLIDAYS ARE COMING!



IN 1931, Coca-Cola redefined how the world experienced Christmas with the debut of the iconic, red-clothed Santa Claus in its advertising. The artwork painted by Haddon Sundblom came to define this famous gentleman the world over and create an indelible link with the Coca-Cola brand.

Haddon Sundblom's famous artwork has appeared in Coca-Cola's Christmas advertising ever since, and has been reproduced on the sides of the famous Coca-Cola Christmas truck seen both on television and in reality. In the UK, a Scania T-cabbed truck has toured the country for the last decade, decorated in the livery replicated on Corgi's 1/50 scale model.

The launch of the Corgi's 2021 model range saw the announcement of this attractive representation of the famous UK Coca-Cola Christmas truck, carrying the registration plate "SA NTA", a high-quality collectable that could be destined to become a much-loved Christmas decoration in its own right over the years to come. For anyone who has seen the real truck on which this model is based during one of its festive tour stops over the years, this will surely be an irresistible model release and, for everyone else, well, can you think of a more appropriate diecast model to serve as a Christmas gift?

Demand is expected to be very high, so get trucking on down to Corgi's website (www.corgi.co.uk) or visit your preferred retailer to place a pre-order. ■

CORGI MODEL CLUB MUSTANG HITS THE ROAD

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, making it the eighth exciting model to be reproduced in this superb retrospective series. This exciting range of 1960s retrospective releases features models that are all faithful re-toolings of popular original Corgi Toys.

No 325 Ford Mustang Fastback 2+2 Competition Model is perfectly reimagined 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.

Find out more about the new Mustang release, and to start collecting these terrific recreations, 'join' the club - for more information, go to www.corgimodelclub.com. ■



ANOTHER SUPER SAAB COMING SOON FROM DNA COLLECTIBLES

TRUE Saab aficionados and collectors of high-quality resincasts will surely be delighted to read that another exclusive and limited edition 1/18 scale Saab has been announced by DNA Collectibles. The Saab 9-3 Turbo X Sportcombi has never modelled at this scale before, so don't miss the opportunity to purchase it now!

The Saab 9-3 second generation was produced by the Swedish manufacturer between 2002 and 2011 at its famous Trollhättan factory. The special Turbo X version was presented to the public in 2008 and features a 2.8-litre V6 turbocharged engine, good for 280 hp and 400 Nm of torque.

The new release will join an already extensive collection of 1/18 scale resincast masterpieces from the popular team in Geneva. Turn to page 12 for our review of the latest Saab to go on sale from DNA and you'll see the quality in closer detail.

Priced at £162.99, the Turbo X is finished in Jet Black and is limited to just 799 pieces. Visit www.dnacollectibles.com to find out more and to pre-order. ■



DINKY BUSES BOOK

THE brand new book by Roger Bailey, titled *The English Dinky Bus & Coach* and reviewed in the October issue, can now be ordered for postal delivery. Roger was at the Sandown Toy Fair on 18th September and advised that interested buyers can now email him for further details and to place an order at dinkybusesandcoaches@gmail.com. ■



PETER LEE, 1926-2021

Tribute by Will Roe

FIRST Coventry Diecast Model Club (CDMC) President and long-standing CDMC benefactor, Peter Lee, sadly passed away earlier this year, leaving his wife and fellow model maker, Sally, and son David to mourn.

Sadly, members of the club did not hear of Peter's passing until long after the event, although it's doubtful any could have attended the private funeral, due to the pandemic restrictions. He is seen here with



The President's Trophy that he inaugurated in 1990 as an annual award in conjunction with the club's December Chop competition.

Those lucky enough to have known Peter would be the first to say he was the pure epitome of a gentleman - he would treat Queen or pauper exactly the same. He took his link with CDMC very seriously, lending his backing and support to all club ventures. For many years he supplied a cabinet as a prize in the annual December Chop competitions of the day, having a special connection with the firm of Raymond Tisdale and Company of Kenilworth. He was appointed CDMC President in 1989 and held this position until 1995, when CDMC founder, Paul Kennelly, took over the position.

Most of all, Peter was known far and wide for his skills as a brilliant model maker, ably assisted by his just as talented wife, Sally. His scale buildings of actual places have to have been seen to be believed and it must also be said how prolific these models were. No sooner than one was finished and the next was begun, involving a great deal of research and knowledge. Not just as 'one piece' items, but they were built in sections and could be taken apart, revealing even more incredible detail. They were exhibited at selected venues and shows around the country, and also filmed, often appearing on TV.

A visit to Peter and Sally's home was a special occasion to be relished and remembered long after - or until the next visit when more new models were on 'the menu'. These visits started in the lounge where, with tea and cake, you could see a preview of their latest film and you would receive a CD copy. A brief tour of Peter's workshop followed. The next part of the visit would be to see both Peter and Sally's diecast collection. Peter's speciality was buses - Sally, postal and farming. Then it was time to climb the stairs to the 'model room' which eventually became like a miniature cinema. From then it was a feast for the eyes and sometimes even the ears, it was certainly a visit to remember and better still, even to repeat when newer models would be on display. Occasionally, Peter would bring one of these models along to a club night, where members could examine these small wonders up close. In 2000, club members visited Peter and Sally's home for 'the experience' first hand.

Peter's talent and wonderful nature will be sadly missed, this tribute only scratches the surface of this very special and talented person. Rest in Peace Peter, like your models, you were a 'one off'. ■

Welcome

It's official, toy fairs are back! On Saturday 18th September, I was at Sandown for the first BP Fairs event at the popular Surrey venue since February 2020.

A day of mixed emotions, due to a little anxiety on my part at returning to a big event, it was a real thrill to be able to meet up with regular contributors, readers and fellow collectors once more. The halls were packed with all the usual sellers and there seemed to be a bit of a frenzy on the part of the bargain hunters - unleashed back into the 'wild' for the first time in far too long, it seemed. It's almost like they were making up for lost time. And yes, I include myself in that group as I didn't come away empty-handed. It all went far too quickly for my liking, though. Oh well, I'll just have to get to another one very soon.

We all have various reasons for why we collect and our inspirations cover a broad spectrum. Mine can largely be put down to toys I had as a child and gave away to charity (virtually everything I had went off to help Queen Mary's Hospital in Sidcup, Kent), racing cars I've been involved with at Le Mans and Daytona, cars our family has owned or vehicles I'd like to in the future. My latest addition to the latter category comes in the form of a Fiat 238 Weinsberg camper, but it's a slightly convoluted tale.

An email offering ex-partwork models for sale drew my attention to an old Eaglemoss series of classic Italian vans, but it was the Fiats that really caught my eye, and the 238 in particular. In trying to search for more models on ebay, I stumbled across a rather fabulous vehicle for sale. Needless to say, my diecast collecting now has me frantically saving up for the real thing! This must be the first time that I've wanted to buy a real vehicle because of the model and not the other way round. I succumb to temptation far too easily!



▲ 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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THE BOND IS STRONG BETWEEN ASTON MARTIN AND CORGI

ON August 31st 2021, the Corgi team were invited to London to attend a very special event hosted by luxury British car maker Aston Martin. Corgi Brand Executive, David Mather, was there and shares the news..

Aston Martin had brought an impressive array of vehicles for the reveal, including four screen-used vehicles from *No Time to Die* – the Aston Martin V8 Vantage first seen in *The Living Daylights*, the Aston Martin DBS driven by new 00-agent Nomi, the staggeringly aggressive looking Aston Martin Valhalla, and of course, the Aston Martin DB5, but this time in battle-damaged guise with twin Gatling guns protruding from the headlights and dark scrapes covering both sides of the bodywork. But it was the large rectangular shape hidden underneath a large black sheet that is really of interest to collectors.

Beneath that sheet was an extremely rare and expensive vehicle indeed, presented in a unique form for the public to enjoy – an Aston Martin DB5 *Goldfinger* Continuation Car worth over £2.5m, featuring an array of gadgets used onscreen by James Bond in the classic film. It was presented to the world in the way many of a certain age first encountered the car in reality – inside a giant recreation of the original Corgi Toys packaging that the iconic gold-coloured No 261 DB5 was first produced and sold in 1965.

This all nicely coincides with the imminent release by Corgi of its 261 tribute model No RT26101 in packaging that is more than a 'nod' to the original release. The new packaging has been designed from a scan of the original 261 packaging.

Back to matters at Battersea and sealed away in thick Perspex, with a custom lighting rig in the ceiling of the box, this incredible version of the Aston Martin DB5 was sited near Battersea Power station until September 30th 2021 for the public to visit and enjoy.

To get hold of your own example of the new DB5 release, go to Corgi's website (www.corgi.co.uk) or visit your preferred retailer to place a pre-order. ■



NEW MODEL ANNOUNCEMENTS FROM OXFORD DIECAST

JUST as we closed for press, Eloise at Oxford Diecast (who has just given birth to a baby girl - congratulations, Eloise!) revealed a list of the scheduled release programme for the rest of the year and announcements for the early part of next year. We will carry a comprehensive look at this in the December issue. There is a good quantity of new tooling for us to get to grips with and plenty to look forward to over the coming months.

PROPER CLUB NIGHTS ARE BACK WITH ATTENDANCE ALLOWED

AS life begins to resemble something approaching normality at last, the members of the Coventry Diecast Model Club have just held their first face-to-face meeting since early 2020. On Wednesday 1st September, social distancing measures allowed members to return to the club's usual meeting room at Coventry Airport Museum, where the theme for the night, for models to be brought along, was Vintage and Veteran (models of pre-1950 vehicles). Everyone that attended was pleased to be able to do so and thoroughly enjoyed it.

NEW RELEASES AND A NEW RANGE COMING SOON FROM STAPLES AND VINE

SERA Staples has passed on the news that four new limited edition 1/72 scale aircraft are now available to order – de Havilland Mosquito B Mk XVI (25 pieces only), de Havilland Hornet F Mk 1 (25), Fairey Barracuda Mk II (50) and Fairey Firefly Mk I (50). In addition, Sera is delighted to be able to announce a new range that has been in the planning for several years – 1/43 scale land speed record cars. The first two releases will be Sir Malcolm Campbell's 1935 Blue Bird and the mighty Mercedes-Benz T80. We will carry more details of the new aircraft and this exciting new range in the December issue. In the meantime, for more information, visit the Staples and Vine website at www.staplesandvine.com, or call 01237 459102.

ANOTHER BRISTOL TAKES FLIGHT

RIALTO MODELS is set to launch its new Bristol Blenheim 603. Named after the World War II light bomber, the Blenheim was launched in 1976 to replace the 411, it was the first major facelift since the introduction of the 406 in the late 1950s. The model will be in two colours, GM silver metallic and GM Polar sea blue, in an issue of just 100, 50 of each colour. Priced at around £135.00, depending on customs charges on entering the UK, visit the Rialto website at <https://rialtomodels.site123.me/> to find your nearest retailer.

EXQUISITE ITALIAN TEMPTATIONS

AFTER working for 20 years in the best model shop in Padua, thanks to the experience gained and the great passion for model cars, Ilario Vecchiato, took the opportunity to give free rein to his creativity. Ilario produces exclusive models, from painting commissions to full production of a model from scratch. His philosophy is to produce models that stand out for both quality and attention to detail.

IV Model Factory was born from this passion, combined with over 20 years of modelling experience. Ilario's models, faithfully reproduced down to the smallest details, now include a new line at 1/87 scale, adding to existing ranges in 1/18, 1/24 and 1/43. Models can be supplied as kits or ready built.

Pictured here are three brand new releases. Top is the Fiat 416 Urbano di Salerno single decker, then in the centre is the number 37 Alfa Romeo SVZ that took part in the 1958 Deutschland Rally. Finally, the bottom picture shows the gorgeous Fiat 645 Biscara Ferrari Scuderia Serenissima Transporter.

These three are just a small selection from the ever-growing range brought to life by Ilario's creative mind and talented hands. To find out more, and to place an order direct, visit his website at www.ivmodel.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.



CORGI'S BEAUTIFULLY-PRESENTED TRIPLE CLASSIC SET IS AN ABSOLUTE TRIUMPH

1/43 scale

CORGI

Sporting Triumph collection - Stag, Spitfire, TR6

PRICE: £82.49 each

REF NO: TC00004

www.corgi.co.uk

AFTER World War II, Triumph was in decline when, in 1945, Standard, its Coventry-based neighbour, purchased the company to utilise its pre-war reputation for fine sporting and luxury cars. Standard-Triumph, as it later became, launched the TR2 in 1953 and reaped immediate rewards.

Subsequent TR models evolved until the last 'separate-chassis' TR6, was produced in 1976. The smaller 1962 Herald-based Spitfire emulated that success until production ceased in 1980, whilst the sublime 1970

Stag was a car with the panache and performance needed to succeed in the luxury GT market. These models reflect the three families of sporting car that emerged from Triumph's Canley factory, during an era when the company were triumphant on road and track.

When announced in 1970, the Triumph Stag had everything - a mellifluous 3-litre V8 engine, film star looks by Italian styling legend Michelotti, a beautifully appointed cabin, hard or soft tops and a starring role in a James Bond film.

Parent company British Leyland were troubled though, and the Stag entered the market with an engine issue which, although it was relatively easy to solve, led to it acquiring a reputation for overheating. The Stag modelled has a manual overdrive gearbox and was built at Canley on 1st June 1974. Current owners, Kent-based Cliff and Catherine Nay, bought it in July 2019 from dealers Stone Cold Classics, and enjoy using this very attractive and cherished Stag regularly.

The Spitfire was based on the Triumph Herald and eschewed the trend of monocoque construction at the time in favour of a separate chassis. With the TR3 proving both popular and profitable, producing a smaller sports car from the Herald's components to compete with the Austin Healey Sprite was a logical step.

The resulting Spitfire debuted to great acclaim in 1962 and ceased production in 1980, by which time 314,342 had been produced. The Spitfire modelled was featured in the 1970 model year 8-page colour brochure. This brochure was only used for one year as the MkIV was launched in 1971.

The TR6 was built between 1969 and 1976 and had become the best-seller of the TR range by the time production ended, a record subsequently surpassed by the TR7. Interestingly, of the 91,850 TR6s produced, 83,480 were exported - only 8,370 were sold in the UK. The TR6 modelled is one of the first 250 made and so has 'Rostyle-look' wheel covers and the desirable 150bhp fuel injected engine. It was built on 27th January 1969 and the current owner, Northampton-



Corgi's trio of classic Triumphs make for an impressive line up and are packed with detail.

THIS MONTH'S INDEPTH REVIEWS:

8 Corgi's Sporting Triumph collection.

12 Saab 9-3 Viggen Coupe by DNA Collectibles.

13 Solido's VW T1 'Splitty' Pick-up.

16 EDITOR'S CHOICE - UAZ 469 from Whitebox.



▲ The trio are beautifully presented in a stylish, bespoke flip-up-lid box, with the extra parts stowed beneath the inner plinth.



▲ The attention to detail extends all the way to the back. The Spitfire and TR6 are displayed here in optional 'hood up' mode.

based Steve Denton, bought it in July 2009 - using it on the road straight away as it was in roadworthy condition. Steve, a trained mechanic, bought the car because the body and paint were good and he knew he could address the car's mechanical maladies - the result is a smart, reliable example.

Corgi's triple model set is a real delight, with the newly-tooled TR6 joining the established Stag and Spitfire castings.

All exquisitely replicated, the attention to detail is excellent and both the Spitfire and the TR6 comes with 'extras' - the Spitfire with a 'hood up' option, whilst the TR6 has the same, but also includes a part to replicate the hood in folded down position.

All three are beautifully presented in a stylish, bespoke flip-up-lid box, with the extra parts stowed beneath the inner plinth. A truly wonderful release for the Triumph enthusiast. **DC**



MINI GT
Land Rover Defender 110 Royal Mail Post Bus (RHD)
SCALE: 1/64 PRICE: £14.00 REF: MGT00152-R
www.clevelandsdiecast.co.uk

A truly delightful version of Mini GT's 110 casting in vibrant Royal Mail livery. Fabulously finished, it is really very well detailed too.



IXO
Ford Escort MK II #10 RAC Rally 1979 R. Brookes/P. White
SCALE: 1/43 PRICE: £43.99 REF: RAC331
www.ayrey.co.uk

Such an iconic model for rally enthusiasts - the evocative Andrews Heat for Hire livery is superbly replicated on this classic rally Escort.



BBURAGO
Ferrari Monza SP1
SCALE: 1/18 PRICE: £49.99
REF: B18-16013
www.tobar.co.uk

What a beauty! Ferrari's outrageous special is superbly modelled and features a flip-forward front, hinge-up rear deck and opening driver-side door.



IXO
1993 Freightliner FLA - black/blue
SCALE: 1/43 PRICE: £35.99
REF: TR095
www.ayrey.co.uk

Another incredible-value classic truck release from Ixo. Excellent detail throughout and a wonderful paint job, all making for a very realistic model.

New Models



IXO

Ford Granada Mk II Turnier 1.8i Ghia Metallic Grey 1978

SCALE: 1/43 **PRICE:** £26.99 **REF:** CLC362

www.ayrey.co.uk

Marvellous replica of the stylish Mk2 Granny estate, finished in a rather fetching metallic dark grey. Very good detail throughout.



BBURAGO

Mercedes-Benz AMG Gt

SCALE: 1/32 **PRICE:** £11.99

REF: B18-42023

www.tobar.co.uk

The metallic golden yellow paintwork is absolutely stunning. Features opening doors and a good body shape. Excellent value.



IXO

Citroën C3 WRC #21 WRC Rallye Sardinien 2020 P.Solberg/A.Mikkelsen

SCALE: 1/43 **PRICE:** £43.99 **REF:** RAM766

www.ayrey.co.uk

The funky looks of the C3 translate very well into rallying guise, adding to the purposeful stance. Another excellent rally replica from Ixo.



IXO

Hyundai i20 Coupe WRC #6 Sordo/Del Barrio, 3rd Rally Catalunya 2019

SCALE: 1/18 **PRICE:** £89.99 **REF:** 18RMC052C

www.ayrey.co.uk

If you like the i20 WRC in 1/43 scale, then you'll be blown away by this 1/18 version. It's a truly stunning replica for the price.



MARGE MODELS

Case IH Magnum 400 AFS Connect Series Rowtrac Tractor

SCALE: 1/32 **PRICE:** £146.99 **REF:** 2106

www.ayrey.co.uk

MarGe's well-made and detailed diecast 7th generation Rowtrac Magnum tractor features restyled bonnet and four pillar glazed cab.



GLM

1968 Pontiac Firebird 400 Convertible top down, red

SCALE: 1/43 **PRICE:** £105.00 **REF:** GLM 191001

www.glmmodels.com

Very good replica of the classic Firebird. Black interior, nicely detailed, and particularly noteworthy wheels and tyres. Also available in blue or green.



GLM

1968 Pontiac Firebird 400 Convertible top up, blue

SCALE: 1/43 **PRICE:** £105.00 **REF:** GLM 191006

www.glmmodels.com

Top up version of the Pontiac is just as impressive as the open version. Black interior and hood, and those lovely wheels again. Also in red or green.



UNIVERSAL HOBBIES

Claas Jaguar 15.000 Forage Harvester

SCALE: 1/43 **PRICE:** 129.00 €

REF: 00 0253 118 0

www.claas-group.com

This smart special edition of its well-built 800 series harvester sports the colours and branding of the 15,000th Jaguar that Claas made.



Matchbox Superfast 50a Ford Kennel Truck
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DNA'S LATEST SUMPTUOUS LARGE-SCALE SAAB OOZES STYLE AND IS A REAL QUALITY ACT

1/18 scale

DNA COLLECTIBLES

Saab 9-3 Viggen Coupé - Monte Carlo Yellow

PRICE: £150.99

REF: DNA000068

www.dnacollectibles.com

LAUNCHED in 1998, Saab followed the standard 9-3 with the special Viggen version a year later, in 1999. Designed in co-operation with the hugely successful British motorsport outfit, Tom Walkinshaw Racing, the Viggen (Thunderbolt in English), thanks to its 2.3-litre turbocharged engine with 225hp, was really fast! The Viggen name pays tribute to the Saab's 1960 Viggen jet fighter aircraft.

Improvements to the chassis and uprated brake discs added to the performance and there were very subtle changes to the car's styling and finish, both

inside and out. The whole package comes together very well indeed.

Painted in Monte Carlo Yellow, the colour was chosen by means of a poll conducted on social media – something DNA do a lot, and we think it's a superb strategy (hop over to DNA's Facebook page if you'd like to get involved). On this occasion, the votes were pretty close between three colours, so DNA decided to make them all! The other colours available are Lightning Blue and Black Metallic.

The shape of the exterior body has been superbly



▲ Saab's superbly stylish 9-3 Coupé looks even more attractive with its subtle Viggen enhancements. DNA's replica is nothing short of astonishing.

replicated and features plenty of beautifully-finished detailing. Look at the precision of the headlights! All the tiny details are there, from the bulbs inside to the small wipers. The front grille is another example, with "SAAB" integrated on the chromed central strip. Moving to the rear end, the badging and the rear lights are perfectly incorporated, with the light lenses looking incredibly realistic again. Particularly worthy of note is the very subtle special lower grille, embedded in the bumper – the work here is really lovely. Special mention is also needed for the wipers, front and rear.

As usual, DNA Collectibles has paid a lot of attention to the interior as well, produced in dark grey and black for this version. The level of detail on the dashboard, and to the instrumentation especially so, is simply mesmerising. The steering wheel, gear lever, door handles and seat belts, plus the realism of the seats truly add to the model's realism. Finally, those classic Saab five-spoke alloys and exhaust shroud finish this exquisite resincast off just perfectly.

So get yourself over to the DNA website, or visit your preferred retailer, and grab a piece of superbly stylish Swedish muscle. **DC**



◀ The lines are perfect throughout and this is a real testament to the incredible talents and vision of the team at DNA Collectibles.



KESS

1958 Ferrari 410 Superamerica Series 3 Pininfarina Coupé - red

SCALE: 1/43 PRICE: £105.00 REF: KE43056-134

www.kessmodel.com

Excellent model, with all the detail inside and out. Beige interior, again very well-detailed. A beauty, in a run of only 250.



MARGE MODELS

Claas Lexion 6900 Terra Trac Combine

SCALE: 1/32 PRICE: 189.9 €

REF: 00 0253 147 0

www.claas-group.com

Largely metal with movable steps, folding tank lids, steerable wheels and a hinged unloading auger. Supplied with Vario 930 table and matching trailer.

MAKE SURE YOU PICK UP SOLIDO'S RATHER EXCELLENT REPLICA OF A RESTORED SPLITTY

1/18 scale

SOLIDO

1950 VW T1 Pick-up - orange and white

PRICE: £49.99

REF: 1806701

www.solido.com

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

The Transporter evolved, and was completely revised periodically with variations

retrospectively referred to as versions "T1" to "T5" (a nomenclature only invented after the introduction of the front-wheel-drive T4 that replaced the T3). However, only generations T1 to T3 can be seen as directly related to the Beetle.

Solido's newly-tooled T1 is exquisite and has been released alongside a version, in blue, that comes with a rear 'tilt' cover. This version replicates a later, restored version (the blue version is of an original when it was new) and comes complete with a surfboard in moulded plastic.

The diecast body is a



▲ VW's wonderful 'Splitty', perfectly captured by Solido.

marvellous piece of modelling and it even features opening parts - both cabin doors open and the rear tailgate hinges down. Finished in a very evocative orange and white scheme, the subtle pinstriping that separates the two colours is marvellously consistent.

Attention to detail is excellent, especially at this

size and for this price, and the standard of finish is similarly impressive.

The wheels and tyres look incredibly accurate too, helping the whole model to sit 'just right' for display. So time to get your surf gear on and get down to your preferred retailer to jump on the bandwagon, or should I say "Volkswagen"? **DC**



▲ Who can resist the classic lines of VW's first Transporter design? There is just something so incredibly pleasing about them.



▲ The tailgate hinges down, held in place by retainers to either corner.



▲ Both doors open and the revealed interior is nicely appointed.



MATRIX SCALE MODELS

1958 Ferrari 500 Super fast - red

SCALE: 1/43 **PRICE:** £100.00

REF: MX 40604-053

www.matrixscalemodels.com

Lovely model - very well-finished and detailed. Inside, the seats are a darker red, and the fascia top and parcel shelf are black.



SCHUCO

Fortschritt ZT 304 Tractor - red

SCALE: 1/32 **PRICE:** 64.99 €

REF: 450782700

www.schuco.de

Well-built diecast tractor with detachable front weights, opening doors and steerable front wheels. The cab interior features good period detailing.

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IXO
Hyundai i20 Coupe WRC Grossi
Toidukaubad Viru Rally 2020
SCALE: 1/43 PRICE: £43.99 REF: RAM758

www.ayrey.co.uk

The number 8 car of Tänak and Järveoja as it appeared at the 2020 event. Another wonderful replica in Ixo's series of Hyundai's excellent i20 WRC.



BBURAGO
Ford GT Le Mans (#68)
SCALE: 1/32 PRICE: £15.99
REF: B18-41159

www.tobar.co.uk

A superb value replica and very nicely finished too, with all the correct markings for the reimagined Ford GT racer.



IXO
Škoda 130 LR Rallye Sanremo 1986
Kvaizar/Janecek
SCALE: 1/43 PRICE: £43.99 REF: RAC337

www.ayrey.co.uk

The much-loved 130 LR rally car in superbly replicated factory livery. Excellent shape and a very good level of detail.



IXO
Hyundai i20 Coupe WRC #11 Rally
Monte Carlo 2021 Neuville/Wydaeghe
SCALE: 1/43 PRICE: £43.99 REF: RAM783

www.ayrey.co.uk

And the rallying Hyundais keep coming! It's another sumptuous replica with fabulous detail. The stunning graphics are perfectly applied again.



USK SCALEMODELS
Fendt 1167 Vario MT Tractor
SCALE: 1/32 PRICE: £149.90 €
REF: X991021001000

shop.fendt.com

USK's newly-tooled model features movable tracks, opening bonnet and an opening door. It's equipped with an accurate steerable rear linkage.



SOMERVILLE MODELS
1954-5 Sunbeam Mk III Saloon - Dove
Grey over Claret
SCALE: 1/43 PRICE: £95.00 REF: SMV 918

www.promod-diecast.com

Well-made and finished in an authentic colour scheme, with mid-grey interior. The louvres on the bonnet sides are neat touches, as are the side grilles.



MATRIX SCALE MODELS
1932 Cord E-1 Limousine - dark blue
and cream.
SCALE: 1/43 PRICE: £110.00 REF: MX 50307-031

www.matrixscalemodels.com

Impressive model of this one-off prototype limousine. Very attractive in dark blue, with cream fabric-effect roof and pinstriping. Cream interior too.



SIKU
Claas Xerion 5000 Remotely
Controlled Tractor
SCALE: 1/32 PRICE: £279.99 REF: 6799

www.siku.de

Finished in black with a special 100th anniversary decal and detachable dual wheels, this special edition tractor runs from Apple or Android phones.



IXO
Porsche 911 RWB - yellow
SCALE: 1/43 **PRICE:** £35.99
REF: MOC310

www.ayrey.co.uk

The super-aggressive wide-wheel look of this RWB special really suits the classic early 911. Perfectly finished - and just look at those wheels!



CORGI
Mini Chitty Chitty Bang Bang
SCALE: FTB **PRICE:** £10.99
REF: TY87803

www.corgi.co.uk

A miniature 'fit-the-box' scale version of Corgi's marvellous Chitty, very much in the style of the original Juniors release. Complete with pull-out side wings.

UTILITARIAN UAZ BY WHITEBOX IS A DELIGHT IN DRAB GREEN

1/24 scale

WHITEBOX
UAZ-469 - green
PRICE: £30.99 **REF:** 124069

www.ayrey.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

THE Ulyanovsk Avtomobilny Zavod (Ulyanovsk Automobile Plant) factory started production in 1941 as part of the Soviet war effort. UAZ is best known for the UAZ-469 utility vehicle, modelled here, which has seen wide use as a military vehicle in the Eastern bloc and around the world.

At the beginning of the 1970s, the well-regarded, but outdated, GAZ-69 was replaced by the more

modern UAZ-469. This was developed from the UAZ-471 of 1958 (with four-wheel independent suspension, which proved too complex) and the UAZ 460. The UAZ-469 was a sturdy, but not-so-comfortable vehicle with the ability to overcome virtually any terrain, while also providing ease of maintenance.

The 4-door SUV 469 has a front-engine, four-wheel drive layout and reached legendary status, thanks to its reliability and impressive off-

road capability, even though it was not made available to the civilian market until the late 1980s, before which time it was built exclusively for police and military use, as well as heads of agricultural enterprises. A commercially available variant was produced by the Lutzk Automotive Works.

In production continuously since 1971, so it marked its 50th anniversary this year, the 469 is still proving to be a very popular choice, helped, no doubt, by its simple but robust construction.

This marvellous model by Whitebox captures the looks and stance of the 469 very well indeed. The diecast drab olive green-painted body is finished beautifully and the plastic-moulded hood looks very realistic. Through the glazing, the simple interior is well-replicated and the chunky off-road tyres mounted on the 469's functional wheels look great.

A superb and well-priced model at this growingly-popular scale. **DC**



◀ The beautifully basic styling of the lesser-known Uaz makes for a standout model.

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

Models are constantly updated and can be viewed on our website

www.diecastgems.com

Most of these models have not yet reached the website.

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

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Non Internet Users.

A small catalogue has now been produced which will offer around 250-350 models. This will be updated or changed every 2-3 months and will be sent to all purchasers automatically. This is particularly to support those who do not use the internet but is available to all on request. Latest list released June 2020. Over 100 models sold to date.

Dinky

- 133 Cunningham Racing Car A—A/B+ **£135**
- 153 Standard Vanguard Beige A—A/B+ **£230**
- 172 Studebaker Commander Lowline Fawn & Beige. A—A/A- **£240**
- 405 Universal Jeep. Rarest Colour Orange & red plastic wheels A- **£650**
- 410 Bedford End Tipper Red & Cream No windows version. A—A/A- **£210**
- 411 Bedford Truck Green A—A/B-B+ **£170**
- 412 Austin Wagon Scarce Powder Blue & Lemon Wheels A/B+ **£675**



- 413 Austin Covered Wagon Blue Cream cover & lemon wheels A/B+ **£475**
- 421 Bedford Articulated Lorry Scarce early version black wheels. A-/B-B+ **£225**
- 454 Trojan Cydrax Van Green A/B-B+ **£185**
- 471 Austin Nestle Van Red & Yellow wheels A-/B-B+ **£120**
- 504 Foden 1st Cab Two tone blue Tanker A-/A—A **£350**
- 932 Leyland Comet Wagon Two tone Blue & Blue wheels A—A/B+ **£375**
- 935 Octopus Chain Lorry Green & Grey & Red plastic Wheels. UB. A—A/U **£850**

Corgi

- 200 Ford Consul Cream A—A/A- **£325**
- 201 Austin Cambridge Silver/Metallic Green A—A/A- **£195**
- 203M Vauxhall Velox Red-Silver finals Scarce. A—A/B **£425**
- 261 James Bond 2nd Issue A--A/A **£450**
- 267 Batmobile Gloss Black. A—A/A- Early Issue. **£675**
- 275 Rover 2000TC Met Green & Brown Interior. A/A- **£195**



- 307 E Type Jaguar Gunmetal & Red roof. A/A- **£260**
- 373 VW Beetle 1200 European Police car A/A- **£145**
- 409 Ford Zephyr Motorway Police A/A- **£165**
- 414 Bedford Military Ambulance A—A **£175**
- 497 Oldsmobile Man from UNCLE Purple-Cast Wheels. Ring. A—A **£350**

Solido

A 65 piece car collection just purchased. Contact for early choice if interested.



An example of the Solido range just in

Grading guide

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

***means Unboxed**

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Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com



Wonders from Wendelstein

Ixo's 1955 Mercedes-Benz Renntransporter "Das blaue Wunder" was reviewed in the September issue. AutoCult has now modelled a predecessor, from 31 years earlier, in matching 1/43 scale, as **Stephen Paul Hardy** reports.

With so many wonderfully varied, fascinating and downright interesting subjects being released steadily and consistently each month by AutoCult it already seems overdue that I turned the Spotlight on its recent – and now latest releases. So this month a look at what should be hitting the dealer's shelves as you read this together with an update of releases from the preceding two months that should also be fresh in stock. So with that Mercedes-Benz Renntransporter of 1924 high on the agenda, let's highlight some of those releases, with the newest releases first.

MIELE K1 (1912) #01014

A really attractive veteran car model in its own right. Finished in red with white coach lining, its attraction is enhanced by an amazing backstory. It represents a car that was exported to Norway, in 1913, where it survived in original condition

▲ AutoCult's strength and attraction lies not only in quality of its products but in sort of fascinating and wonderfully varied subjects it manages to deliver in just a quarter of the year.



▲ A really attractive veteran car model – the Miele K1 of 1912.



▲ Unassuming, but an equally attractive veteran – the Horch 8/400 Tourer (1930).

until noticed by a German traveller holidaying in Norway. Aware that the car's manufacturer, Miele, had been seeking an example of its K1 for years, the holiday maker became the catalyst for its return back to Germany after negotiations between the then current Norwegian owner and Miele. The car was shipped back to Germany, in 1999, and it has resided in the Miele museum at the company's headquarters in Gütersloh since.

MAYBACH SPEZIALRENNWAGEN (1920) #02026

A startling model, the Spezialrennwagen appears to have been a virtually suicidal machine thanks to its massive water-cooled 6-cylinder four-stroke engine of over 23 litres displacement that produced an incredible 300 horsepower at only 1,200 rpm. This was mated to a very rudimentary design of body, chassis and drivetrain mechanicals – a body that, dictated by the engine, was proportionally overlong in comparison to its track width – sheer madness!



▲ Surely a contender for a model of the year award - the awesome Mercedes-Benz 15/70/100 PS Renntransporter, loaded with the 1924 Monza Grand Prix entry.

DKW GM SPEZIAL (1936) #05032

Another racing prototype-themed issue, this super little model captures the one-off experimental twin-engined DKW in great detail. The AutoCult back catalogue includes a perfect stablemate display companion in DKW Aero (1933) #04025.

MERCEDES-BENZ 15/70/100 PS RENNTRANSPORTER, MONZA (1924) #11014

Rounding off this race theme dominated quartet, comes the 'icing on the cake' release depicting the car and its transporter that enabled Mercedes-Benz to compete in the Monza Grand Prix on September 7, 1924. For Mercedes, it was the company's first participation in a Grand Prix since the end of World War I and one it prepared for diligently by constructing a purpose built transporter to ensure its race entrant arrived at Monza undamaged and ready for the track. A Mercedes '15/70/100 PS' commercial chassis was converted for the purpose as a Renntransporter and photographed at the time during construction. Just three of those photos are known to have survived and provide provenance to AutoCult's wonderful model. A few moments inspection of the pre-production sample is more than enough to show just how stunning the model will be.

The matter doesn't end with the transporter however. This issue is a double package model that includes replication also of the valuable load the transporter was designed to carry. With it lies an interesting additional attraction of the paired set which will, obviously, appeal to collectors interested in the Mercedes history, grand prix, motor racing and commercial vehicle themes. It will also be of significant appeal to collectors interested in assembling a collection demonstrating the fascinating and diverse range of vehicles designed by Ferdinand Porsche during the early years of his career. That M218 Grand Prix car, with its 2-litre engine, was one of Porsche's many designs. It was the first car that Porsche himself designed in his new capacity as the chief designer of the Daimler-Motoren-Gesellschaft and it was fitted with the first eight-



▲ Front view of the loaded Renntransporter, illustrating that the detailing is again right up to the standard we have come to expect from AutoCult.



▲ Yes, it really existed - a 1941 Swiss fire vehicle converted from a 1930 Rolls-Royce Phantom II.



▲ The fascinating 1936 experimental twin-engined DKW GM Spezial ...



▲ ... which makes a perfect display companion for the previously released 1933 DKW Aero stablemate.

cylinder engine designed for the company's road vehicles. Unfortunately, in the race, the car turned out to be problematic and very difficult to control. Count Zborowski, one of its drivers, lost his life. This car scored its greatest triumph when it won the 1926 German GP with Caracciola at the wheel. All in this is a truly wonderful little set of paired models that will, very likely, sell out pretty quickly.

JULY ANNOUNCEMENTS

A trio of widely different subjects again demonstrate AutoCult's ability to deliver delightfully differing models that still have a high degree of catalogue synergy to them. The pretty Peugeot 203 Darl'Mat DS (1953) #04031 and the Ford Gyron (1961) #06047, both in silver, make interesting contrasts with one another.

The third of the trio, resplendent in red, is the slightly intimidating purposefulness of the Mercedes-Benz 500 K "Deutschlandfahrt" (1934) #07019. A must have for Mercedes collectors and endurance motor racing buffs, this model begs to be displayed with another contemporary of similar theme and livery - the Mercedes-Benz 150H Sport-Limousine (1934) #07015 announced in the May 2019 batch of releases.

JUNE ANNOUNCEMENTS

And so finally to the third batch with another conversion model that is as charismatic as the 1924 Mercedes-Benz Renntransporter. First up is an unassuming but highly attractive Horch 8/400 Tourer (1930) #02025 that sits well in any veteran or 1930s car themed display. Second, the really interesting and bold first release of a model of an unfinished prototype study I mentioned in September's *New Model Spotlight* - Ghia changes, the Porsche 695 (1957) #06045.

Finally, one of my favourites from this batch of AutoCult releases, the Rolls-Royce Phantom II Feuerwehr (1930/1941) #06045 - the backstory to which, and its conversion to the bodywork as modelled, begs a full read on the AutoCult website, as do all the other releases highlighted here, at www.autocult-models.de. **DC**



Something new from Italy: Officina 942

Andrew Ralston examines a new range of 1/76 scale diecast and resin models from Italy, and talks to the founder, Alessandro Sannia, about the thinking behind it and his future plans.

▲ Officina 942 - a new range of simple, colourful models of Italian vehicles in 1/76 'OO' scale, in the style of toys of the past.

Turin in Northern Italy, where the headquarters of Fiat are situated, has also been the home of many famous Italian coachbuilding companies and, incidentally, is where the diecast manufacturer Mercury was founded in 1932. With such a heritage, it is not surprising that a newcomer to the Italian model car scene, called Officina 942, is also based in Turin.

Many of today's diecast models are reissues, or, more precisely, replicas of famous brands of the past and, as we saw in the May issue, Mercury is one of the latest to appear in the form of a partwork series. Officina 942 offers something rather

different. The idea is not to make exact recreations of toys of the past, but rather to capture their spirit. Thus, a whole new series of original models is being offered, created in the style of late 1940s toy cars, with solid cast bodies and no window cut-outs. These are in 1/76 scale and their appearance bears a certain resemblance to early Wiking plastic cars or, perhaps, the heavy metal Schuco-Piccolo series, though the latter have 'windows' painted in silver. While these makers naturally favoured German prototypes, the Officina series is made up of Italian subjects.

This interesting venture is the brainchild of an Italian automotive historian and model collector, Alessandro Sannia. In 2010, he founded a small publishing house called Il Cammello devoted to motoring books, particularly covering lesser-known aspects of Italian motoring history, such as the smaller coachbuilders like Carrozzeria Moretti and Carrozzeria Riva.

The name chosen for the new range of models won't mean much to English speakers, but it gives some insight into the thinking behind it. A quick look at an Italian dictionary shows that 'officina' means workshop, but what about the numbers 942? This takes us back to the 1930s, when a grandiose exhibition centre was planned in Rome to host the planned 1942 World's Fair to be held there to showcase the nation's industrial and other achievements. Construction was halted by World War II and the event was eventually cancelled. The reference to 1942 in the name of the model range is, says Alessandro, "a little historical joke – mine are the models that might have been made in Italy in the 1940s if the war had not taken place and the toy industry had developed better, as it did in the USA".

Nowadays, most model car diecasting is subcontracted to China and this is the case with Officina's 1000 series. The vehicle bodies are mounted on a cast chassis incorporating the wheels, which do not rotate. Some of the smaller items, such as the Vespa scooter, are made in Italy by a process known as 'spin casting', using a rubber mould. The 2000 series, offered in limited editions of 100 pieces, is also made in Italy, this time in resin. Assembly, finishing operations and packaging and distribution are all carried out in Italy.

The subjects chosen basically fall into two categories – the familiar and the obscure. The car that brought motoring within the reach of ordinary Italians was the Fiat 500 Topolino, introduced in 1936, and the pre- and early post-war variations (500A, 500B and 500C) have all been modelled. Naturally, the next generation 'Nuova 500' of 1957 finds a place in the range too. The late '40s Fiat 1500 saloon and 1100BLR van would also have been familiar enough on Italian roads as would the Fiat 600 Multipla of 1956, but the remainder of the range shows a preference for less obvious subjects that Alessandro discovered in the course of his publishing work on Italian coachbuilding companies. It is here that the real originality of the range lies.

Every country has had specialist coachbuilders, from the specially-bodied Citroëns by Chapron of France to the sumptuous Rolls-Royces from

Many of today's diecast models are reissues, or, more precisely, replicas of famous brands of the past and, as we saw in the May issue, Mercury is one of the latest to appear in the form of a partwork series. Officina 942 offers something rather different. The idea is not to make exact recreations of toys of the past, but rather to capture their spirit.



▲ The post-war 500C Fiat Topolino.



▲ Alfa Romeo 6C 2500 "Freccia d'Oro" (1947).



▲ Fiat 2800 Berlinetta Superleggera of 1939, one of the 2000 series made in resin.



▲ 1954 Fiat Campagnola Savio.



▲ 1957 Abarth Zagato Coupe.



▲ Garage diorama provides the final touch to a collection of Officina 942 models. The building is designed so that the boxes can be stored inside.



▲ Another forthcoming item is this Maserati, one of a group of early Formula 1 racing cars.



▲ Another unusual bus, the Alfa Romeo 85A "Freccia del Carnaro" with bodywork by Emiliana R. Orlandi (1938).



▲ 1946 Fiat 1500 Cabriolet Gran Sport by Ghia features unusual covered-in front wheels.



▲ Fiat 626 RN bus from 1939, with diecast body.

► 1946 Fiat 1100L Giardinetta Viotti 'woody' station wagon.

British companies like Hooper and Park Ward. Such cars were, of course, expensive and exclusive, but things were rather different in Italy where, in the words of motoring historian Elvio Deganello in his book *Italian Coachbuilders: The Masters of Style*, the era of the Italian coachbuilders was "a unique and unrepeatable phenomenon in automotive history". The Italian motor industry was dominated by Fiat, who mass-produced affordable cars that, out of necessity, were rather lacking in individuality. This provided an opportunity for coachbuilders to create stylish and sporty bodies with run-of-the-mill Fiat mechanicals underneath. Obviously, there were also many exotic Ferraris and Maseratis with special coachwork for wealthy customers, but there were far larger numbers of coach-built Fiat coupes and convertibles sold on the home market. In the mid-1950s some twenty different companies of this type produced about 6,000 cars a year.

It is from this aspect of Italian motoring history that Officina 942 draws inspiration. Many of the models are special bodies based on Fiats, such as the 1946 Fiat 1100L Giardinetta (station wagon) with

coachwork by Carrozzeria Viotti, a company active between 1921 and 1964. This has been produced in green or red and has a very attractive woody finish. In the same fashion, the Fiat 1400 saloon is modelled as an elongated 'President' limousine of 1951, based on bodywork by Francesco Lombardi, an Italian aviation pioneer who founded his own aircraft company, Avia. After World War II, Italy, as a defeated country, was forbidden to build aircraft, so Lombardi turned to vehicle coachwork instead.

Yet another Italian coachbuilder was Monviso, who rebodied the 600 Multipla as a light delivery van with a ribbed metal rear, a bit like the better known Citroën H van. In 1954, the Monviso workshops were taken over by Ghia, a much more famous name. In the forties, Ghia specialised in flamboyant shapes that partially concealed the front, as well as the rear wheels – sacrificing practicality to appearance, as such an arrangement caused certain difficulties for steering. These exotic cars would be exhibited at events, such as the annual concours d'elegance at the Villa d'Este on the shores of Lake Como where one of the models chosen by Officina 942, the Fiat 1500 Super Sport





▲ This 1949 Fiat 500C-based Siata Amica has proved to be particularly popular and the edition of 100 issues has sold out.

◀ Assembly process of the Siata showing the three components.

Cabriolet, was shown at the 1946 event. Moulded in resin, this has been produced in either blue or salmon pink.

The inaugural model in the resin 2000 series was a 1949 Siata Amica sports in black with red interior, produced in 100 pieces and now sold out. Siata was another Turin-based company specialising in racing car accessories and conversions, founded by Giorgio Ambrosini in 1926. Trying to expand its business, at the end of the 1930s it had started producing an elegant convertible based on the Fiat 500A, called Amica, with bodywork made by Bertone. The idea was then resumed after the war, with the Amica 49 using the engine of a Fiat 500C mounted on a platform frame made of square tubes.

These are just a selection of the models available, but by now it will be clear that much can be learnt about the history of Italian coachbuilders from the Officina 942 range. Any new product line is bound to evolve, especially as Alessandro Sannia is keen to respond to the tastes of his customers, and at the moment his models of Italian buses are proving particularly popular. The first of these was a 1939 Fiat 626 with a body split horizontally that



▲ Latest catalogue with (left) the resin Fiat 600 van with special bodywork by Monviso and (right) the familiar Fiat 600 Multipla in diecast metal.

▼ 1947 Fiat 1100S with picture box.



facilitates two-tone finishes. Then came a two-tone green Fiat 672F Filobus (that's trolleybus in Italian), as used in Rome and Turin, whose size surprised some collectors – a real one was twelve metres long and the model measures 16cm, about the length of four of the little Fiat 500 models placed end to end. The trolleybus proved so successful that all examples have been sold, and Alessandro has made it clear that re-runs of limited issues will not be made. Nevertheless, the bus theme has been expanded with a streamlined 1938 Alfa Romeo 85A with Orlandi bodywork, with another unusual subject to come, the 1938 OM Titano Gran Turismo Panoramica from Carrozzeria Varesina with twin rear axles and a raised rear deck in observation coach style. There are plenty of other ideas on the drawing board, too – Viberti's futuristic 'Golden Dolphin' coach of 1955, a Fiat 682 tractor unit that will appear with various trailers, starting with a car carrier, and a series of early Formula 1 racers will start with the Maserati 4CLT, Ferrari 125 GPC and Alfa Romeo 159.

A perennial dilemma for collectors is how to display their models effectively. Do they look best in dioramas or sitting on top of the boxes? Officina 942 has a solution to this too, and has created a novel display plinth with road markings and a garage building with a roof that cleverly lifts up so that twenty-four of the boxes can be stored inside.

Though distributed in various specialist model shops in Europe, British collectors are mostly likely to purchase these models online from officina942.it. The 1000 series cars cost 12 € and the 2000 series 15 €, with buses and the garage being more expensive. Initial reception of the Officina 942 marque has been very positive – in the words of Enrico Sardini, who runs a model shop called Tiny Cars in Milan, "they're selling like hot cakes!" Definitely a range to keep an eye on for the future. **DC**

ACKNOWLEDGEMENTS:

Many thanks to Alessandro Sannia for providing photographs and background information.

Veicoli Commerciali di Fiat



A recent partwork by Eaglemoss has provided Rick Wilson with plenty of new models to add to his 1/43 scale collection of classic small vans by Fiat.

Fiat – Fabbrica Italiana Automobili Torino (Italian Automobile Company Turin) – was founded in 1899, in Turin, Italy. The company's first commercial vehicle was launched in 1903. My focus here will be on the period following World War II up to the mid-seventies. My collection stops there as that is when the larger, boxy 242 came into the arena. From then onwards, I feel the designs can't really be referred to as vintage and, personally, the styling is too modern for me.

▲ Fiat has produced a wonderful variety of vans over the years – my collection covers the period from 1948 to the mid-1970s.

I find partworks an excellent and cheap way of filling up my collection, especially when the series is 'retired' by the publisher and the remaining models find their way to us through the network of wholesalers. In the UK, John Ayrey's was my conduit on this particular occasion, but, through the same path, they then appear through a variety of retail points, mostly at bargain prices.

Usually made by established manufacturers, such as Ixo, Norev and Eligor, to name just three, there might be a little less detail than their standard releases, but they are still great models – especially at a reduced price. The Eaglemoss series was called "Veicoli Commerciali d'Epoca" (vintage commercial vehicles), and featured a variety of makes. Thankfully, for me, a large number of these were by a certain well-known Italian company, and would bolster my collection of vans already in my possession by other manufacturers, such as Ixo, Rio and Progetto K.



FIAT 1100 ELR – 1948 TO 1953

Essentially derived from the pre-war Balilla 1100, the 1100 ELR was produced with both pick-up and van bodies. It had its roots in the pre-war, body-on-frame 508C Balilla, which was lengthened for the 508 L Furgoncino van and Camioncino flatbed.

The 1100, as a car, was produced from 1937 to 1953. Also known as the 508C or Balilla 1100, the frontal styling for the ELR was clearly taken from the pre-war cars, but was slightly updated for the 1100B, introduced in 1948 – this is the styling of the 1100 ELR modelled.

There are two to see here, both adorned by very evocative liveries – one is the famous Turin coffee company, Lavazza, and the second sports a promotional gas cylinder on its roof, bearing allegiance to Butan-Gas. They are both delightfully replicated, with some excellent detailing to the grille and running board treads.



▲ Fiat 1100 ELR.

2 Fiat 500 C.

3 Fiat 615.



▲ Fiat 750 Multipla.



▲ Fiat 1100 T.



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FIAT 500 C – 1949 TO 1955

The 500 Topolino (literally "small mouse") was one of the smallest cars in the world at the time of its production. Launched in 1936, three models were produced until 1955, all with only minor mechanical and cosmetic changes. Model A and B shared the same body, but C was introduced in 1949 with a restyled body, retaining the engine from B, and was offered in 2-door saloon, 2-door convertible saloon, 3-door estate and 2-door van versions.

The model shown here sports the famous cheese and dairy product manufacturer, Auricchio, and features a replicated pair of its interestingly-packaged products on the roof. The company is hugely proud of its heritage and even carries a photo of its beloved 500C on its website today.

FIAT 615 – 1951 TO 1953

Designed as a successor to the 1100 ELR, the larger 615 was built and sold in parallel, largely due to the poor fuel consumption of the 615. Launched at the 1951 Geneva Motor Show, the new van featured a sturdy two-axle chassis with central beam and

CLASSIC FIAT VANS

▼ Fiat 238.



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twin rear wheels, and was equipped with the four-cylinder in-line 1395 cc petrol engine that had been introduced in the Fiat 1400 car a year earlier.

Our solitary model shows the rather utilitarian styling of the 615. Nevertheless, it certainly has a more modern look when compared alongside the 1100 ELR, with a greater carrying capacity too. The cream and brown colour scheme is rather livened up by a colourful piece of artwork on the van sides.

FIAT 600 AND 750 MULTIPLA AND 600 T – 1956 TO 1967

The original MPV, Fiat's 600 Multipla could seat six people – quite an achievement for a vehicle just half a metre longer than the classic Mini. These rear-engined marvels were very imaginative in their packaging, with the fuel tank placed above the gearbox and the spare wheel located in front of the passenger seat.

The Multipla remained in production until 1967, when it was replaced by the 850 T. Fiat's 600 T van was derived from the Multipla, but featured more traditional van-style bodywork. It was later restyled to more closely resemble the new 850 T, when this was launched in 1964.

Based on the original 600 version, the Multipla model depicted here is the larger-engined 750 version, introduced in 1960. Wearing striking advertising for Abarth exhaust mufflers ("la marmitta"), it even features a sample of one on the front grille. The grille actually shows that this is a 750, without need for further investigation, because it is larger – more cooling needed for the more

3 Fiat 600 T.

4 Fiat 850 T.

▼ Fiat 242.

powerful engine. We also have a pair of the original van-bodied 600 Ts here – in Santa Clara and Mokarabia Caffè colours. The latter of these was the fifth release in the Eaglemoss series.

FIAT 1100 T – 1957 TO 1971

The Fiat 1100 T was made from 1957 as a panel van, pick-up and minibus. It was equipped with an in-line 1,089 cc engine and, in 1959, it was updated – the Fiat 1100 T2 had a more powerful 1,222 cc engine. Production continued with a steady stream of updates, until production of the 1100 T4 finally came to an end in 1971. It was larger than many of the previous vans and would run alongside production of its successor, the 238 for three years.



I technically have two models of the 1100 T, but only one is shown here as the second has only just been purchased and hasn't arrived yet – it will make a cameo appearance alongside the 238s in the next issue as a predecessor. The model shown this month is rather a striking yellow and blue promotional vehicle for Prep, and is a rather glamorous way of presenting a preparation cream – complete with packaging examples mounted on the roof.

FIAT 850 T – 1964 TO 1976

Essentially a replacement for the 600 T, the two models were produced alongside each other for the first three years of the 850 T's life and, as mentioned earlier, the 600 T took on the styling of the 850 T for this period. There was a seven-seater window version of the 850 that featured quad headlights – called the Familiare.

Two 1/43 scale 850 Ts are on show here. In a rather fetching green, the Quercetti-liveried example sits very well alongside the more workhorse-like appearance of its Messaggerie Italiane sibling.

In November 1976, the 600 T and 850 T were unified and transformed into the 900 T, a name derived from the displacement of the new engine, retaining the platform and the lines of the 850, but with a restyled front and new wheels. The 900 T was produced until 1986 and, in the UK, was also called the Citivan. I don't have a model of this later version (yet), but Norev has produced an excellent example.

FIAT 238 – 1968 TO 1983

Introduced in 1967, as the logical successor for the Fiat 1100 T, the 238 was based on the chassis of the Autobianchi Primula and had a down-tuned version of the Fiat 124's engine. The 238 was produced in many different body styles for utility and personnel transport. There are many, many models of this amazing vehicle to talk about, so I will cover this particular design, and its rear-wheel-drive sibling, the 241, fully in part two next month.

The original MPV, Fiat's 600 Multipla could seat six people - quite an achievement for a vehicle just half a metre longer than the classic Mini.

▼ The rear styling evolution of (left to right) 600 T, 850 T, 1100 T and 238.



▼ One example of each of the types in my collection. Back row (left to right): 1100 T, 238 and 242. Middle row: 600 T, 850 T and 615. Front row: 500 C, 1100 ELR and 750 Multipla.





Solido tanks - old and new

The recent release of the new range of tanks and military vehicles by Solido prompted **David Busfield** to dust off a childhood favourite for comparison.

In the 1960s there was a stunning shop that specialised in model kits, diecast models and slot cars, called Auto-Models Ltd. and it was located at 70 Finsbury Pavement, London, EC2. With regards to diecast, it stocked Dinky and Corgi, but also carried full ranges by French Dinky, Solido, Rio, Dugu, Minitanks, Roskopf, Politoys and Techno etc. This shop truly was an Aladdin's cave.

At this time, I was living in Yorkshire, but I had an auntie in London and every time I visited I went to Auto-Models. On one of these visits I purchased a Solido No 208 Russian SU 100 Tank Buster, or I should say wallet buster as, in 1968, it cost 42/- (£2.10) that, with inflation, equates to £39 in 2021. By comparison, a Dinky No 651 Centurion Tank was priced at 10/11 (60p), the equivalent today of £10.60. So we are looking at a toy that cost four times as much as the Dinky and explains why the SU 100 was the only Solido diecast that I bought. That said, I was not at all disappointed with the lovely model that I purchased.

This is a very realistic model and mine is the version that includes the "Chef de Car" (Tank Commander) in his cupola on the right hand side of the casement. The gun barrel elevation can be

▲ The new Chrysler M60A1 and the older SU100.

► The Cover of the 1968 Auto-Models Catalogue.



▲ A preserved SU 100 in Havana, Cuba.

adjusted, but there is no traverse facility. The model may be displayed with the cupola closed, with a rotating cover, or with the commander in situ and the cover opened. A radio aerial is supplied and two auxiliary fuel tanks are located on the rear of the hull. Four red stars are applied, as is the gun's number, in this case 71. The overall level of detail contained in the model is truly excellent and the paint finish is a matt military green. The most striking feature of this, and other Solido tanks of this era, is the realism of the metallic interlocking caterpillar tracks. In the 1960s these were unique to Solido and to this day they have never been bettered.

After this first version, a number of variations followed. These included a green example, carrying gun number 25 with no tank commander, a sand coloured version with markings for the Egyptian Army and a brown version with gun number 9 - all of these have the metal tracks. There are a number of more modern variants, but they sadly do not have this feature.

The SU100 was made to a scale of 1/50, whereas the new M60A1 is made to a close scale





1

1 Chrysler Defense M60A1 Main Battle Tank.

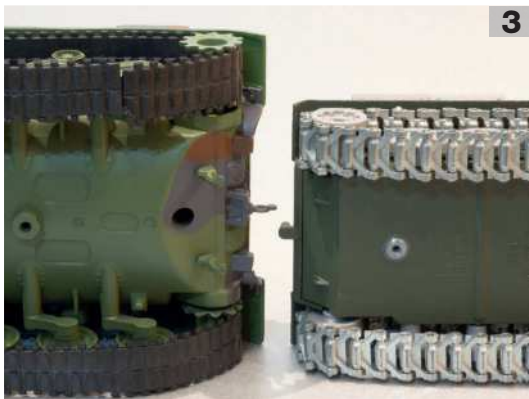
2 M60A1 rear view.

3 M60A1 and SU 100 caterpillar track comparison.

4 The boxes for the SU 100 and the M60A1.



2



3



4

After this first version, a number of variations followed.

These included a green example, carrying gun number 25 with no tank commander, a sand coloured version with markings for the Egyptian Army and a brown version with gun number 9 - all of these have the metal tracks. There are a number of more modern variants, but they sadly do not have this feature.

of 1/48. This can clearly be seen in the comparison photograph of the two vehicles showing them side-by-side.

The M60A1 is typical of modern replica models, incorporating an exquisitely high level of detail, some of which is very delicate and could be easily broken as it is made completely from resin or plastic. I can find no evidence whatsoever of anything metallic in its construction. It has the Solido catalogue number S4800501. This level of detail means that this is now very much a collectible model and no longer a child's toy. That said, it is an absolutely stunning example of the model maker's art.

It features a low profile compact turret, which has

a M19 Commanders Cupola mounted on the top of the turret. Just as on the real tank, these can be rotated individually. Other features include detailed suspension, additional protective armour plating, two radio aerials, smoke grenade launchers, twin headlights with protective guards, rear light tow hook, a stowage basket on the rear of the turret incorporating two jerry cans and a spare wheel, numerous stowage bins, plus many other fine details. Altogether a superb, and accurate, replica.

I do have a couple of reservations. The mountings for the turret and the commander's cupola are very stiff and consequently are extremely difficult to rotate. However, my main reservation is about the tracks, they are made from a very flimsy rubber and are glued together.

The SU 100 box was the typical compact style for the 1960s in yellow and black with an illustration, plus details of the model in English, French, German and Italian. The modern box is a much larger affair, containing the tank on a black plinth with a transparent window to display the model. Unfortunately, the box only contains a sticker saying: "M60 A1 TANK - GREEN CAMO", there is no mention of Chrysler or any details regarding the model, or the real vehicle information whatsoever, that information is only available on the Solido website.

In summary, these are two very different replicas that show very good manufacturing skills - one from 60 years ago and one from today - from a company that was at the top of its game many years ago and can still produce fine items.

The Russian SU 100 was introduced in 1944, with a 100mm gun mounted onto a T34 chassis. Around 1,200 were built and some remained in use for decades by many, mainly communist, countries around the world. There is a very nice preserved example outside the Cuban 'Museo De La Revolucion' (The Revolution Museum) in Havana, Cuba. This covers the exploits of Castro and Guevara in the early 1960s.

The text on the board alongside the vehicle reads: "SAU-100 auto-propelled cannon, 100mm caliber, from which Commander in Chief Fidel Castro shot US vessel 'Houston' during the mercenary invasion at Bay of Pigs in April 1961". I have read numerous accounts of the Bay of Pigs invasion on the internet, but cannot find any reference confirming the veracity of the above statement.

The American M60A1 was originally based on the M48, it carried a crew of four and had a 105mm gun. Production commenced in 1962 and continued until 1980. Quite a number were still in use in 2015. **DC**

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Desirable Duesenbergs

As a collecting theme subject, that of the awe inspiring American Duesenbergs of the 1930s has been with us for a very long time. **Stephen Paul Hardy** muses on his wishlist of such models past, present and future

▲ Matrix variations on a theme: Duesenberg SJs and JNs in an array of body styles, by Bohman & Schwartz, dating from 1935 and 1936.



▲ Head-turning 1934 Duesenberg Model J Riviera Pheasant with bodywork by Brunn and made by Matrix in both 1/43 and 1/18 scales.

Duesenberg's renowned Model J series first saw the light of day in 1928 with a public debut on December 1 at the New York Car Show. That was followed by the European launch at the 23rd Salon de l'automobile de Paris in October 1929. Designed to compete with the biggest, most powerful and luxurious European cars of the era, such as Hispano-Suiza, Isotta Fraschini, Fiat, Renault, Horch, Mercedes-Benz, and Rolls-Royce, the Model J series was advertised by the Duesenberg Company as "The World's Finest Motor Car". Backed by a very successful advertising print campaign, with images of an elegant man or woman underlined by the strap line "He/She drives a

1934 Duesenberg SJ (open) in beige and (closed) in blue, dating from the early 1970s, by Rio.



Duesenberg", the Model J attracted a status charisma that became self generating - owned (and driven) by the rich and famous, including Al Capone, Greta Garbo, Mae West, Clark Gable and various members of European royalty, including the Duke of Windsor.

Unfortunately, the introduction of the Model J on the eve of The Great Depression meant that, in reality, only 480 recorded examples were actually built in a variety of models and wheelbase lengths under a range of designations J, SJ, SSJ, JN and SJN. They came from an era when the vehicle was manufactured as an engine and chassis unit onto which a customer chose a coach-built body to her or his specification and budget. Most of the engine chassis assemblies were produced in 1929 and 1930 although, thanks mainly to the financial climate of the Depression, many of the cars built on them were finished in subsequent years. Model Js are therefore dated by the completion of the bodywork. The style of coachwork chosen by purchasers also started to reflect the shift in clientele in the early 1930s, from buyers in the traditional capitalist wealth base to the newly wealthy of Hollywood.

It is said that about half the Model Js built by Duesenberg had bodies designed by the company and built by in-house body builder LaGrande. The rest were crafted by independent coach-builders such as LeBaron, Rollston (later renamed Rollson) and Weymann in the USA, whilst European coach-builders credited as having been involved in the Model J story include Franay, Gurney Nutting, and D'Ieteren. As a company Duesenberg folded in 1937, as a legend it remains.

THE MODELS...

Over the years, a considerable number of scale model Duesenbergs have been released - the number of manufacturers competing with the list of coachbuilders involved with the real cars! They include, in no particular order Matchbox and Solido (both riding on the fashion for veteran cars that became popular from the 1960s onwards), CME,



▲ Matched pair - open and closed 1935 SJ Dual Cowl Phaetons by LaGrande / Union City Body Co.



▲ Just gorgeous - 1931 Duesenberg J SWB French True Speedsters, by Figoni.



▲ Another matched pair, this time of European descent, in the form of the 1935 Duesenberg J Cabriolet, by D'Ieteren.

Kess, Neo, Signature, Esval, Ilario, Minichamps, Rio and Matrix. Invariably in diecast 1/43, although more recently challenged by resin cast examples and also increases in the number of examples in 1/18, most tend to have been targeted at collectors. The 1/18 offerings in particular are not only large compared with models of more modern cars, but high on detail - and purchase price. Of all of them, though, my preferred choices still fall - for the past - on those by Rio and for the present and future to those by Matrix for reasons I shall explain.

... BY RIO

My first indulgence in the early series issues from Rio dates back to 1971. There really was nothing else like it on the market at the time. For decades unchallenged, it has now been surpassed by modern offerings, but my ongoing delight in its 1/43 detailing remains, to this day, as strong as it was then. I purchased the 1934 Duesenberg SJ #46 (open) in beige, in autumn 1972. By Christmas 1973, it had been joined by the companion #45 (closed) in blue. Fifty years later, I still have and appreciate them now as much as I did when I first got them.

Those #45 and #46 Duesenberg SJs were introduced into the Rio catalogue for 1970 and remained unchanged in all respects for decades. They were supplemented by a much less inspiring #86 Weymann boat-tailed version (I think) sometime in the 1980s, initially in beige/black and black/silver then later in newer black/red Rio boxes in all over red and yellow/black.

... AND BY MATRIX

With a total production of just 480 cars, the authentic representation of actual Duesenberg Model Js is effectively a finite subject area. Now, given that my infatuation with interwar American cars prompted by the Rio 1934 Duesenberg SJ Torpedo Phaeton and 1928 Lincoln Sport Phaeton, I have for some while now been keeping a watchful eye on successive Matrix releases. This to the extent that if (and it is a hypothetical "if") I were to make a wishlist for any more Model J Duesenbergs, it would undoubtedly be for the releases by Matrix - well the 1/43 ones anyway. I like that the Matrix website validates so many of its models with photos of the actual car being modelled and I like the fact that, like Rio, it produces both open and closed versions of the same model, where appropriate. It has to go without saying that I also like the detailing and quality very much.

As for which of the resin cast Matrix models I would put at the top of my hypothetical list, I would struggle to decide between the obsolete Model J Cabriolets D'Ieteren 1935, both in blue, the matched pair SJ Dual Cowl Phaeton LaGrande / Union City Body Co. 1935, the obsolete J SWB French True Speedster by Figoni 1931 in black /red and black/blue or the ever so tempting (and current) SJ Torpedo Phaeton Walker LaGrande 1929 in red and 1930 in black.

Further information can be found at www.matrixscalemodels.com or by contacting your preferred retailer. **DC**

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Corgi Juniors aircraft

Continuing his occasional series on Corgi Juniors, **Mike Pigott** looks at the aircraft models in the range.

Starting in the mid-1970s, Corgi introduced a number of aircraft models into its Juniors line. However, none of these were aeroplanes – all of the models were helicopters, except one. In fact, Corgi went helicopter-crazy in the '70s, adding a wide range of choppers in both its large and small ranges. The first helicopter was introduced in 1975, and several more followed. In this article we will attempt to avoid licensed and character toys (such as the Batcopter and Olive Oyl's Aeroplane) but this isn't easy, as some of Corgi's helicopters were introduced as movie tie-ins and did not appear in standard liveries.

AIRBUS HELICOPTER

The first aircraft in the Corgi Juniors range was quite an unusual choice – a tandem-rotor helicopter, introduced in 1975. Although given a generic name, the model loosely resembles a Boeing Vertol 107M. The arrangement of the rotor pedestals and rear sponsons was similar, although the front end and cockpit of the model were not. Despite the name 'Airbus', it was not related to the European aircraft consortium Airbus Industries. The model was cast in two vertical halves that are riveted together, but unfortunately the two rivets are very obvious on the

▲ Airbus Helicopter in orange livery.

starboard side. Underneath the main fuselage was a black plastic base with four non-rotating wheels. Clear glazing was installed with a large clear front cockpit and four passenger windows on each side. A pair of spinning three-bladed rotors was fitted to the towers, although the blades were somewhat short, but were probably made to fit the box.

An early catalogue illustration showed Airbus Helicopter in white with blue rotors, although it was not released in these colours. The first version was in bright orange with "AIRBUS" labels on each side. In 1978, the colour scheme was changed to dark metallic blue – the model was withdrawn in 1979.

Large tandem-rotor helicopters were mostly used by the military due to their ability to carry large numbers of personnel and heavy cargo. However, during the 1970s, they were also used by commercial airlines for passenger transport. The most notable example was Pan American World Airways (Pan Am), which used Boeing Vertol helicopters to transfer passengers from JFK Airport to the roof of the Pan Am building in Manhattan. British Airways also ran a fleet of twin rotor craft, mainly to outlying islands.

STING MILITARY HELICOPTER

A second helicopter was released in 1975, a two-seater army craft called Sting Military Helicopter.



The model appears to be partly based on a 1950s light helicopter from France called the Sud-Ouest Djinn, particularly in relation to its side profile. But the real Djinn had a latticework tail boom and a cockpit with open sides, unlike the model that has a fully glazed canopy and a girder-like boom. However, the engine on the model is very similar to the turbo-compressor engine on the Djinn. The Djinn had no combat capability, and was mainly used for training, observation and casualty evacuation.

As we saw in our previous article on Corgi Junior military models, in the April 2019 issue, the Sting Helicopter was painted in olive drab with the plastic components in black, and an "ARMY" label on the tail boom. However, there was another – much rarer – issue of the Sting Helicopter. In 1977, Corgi released a Coastal Rescue gift set that included six models, a coastguard building, base and figures. Three of the models were standard Corgi Juniors in exclusive colours – Range Rover Police Car in blue, Land Rover Military Ambulance in white with blue canopy, and Sting Military Helicopter in white and blue. The main fuselage, which includes the cabin, tail boom, engine and tail boom, is diecast metal and painted white. The plastic components, including the rotor blades, engine nozzle plus seats and skids, are in blue plastic. There is a "SEARCH" label on the boom. The rotors can rotate, and also fold so the model fits in the packaging.

POLICE HELICOPTER

The next chopper in the range was Police Helicopter, which would prove to be one of the most durable Corgi Juniors castings. Unlike the

- 1 Police Helicopter with red parts.
- 2 Police Helicopter with blue components.
- 3 Rare white version of Sting Helicopter.
- 4 Auto City era Police Helicopter with improved markings.

Police Helicopter in the large Corgi Toys range, which was clearly based on a Hughes 369, this was a completely generic helicopter and was probably designed to fit a standard blister pack. The main fuselage is diecast, and incorporated the cabin, tail boom, tail and rear canards. The underside of the fuselage is plastic, and includes the landing skids and cockpit seats. The cockpit window has a clear floor, and there is a semi-circular label inside the screen with various dials and gauges, representing the control panel. The main rotor is held in place by a large rivet on the top of the cabin. The blades can rotate and also fold up for storage. A separate one-piece tail rotor is clipped to the tail, and is also able to spin freely.

As the name suggests, Police Helicopter is in a police livery. It is painted white, and has a "POLICE" decal with red and blue stripes. The cockpit window is light blue-tinted. The plastic

▼ Sting Military Helicopter.





components, which comprise the base, skids, seats and rotor blades, were produced in either red or blue. A version in dark metallic blue with “New York Police” labels and white plastic parts was exclusive to a Kojak twin pack, based on the American cop show.

As was the case with most Corgi Juniors helicopters, the casting was used for two different models. In this case, it was shared with Batman’s Batcopter. The Batcopter was painted black with day-glow red plastic parts and “BATMAN” labels on the side. The top rotors differed from the Police Helicopter and had scalloped ‘bat wing’ shaped edges.

Police Helicopter was in production until 1979, but was revived in 1983 in the final days of the original Corgi company. By this stage, the casting was probably finished in whatever colours were left over in the factory, and issued without any labels. Colours released during this time include blue with red parts and red with white. After the new

5 Stromberg’s Jet Ranger.

6 Chopper Squad Jet Ranger.

7 Police Helicopter in blue New York livery from the Kojak set.

8 Jet Ranger with floats in Police livery.

▼ Goodyear Blimp.

Corgi Toys Ltd company was formed, in 1984, the helicopter was again reissued in some fairly unusual colours including red, yellow, white and green. All of these versions had clear windows and black plastic components.

After Corgi was acquired by Mattel in 1989, the helicopter was resurrected once more for the Auto City series. Several new versions were issued, now with colourful tampon printing, and some liveries being exclusive to sets. There was a police version in white and black, an ambulance chopper in white and orange, and a fire brigade helicopter in white and red. There were also some from airline-themed sets in British Airways and Lufthansa liveries.

JET RANGER HELICOPTER

The Jet Ranger is a multipurpose helicopter made by Bell Helicopters of Texas. Produced since 1966, it is one of the most common helicopters in the world. Jet Rangers are used for a wide range of duties, including as air ambulances, search and rescue, news media, and as executive transport. It is also used for army, navy, air force and coast guard operations in many countries.

Corgi introduced a model of the executive Jet Ranger in both large and small sizes in 1977, to tie in with the James Bond film *The Spy Who Loved Me*. The Juniors version of Stromberg’s Jet Ranger is a very accurate model, and better proportioned than its larger counterpart that featured a number of operating gimmicks. The Juniors model has a one-piece diecast fuselage that incorporates the cabin, tail boom, tail and tail wings. The plastic components were moulded in yellow, with the main part being the underside of the cabin, interior and skids. The



rotors are also yellow plastic, with a two-part main rotor and small tail rotor. Both rotors could spin and the top blades could fold up to fit in the packaging. The fuselage was painted black with a paper label on each side showing the villain Stromberg's 'fish' logo. This model was available in a twin-pack with James Bond's Lotus Esprit, allowing kids to re-enact the exciting chase sequence seen in the film.

In 1979, the same casting was issued with a new livery representing a helicopter seen in the follow-up Bond film, *Moonraker*. This time, the helicopter was painted white with a "Drax Enterprise" logo, and was based on a Jet Ranger used by subsequent villain Hugo Drax. The plastic parts were again moulded in yellow. This version also came in a twin pack, this time matched with the *Moonraker* Space Shuttle. The same year, the Jet Ranger casting was used for another film tie-in, for *Superman: The Movie*. It was based on the Daily Planet news chopper seen in the film, and painted red with a 'DAILY PLANET' label on the side. The plastic interior and rotors were white plastic.

Surprisingly, Corgi did not produce this model in any other liveries, and these three licensed models were the only releases. It was something of a missed opportunity, given the number of civil, public service and military versions that could have been produced.

JET RANGER WITH FLOATS

A modified version of the Jet Ranger was released in 1978, representing a version with pontoons instead of skids. Helicopters with floats were used mainly by coast guard and search/rescue operators to enable landings in seas and rivers. The Corgi Juniors model was again a licensed model, based on a surf-rescue chopper featured in the Australian adventure TV show *Chopper Squad*.

The model featured a modified base and interior component that had thick pontoons fitted in place of skids. All other parts were the same as the previous model. The *Chopper Squad* livery was metallic blue with white plastic parts and a "Surf Rescue" sticker on each side. The Jet Ranger was the only Junior-sized model from the franchise, but in the large Corgi Toys range there was a big helicopter with a working winch, and a *Chopper Squad* gift set containing a Jeep, trailer and rescue boat (as featured in the May 2011 issue).

Chopper Squad was a fairly short-lived series and after it had run its course, Corgi re-issued the model in a new (and non-licensed) livery of a police helicopter. This time it was painted white with red plastic components, adorned by a red and blue "POLICE" label on the sides. This was an extremely nice looking model that could also be found in a very attractive twin-pack with a Rover 3500 police car.

The Jet Ranger with floats was revived in 1994 for the Auto City range. This time it was painted white with a turquoise cabin, yellow interior and a strange 'R' logo tampo printed on each side.

RED CROSS HELICOPTER

Released in 1977, Red Cross Helicopter was a re-colour of the Airbus twin-rotor helicopter in a military livery. It was painted olive drab with Red Cross and "ARMY" labels on each side. Twin rotor helicopters were used more frequently by military operators than civilian ones, although they were not generally used specifically as air ambulances. Red Cross Helicopter was also available in a twin-pack with Land Rover Military Ambulance. Although this model was phased out in 1979, it was resurrected in 1995 during the Auto City era as part of a NATO gift set. In this guise it was painted beige with olive camouflage markings and NATO, rather than Red Cross, markings.

GOODYEAR BLIMP

The only realistic aircraft model in the Corgi Juniors range that wasn't a helicopter was a blimp! First released in 1980, it was based on the huge advertising blimps used by the Goodyear tyre company. The Corgi model represented one of the large fleet of Goodyear blimps as they appeared in the 1970s and '80s, which were silver with red and blue fins. These blimps had dot-matrix displays on the lower sides, and were used for advertising, particularly at American sporting events.

The Corgi model had a chrome plastic surface that was cast in two halves. These fitted over blue diecast and red plastic components. The blue metal piece comprised the gondola and the front of the four rear fins. The red part included the engines, the nose, the rear part of the tail fins and a loop protruding through the top. The loop could be used to hang the model from the ceiling with a length of cotton. On each side was a sticker with a Goodyear 'winged foot' logo, and an imitation dot-matrix screen advertising (who else?) "CORGI". The labels covered up the rivet holes on the sides of the blimp. Although the model had no base, it could stand up by balancing on the engines and rear fin. It was an interesting and original model, but presumably not very popular – it was only available for two years. **DC**

Red Cross Helicopter was a re-colour of the Airbus twin-rotor helicopter in a military livery. It was painted olive drab with Red Cross and "ARMY" labels on each side.

▼ Red Cross Helicopter.





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Jaguar - the SS Years



The iconic name of Jaguar has been a part of our motoring heritage for so long, but how did it come into being, and what were the very first cars like? **David Wright** investigates.

I don't know about you, but the more uncommon a car make and model is, then the more mysterious and interesting it seems to become! Jaguar continues to be a strong and powerful marque, with ever faster cars powered by even more powerful engines, and now the company has joined the SUV market as well. So how did it all start?

Oldest may not always be best, but sometimes it's really rewarding to look back at the origins of an automotive icon, and understand how and why it came about in the first place. Like many motoring legends, the cars that were to become the forebears of Jaguar were modest motors, but their exclusivity lay in the harmony between their constituent parts.

One day, in a shed in 1920, in the seaside town of Blackpool, two young men brought together an unbeatable combination of talents. One, an enthusiasm for motorcycles, coupled with sound business sense, and the other a designer of stylish

Inset SS car badge.

▲ Milestone Miniatures 1931 Austin Swallow tourer in blue.

1



1 Milestone Miniatures 1931 Austin Swallow saloon.

2 Milestone Miniatures G&C68 1933 SS2 Coupé cream/green.

3 DG Autocraft 1934 Airline saloon.

▼ Hornby Series Modelled Miniatures 22a.

2



3



Many have assumed that SS stood for Swallow Sidecars, but it has been suggested it may have been Standard Special. Sir John Black of Standard Triumph, however, is reported as saying that it stood for Standard Swallow.



sidecars. Together they formed the Swallow Sidecar Company in 1922 and, just five years later, the legendary Austin Seven was launched by Herbert Austin. One of the partners, Bill Lyons, saw the opportunity to use their design skills and familiarity with aluminium to create a better body for the Seven. His co-founder was William Walmsley.

The result was the introduction of the Austin Seven Swallow in 1928. The name Swallow was chosen by Bill Lyons as, even then, he considered the names of animals and birds known for their speed to give an appropriate image.

Following a move to Coventry in 1928 to expand, further Swallow treatments, both tourer and saloon bodies, were applied to Standard and Wolseley chassis. By 1931, the pair had taken delivery of a special chassis from Standard. Built only for them, this chassis was to create the SS1, complete with 2-litre engine. It had a low sleek coupé body, together with a smaller version of the SS1, known as the SS II, which survived with just a 1-litre power plant. Thus, the Swallow Coachbuilding Company was founded, and remained until 1934, when it changed its name to SS Cars Limited.

Many have assumed that SS stood for Swallow Sidecars, but it has been suggested it may have been Standard Special. Sir John Black of Standard Triumph, however, is reported as saying that it stood for Standard Swallow. Whatever the origin of the name, it seemed the right time for Bill Lyons to create the new name of SS Cars Ltd.

The SS1 tourer joined the coupés in 1933, featuring in trials competitions and proving itself a force to be reckoned with. The SS90 was the first of the open two-seat sports cars, so called as its top speed was 90 mph and was to be the forerunner of the SS100.

The SS Airline saloon was launched in 1934 and, like many other cars of the period, reflected the current fashion of streamlining and Art Deco style. Apparently William Lyons did not personally like the model, and the Airline has been attributed to William Walmsley, Lyons's original partner, who had left the Company by the end of that year. Whatever, it is the most striking of all the SS1 body styles, with many unique features, such as the twin wing-mounted spare wheels. The SS1 Airline Saloon was only in production for a period of two years, from 1934 to 1936, during which time only 624 were produced, out of the total of 4,254 SS1 cars of all types. With such a wide range of bodies on the SS1 Chassis, it can be a bit bewildering, but suffice it to say that the move towards a more rakish low slung sports car led ultimately to a major step forward in October 1935, with two all-new models.

At the London Motor Show, another name then appeared for the first time on the SS company's latest sleek and powerful 4-door saloon, that of Jaguar. So this was the SS Jaguar 2½-litre saloon, and it was lined up with the SS100 Jaguar.

The model that everyone knows, the iconic Jaguar SS100, was finally launched with huge headlamps, sweeping front wings, and low-louved bonnet. It gave a clear statement of speed and power. Just 190 SS100 cars were built.



Western Models SS1 Coupé grey and black.



Danbury Mint SS1 coupé in pewter.

In 1938, saloon and drophead production moved from coachbuilt, with wooden frames, to all steel and a 3½-litre engine was added to the range. The 2½-litre and 3½-litre cars shared the same chassis and body design.

Surely, one of the most beautiful Jaguars ever produced is the 3½ litre Fixed Head Coupé, designed by Sir William Lyons and exhibited at the 1938 Earls Court Motor Show. It more than matches the flamboyant styling reminiscent of the likes of Bugatti and Talbot Lago. At £595, it was the most expensive SS Jaguar ever made. Probably due to the outbreak of war, only one prototype was built at the Jaguar works, becoming a true icon of Jaguar history. It certainly heralded the future styling of those Jaguar cars that eventually arrived and went into production including, in 1951, the XK120 Fixed Head Coupé.

Following the disruption of wartime, the name SS was changed, in 1945, to Jaguar Cars. Thereafter, for a number of reasons, SS would no longer appear on cars that had by then become just "Jaguar". The all conquering XK120 launched a long succession of both sports and luxury saloons, heralding the catchphrase, "Grace, Space and Pace". But that, everyone knows, is another story altogether!

SWALLOW MODELS

It can be very challenging collecting model Jaguars, as there are so many, and even the SS years have generated quite a range of different miniatures of



▲ Milestone Miniatures SS1 Coupé.



▲ Danbury Mint Airline Saloon.



▲ Motorkits Airline saloon.

▼ Left to right – DG Models, Danbury Mint and Motorkits for comparison.

this important era. While the white metal specialists have covered these early years well, SS also feature in the Dinky Toys and Matchbox ranges, alongside Franklin Mint.

The Jaguar World range of white metal handbuilt models from Gems and Cobwebs, produced by Milestone Miniatures, provide a comprehensive range of Jaguar models. The Austin Swallow is wonderfully reproduced in blue with a dark blue interior, in tourer form. Also in this range is the saloon in the very unusual bright colours of maroon and cream. The art deco paint scheme, chrome plated grille, heavy split screen and delicate wire wheels are all splendidly displayed.

SS1 AND SS2 COUPÉ AND TOURER MODELS

Those early chassis from Standard and Wolseley gave birth to the 1932/33 SS1 coupé, modelled by Milestone Miniatures to an exceptional standard, with neat 2-tone maroon and black paintwork, and sensitively chromed bumpers.

Western Models also made the coupé, an SS1, to an excellent standard for the day, seen here in grey and black. In my view, Milestone Miniatures probably just pip Western on detail with its SS1 coupé on overall stance and proportions. A rank outsider comes in here in the form of Danbury Mint, who created a very acceptable coupé in pewter as part of its Jaguar series.

The Shorter bonnetted SS2 is featured well in the





Milestone Miniatures range, as G&C 33, in stunning cream and green, with detailed chrome plating, but perhaps a little too large an area of the radiator grille surround. One model the author has found, which is of unknown make, appears also to be a model of the SS2 coupé, as it too displays a shorter bonnet. Made in resin, do any readers know of its origins?

Dropheads of this model appeared in the early Gems and Cobwebs range, with hood down, and also that of Western Models, again detailed white metal miniatures, with hood up, both with sidescreens, and without them to let the fresh air in.

For pure toy value, we must include the Hornby Series 22a sports car, of which a replica is seen here in blue and cream. It is listed as made between 1933 and 1935, contemporary with the real cars. This is believed to be modelled on the SS1 coupé. A similar crudely made toy, possibly a copy was made by Dyson, and appears here in yellow.

AIRLINE MODELS

Moving to the 1934 – 1936 Airline introduction, the DG Models version was styled after the Dinky 24 series cars, and used a 1935/1936 Dinky-style 'criss-cross' chassis. In 2-tone blue, it captures both the simple, slender style of those early Dinkies, and the beauty of the Airline body. As with Dinky, it is a two-piece casting, held together by pinched axles, Dinky style plated radiator/bumper/headlights, and plated smooth hub wheels.

For our next Airline, we turn again to Danbury Mint – it has featured some unusual subjects in its smaller model ranges. These display models are pretty solid lumps, but show full interior detail. The Airline showing the two covered spares is recorded as a 1935 model and exudes a charm of its own.

It's thanks to Motorkits, of Horsham, for the best of the early Airline models, as it is created from castings of remarkable detail for their age. The base announces this as a 1934 Airline. The two spares are carried in full covers, and the driver's window is wound halfway down, revealing a maroon interior. Full glazing is present to the rest of the car. All three

4 Unknown 1933 SS2 coupé.

5 Gems & Cobwebs SS1 tourer.

6 Western Models SS1 tourer red, without sidescreens.

7 Altaya Partworks 1935 Airline saloon.

8 GFCC SS1 Airline saloon.

9 Gems & Cobwebs 1935 Airline saloon.



▲ Franklin Mint SS100 sports cream with a Dinky 38f for comparison.



▲ Dinky Toy 38f SS100 restored in red with maroon upholstery.



▲ Dinky Toy 38f SS100 rare special re-issue in silver.

of these lovely models are displayed together here.

Altaya partworks also delivered a very presentable Airline in cream, with very smart painted wire wheels, excellent detail, chrome-plated parts and a closed folding roof. Much more recently, a Chinese company, GFCC, made an interesting choice for its launch model – the SS1 Airline in a range of different colours, including green, red, cream and black, the example displayed here being maroon. In a Dinky Toys style of manufacture, as a diecast, it is a good model, with spun alloy wheels.

Finally, Gems and Cobwebs featured the Airline in its range of Jaguar cars. It's a traditional white metal handbuilt model, suitably embellished with chrome in all the right places and showing off white wall tyres. DSM, a maker not known to me, has also been selling Airline models on eBay, apparently handmade, but it may be a super-detailed and repainted partwork model.

SS 100 JAGUAR

This was the breakthrough into the big time, and model makers the world over have rushed to create miniatures of this iconic car. I don't claim to cover all SS100s here, but let's start with the Franklin Mint rendering, in 1/24 scale. It's a little short and stubby, with misshapen rear wheel arches that do not contain the rear wheels well, but it does display many detailed features very accurately, such as the opening doors. That excellent piano hinged bonnet reveals good engine detail. Red painted brake drums and the starting handle behind the seats show really fine attention to detail, whilst the steering gives it good play value. It is photographed alongside the Dinky Toys 38f for comparison.

In traditional diecast 1/43, you can't get much more accurate than the Solido item, made in France. This was sold in green, two-tone cream/red, and also a gold special for the Jaguar Drivers Club. Its huge headlamps are sufficiently imposing to be just right, and the bonnet retaining strap an impressive detail. The leaping cat on the badge bar is a nice touch, if of doubtful authenticity.



A little smaller, and much loved by all Dinky collectors, is Dinky Toys 38f, introduced in 1940, in various colour combinations of body and interior. The casting, with tin baseplate, first produced so early in Dinky's history, is really a fine one. The bonnet may be a little wide, and the spare is cast in, but the headlamps impose as they should. The horns are an unexpected detail so early, and the rear wheels fill the arches perfectly. It had a production run of 15 years, the last five of which were for export only, an example of which is pictured here with the Franklin Mint example. Thanks to Michael Driver, Chairman of the DTCA, a hitherto unknown re-issue was discovered by him in April 2007, at an auction in France.

In the early 1960s, Jaguar's External Relations Director, Andrew Whyte had begun collecting Jaguar models, often exchanging them with a French collector Michel Cognet. Andrew proposed to Meccano that 38f be resurrected, which was agreed, but after some 20 models had been cast, problems occurred with the dies, and the project was shelved. The models were given to directors and senior staff, and Michael was lucky enough to obtain Michel's example at the auction in 2007. It is a privilege to be able to illustrate it here, thanks to Michael.

The Matchbox Models of Yesteryear Y1 SS100, listed as 1/38 scale, was introduced in 1977, and is of similar two-piece casting, with plastic plated parts, and started out life in a cream livery. Whilst not quite as crisp a casting as the Solido, and sporting the standard Yesteryear wheels that were used for vans, it's still of good proportions. Such was the enduring popularity of the car, that it remained listed in the range until 1994, a total of some 17 years, painted in a wide range of colours, including steel grey, green and blue.

In the Matchbox 1-75 Superfast range, MB 47f, introduced in 1982, was a SS100. Its base declares it to be 1/50 scale. Red or green, and combinations of these colours can be found, and if you're a Jaguar fan, even one of these is a must!

Spark's release of the SS100 is a landmark, in that it is astonishingly accurate. The proportions of the body, the size and thickness of the screen, and overall the smoothness of the styling are captured really well. This one seen here, in dark blue, is particularly alluring.

THE BIRTH OF THE SALOON, AND THE SPECIAL ONE

Although this article has appeared devoted to sporting cars, we mustn't forget that, in 1935, SS Cars presented its first full 4-seat saloon to the world – the 2½ litre saloon. Oxford Diecast launched a lovely model, in a range of colours. Its painted wire wheels with chrome spinners are delightful, the chrome display up front is a masterpiece and, with separate wipers and door handles, it rivals many of the more handmade models.

And so to the finale – the Fixed Head 3½ litre SS100 coupé. Milestone Miniatures was the first to model the 1938 coupé and, while it was in the earlier days of white metal, it is a very acceptable model. The Spark version shows how resin model making has transcended white metal for definition and cleanliness of lines. Rialto Models, of the Netherlands, also offers the 3½ litre one-off SS Jaguar with coachwork by Swiss coachbuilder Graber, a masterpiece of 3D printing.

So there we have it, a romp through the twists and turns of the developing SS Car Company, culminating in its creation of the name Jaguar. This launched the cars we know so well to the wider world, and it seems the company has never looked back – it's always good to remember where it all started though. **DC**

10 Oxford Diecast JS006 SS Jaguar 2½ litre saloon in dark blue.

11 Solido SS100 sports green.

12 Spark 1938 SS1 3½ litre FHC.

13 Spark SS100 Sports blue.



▲ Matchbox models of Yesteryear Y1, cream and Superfast MB 47f.



▲ Milestone Miniatures 1938 3½ litre FHC.



▲ Rialto Models 1938 3½ litre FHC by Graber.



▲ DSM Airline saloon.

ACKNOWLEDGEMENTS!

- *British Sporting Cars in Miniature* – the author's tome on the subject, with 23 pages devoted to Jaguar, of which four are on the SS years.
- Robert Newson for his excellent image and model of the Dyson copy of the Dinky SS1 coupé.
- Michael Driver for his information on the re-issue of Dinky Toys 38f.

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Workbench

Rick Wilson continues his new regular monthly section sharing current project progress.

I've been playing around with restoring old diecasts since my early teens. 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 some other projects along the way.

■ SUPERFAST RECOVERY

Last month, I'd got to the stage of stripping the bodies, using a caustic soda solution. Removed and washed in cold water, I then buffed the surface with some 0000 gauge steel wool to really make the bodies shine.

Then choose a suitable primer for the final colour and spray very thinly, usually one coat of primer and two of top coat. Now it's time to reassemble, replacing any window units or other missing/broken parts – Steve Flowers Model Supplies is my 'go to' here.

The photo of the stripped bodies shows six models, although we're only focusing on three of them here (I quite often work on more than one project at a time when it comes to stripping so that I maximise the use of the stripping solution). The Ford Zodiac was a straight repaint of a very tired original, and the tanker just needed a rear body respray and some replacement "BP" stickers. I chose to make my own, using Photoshop and my trusty Epson EcoTank printer.

The Lamborghini Marzal was a bit more work as I wanted to replicate the real car (only one was ever made). It was painted silver with a slightly space-age chrome-look interior. An easy

▲ Superfasts reborn – No 53 Ford Zodiac, No 20 Lamborghini Marzal and No 32 Petrol Tanker.



▲ A batch of six Superfasts stripped, buffed and ready for repainting.

thing to rectify apart from the fact that Lesney always produced the window unit with an orangey/amber tint. To fully replicate the real car this obviously needs to be clear to replicate glass. Thanks to a Facebook conversation with Dean Benton, a fellow Lesney restorer/customiser, I found out that Steve Flowers Model Supplies produces these to special order.

■ CORGI CLASSICS MONKEEMOBILE UPGRADE

One particular childhood favourite, which has been lurking towards the bottom of the project box for some time now, is a Corgi Toys No 277 Monkeemobile. The TV show was one of my favourites as a youngster and the car has always fascinated me.

I picked up a mint condition Corgi Classics re-release a few years back for just a few pounds. Issued in 2001 as No CC52405, it turns out that it is an almost identical casting to the original, but this one has a screwed on base. The only things obviously missing were the four figures. Hang on a minute, if the castings are identical, then surely a swap would work?

Taking both apart revealed that the only real difference to the interior was that the moulded plastic unit lacked the locating holes to secure our heroes. Rather than drill the new interior, I simply swapped them over and I now have a minter on display.

■ FIAT 238 PARTWORK CODE 3

To coincide with my article, in this issue, on the vintage Fiat light vans, I bought a few extra models to have



■ IXO COLLECTIONS 1/8 SCALE PORSCHE 917KH PARTWORK KIT



▲ The 2001 re-release by Corgi Classics is almost identical to the original No 277 Corgi Toys version.



▲ Corgi Classics Monkeemobile in component form, with original No 277 interior with figures.



▲ Two examples of a partwork Fiat 238, by Ixo - one still complete and another broken down (carefully) into component form, ready for stripping.

a little play with. The Fiat 238 is my favourite classic commercial vehicle, to the point where I'm actively hunting for a real example to bring home one day. For now though, diecasts are filling the void – fifteen of them, in fact (as you'll find out in part 2 of the article, in the December issue). I don't think I have enough though, so it's Code 3 time.

The photo shows two examples, one still complete and another broken down (carefully) into component form, ready for stripping. I'm still deciding on the livery and hopefully I can reveal it in the next issue. **DC**

Another month, and another batch of parts has arrived. I'm hugely impressed by the service here and, despite the current problems with imports, it's all taken care of in France and there is nothing to pay on arrival.

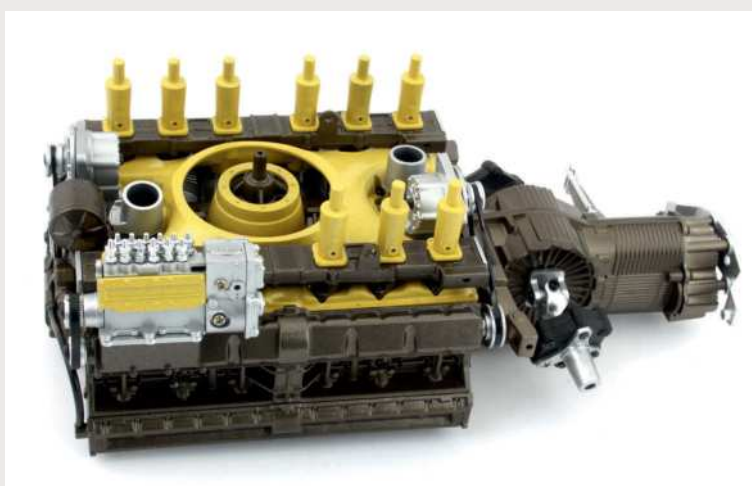
For this report, parts 9 to 16 brought more components for the mighty flat-12 engine. A mix of diecast and plastic parts, the detail is stunning and everything went together perfectly. One aspect I really appreciate is that for each step, there always seems to be an extra screw – always handy in case one escapes my grip and heads carpetwards.

What you see in the second image is where we are now, with the engine not far off being finished – even the pulleys rotate and belts work. At about 20cm x 10cm, it's a hefty unit and gives a good idea of the size and weight of the finished model. It shouldn't be too long before we get to incorporate the body panels and other parts that have been assembled and set aside for now. I'm also very excited to receive the 1/8 scale figurine of Steve McQueen in due course too!

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.



▲ This month's batch of parts for the 1/8 scale Ixo Collections Porsche 917 build.



▲ Parts 9 to 16 have all gone onto the mighty flat-12 engine block – loving the detail!



Legacy of a diecast legend

Matchbox and Hot Wheels design guru, Ryu Asada, passed away in March this year. Rick Wilson concludes his two-part tribute to one of his absolute heroes of the diecast world.

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

We covered Ryu's Matchbox and early Hot Wheels years in part 1, in the October issue. So now, we finish the journey – from his 2018 Hot Wheels releases, right up to the present day. A few of Ryu's designs are still in production, so his work will continue to surprise us well into next year too.

HOT WHEELS – 2018

Ryu added seventeen new designs to the Hot Wheels range in 2018, featuring the usual mix of both real and fantasy vehicles. Of the latter type, we have three shown here, and the trio certainly have some interesting things to note.

Airruption, a sort of fighter jet on wheels,

▲ A small sample of some of Ryu's later Hot Wheels designs, released between 2018 and 2021.



▲ Porsche 918 Spyder, a 2018 design, in Quarter Mile Finals mini-series special packaging.

features wings that swing out. The lines are very aerodynamic, as you might expect, and it certainly looks fast – which reminds me, I need to give it a run on my track to test that theory out. Buns of Steel is a 'tooned' (cartoon/tuned) delivery truck with a massive burger and fries as its payload – the burger sits on the flatbed, but the fries are in a carton that appears to form the cab – I bet the youngsters love this one. Skull Shaker, a highly customised hot rod, complete with flame graphics on the side on the version I have, has a special feature that tilts the head side-to-side as the vehicle rolls along, operated by a tab on a rear wheel.

Moving onto the real cars we have photographed, '71 Porsche 911 can be seen in Magnus Walker and German police colours, then we have '85 Honda City Turbo II, 2016 BMW M2, Lamborghini Countach Pace Car, Nissan Skyline GT-R R33 and Porsche 918 Spyder – the latter when it appeared in the Quarter Mile Finals mini-series.

Models released in 2018, but not shown, were '82



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Nissan Skyline R30, '16 Cadillac ATS-V R, '17 Audi RS6 Avant, Bogzilla, Bubble Matic, Cyber Speeder, McLaren 720S and Rising Heat.

HOT WHEELS – 2019

Eighteen new designs would enter the 2019 range from Ryu's desk, another bumper year. Again it was a good mix of real cars with a few imaginaries representing 'creative thinking'.

Starting again with the imaginary side of things, Heavy Hitcher is a stylised, custom recovery truck, with a jib and hook arrangement that moves up and down, allowing for the broken down vehicle to be picked up and towed away. Runway Res-Q is a futuristic airport emergency vehicle, but is a little too plasticky for my taste, although it does have a sturdy diecast base. In terms of fantasy cars, Rodger Dodger 2.0, as its names suggests, is a re-imagining of an original 1974 Larry Wood design called Rodger Dodger. The original was based heavily on a '73 Dodge Charger, and there have certainly been a few styling cues taken on this new version, with its huge twin-engined set up.

In terms of real vehicles, 2019 is a bumper year, with the majority of new Ryu designs fitting into this category. Ranging from reasonably run-of-the-mill road cars to out and out supercars, there is

1 A bundle of 2018 fantasy releases - Skull Shaker, Buns of Steel (two versions) and Airtup (three).

2 Two versions of '71 Porsche 911, a 2018 design.

3 Stylish road cars from 2019 - Top: Audi RS 5 Coupe and '19 Mercedes-Benz A-Class. Bottom: McLaren Senna (Quarter Mile Finals yellow and standard blue), Aston Martin Vulcan and '16 Lamborghini Centenario Roadster.



▲ A quartet of 2018 designs in red. Top: Lamborghini Countach Pace Car and 2016 BMW M2. Bottom: Nissan Skyline GT-R and '85 Honda City Turbo II.

plenty to excite and tempt here.

Running in no particular order, models photographed here are '88 Honda CR-X, McLaren Senna, 2018 Honda Civic Type R, Custom '18 Ford Mustang GT, '91 Mazda MX-5 Miata, 2019 Mercedes-Benz A Class, '16 Lamborghini Centenario Roadster, Audi RS 5 Coupé, Aston Martin Vulcan and Jaguar XE SV Project 8.

The only examples of 2019 models missing from the photographs are Slide Kick, '96 Porsche Carrera, Chrysler Pacifica, '16 Bugatti Chiron and Tesla Model 3. The latter seems to demand quite a premium on ebay at the moment, so I'll keep watching to hopefully pick up a bargain one day.

HOT WHEELS – 2020

This proved to be a massive year in terms of designs by Ryu, with a whopping 27 making it onto the 2020 release list. Somebody had been a very busy boy!

Turning our attention to the real vehicles first, this time, these again range from daily drivers to the stuff of dreams and bedroom posters. One of my absolute favourites this year deserves a special mention first, though, as it has a lovely story behind it. If you look closely at '89 Porsche 944 Turbo, in particular at the rear parcel shelf, you might notice

RYU ASADA TRIBUTE – PART 2



▲ Top: '91 Mazda MX-5 Miata in blue and red. Bottom: Jaguar XE SV Project 8, '88 Honda CR-X and 2018 Honda Civic Type R (all 2019).



▲ More 2019 releases - Top: Heavy Hitcher in blue and red. Bottom: Runway Res-Q, Custom '18 Ford Mustang GT and Rodger Dodge 2.0.



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a stethoscope moulded into it. This a little nod to Ryu's oncologist, who was in charge of his cancer treatments. The doctor owned a 944 and this was Ryu's way of saying "thank you" for everything the oncologist had done for him during his battle with the disease so far.

Another fine road car released this year was the Volvo 850 Estate. But the first release was actually an acknowledgement to its racing pedigree. Yes, an estate car in motorsport! I remember seeing these incredible vehicles actually race in the 1994 British Touring Car Championship at Brands Hatch, in April that year – what a sight! I also have it in yellow and it has recently been produced in red too.

Other roadies/racers released in 2020 (and photographed here) were Formula E Gen 2 Car, '98 Honda Prelude, '17 Lamborghini Urus, 202 Ram 1500 Rebel, McLaren Speedtail, 2020 Koenigsegg Jesko, '89 Mazda Savanna RX-7 FC35, 2019 Audi R8 Spyder and 2018 Bentley Continental GT3. Fantasy designs for 2020 shown are Total Disposal, Mattel Dream Mobile, Astana Hotto and Hyperfin.

Examples of 2020 models not shown are '98 Subaru Impreza 22B STi-Version, Speed Driver, '19 Corvette ZR1 Convertible, '20 Jeep Gladiator, Veloci-Racer, '99 Ford F-150 SVT Lightning, 2003 Honda NSX Type-R, Manga Tuner, '70 Volkswagen Baja Bug (Tooned), Duck N' Roll, Pixel Shaker and Honda Civic EG. Cases from 2020 are still occasionally showing up in the stores of UK

4 Real racers from 2020: 2018 Bentley Continental GT3 (two versions) and Formula E Gen 2 Car.

5 The stunning (2020) McLaren Speedtail in two colours.

► Total Disposal "Earth Day" and 2020 Ram 1500 Rebel (both 2020).



▲ More from 2020 - Top: '17 Lamborghini Urus in blue and white. Bottom: 2019 Audi R8 Spyder and 2020 Koenigsegg Jesko.



retailers, so I'm still hopeful of acquiring these at original prices before resorting to paying a little extra for them online.

HOT WHEELS – 2021

Twenty-three new releases by Ryu this time and this included some real beauties, in my eyes. If you haven't picked up of my love of Le Mans and endurance racing yet, then four releases in particular this year might bring it to your attention.

The 1967 Le Mans-winning Ford GT40 MkIV is my absolute favourite for 2021. It is a good replication of the real car, complete with the correct racing number (#1) and accurate striping. Ford entered four of these magnificent beasts for the race – #2 was yellow, #3 copper-bronze and #4 dark metallic blue. Hot wheels has since released a yellow version, but missed a trick, leaving the graphics with race number 1 – #2 would have made for another correct replica.



▲ Both Corvette C8.R and Lanica Delta Integrale (new for 2021) have seen two colourway releases so far.

▲ Top: '94 Bugatti EB 110 SS, Porsche 935. Bottom: Nissan R390 GT1 (blue and red), and the Liberty Walk pair - Nissan 35GT-RR and Lamborghini Huracán Coupé.



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6 Mattel Dream Mobile in its three colourways to date.

7 Quick Bite is Ryu's update of Larry Wood's Good Humor Truck.

◀ Fast & Furious Spy Racers pair - Hyperfin and Astana Hotto, both from 2020.



▲ Both releases to date of '67 Ford GT Mk.IV.

Close behind for the favourite status is Corvette C8.R – wearing another good replica race livery. Two other releases with Le Mans pedigree are the road-going homologation version of the Nissan R390 GT1, from the 1998 race, and Porsche 935.

Other realistic 2021 designs shown here are 2020 Jaguar F-Type, Dodge Van, Lancia Delta Integrale, '94 Audi Avant RS2, Custom '70 Honda N600, '99 Honda Civic Type-R (EK9), '94 Bugatti EB 110 SS and a pair of Liberty Walk specials – LB-Silhouette Works GT Nissan 35GT-RR Ver.2 and LB-Works Lamborghini Huracán Coupé. Pictured on the fantasy front are Tooned Twin Mill, Lethal Diesel, Raijin Express, Car-De-Asada and Ain't Fare. Not shown are Draftnator, Toyota Land Cruiser, '20 Toyota GR Supra, GT- Scorchers and Ion Motors Thresher (off-road).

One final 2021 release, which I keenly await, as it hasn't made it to these shores yet (but is definitely on sale in the USA and Australia, judging by ebay

listings), is the road going version of the McLaren F1. Hot Wheels has already produced several versions of the GTR racing version, but this is a completely new piece of tooling from the pen of Ryu.

HOT WHEELS – 2022

Looking into the future might feel a little odd when we are talking about the talents of someone who left us many months ago, but this is how the diecast production line works. Hot Wheels currently has three designs accredited to Ryu planned for release next year.

A further reworking of his Porsche 935 design will appear as "Porsche 935 (2022)". No images are available yet, so we will have to wait and see what tweaks Ryu made to this latest version. "Mighty K" doesn't give us any clues as to what this might be – I have my hopes (it's Le Mans-related) but I have a feeling that this will be something wacky and wonderful. Finally, the latest to be announced for 2022, and possibly Ryu's final design for Hot Wheels, is "Tooned VW Golf Mk1". There is no doubt about the subject matter here, but quite how 'tooned' it will be remains to be seen. One thing's for sure, I will treasure it as the final piece in my Ryu collection.

COLLABORATIONS AND NAMEDROPPING

Ryu wasn't always the sole designer, sometimes he was credited alongside another Hot Wheels legend

RYU ASADA TRIBUTE – PART 2

or two. For example, in last month's issue, we carried a page by Paul Brent Adams about the Mattel Dream Car reimagining – Ryu co-designed this with Neal Smith.

Then there has been a recent update on an old design by veteran Hot Wheels legend, Larry Wood. Larry has worked at Mattel since 1969 and has been responsible for literally hundreds of Hot Wheels designs. In 1984, he designed the Good Humor Truck, in the style of a classic food truck. Ryu reworked the tooling for a renamed release, Quick Bite, in 2018 – we have three examples photographed on page 49, two of which actually bear the legend “ASADA” on the top side billboard.

Which brings us nicely onto another game to play when looking closely at the models. Every so often, there are hints to the designer's name dropped onto the model. Ryu has been at it since the beginning of his time at Hot Wheels and this can take the form of either an actual graphic on the vehicle, or even in the model's name. Two examples of the latter are 2014's Ryura LX (seen in part 1) and another food-related release in the shape of a 2021 release, Car-De-Asada – a fantasy vehicle in the shape of a mobile taco. Ryu was reportedly rather partial to a taco or two.



▲ Top: '89 Mazda Savanna RX-7 FC3S, Volvo 850 Estate (yellow). Bottom: '98 Honda Prelude, Volvo 850 Estate (1994 BTCC racer).



▲ If you look really closely, you can just make out the stethoscope on the rear shelf of the 944.

Two of Ryu's first Hot Wheels designs, Honda S2000 and Super Blitzen, both featured “R. ASADA” across the sunstrip and the on-car credits have continued throughout his career. The 2015 release, '90 Acura NSX – a model that replicated one of Ryu's real road cars – carried graphics alluding to “Ryula Circuit”, a fictitious but Suzuka-like crossover track (the track map appeared on both the doors) and wore a small “ASADA” graphic on each rear flank.

Three more recent releases to feature a nod to our hero are 2017's Head Starter racing car (“ASADA” under the racing number on both sides), '91 Mazda MX-5 Miata in 2019 (“RYU” to the lower front edge of both doors) and the 2021 release, Dodge Van, that has “R.Y.U.” just under the rear window on either side.

I love finding little details like this, and the story about the ‘Easter egg’ of the stethoscope on the rear parcel shelf of '89 Porsche 944 Turbo as a ‘thank you’ to his oncologist really shows the measure of the man we are paying tribute to here (photo, left). There is a saying that goes “you should never meet your heroes”, well I truly beg to differ here as I really wish I'd had the chance to do exactly that – we would have had so much to talk about! **DC**



Releases from 2021: Tooned Twin Mill, 2020 Jaguar F-Type and a pair of differently-coloured Dodge Vans.



More releases from 2021: Car-De-Asada, Lethal Diesel, Raijin Express and Ain't Fare.



▲ A selection of vehicles that either featured reference to Ryu Asada in their name or as part of the tampo-printed graphics.

Hot Wheels designs by Ryu Asada - 2018	
Casting Name	Debut series
'71 Porsche 911	Nightburnerz
'82 Nissan Skyline R30	Factory Fresh
'85 Honda City Turbo II	HW Speed Graphics
'16 Cadillac ATS-V R	Legends of Speed
2016 BMW M2	Factory Fresh
'17 Audi RS 6 Avant	Factory Fresh
Airruption	Experimotors
Bogzilla	HW Ride-Ons
Bubble Matic	Experimotors
Buns of Steel	Fast Foodie
Cyber Speeder	HW Glow Wheels
Lamborghini Countach Pace Car	HW Exotics
McLaren 720S	Factory Fresh
Nissan Skyline GT-R R33	Then and Now
Porsche 918 Spyder	Factory Fresh
Rising Heat	Super Chromes
Skull Shaker	Experimotors
Hot Wheels designs by Ryu Asada - 2019	
'88 Honda CR-X	Nightburnerz
Heavy Hitcher	HW Metro
Slide Kick	Experimotors
'96 Porsche Carrera	Nightburnerz
McLaren Senna	HW Exotics
2018 Honda Civic Type R	Nightburnerz
Custom '18 Ford Mustang GT	Muscle Mania
'91 Mazda MX-5 Miata	HW Speed Graphics
Rodger Dodger 2.0	Muscle Mania
2019 Mercedes-Benz A-Class	Factory Fresh
Runway Res-Q	HW Metro
'16 Lamborghini Centenario Roadster	HW Exotics
Chrysler Pacifica	HW Race Team
Audi RS 5 Coupé	Factory Fresh
Aston Martin Vulcan	HW Exotics
'16 Bugatti Chiron	HW Exotics
Jaguar XE SV Project 8	Factory Fresh
Tesla Model 3	HW Green Speed
Hot Wheels designs by Ryu Asada - 2020	
'98 Subaru Impreza 22B STi-Version	HW Turbo
Pixel Shaker	HW Ride-Ons
'89 Porsche 944 Turbo	Porsche
Total Disposal	HW Metro
Volvo 850 Estate	HW Race Day
Speed Driver	Experimotor
Manga Tuner	Tooned
Formula E Gen 2 Car	HW Race Day
'70 Volkswagen Baja Bug	'Tooned
Mattel Dream Mobile	HW Dream Garage
Duck N' Roll	Street Beasts
'19 Corvette ZR1 Convertible	Factory Fresh
'20 Jeep Gladiator	Baja Blazers
'98 Honda Prelude	Honda
2019 Audi R8 Spyder	Factory Fresh

Veloci-Racer	Street Beasts
'17 Lamborghini Urus	HW Exotics
2020 Ram 1500 Rebel	HW Hot Trucks
McLaren Speedtail	HW Exotics
2020 Koenigsegg Jesko	HW Exotics
'89 Mazda Savanna RX-7 FC3S	Nightburnerz
'99 Ford F-150 SVT Lightning	HW Hot Trucks
2003 Honda NSX Type-R	Fast & Furious: Quick Shifters
Honda Civic EG	Fast & Furious: Fast Tuners
2018 Bentley Continental GT3	Nightburnerz
Astana Hotto	HW Screen Time
Hyperfin	Fast & Furious Spy Racers

Hot Wheels designs by Ryu Asada - 2021	
Tooned Twin Mill	Tooned
2020 Jaguar F-Type	Factory Fresh
Dodge Van	HW Drift
Lancia Delta Integrale	Baja Blazers
Porsche 935 (2021)	HW Race Day
Lethal Diesel	Track Stars
Raijin Express	HW Metro
Corvette C8.R	HW Race Day
'67 Ford GT40 Mk.IV	HW Race Day
Car-De-Asada	Fast Foodie
Nissan R390 GT1	Factory Fresh
Ain't Fare	HW Metro
'94 Audi Avant RS2	Factory Fresh
Draftnator	X-Raycers
Custom '70 Honda N600	HW J-Imports
Toyota Land Cruiser	HW Hot Trucks
'99 Honda Civic Type-R (EK9)	HW J-Imports
'94 Bugatti EB 110 SS	HW Exotics
'20 Toyota GR Supra	HW Speed Graphics
GT-Scorcher	HW Race team
Ion Motors Thresher (off-road)	Fast & Furious Spy Racers
LB-Silhouette Works GT Nissan 35GT-RR VER.2	HW J-Imports
LB-Works Lamborghini Huracán Coupé	HW Speed Graphics
Sand Burner	HW Race Team
McLaren F1	HW Exotics

Hot Wheels designs by Ryu Asada - 2022	
Tooned VW Golf Mk1	TBA
Porsche 935 (2022)	TBA
Mighty K	TBA

Information from Fandom Hot Wheels Wiki (hotwheels.fandom.com)



▲ Very recent 2021 releases: '99 Honda Civic Type-R (EK9), Custom '70 Honda N600 and '94 Audi Avant RS2.



The first race of champions

The idea of getting the world's top drivers in similar cars, to find out who was best, always sounded great. Francisco Mota goes back to 1973 to find a purpose-built 911 and the star drivers who raced in the first IROC series.

Photos: João Carlos Oliveira

The International Race Of Champions, or IROC, was the idea of American and international motorsport legend, Roger Penske. He worked with track owner Les Richter and Mike Phelps, a TV and marketing specialist, to get the show on the road.

The idea was both simple and brilliant – put the world's best racing drivers in identical cars, let them race against each other in a dedicated series and, at the end, find out who the best of the best was. This had never been done before, at the time, and seemed a formula with strong spectator appeal. Moreover, it was perfect for TV coverage, as ABC's Wide World of Sports would prove with its transmissions in the USA.

As usually happens with great ideas, it was easier

▲ The first International Race Of Champions (IROC) was held in 1973, in the USA. Four races were organised and the best drivers available were invited to race each other, all driving identical Porsche 911 RSRs. Minichamps and Spark released several examples.

said than done, of course. To get the drivers on board wasn't the biggest issue. The challenge of driving the same type of car against their peers was a challenge big enough for any racing driver's ego. They came from very different areas of motorsport, from Indy to Nascar, Trans-Am, Can-Am and even Formula 1, to justify the International in IROC. Each one wanted to show that the racing series he came from gave him the skills to beat the others.

A significant amount of prize money was the icing on the cake, as professional drivers were not paid as much as they are today. For the three qualifying races, prize money went from US\$3,000, for the winner to \$1,500 to the 12th classified. The final race awarded \$35,000 for the winner, \$10,000



1 Mark Donohue won the first IROC 1973 race at the Riverside circuit, driving this white 911 RSR. Model by Minichamps.

2 George Follmer took the black car to the highest place on the podium in race two, also held at Riverside. This is also a Minichamps release.

for second place, \$7,500 for third, \$5,000 for fourth, \$4,000 for fifth and \$3,500 for sixth. Converted to today's money \$35,000 is equivalent to \$217,000.

Additionally, in the early seventies, drivers did not have to follow contracts as strictly as they do today. Everything was much more relaxed and most stars were allowed to grab the wheel of a different brand of car and race it, now and then.

To make things easier for the driver's schedules and their professional engagements, the first IROC series was organised around two weekends. The first was held in the Riverside International Raceway, with three qualifying races during Saturday and Sunday, 27th/28th October 1973. The final race was held at Daytona, on 15th February 1974.

IT HAD TO BE PORSCHE

For the organisers of this first IROC series, the challenge was to find a car and a manufacturer capable of supplying a number of identical examples that were fast enough to be enjoyed by drivers and fans alike. The other challenge was to ensure the cars would sustain the abuse that was expected from drivers used



PORSCHE 911 IROC



▲ On the left, a Minichamps 911 RSR IROC, on the right a Spark replica. Note the wider tracks and wheel arches on Spark's scale model.



▲ Minichamps (left) and Spark (right) have two different views on the special 911 RSR made for the 1973 IROC series.

to racing much faster cars in their day jobs.

Instead of reaching for an American brand, Roger Penske used his good relations with Porsche to convince the Germans to get on-board for this first IROC season. Porsche recognised the opportunity to promote the 911 and the brand, in its biggest market, and got quickly to work.

Porsche decided that it needed a specific model for the series, both fast and ultra-reliable. The just released 911 RSR 2.8, a pure racing car developed from the 911 RS 2.7 streetcar, seemed perfect. The RSR 2.8 featured a fuel-injected and twin spark flat-six engine, rated at 300 bhp, an estimation by the factory that some said was conservative. The RSR racing car was easy to spot from the RS by its much wider tracks, front and rear, which required wider wheel arches, making the car look really aggressive. It also featured a different front bumper with brake-cooling air ducts and an oil cooler. The first cars featured the same ducktail rear wing as the RS 2.7s. For the IROC version, Porsche improved the RSR in several areas, starting with the brake system, the one used in Can-Am 917s was installed. Dry-sump and oil cooler were also features of the IROC 911s, as well as stainless steel exhausts. Engine capacity was enlarged to three litres, not so much to get more power – now reaching around 316 bhp – but to improve the torque curve at low revs. To make the engine virtually unbreakable, a new forged crankshaft was fitted, it also had titanium conrods and Nikasil cylinder liners. Porsche used its famous type 915 five-speed manual gearbox, known for being bombproof. According to Dr. Ernst Fuhrmann, who headed the programme, “the car couldn’t be broken – as long as it was shifted



▲ Bird's eye view of both models show further differences between the Riverside (left) and Daytona (right) specs.



▲ Famous ‘tea tray’ rear wing, as reproduced by Minichamps on its 1/43 scale model.

▼ Porsche had to find 15 different colours for the 911 RSR IROC specials. These two shades of yellow are some of the more interesting.

correctly”. To make sure this would happen, and considering most of the drivers were American, Porsche fitted a warning label inside the car that read “Rev limit 7700 – Press clutch to floor for up & down shifts”. Next to this was a diagram with the five-speed H-pattern.

Suspension was similar to the RSR’s, with Bilstein shock absorbers, Porsche-made antiroll bars, wider wheels and Goodyear tyres. Porsche also did some chassis stiffening, namely in the front and rear suspension turrets, and fitted a complete roll cage.

The cars were shipped to Riverside with the ducktail rear spoiler, however, for the 1974 model-year, street 911s received the new ‘tea-tray’ wing and Porsche swapped one for the other before the first race, after the cars arrived in the US. Other last minute changes included replacing headlights for plastic covers, as all races would be run in daytime, and the headlights chromed bezels were painted matte black. Windscreen wipers were taken off, supposedly because no rain was expected, and a single small side mirror fitted. The Porsche badge disappeared from the front bonnet and gave way to a Goodyear sticker. However, there was enough Porsche branding around the body to properly identify it. Plexiglas panels replaced side windows glass. The cabin, however, retained as much as possible from the street 911. The instrument panel was the standard issue, however, the centre console was removed. Even the three-spoke leather steering wheel was retained, but all the seats went and a racing seat was installed. Each car was sold to Penske for US\$30,000, a fair amount, considering the car’s quality and performance. Penske said no American car maker could provide a similar car for this price.





▲ Revson and Donohue dominated the final race at Daytona, driving the purple and orange cars. Both models are by Spark.



▲ As on the real cars, Spark's Revson and Donohue machines differ only in the driver's name stickers.



▲ Three of the six finalists that raced at Daytona, modelled by Spark. It's difficult to say which colour looks more dramatic in the iconic 911 RSR shape.

THE M&MS

Paramount to the series was the demand that all cars had exactly the same performance, something that Porsche test drivers took very seriously, testing all of them repeatedly at Porsche's Weissach test track. Porsche built twelve 911 RSR IROC examples for the series, plus three cars as replacements and practice units, for a grand total of 15 cars. They were all painted in strong colours, for easy identification by spectators and to make full use of colour TV coverage. The cars were likened to M&Ms, in reference to the colourful confectionery brand.

To make sure any differences between all the cars would not give any advantage to a particular driver, a rotation system was organised. Each driver got a different car for the three qualifying races. Big white stickers with the driver's name were quickly swapped between cars, so spectators had no trouble knowing which driver was inside each car at any time. The IROC 911 RSRs were probably the template for every one-make series that came after – probably inspiring the Porsche Cup, years later.

Roger Penske and IROC organizers wrote down a list of drivers that they wanted in IROC. The aim was to have as much diversity as possible, in terms of the type of series each one came from, and what type of car they were used to racing. The list included drivers from the most important disciplines. Only drag racing was left out, as the organisers didn't think ¼-mile drivers were experienced enough for circuit racing.

The list of drivers is a real who's who of the early seventies and included world famous names like Mark Donohue, Emerson Fittipaldi, George Follmer, AJ Foyt, Denis Hulme, Richard Petty, Peter Revson and Bobby Unser. Less known outside the USA were David Pearson (three times Nascar champion),



▲ Bobby Unser reached the final and finished third, taking home \$19,100 in prize money.



▲ George Follmer left Daytona with fifth place in The Race of Champions.



▲ David Pearson did well in the qualifying races and finished the final in fourth position.

Roger McCluskey (a multi-talented American driver), Gordon Johncock (Indy 500 winner) and Bobby Alisson (Nascar winner). From this group, the two most notable absentees were Mario Andretti and Al Unser. They were both under contract with Firestone and the company wouldn't allow them to race in a series sponsored by Goodyear, as IROC was.

Goodyear was in fact the major sponsor and tyre supplier, but other smaller sponsors featured in small stickers on the cars: IROC, Champion, Union 76 and, of course, Porsche. A team of Porsche mechanics maintained all cars – no driver was allowed to have his own team of mechanics, to ensure equal treatment for all. To maximize TV coverage and raise interest among viewers, not necessarily motorsports fans, IROC was organised with three qualifying races and a final, where the series champion was to be found.

For the first race, a blind draw was made to assign each car to each of the twelve drivers. They had twenty minutes of free practice, to be acquainted with the 911s and two qualifying laps to find the grid positions.

The grid for the second race was made from the final standings in the first race, only inverted. That meant the winner of the first race, started last for the second race. For the third race, the same system applied, relative to the second race. This was as much to give every driver a chance to do well, as it was to improve the show. Maybe this was too extreme, as a DNF in one of the races, meant pole position, for the next one.

Not surprisingly, during the first tests, before the races, some of the drivers less used to dealing with manual shifting broke engines and gearboxes. Porsche had to send a few engines and gearboxes by airfreight from Germany, in time for the first race.

PORSCHE 911 IROC

FORMULA 1 IN THE LEAD

For race 1, drivers more used to road racing got the best qualifying times, with Fittipaldi on pole position, followed closely by Donohue, Revson and Follmer. The grid was set and the first race was ready to start, except, Fittipaldi and Follmer were late for the drivers briefing before the first race and were penalised.

They had to start from the last two places on the grid, to the great annoyance of Fittipaldi, who threatened to abandon the series. It didn't happen and all twelve cars started the first race. Donohue and Revson ran away from the others and dominated the race, Fittipaldi said he had a brake problem, went off the road, damaged the fuel tank and did not finish the race. That gave him instant pole position for race two, of course. Follmer finished fourth, after overtaking half of the field, and Donohue was the first winner, after leading for the entire thirty laps.

For the second race, the mechanics did their best to service the cars and take care of any damage. However, two cars had to be replaced by spare cars. Fittipaldi started from pole, but made a few mistakes and Follmer ended leading the last sixteen laps and winning the second race, after climbing from sixth on the grid. Pearson was second and the Brazilian F1 champion was third. The last qualifying race would be held the following day. Porsche mechanics had more time to inspect the 911s and make all the necessary repairs.

For race three, Donohue started from pole position, after a DNF in race two, due to mechanical troubles. At this point, eight drivers still had a chance to qualify in the top sixth and race the final at Daytona. Donohue won the race from Unser, then Fittipaldi in what would be a magical weekend for him. He also won the Can-Am race and championship driving Roger Penske's Porsche 917/30.

Almost three months later, in February 1974, the six best-classified drivers in the three Riverside races met in Daytona for the IROC finale. Before that, Porsche selected the six cars that were in best condition, plus two as spares, and sent them back to Germany for a complete overhaul.

The final race at Daytona was a winner-takes-it-all format. The six drivers with more points, gathered during the three qualifying races, were Follmer, Unser, Donohue, Revson, Pearson and Foyt. They were to dispute the last IROC race and one of them would be the champion of the champions.

The track at Daytona was a mixture between a section of the oval and parts of the infield and the race would last 25 laps, with the biggest total distance of all four races. This was a faster track than Riverside, so Porsche changed the transmission final drive for a longer one. Porsche being Porsche, it also changed brake distribution, stiffer springs were fitted and a small lip was added to the rear wing, to give a little more downforce.

Donohue qualified on pole for the race, sharing the first row with Revson. Qualifying was very close indeed, as there was only one second between the six drivers. A very competitive race was expected.



Spark produced all the six cars that raced in the final at Daytona. We just had to recreate the grid for this article.

This is the last 911 RSR IROC released by Spark, the green spare car, as driven by Emerson Fittipaldi in Riverside testing.



However, Donohue and Revson dominated the event, running away from the others to settle things between them. Donohue was the winner, after leading most of the laps.

IROC 1 was done and dusted, almost everyone consider it a success. The series would continue in following years, however it never featured Porsche again.

IROC IN SCALE MODELS

In the scale model world, IROC 1 was not a very popular subject until Minichamps started reproducing some of the cars, not long ago, wrongly naming them as 2.8-litre RSRs. A few months ago, Spark dove deeper in the subject and released seven IROC 911 RSRs. It reproduce the six cars that raced at the Daytona finale, plus a green spare car driven by Fittipaldi at Riverside. Between Minichamps and Spark, there are twelve different models to collect, all in different colours. So, to our knowledge, there are only three cars that still have not been reproduced.

While Minichamps made all its IROC 911 RSR as diecasts, Spark went its usual way and used resin. Minichamps replicas looked great from the day they were launched, with all the correct details, shapes and proportions. It was only when Spark came to play that the differences were apparent.

We've made a photo comparison between one example of each to spot the differences and it is easy to see why Spark made a better job. Body width and wheel arches are considerably bigger in Spark's scale model and that makes all the difference. There are other details that differ, but most are relative

▲ Porsche and Goodyear were 1973 IROC's main sponsors and also provided their products to the series - cars and tyres.



▲ There were also a few more secondary sponsors that had the right to place their stickers on all the 911 RSR IROC cars.

to the specification in the real cars that raced in Riverside and Daytona. For instance, there are chrome windscreen clips on Spark's models, as those were fitted only for Daytona.

Minichamps only reproduced Riverside cars. The #2 white car was driven by Mark Donohue to win the first race at Riverside, the same weekend he grabbed the Can-Am championship driving the Porsche 917/30. Minichamps released a special edition in a gift box with both models, limited to 1,440 pieces. It's a nice homage to a great driver and a fabulous collector's item.

The second scale model is #4 in black, the George Follmer second race winner. These two are probably the most discreet cars, from here on, we only find vivid colours. Porsche had to use its imagination to find fifteen distinctive colours.

As mentioned earlier, we gathered one Minichamps model and a Spark model to show how different they are. The pink #5 is Pearson's car at Riverside Race 1 and red #6 is Foyt's car at Daytona. Pictures show how much wider Spark's interpretation is, however that is not the only difference. Front bumper design is shorter on Spark's model, with a more realistic heat exchanger. Exhausts are larger in diameter and the black mesh grille in the 'tea tray' rear wing is more realistic. Windows and windscreen look thinner on Spark's.

Wheels, with Fuchs rims, look great on both models, with Minichamps representing disc brakes. Spark's model has a lever for the electric circuit cut-off and another one for the extinguisher system, both positioned near the windscreen. And it also fitted a couple of rubber clamps on the rear engine cover.

The next pair are the Sahara Beige #1 driven by Fittipaldi in race 1, where he did not finish. The bright yellow #3 car was driven by Peter Revson in race 1 to the third place. We should say that the pictures do not entirely do justice to the beige car's original hue.

The following cars are all by Spark and we start with the pair of cars that finished first and second in the final. The purple #2 is Revson's runner up and the orange #1 is Mark Donohue's champion 911 RSR. If you want to keep a single IROC 911 RSR, this is the one to have.

The pink #3, yellow #4 and blue #5, complete the grid of six cars that entered the final race at Daytona. Spark also released one of the practice/spare cars, the green #14, tested by Fittipaldi at Riverside before the final at Daytona. The car features all the Daytona specifications - the only differences between this and the others is the lack of race number on the roof and the wing mirror in unfolded position. In the final race, all drivers chose to fold their door mirrors, presumably to improve aerodynamics a little.

It is irresistible to display the six Daytona cars in an imaginary grid and they look incredible like that. For those of you who have a soft spot for 911s and have not much information about this specific subject, we vividly recommend Matt Stone's book *The Iroc Porsches*, launched this year and published by Motorbooks. It was an invaluable source of information for this article. **DC**



The written word

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

There has been a fair bit of a discussion during recent years as to how scales are presented, both then and now. Today things are frequently presented in the form of a simple ratio, where the number 1 represents the full size original. It is usually written, for example, as 1:32. But just occasionally it is reversed, as in 32:1. Which way whatever, all get the message, the miniature is one thirty-second the size of the real thing, the size in question being linear.

This 'modern' way of describing scales is usually blamed on folks the other side of the moat and, indeed, to those used to the metric system, it would seem to be a natural way of doing things. Good thinking maybe, but having regard to the earliest attempts at a commercial model scale that had nothing to do with model railways or lead soldiers, we have to give Skybirds a huge pat on the back. Skybirds went straight in, in 1932, with the modern form of 1:70. Sadly, in the writers view, they then made a mess of it and converted to the likes of 1/70.

This has its roots in the Imperial system of writing fractions of an inch in a similar fashion. This then served for Skybirds model aircraft kit purposes throughout the 1930s, whilst scales were regularly appearing elsewhere in three other forms – the 54mm scale long used for toy soldiers, which eventually became known as 1:32; the strange metric and Imperial mix used for the new smaller size railways; and the aforementioned Imperial fraction representing a foot.

The images and tables here may help to explain things further and do show up some other variations



▲ Spot-on, from 1959, was all about scale and this is how it was presented for the first few years. Later catalogues said nothing but Dinky pointed out that it had copied them in 1963. In 1975 Dinky boldly stated the scale for its military items.



▲ Britains eventually owned up to its scale in modern terms. The motorcycle series had it plainly on the box, in 1962, whilst the 1965 catalogue explanation gives a very neat write up of Britains' earliest thinking on the subject. The 1980 panel is still more useful than many others' efforts.



▲ The early Skybirds story, according to its *Meccano Magazine* adverts. In less than two years it had used four variations on the theme. The earliest, from October 1932, gave us the style almost universally used today.



▲ This is the Hobbies wooden construction annual of 1942, when OO gauge was still fairly new. It has not, in fact, attempted to give a scale at all, perhaps the company was confused by OO scale trains running on HO scale track. Be safe, state the track gauge or at least the closest convenient Imperial equivalent. The actual gauge is in fact 16.5 mm - 5/8th of an inch is 15.9 mm... close enough?



▲ As soon as Corgi went large in 1972, it made it quite clear - for the first time there was to be a good degree of uniformity for the smaller vehicles.

on the theme. We owe both the model railway world and the new model aircraft kit industry for popularising scales generally. Whether you favour x:xx or x/xx makes no real difference to the information conveyed. Different manufacturers over the years have made their own decisions and, along the way, both Airfix (UK plastic kits) and Ertl (US diecast) have majored on x/xx. Dinky gave it an outing as late as 1975. We all know the end game of course, the common sense one started, briefly, by Skybirds in 1932 and used increasingly by others ever since. **DC**

MECCANO LTD		
BLO & HORNBY SCALES		
SCALE INCHES TO 1 FT	DESCRIPTION	SCALE INCHES TO 1 FT
7/32	AUSTIN CHAMP.	1/4
15/64	DIESEL ROLLER	
1/4	A.E.C SHELL TANKER AUSTIN ATLANTIC A 90 AUSTIN TAXI BEDFORD VEHICLES	

▲ A small part of the original list of Dinky scale Imperial fractions - the table below has them all in detail.

DINKY'S IMPERIAL SCALES		
Fractions of an inch to 1 foot	Proportional equivalent	Dinky's normal use (* denotes single use)
1/16	1:192	Aircraft
5/32	1:76.8	Dublo and buses
1/6	1:72	* Forward control lorry
13/64	1:59.08	Small lorries, military
7/32	1:54.86	* Austin Champ
15/64	1:51.2	* Diesel roller
1/4	1:48	Larger cars, lorries
17/64	1:45.18	Smaller cars
9/32	1:42.66	* O gauge crane
19/64	1:40.42	* Jeep
5/16	1:38.4	Racing cars, farm
11/32	1:34.9	Bulldozer, Muir Hill
13/32	1:29.54	* Fork lift
5/8	1:19.2	Hand and sack trucks
3/4	1:16	Roller, wheelbarrow
1	1:12	* Grass cutter
1.5	1:8	* Lawn mower

Taken from the factory sheets updated in 1961

▲ These, or any of the proportional versions were, it seems, never used in publicity at the time. It was 1963 before Dinky admitted to such things and then only rarely and for certain subjects.

EDITOR'S COMMENT:

I had been warned that this was coming, as Brian and I have had a fair bit of our own discussion on this very subject over the years. Now I'm well-known to be a huge fan of European culture and fully embrace most things from the other side of "La Manche", but have always favoured the format of 1/xx - probably mainly due to my extended relationship with Airfix kits as a lad.

When I inherited the hot-seat here, in 2013, it was already cast in the 'style sheet' as this way too, so I've simply carried on the tradition. I'm happy to consider general opinion on this and would welcome thoughts/preferences from all of you. Please feel free to drop me a line on this matter at 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 16 is an interesting one, as it begins with a non-Superfast model that stayed in the range for several years before making way for a suitably-wheeled replacement. This number then saw out the Lesney period with a fantasy truck and a popular muscle car from the USA.

CASE TRACTOR

Catalogue: 1969 to 1973

Box styles: G

Case Tractor, or Case Dozer as it maybe should have been called, was based on a real vehicle. Introduced in 1969, at the end of the Regular Wheels era, this excellent new casting was a popular choice, offering plenty of play value. Its rubber-tracked rollers were not suitable for upgrading to Superfast, so remained as originally offered for all four years. The only nod to being part of the Superfast era was the issue of an

▲ From left to right: Case Tractor, Badger and Pontiac - with their relevant boxes to the rear.

updated box in the style of the rest of the range at the time, with snazzy stylised artwork.

Mainly red, with a yellow dozer blade and engine, the model also featured a removable cab, moulded in yellow plastic. The shade of both the cab and the diecast blade and engine could vary and can be found closer to orange. There were minor casting updates throughout its life, but the only really obvious change was to the rubber tracks. Originally green, these were changed to black towards the end of its run.

During its last year, the casting was repainted drab olive green and incorporated into the Military Two-Packs range, found alongside a suitable repainted Dump Truck in TP-16. It was referred to as "Bulldozer" on the packaging. The cab wasn't included for this version and a square decal with a diagonal red and blue background was added to the upper nose that wore a white "A". The tracks were

No.
16



black and this is possibly why the standard 1-75 version by then had tracks in this colour too.

BADGER

Range: Rola-matics Catalogue: 1974-80
Box Styles: I, J

Badger, one of three military-style Rola-matics introduced in 1974, is a hefty security truck-style six-wheeled mobile radar unit, although it wasn't modelled on a specific vehicle. As one of the still-new Rola-matics releases, it can't have taken a lot of thinking to work out what would be the most obvious part to function – the radar rotates on this one. As with all Rola-matics the mechanism was a simple one, operated by a moulded-in peg on the inside of one of the middle wheels.

Produced initially in a very non-military metallic reddy-bronze it was another release that would later appear in camouflage green for the Military Two



▲ Back row – Badger with its second generation box style. Also evident is the unchromed radar, a move that was either to remove a process from production to speed things up, or it was a simple cost-cutting measure. Front row – 1982 version of Pontiac, in white, alongside the Military Two Packs variant of Badger.



▲ Both military versions of Case Tractor and Badger in their respective blister packs.



▲ The rather splendid artwork that adorns the bonnet of Pontiac – note the different designs.

Packs series, being paired with a similarly-coloured version of Freeway Gas Tanker to make up TP-14 Military Tanker and Radar Truck.

The base and grille were bare metal, with a grey plastic sub-chassis underneath. Early versions had chrome-plated radar dishes, although this was later changed to cream plastic or, occasionally, black. The windows were normally green-tinted, but these were sometimes produced in purple.

Towards the end of its days in the 1-75 range, it was repainted a slightly lighter shade of olive green, compared to the shade used for the military range, for 1980, in line with several other military vehicles now in the series. Unlike many of the other Rola-Matics that were modified from existing models, the bespoke Badger casting was itself later modified to make No 19 Cement Truck in 1977.

PONTIAC

Catalogue: 1981-82

Box Styles: L

Pontiac was a modified version of the earlier Firebird casting, but was so heavily altered at the front that it is hardly recognisable when the two are compared together. Based on the Pontiac Trans-Am, the name couldn't be used for copyright reasons, hence the truncated non-specific name.

Pontiac initially came with a goldish paint job, although this could vary widely in shade – from metallic tan to a vibrant greeny-gold. It features a red plastic interior and a 'Firebird' emblem on the bonnet. The body colour was changed completely for the 1982 catalogue, to white with blue graphics.

Once in the hands of Matchbox International, the casting was altered for 1983 to include a T-bar roof and the whole car was painted black with yellow printing. A variant of this later style was also released as a promotional giveaway for Kellogg Frosties, featuring orange markings on black paintwork – presumably to give the impression of belonging to the brand's mascot, Tony the Tiger. Further colour variations would appear in its later life. **DC**

Desert Island Diecasts



Imagine you're stranded on a remote island and had only taken a handful of your collection favourites on that fateful trip, which five would you want it to be?

Malcolm Gray is this month's castaway hero.

It seems like only yesterday that I found myself stranded on this desert island, courtesy of *Model Collector*. What are the odds that I would once again find myself walking on these sandy beaches, with the thick jungle covered paradise still as dense and lush as on my first island adventure?

Oddly enough, on this occasion, I have with me five examples of, not my favourite Dinky Toys, but what I think are maybe my five rarest examples. I have always favoured Dinky Toys over Corgi Toys, since my family first lived in The Guinness Trust flats in Stoke Newington, North London. Just by chance, opposite the flats was a parade of shops that incorporated a toy shop, which I think was actually called The Dinky Toy Shop. As a direct result of the proximity of this shop, on each birthday or special occasion, I was able to pick a toy for my collection from a range of cars and commercial vehicles.

As a result of this, my well looked after original collection of about 30 models became the foundation for my collection, which now numbers about 500 models, with about 30% having their original boxes. Since I was aware as a child that they were fairly expensive presents, I always looked after them well and they remain in mint condition. Some were, without my knowledge at the time, passed onto my cousin, which I believe was fairly common practice at the time! As a direct result of this, later in life I became determined to replace those given away and, in fact, I continue to collect them way beyond just replacing them.

DINKY TOYS NO 29H DUPLÉ BUS

In green and cream livery, and in mint condition, this model is said to be rare, as a result of relatively few, approximately 500, having been made for the US market and, as a result, the colour combination is not normally found in the UK. My example is mint, but without a box – nonetheless, a very rare item and one I consider myself lucky to have in the collection.

DINKY TOYS NO 62E SPITFIRE

My second 'rare' selection is a well-known aircraft. My life has been largely aviation-related, having been



▲ Dinky Toys No 29h Duplé Bus.



▲ Dinky Toys No 62e Spitfire.



▲ Dinky Toys No 796 Healey Sports Boat On Trailer.



▲ Dinky Toys No 491 Milk Float - Job's Dairy.



◀ Dinky Toys No 274 Mini Van - Joseph Mason Paints.

commissioned in the Royal Air Force VRT and having flown my own three axis Shadow microlight aircraft for many years - my log book shows on a sunny summer's day, in 1960, I took it to a height of 10,100 ft., close to Oxford. I have never flown in a Spitfire, but it does remind me of all the great flying experiences I have had, and all the different aircraft I have been lucky to fly or fly in.

DINKY TOYS NO 796 HEALEY SPORTS BOAT ON TRAILER

My third choice is a boat. This one is said to be rare, once again because of its colour which is cream hull with a yellow top deck. This model was purchased online many years ago and was bought from a seller in Sweden. The model came with its cast metal trailer in red and, although I haven't searched the internet, I don't recall ever seeing another offered for sale online.

DINKY TOYS NO 274 MINI VAN - JOSEPH MASON PAINTS

The fourth choice is the Mini Van in maroon Mason Paints livery, which was purchased online more recently.

The model does not have a box, but this is made up for by it being in 100% mint condition, which is another of my conditions of buying online, only very rarely will I touch up models.

DINKY TOYS NO 491 MILK FLOAT - JOB'S DAIRY

My fifth and final choice is a milk float in the cream and red livery of Job's Dairy. This was an early purchase at an actual toy fair, probably Cuffley in Hertfordshire, which is not too far from Enfield, where we lived at the time, and always a brilliant toy fair to visit. I recall paying £40 for it, which, even then, was a very good bargain for such a rare model, especially since it was in a mint condition box.

I hope you have enjoyed my selection and, if you are my cousin reading this, I am not too proud to accept my toys back! **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.



Modelling for Paul Smith

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

I'm a bit of a fan of the designer, Paul Smith. Mainly his designs and a fair chunk of his clothing, but not so much the prices. I'll always wait for a sale before making a purchase as, to be fair, the reductions are always pretty generous.

A couple of months ago, temptation landed in my email inbox again and, as always, I had to take a look. This time, I was most pleasantly surprised to find a diecast model in there, in the shape of Almost Real's 1/43 scale Land Rover Defender 90. The price reduction was 60%, so, although that was still a pretty meaty sum, I snapped one up. It arrived very quickly, next day in fact – impressive service – and beautifully wrapped too. It served to remind me that I'd still never used the Paul Smith wallet I'd bought in a sale two years ago! Also, it triggered a memory that, somewhere in my bulging boxes, lurked another similarly-scaled PS-related diecast.

The Landie is a sumptuous piece of diecastery, with exemplary attention to detail and a marvellous finish to match. This is as to be expected from Almost Real and, at £60 it was more than a bargain,

▲ Lledo Paul Smith Mini by Hornby Hobbies and Land Rover Defender 90 by Almost Real, posing in front of a colourful Paul Smith wallet.



▲ Packaging for both items is, as you would expect for items approved by the man himself, rather stylish.

as it was originally priced at £150 on the Paul Smith website.

Moving onto my other Smith replica, albeit a somewhat cheaper version, it's the recent Hornby Hobbies rerelease of the Lledo Paul Smith Mini. It's not dated, but the box gives the Hornby address as Sandwich, to where it had moved from Margate in 2015. As it returned to Margate in late 2018, that narrows it down a bit. Being a Lledo casting, the detailing is lacking a little (it doesn't help sitting it next to the exquisite AR Landie), but I love the fabulous stripeage that echoes one of the two real Minis styled as such in 1997.

The pair of real cars differed a little in their striping – one with a green front (as per the wallet image) and one with orange. They were both created in 1997 and the orange-fronted one was unveiled at the 1997 Tokyo Motor Show. Painted with 86 stripes in 24 colours, it certainly makes for a conversation starter – even if mine is missing a windscreen wiper, but that's why it only cost me £20. They generally go for considerably more in mint condition, as does the original Lledo release too. **DC**



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OO Gauge (1:76 Scale)

Corgi Collectables - Buses



OM46517A Wright Eclipse Gemini 2 Go North East NL63 XCB Route X10 Newcastle Royal Fusilliers £35.50



OM46632B Wrightbus New Routemaster Arriva London LTZ 1230 Route 38 Victoria Seiba Basras Our Hillingdon. £35.50



IE0007 ADL Enviro400 MMC - "Dublin Bus" £51
UK0063 ADL Enviro400 MMC - "Ensignbus" £51
UK1502 Alexander ALX 400 bodied Dennis Trident open-top "Stagecoach North West - The White Lady" £51

Oxford Diecast - Buses



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

Cars

76ASS003 Austin Seven RN Saloon Maroon £5



76BCGT003 Bentley Continental GT Onyx black NEW £7



76COR1001 Ford Cortina MK1 in ermine white & green £5



76FZ004 Ford Zodiac MkII Black NEW £5.50



76JIP002 Jaguar I Pace - Narvik Black NEW £6.50



76JIP001 Jaguar I Pace Photon Red £6.50



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



76ND110X001 Land Rover New Defender 110X NEW £7



76ND90001 Land Rover New Defender 90 £7



76MMT002 Morris Minor Traveller in Trafalgar Blue £5



76RRE003 Range Rover Evoque Coupe (Facelift) Aintree Green NEW £6



76MSV003 Mercedes Sprinter Van Royal Mail NEW £7



76LRD001 Land Rover Discovery Mk3 Essex Police £6



76MA001 Mercedes Sprinter 515 CDI Modern Ambulance - Welsh £10



76ATK005 Atkinson Cattle Truck L Davies & Sons £13.50



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



76CA023 Bedford CA Milk Float Co-op £5.50



76DXF001 DAF XF Euro 6 CombiTrailer/Container Maritime Transport £22



76FT1001 Ford Transit Mk1 White £5.50



76FT001 Ford Transit van medium height roof in plain white £5.50



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



76WHSACAB Scania cab - plain white (no or operator). £10



76SCV002 Showmans Caravan in green and cream £12



76SET10A Fordson Tractor triple set blue, yellow & grey variants £13



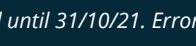
76LRFCA004 Land Rover FC Ambulance BAOR (British Army of the Rhine) 1990 NEW £11



N037 AEC Matador flatbed & drawbar trailer 'Pickfords' (circa 1950-1960) (RRP £7.99) £6



OXF003 Jaguar XF Cashmere NEW £5



NXV008 Jaguar XF Police £4.50

NVOL4007 Volvo FH4 Semi Low Loader Cadzow £13.50

1:72 Scale

Corgi Collectables - Aircraft - military



AA32627 Avro Lancaster B MKIII- LM739 HW Z2 Grogs the Shot RAF 100 Squadron Elsham Wolds 25th April 1945 £139.50



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



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



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



AC105 Hawker Hurricane Mk1 87 Squadron S/L Ian Glead Colerne 1941 NEW £12.50



AC101 Westland Lysander - RAF R9125 225 Squadron £17



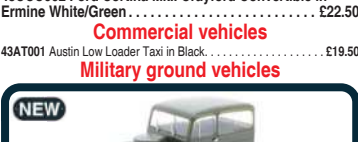
TC00004 Sporting Triumph collection. Stag, Spitfire TR6 £67.50



VA14700 Triumph TR6. Damson £27



43CCC002 Ford Cortina MkII Crayford Convertible in Ermine White/Green £22.50



43AT001 Austin Low Loader Taxi in Black £19.50



43TIC002 Land Rover Tickford Bronze Green NEW £21

N Gauge

Base Toys - Commercial vehicles



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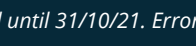
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Ford Consul Corsair

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

In the 1960s, the Ford Consul was a popular car on the roads of Britain. No high street was without one, but in 1963, a new model appeared as the Consul Corsair. At the time, the American automobile industry was beginning to influence car design in Britain and this was especially so for Britain's Ford Motor Company. These new designs naturally led to toy manufacturers, such as Matchbox and Tri-ang making models, and, of course, so did Dinky Toys.

The Dinky Toys Ford Consul Corsair (No 130) arrived in June 1964, as seen in the advert of the *Meccano Magazine* of that month. The *Dinky Toys News* reviews the model saying that “the Ford Consul Corvair lives up to its flamboyant name! It's a dashing model, too, this Dinky (list No. 130), with features that include Prestomatic steering, four-wheel suspension, sliding door windows, interior fittings and jewelled headlights”.

The model is shown in the *Meccano Magazine* advert in metallic yellow with a white roof, and *Dinky Toys News* refers to the colour as an “all-over flamboyant red with cream seats”. It also comes in pale blue with a cream plastic interior. The cars have cast bases depicting the drive shaft, exhaust pipe and differential casing. The Dinky Toys model is based on the real two-door car version. They were sold in illustrated card end flap boxes and the yellow or gold export Visi-Pacs. Deletion came in 1969.

During 1967, a Dinky Toys variation came in the form of the Ford Corsair 2000E (No 169), finished in silver with a black roof, together with the same cream plastic interior. The model is reviewed in the January 1968 *Meccano Magazine*, which was the first issue

▲ Dinky Toys Ford Consul Corvair (No 130) beside a Corvair 2000E (No 169).

► Dinky Toys Fun A'Hoy set (No 125) in its illustrated presentation box, which would have been shrink wrapped.



▲ Meccano Magazine advert, June 1964, part image.



▲ Dinky Toys Catalogue 1965, part image, showing a red four-door car rather than the two door version.

FURTHER INFO

There were a variety of Ford cars in the Dinky Toys range and, of course, lorries. They sometimes 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.com.



since the magazine had paused publication in July 1967. It says that “the Corsair has been given a black 'dimpled' roof to represent the Vinyl roof of the real car”. This model was also deleted in 1969.

The Dinky Toys Ford Consul Corvair also featured in the Fun A'Hoy Set (No 125). The set included the Healey Sports Boat and Trailer (No 796) and they came in an illustrated card shrink wrapped box. The car now had a driver taken from, I think, the Police Car (No 256). The driver from the MGB (No 113) is taking the lady driver from the Triumph Spitfire (No 114) for a boat trip. The set was introduced and shown in the *Meccano Magazine* of July 1964 and *Dinky Toys News* says “Remember, too, that the boat is not just a static model – it actually floats”. The set was deleted in 1969.

The real Consul Corsair was influenced by the Ford Thunderbirds, of the 1960s, and even the Ford Taunus from Germany. It was slightly longer than the earlier Consul and had a four-cylinder engine. Its styling was different for the time and it stood out from the then current cars. There was a GT version and some were raced, capturing many International endurance records. The car was built in the Halewood factory near Liverpool. **DC**

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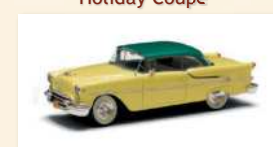
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saloon by Charlesworth



1933 Ford Model 40 roadster



1977 Lincoln Continental
Mark V Coloma pickup



AUCTION NEWS

SPECIALIST SALE AT VECTIS SEES HAMMER PRICES ON THE INCREASE



◀ Vintage Dinky offerings galore - No 42 Pre-war set, No 908 Mighty Antar, No 514 Guy Van and No 156 Pre-war Mechanised Army Set.

THE Specialist sale held at Vectis Auctions on the 15th September featured five private owner collections, plus further items, including Corgi Juniors Gift Sets and trade packs, Dinky trade packs, military vehicles and aircraft, tractors and farm-related vehicles, plus Solido, Tekno, Britains and many others.

The Hampshire Collection, and The Suffolk Dinky Toy Collection both included Dinky pre-war sets, plus pre and post-war military models. The East Yorkshire Land Rover Collection featured Corgi and Matchbox models, and The West Yorkshire Collection included Brooklin, Durham Classics ATC and similar. The South Yorkshire Collection featured further Dinky, French Dinky and Corgi models, including cars, coaches, trucks, tankers and wagons.

Some truly amazing prices were seen throughout the day, proving that the market is now strong again, as confidence returns, and there are plenty of highlights to choose from.

• **Lot 1 Dinky Toys No 42 Pre-war Set** - containing Police Telephone Box, Motorcycle Patrol (very small amount of fatigue), 2x figures - condition generally good plus in a generally good plus blue lift off lid box, inner pictorial stand is excellent. **Estimate: £200 - £300 Sold For: £400**

• **Lot 132 Dinky Toys No 156 Pre-war Mechanised Army Set** - this rare issue contains 151a Medium Tank, 151 Transport Wagon, 151c Cooker Trailer,

151d Water Tank Trailer, 152a Light Tank, 152b Reconnaissance Car, 152c Austin Seven Car, 161a Searchlight Lorry, 161b Anti-Aircraft Gun, 162a Light Dragon and 162c Quick Firing Field Gun - all finished in green with smooth hubs, black wheels and metal tracks. Good to good plus on good carded base in good box with fair lift-off lid. **Estimate: £800 - £1,000 Sold For: £2,200**

• **Lot 191 Dinky Toys No 908 Mighty Antar** - yellow unit with windows, red Supertoy hubs, light grey trailer with red ramps and Supertoy hubs, with dark grey transformer plastic load with electrodes. Excellent plus with some inner packing pieces in good plus to excellent yellow and red lift-off-lid box. **Estimate: £280 - £320 Sold For: £520**

Lot 305 Dinky Toys No 514 Guy (1st Type) Weetabix Van - yellow including Supertoy hubs with smooth tyres, silver trim. Good plus to excellent in fair to good blue lift-off-lid box with paper label. **Estimate: £300 - £400 Sold For: £800**

Lot 320 Dinky Toys No 920 Guy (Type 3) Heinz 57 Varieties - red cab and chassis, yellow back and Supertoy hubs with black treaded tyres, silver trim. Excellent in fair to good correct plain blue and white striped box. **Estimate: £500 - £600 Sold For: £520**

• **Lot 322 Dinky Toys No 923 Big Bedford Heinz 57 Varieties** - sauce bottle issue red cab and chassis, yellow back and

Supertoy hubs with grey treaded tyres, silver trim. Good plus in good plus blue and white striped lift-off-lid box. **Estimate: £300 - £400 Sold For: £520**

• **Lot 325 Dinky Toys No 935 Leyland Octopus Flat Truck** - green cab and chassis, light grey back and cab flashes, red plastic hubs with black treaded tyres, metal tow hook. Good plus to excellent in good box. **Estimate: £300 - £400 Sold For: £640**

• **Lot 478 Matchbox Lesney large-scale Massey Harris Tractor** - red, cream including hubs, gold trim. Excellent in good carded picture box. **Estimate: £280 - £340 Sold For: £520**

• **Lot 490 Hot Wheels "Rrrumblers" Gift Set** - comprises Centurion, Rip Code, Bone Shaker, Preying Menace and Talor. Near mint to mint in near mint plastic tray and excellent plus outer window box, with outer transit brown plain sleeve. **Estimate: £700 - £900 Sold For: £1,300**

• **Lot 582 Dinky Toys No 38e Armstrong Siddeley Coupe trade pack** - containing 6 examples - 3x green, grey interior and tonneau, mid-green ridged hubs with black smooth tyres and 3x grey including ridged hubs, blue interior and tonneau. Good plus to excellent plus in fair trade box with original dividers. **Estimate: £400 - £500 Sold For: £420**

For more information about future diecast auctions at Vectis, visit the company's website at www.vectis.co.uk.

DINKY OMNISPORT VAN RIDES AGAIN AT WALLIS & WALLIS

BACK in 2009, Wallis & Wallis sold what was believed to be a super-rare, one-off Dinky Austin Van in Omnisport livery. Conceived as a promotional for a store in El Salvador, in the 1950s, it was originally thought to be just a concept until an example was brought into Wallis & Wallis by a collector in 2009 (far right). It sold for an astonishing £6,400 and then a second, playworn example came up for auction in late 2013. There is still a huge amount of mystery surrounding this particular model in this livery.

Just sold, again at Wallis & Wallis, is a wonderful Code 3 conversion. One of a very limited number produced by Alan Morris using a genuine Dinky casting, it has the correct decals and is



finished in the correct shade of light blue, colour matched from the original sold in 2009. Mint in reproduction fictional box, it sold for a very reasonable £75 at the beginning of September (above, left).

MORE FROM GRAHAM HAMILTON'S PICTURE BOX MATCHBOX COLLECTION

THE next instalment of Graham Hamilton's massive Picture Box Collection is up for auction at Vectis on 29th September. Given the success of days 1 and 2, held on 26th and 27th May, earlier this year, this will be another auction to keep an eye on.

Of particular interest is Lot 7133, a stunning Stannard Code 13 Matchbox Regular Wheels 58a BEA Airport Coach, with dark blue body and mask-sprayed silver trim, full colour decals both facing front, gloss black type B base, and 18-tread black plastic wheels with rounded axles. Described as near mint with just a couple of

very minor, tiny pin-size chips to edge of decals in an excellent to excellent plus very clean, but just slightly creased on dark striker side, late issue type D1 box printed by Pembroke Abbey with matching model artwork. Nice example of this rare box variation. The Vectis pre-sale estimate is £800 - £1,000.



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DATE: 9th September 2021
TITLE: Corgi Gift Set 21 Original Box Chipperfields Circus Crane With Scammell
SOLD FOR: £360.25
BIDS: 26

Superb vintage Corgi Toys GS21 Chipperfields Circus gift set, still with the original box. In good vintage condition, has been played with but everything is in a pretty good shape. Unfortunately, it is missing the elephant from the crate, the bears from the box and the plastic covering from inside the tigers, plus one of the plastic doors.

The outer box has some wear, but, despite this, it is still in very good condition and the very attractive artwork to the rear is stunning.



DATE: 15th August 2021
TITLE: Dinky Toys No 360 Eagle Freighter from Space:1999
SOLD FOR: £300.01
BIDS: 28

Excellent model in original, un-restored condition with no replacement parts. In fact, it has been stored since new, so is completely mint and unplayed with.

The attractive cardboard plinth and clear plastic blister packaging are both in excellent condition. The white paintwork is pristine and the plastic upper spine is showing no signs of fatigue or yellowing. A wonderful example of this much sought-after Dinky toy.



DATE: 14th September 2021
TITLE: Sun Star 1/12 scale 1963 Morris Mini Cooper S
SOLD FOR: £260.00
BIDS: 18

Rare and brand new Sun Star 1/12 scale diecast model of a 1963 Morris Mini Cooper S. Box and contents are as new. All seals on car are still in place. Instructions and accessories still sealed.

The tape that secures the two halves of the packaging together has been carefully cut, so that the seller could take pictures of the car, otherwise, the model had never been opened before. One of only 999 produced, this is number 333.



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PriceGuide

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▲Corgi Rockets D903 Mercedes 280SL, metallic blue, off-white interior, with key. Mint on excellent blister card. **£90, Vectis, August.**



▲Corgi Rockets D901 Aston Martin DB6, gold body, green tinted windows, with key. Near mint on good plus blister card. **£50, Vectis, August.**



▲Dinky Toys No 189 Triumph Herald Saloon, two-tone white, light blue, silver trim, chrome spun hubs with black treaded tyres. Excellent plus in good plus plain yellow and red carded box with dark blue colour spot. **£100, Vectis, August.**



▲Dinky Toys No 205 Lotus Cortina Rally Car "Rallye Monte Carlo", white body, red bonnet, boot and stripes, pale blue interior, racing number 7, 2x white plastic aerials, cast spun hubs. Excellent in excellent plus carded picture box. **£110, Vectis, August.**



▲Dinky Toys No 212 Ford Cortina Rally Car, off-white, black bonnet, red interior, chrome spun hubs, roof light, racing number 8. Excellent plus in excellent box. **£80, Vectis, August.**



▲Corgi Juniors 40 James Bond Aston Martin DB5, metallic silver, red interior, with bandit figure. Mint on excellent plus blister card. **£50, Vectis, August.**



▲Corgi Juniors 40 James Bond Aston Martin DB5, flat silver, red interior with James Bond and bandit figures. Near mint on excellent harder to find American issue blister card. **£100, Vectis, August.**



▲Corgi Rockets "The Saint's" Volvo P1800, white body, blue interior and bonnet label, with key. Near mint on excellent blister card. **£60, Vectis, August.**



▲Corgi Toys No 336 James Bond Toyota 2000 GT, from the film "You Only Live Twice", white body, black interior with Aki and James Bond figures, red plastic aerial, spun hubs. Excellent plus, inner pictorial stand is good plus to excellent, outer blue and yellow carded picture box is good plus, with inner packing card and Secret Instruction pack containing folded leaflet, lapel badge and missiles attached to sprue. **£240, Vectis, August.**



▲Corgi Toys No 107 "Batman" Batboat (1st issue), plastic body with tinplate fin, blue tinted windows with Batman and Robin figures, cast hubs. Boat is near mint with excellent gold trailer in good plus blue and yellow carded picture box. **£170, Vectis, August.**



▲Corgi Toys No 925 "Batman" Batcopter, black, red interior with Batman figure, red rotor blades. Excellent plus in good striped window box. **£120, Vectis, August.**



▲Corgi Toys No 268 "The Green Hornet" Black Beauty, black, spun hubs, chrome trim. Excellent plus, inner pictorial stand is good plus to excellent in good plus to excellent blue and yellow carded picture box, with inner packing card and sealed instruction pack containing folded leaflet, missiles and spinners. **£260, Vectis, August.**



▲Corgi Toys No 342 "The Professionals" Ford Capri, metallic silver, with 3x figures. Near mint, inner carded tray is good to good plus, outer striped window box is fair. **£80, Vectis, August.**



▲Corgi CC07002 "The Persuaders" Aston Martin DBS, golden yellow, with Lord Brett Sinclair figure. Mint in mint window box, with trading card signed by Roger Moore. **£180, Vectis, August.**



▲Corgi Juniors E3019 James Bond "Octopussy" gift set, Contents complete. Mint on excellent sealed card. **£100, Lacy Scott & Knight, August.**



▲Corgi Toys No 311 3-Litre Ford Capri, pink with red spot hubs. Near mint in near mint box. **£100, Lacy Scott & Knight, August.**



▲Corgi Toys No 313 Ford Cortina, bronze, complete with Graham Hill figure. Near mint in a mint original window style box, with Corgi club leaflet. **£120, Lacy Scott & Knight, August.**



▲Corgi Toys No 281 Rover 2000TC, purple with Whizzwheels. Mint in near mint to mint box, with Corgi Club leaflet. **£160, Lacy Scott & Knight, August.**



▲Corgi Toys No 260 Renault 16, metallic red complete with the original clear plastic strips to prop bonnet and boot open for display purposes. Mint in near mint to mint box. **£70, Lacy Scott & Knight, August.**



▲Corgi Toys Whizzwheels No 681 Stunt Motorbike, with Batman sticker still on rider. Mint in near mint to mint box. **£110, Lacy Scott & Knight, August.**



▲Corgi Toys No 471 Smiths Karrier Mobile Canteen, blue body and spun hubs. Near mint to mint in near mint to mint box. **£210, Lacy Scott & Knight, August.**



▲Corgi Toys No 452 Commer 5 Ton Dropside Lorry, red cab and cream bed. Near mint to mint in near mint to mint box, with Corgi paper slip. **£320, Lacy Scott & Knight, August.**



▲Corgi Toys No 428 Smiths ice cream van "Mister Sofftee", cream and blue body with spun hubs. Near mint to mint in near mint box, with Corgi paper slip. **£240, Lacy Scott & Knight, August.**



▲Dinky Toys No 35B trade box of 6 Midget Racers, all finished in silver and red, with tan driver. Very good in very good original buff coloured and labelled trade box, with original dividers. **£200, Lacy Scott & Knight, August.**



▲Dinky Toys No 101 Thunderbird 2, green body with four yellow plastic legs and red rear boosters, complete with capsule containing Thunderbird 4. Near mint to mint in near mint original sliding tray box with packing piece and sliding card section. **£360, Lacy Scott & Knight, August.**



▲Dinky Toys No 230 Talbot Lago racing car, blue with racing No 4 and white driver, with grey tyres and yellow plastic hubs. Near mint to mint in near mint box. **£400, Lacy Scott & Knight, August.**



▲Corgi No 96655 James Bond Aston Martin DB5, silver, with villain figure. Mint in very good striped window box, complete with certificate and instructions. **£40, British Toy Auctions, September.**



▲Corgi Aviation Archive AA32601 1/72 scale Avro Lancaster, R5868/"PO-S 467 Squadron markings with accessories. Mint condition in excellent inner polystyrene tray within a good lift off lid box. **£55, British Toy Auctions, September.**



▲Corgi Aviation Archive AA34801 1/72 scale Vickers Wellington MK.IA, No 9 Sqn RAF Honnington December 1939 with accessories and wheels. Mint condition in very good lift off lid box. **£40, British Toy Auctions, September.**



▲Corgi Aviation Archive 1/72 scale AA32602 'Battle of Britain Memorial Flight Set', Avro Lancaster EE176 'Mickey the Moocher', Spitfire Mk.IIa P7350 and Hawker Hurricane LF363. Near mint in excellent polystyrene inner box and good outer lift off lid box. **£60, British Toy Auctions, September.**



▲Corgi Aviation Archive 1/144 scale AA37002 Vickers VC-10, G-ARVM, British Airways, London Heathrow Airport 1977. Mint in excellent lift off lid box with excellent outer sleeve. **£40, British Toy Auctions, September.**



▲Dinky Toys No 981 Horse Box 'British Railways Express Horse Box Hire Service', maroon body, silver trim, with three plastic unassociated horses. Fair plus to good overall condition in poor to fair blue and white striped lift off lid box. **£25, British Toy Auctions, September.**



▲ **Dinky Toys No 103 Spectrum Patrol Car**, from the Gerry Anderson series 'Captain Scarlet and the Mysterons', blue body, clear glazing to front and blue tinted glazing to rear, yellow interior, single bolted wheels, and transfers to doors within a raised border. **£50, British Toy Auctions, September.**



▲ **Sun Star No 2710 1/18 scale 'Back to the Future' De Lorean 'Time Machine'**, silver, with accessories. Mint in very good window box. **£60, British Toy Auctions, September.**



▲ **Hot Wheels 1/18 scale Batmobile**, black. Mint in good window box. **£50, British Toy Auctions, September.**



▲ **Dinky Toys No 439 Ford D800 tipper truck and snow plough**, metallic blue cab, with opening doors, and light blue tipper body and metal wheels. Very good in good box. **£28, British Toy Auctions, September.**



▲ **Autoart No 87183 1/18 scale Steve McQueen Racing Porsche 917K Le Mans**, in Gulf livery. Mint in good box. **£130, British Toy Auctions, September.**



▲ **Gilbow No 991031/24 scale Daimler London DMS Bus**, London Transport Catford Garage Routes 108B, 124, 124A and 185, with 'Pearl Assurance' advertising, rotating blinds, opening engine cover and Emergency Exit. Mint in polystyrene inner tray with corner protectors and original ribbons, in good box. **£240, British Toy Auctions, September.**



▲ **Corgi Toys No 441 Volkswagen Toblerone Van**, light blue. Good to very good in good box. **£60, Excalibur Auctions, September.**



▲ **Corgi Toys No 356 VW Military Personnel Carrier**, drab olive green. Very good in good to very good box. **£90, Excalibur Auctions, September.**



▲ **Corgi Toys No 354 Commer Military Ambulance**, drab olive green. Very good in good to very good box. **£75, Excalibur Auctions, September.**



▲ **Corgi Toys No 359 Commer Army Field Kitchen**, drab olive green. Very good in good to very good box. **£100, Excalibur Auctions, September.**



▲ **Corgi Toys No 317 Monte-Carlo 1964 Mini-Cooper S**, red, numbered 37. Good to very good in good box. **£95, Excalibur Auctions, September.**



▲ **Dinky Toys No 134 Triumph Vitesse**, blue with red interior. Very good in good box. **£48, Excalibur Auctions, September.**



▲ **Corgi Toys No 246 Chrysler Imperial**, red with pale blue interior, with passengers and golf trolley. Very good in good to very good box. **£55, Excalibur Auctions, September.**



▲ **Corgi Toys No 231 Triumph Herald Coupe**, gold/white. Fair to good in good box. **£42, Excalibur Auctions, September.**



▲ **Corgi Toys No 261 James Bond's Aston Martin**, gold with working bullet shield, guns and ejector seat - bandit in car and spare bandit. Good with very good inner pictorial stand in good outer box, with instructions, envelope and sticker on original backing sheet. **£300, Excalibur Auctions, September.**



▲ **Corgi Major Toys No 1126 Ecurie Ecosse Racing Car Transporter**, metallic dark blue. Good to very good in good box with internal packing pieces. **£110, Excalibur Auctions, September.**



▲ **Corgi Toys No 341 Mini Marcos GT850**, maroon. Very good in good box. **£38, Excalibur Auctions, September.**



▲ **Corgi Toys No 327 MGB GT**, dark red. Very good in good to very good box. **£50, Excalibur Auctions, September.**



▲ **Corgi Toys No 221 Chevrolet New York TAXI Cab**, deep yellow with red interior, TAXI sign to roof, aerial to rear wing, smooth spun wheels with black tyres. Mint in near mint box. **£130, Wallis & Wallis, September.**



▲ **Corgi Toys No 218 Aston Martin DB4**, yellow with red interior, closed bonnet vent, detailed cast wheels with black tyres. Mint in excellent box. **£100, Wallis & Wallis, September.**



▲ **Corgi Major Toys No 1101 Carrimore Car Transporter**, Big Bedford ('S' Type) tractor unit in mid blue with deep yellow transporter and silver tracks, "Corgi Car Transporter" in deep blue to sides. Very good in very good box. **£110, Wallis & Wallis, September.**



▲ **Corgi Toys No 453 Commer 'Wall's' Refrigerator Van**, lighter blue cab and chassis, cream rear body with "Wall's Ice Cream More Than Just A Treat - a food" decals to sides, with smooth spun wheels. Very good in very good box. **£170, Wallis & Wallis, September.**



▲ **French Dinky Toys No 22A Maserati Sport 2000**, gloss deep red, ridged plated wheels with black rubber tyres, complete with driver. Mint in excellent box. **£55, Wallis & Wallis, September.**



▲ **French Dinky Toys No 24H Mercedes-Benz 190SL**, off-white with black roof, plated ridged wheels with black rubber tyres. Very good in very good box. **£40, Wallis & Wallis, September.**



▲ **French Dinky Toys No 25CG Citroën Camionnette 1200 Kg**, in C.H.Gervais cream livery, with black tyres and ridged cream wheels. Very good in very good box. **£95, Wallis & Wallis, September.**



▲ **French Dinky Toys No 25C Camionnette Citroën 1200Kg**, in turquoise CIBIE livery with bright yellow dished wheels and black tyres. Very good in very good box. **£100, Wallis & Wallis, September.**



▲ **Dinky Toys No 25s 6-Wheeled Wagon**, reddish brown with grey tin tilt, with holes in seat, complete with driver, smooth wheels with thicker axles and original white rubber tyres. Good. **£40, Wallis & Wallis, September.**



▲ **Dinky Toys No 22f Army Tank**, grey lead body, 'Dinky Toys' cast in, with black rubber tracks. Very good. **£260, Wallis & Wallis, September.**



▲ **Dinky Toys No 431 Guy Warrior**, light brown with dark green rear body, with mid green wheels and black treaded tyres. Boxed, some wear/surface marking. Vehicle VGC-Mint. very minor chip. £100-150 **£320, Wallis & Wallis, September.**



▲ **Dinky Toys No 256 Humber Hawk Police Car**, black with cream interior, sign to roof, aerial to drivers side front wing, 'PC 49' number plates, dished spun wheels with black treaded tyres. Mint in near mint box. **£110, Wallis & Wallis, September.**



▲ **Dinky Austin A40 van in Omnisport livery**, One of a very limited number produced by Alan Morris using a genuine Dinky casting, with the correct decals and finished in the correct shade of light blue, colour matched from the original. Mint in reproduction fictional box. **£75, Wallis & Wallis, September.**



▲ **Dinky Pre-war Set No 42**, containing "Police" Telephone Box, Motorcycle Patrol, 2x figures. Good Plus in good plus blue lift off lid box, inner pictorial stand is excellent. **£400, Vectis, September.**



▲ **Dinky Pre-war 156 "Mechanised Army" Set**, contains 151a Medium Tank, 151 Transport Wagon, 151c Cooker Trailer, 151d Water Tank Trailer, 152a Light Tank, 152b Reconnaissance Car, 152c Austin Seven Car, 161a Searchlight Lorry, 161b Anti-Aircraft Gun, 162a Light Dragon and 162c Quick Firing Field Gun - all finished in green with smooth hubs, black wheels and metal tracks. Good to good plus on good carded base in good box with fair lift-off lid. **£2200, Vectis, September.**



▲ **Dinky Toys No 908 Mighty Antar with Transformer**, yellow unit with windows, red Supertoy hubs, light grey trailer with red ramps and Supertoy hubs, with dark grey transformer plastic load with electrodes. Excellent plus with some inner packing pieces in good plus to excellent yellow and red lift-off-lid box. **£520, Vectis, September.**



▲ **Dinky Toys No 514 Guy (1st Type) "Weetabix" Van**, yellow including Supertoy hubs with smooth tyres, silver trim. Good plus to excellent in fair to good blue lift-off-lid box with paper label. **£800, Vectis, September.**



▲ **Dinky Toys No 920 Guy (Type 3) "Heinz 57 Varieties"**, red cab and chassis, yellow back and Supertoy hubs with black treaded tyres, silver trim. Excellent in fair to good correct plain blue and white striped box. **£520, Vectis, September.**



▲ **Dinky Toys No 923 Big Bedford "Heinz 57 Varieties"**, sauce bottle issue red cab and chassis, yellow back and Supertoy hubs with grey treaded tyres, silver trim. Good plus in good plus blue and white striped lift-off-lid box. **£520, Vectis, September.**



▲ **Dinky Toys No 935 Leyland Octopus Flat Truck** with chains, green cab and chassis, light grey back and cab flashes, red plastic hubs with black treaded tyres, metal tow hook. Good plus to excellent in good box. **£640, Vectis, September.**



▲ **Matchbox Lesney large scale Massey Harris Tractor**, red, cream including hubs, gold trim. Excellent in good carded picture box. **£520, Vectis, September.**

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- **Crewe**, Crewe Model Engineering Society, 01270 505781
- **Maidstone**, Maidstone Vintage Toy Fair, 01622 298 159 or 01732 840787

3 OCTOBER

- **Suffolk**, Stowmarket Railway Club, 01449 2098

- **Birmingham**, BP Fairs, 01604 846688 or 07966527177

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

10 OCTOBER

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

- **Doncaster**, BP Fairs, 01604 846688 or 07966527177

- **Shepton Mallett**, Bulldog Fairs, 01373 452857

17 OCTOBER

- **Stafford**, BP Fairs, 01604 846688 or 07966527177

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

24 OCTOBER

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

- **Coventry**, Richard Gollin, richardgollin@aol.com

30 OCTOBER

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

- **Leeds**, Barry Rennison, 0113 236 3695

31 OCTOBER

- **Bolton**, BP Fairs, 01604 846688 or 07966527177

- **Kempton**, RM Toys, 023 9238 1529 or 07957 823507

7 NOVEMBER

- **Buxton**, BP Fairs, 01604 846688 or 07966527177

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

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

AUCTIONS

2 OCTOBER

- **Lymington**, Lymington Auctioneers, 01590 679487

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

3 OCTOBER

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

5 OCTOBER

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

6 OCTOBER

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9 OCTOBER

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

12 OCTOBER

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

14 OCTOBER

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

21 OCTOBER

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22 OCTOBER

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

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

26 OCTOBER

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

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

28 OCTOBER

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

29 OCTOBER

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

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French cars of the '50s by JEP

PART ONE

Andrew Ralston focuses on some real French fancies.

JEP (which stands for “le Jouet de Paris”) is one of the oldest names in the French toy industry, with origins stretching back to 1899. Like most mechanical toys in the early decades of the twentieth century, JEP products were generally made from tinsplate and the name was particularly associated with model railways, but there were also boats, cars, aeroplanes, toy guns, roller skates and much else. In the late 1950s, these were made in two factories, the main one being located at Montreuil-sous-Bois, on the outskirts of Paris, and the other at Orleans.

Even in the 1920s, JEP was offering sophisticated tinsplate cars, large in size (around 1/8 scale) with features such as opening doors, steering and electric lighting, as well as powerful clockwork mechanisms. The two-tone blue and black Hotchkiss, dating from about 1927, is 28 cm in length and is typical of the toys of this era. The level of detail is remarkable – just look at the design of the steering mechanism on the front axle, or the Hotchkiss badge in the centre of the grille.

High standards were maintained post-war too, and a particularly impressive item from the early 1950s was the ‘Automobile Deluxe’, based on a Delahaye. This 32 cm long item was clockwork powered and had battery operated lights, opening doors and interior fittings. As with other toy manufacturers, JEP moved into plastic during the 1950s and produced a small number of cars in 1/15 or 1/20 scale powered by friction or battery motors. Subjects were the popular family cars favoured by most of the French toymakers – a Simca Aronde, Panhard, Citroën DS 19 and Peugeot 404. Some were available with a steering wheel attached to a rod that, when inserted through the rear window, allowed the child to steer the car. This was claimed to have an educational value in teaching youngsters how to stop in time, park correctly and avoid obstacles!

There remained one area of the toy car market that JEP had yet to exploit fully – smaller ‘Dinky-sized’ cars. The mid-to-late fifties were the golden era for these in France, as elsewhere, and French children were fortunate to be able to choose from Dinky, CIJ, JRD, Quiralu and, after 1957,



Impressive early 1950s Delahaye saloon with clockwork motor and electric lights. Photo: Vectris



▲ Catalogue illustration of two of the larger plastic ‘téléguidée’.



▲ 1920s Hotchkiss – typical of the high-quality of early JEP tinsplate products. Photo: Bertrand Bigaudet



▲ The five ‘Minia-JEP’ cars in 1/43 scale.

the Solido 100 series cars fitted with spring suspension. In addition, there were plenty of plastic cars around too, from Norev, Minialuxe and other smaller manufacturers like Clé.

In this crowded market, JEP came up with the idea of the ‘Minia-Jep’ series that offered something slightly different – a kind of hybrid product combining plastic and diecast construction. There were five cars in the range, all of them popular French subjects – Citroën DS 19, Panhard Dyna, Simca Versailles, Peugeot 403 and Renault Dauphine, so each of the five big French motor manufacturers of the era were represented. The 1959 catalogue claimed that “the JEP miniature autos are deluxe models that you will be proud of and which cannot be compared to any other models in existence”.

So what was so special about the Minia-JEPs? And how did they fare against the opposition? Find out next month. **DC**

Dear Editor...

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



MINI DINKY FATIGUE AND FURTHER FIAT MUSINGS

I enjoyed Douglas Kelly's article on estate cars in the September issue. He's right about the metal fatigue affecting some Mini Dinky models. I have two examples of the Fiat 2300 station wagon that he mentions and, while one of them is fine, the first one I acquired started to develop cracks a while ago.

It was the first time I had encountered this problem and I only noticed it when I was stripping the paint off to restore the model. I thought at the time that I had overdone the paint stripper but then found out it's a problem with these small Dinkys. I very carefully finished stripping it then, after filling the cracks with a thin film of araldite, gave it a few heavy coats of paint. That was a few years ago and the model is still in one piece, though small cracks are still noticeable through the paint. The other one seems to be a good one. The interesting thing about this model is that the bonnet is hinged the wrong way. The Mini Dinky has the bonnet hinged at the back but on the real car it hinges at the front like most Fiats of the 1960s and '70s.

At least Dinky got it right with its bigger brother, No 172/281. Whilst we're on the subject of the Dinky Toys No 172 Fiat 2300, I thought you might like to see my Code 3 Police car based on this model, which was inspired by the Corgi Toys No 419 Ford Zephyr Police car. The UK Police never, of course, used this car, but I think it would have made a good motorway patrol car. The Fiat Marea Weekend that he mentions was also available in dark metallic blue and was indeed a dealership promotional model, but it came out a lot earlier than 10 years ago. Maisto released it in late 1996 to coincide with the release of the actual car and it emphasises its promo model credentials by having on its number plates "185 SW (Tipo D)", Fiat's internal code for the car. When this casting was later used by Bburago in its Street Fire range, these disappeared.

Kevin Brock, Isle of Wight

ED Wow, it seems that this problem could be worse than first suspected. Many thanks for your input here, Kevin. Good spot on the incorrectly-hinged bonnet - it is interesting that the bigger version was done correctly. Thanks also for sharing your excellent and imaginative Police version of Dinky's Fiat 2300 - very nicely done, sir!



FINDING FAULT AT THE FACTORY

HERE is a picture of a pair of Minialux Austin vans. I know this was issued in a variety of colours, but one appears to be a factory error having missed the process of applying the embossed gilt lettering. Is this especially rare or are there others out there?

Maurice Westlake, email

ED Now that's a nice pair, Maurice. As for the factory error, Minialux is most definitely not on my radar when it comes to depth of knowledge, unfortunately. Any thoughts from those more up to speed here?



DOES THIS RING A BELL?

COULD you or any of your readers shed any light on a model I bought recently, please? It's a Tri-ang Spot-on milk float with a difference on the crate body sides. Normally I have had the picture on the right model with open hooks, but the model on the left has closed rings. Is this an early production model that had a change in the moulding at a later date? Any information would be much appreciated.

Andrew, Godalming

ED Very good spot there, Andrew. I know exactly who to ask - Mr Spot-on himself, Brian Salter. If I don't see him at the Sandown Toy Fair coming up, I'll give him a ring and get back to you.

REVELL (OR AIRFIX) TO THE RESCUE?

I am sorry to read about Paul Soper's accident with his Corgi B-17 "Mi Amigo" model. May I suggest that a Revell 1/72 scale plastic kit of the fortress would probably contain all the parts that he might need to repair his Corgi model? I hope this helps.

John Greaves, email

I guess I'm the umpteenth person to say "try Airfix". The problem may be to find the part number, but it has sold spare parts for the kits (the last I got was for a Mosquito), so it would be the first port of call for the top turret from the B17 or Liberator kits. There's ebay - as you never know what may be there for odd aircraft parts, and "Pavla" (selling through ebay) are a brand making vac-formed turrets. Thinner and more realistic, but not as strong. Hannants (www.hannants.co.uk) also sells various canopies, I think largely vac-formed, for various World War II aircraft.

Graham Cook, email

ED That's a very good point, gents – I hadn't thought of raiding a similarly-scaled plastic kit. A great (and much cheaper) fix.

DEAGONISE NO MORE

LIKE Ken Cowdry (*Dear Editor*, October issue) my delivery of DeAgostini, in my case the Classic Dinky Toys Collection, ceased with numbers 65 and 66. I contacted DeAgostini in January this year and received an explanatory email the same day, apologising for the problem, which was delivery from the factory in China.

The collection was completed with numbers 67, 68, 69 and 70, delivered on 31st July - I had several emails indicating proposed delivery dates and was kept informed of any progress. My experience with DeAgostini has been excellent, unlike the dubious treatment by Atlas Editions, with its Dinky Toys cars and lorries. I also have nothing but praise for the Corgi Model Club Blue14 DTC Brands. The models are vastly superior in finish to the originals, of course reflected in the price.

Robert Walker, Derbyshire

I have no idea if this helps Ken Cowdry, but DeAgostini has appeared to have had a 'rebrand' of sorts, as Fanhome. I see very little about DeAgostini now, but on my Facebook feed, there is plenty of advertising from Fanhome. One can make no solid presumptions, but although DeAgostini does still exist, perhaps Fanhome will be its main brand going forward. I have nothing to back that up, but there is certainly no shortage of Fanhome advertising on my feed, so I thought it better to mention such a fact than not mention it. Good luck to Ken, anyway.

Keep up the good work with the magazine, and if you ever have the temptation to share a photo of Superman's Supermobile (yes, he had a vehicle, too), I really wouldn't complain!

Stephen Parry, Birmingham

ED Many thanks to both of you for taking the time to reply and that's reassuring to hear about the communications from DeAgostini, Robert. As for Fanhome, I get the impression that this is DeAgostini's partwork build arm. And Stephen, on the subject of the Superman Supermobile, I'm sure I can find something to pop in for you shortly. (Hint, check over the page...)



COLOUR CORRECTION

IT'S interesting that, in the October issue, both Rick Wilson and Brian Gower mention models of concept cars from the late 1960s that were produced in incorrect paint finishes, the Matchbox Lamborghini Marzal and Corgi Bertone Runabout Barchetta. I've got a duplicate Marzal and have been meaning to restore it to the correct colour for ages, perhaps I'll do that one myself now that clear glazing is potentially available. One concept model I have managed to correct is the Corgi Barchetta (little boat). This great looking Gandini-designed car from 1969 formed the basis of Fiat's X1/9 and, as Brian stated, has been modelled by other manufactures including Mebetoys, which also spawned an unbranded Russian copy in plastic as well as a Junior/Rockets version from Corgi (including a bizarre Wonder Woman version), none of which are the correct white! I found restoring one to the correct colours to be relatively straight forward but the intricate interior colour scheme of red and white is a pain to replicate, I think my effort just about gets away with it. As far as I'm aware the only 1960s/'70s concept car diecast models that originally appeared in their correct colours are Corgi's Pininfarina Alfa P33 in white and the French Dinky version of the Fiat Abarth 2000 Pininfarina in racing red, as opposed to the UK Dinky version in 'day-glo' pink!

Kevin Brock, Isle of Wight

ED Another great letter – your second this month, sir! And top job on the Barchetta repaint. I have a fair few of the Superfasts lined up to be 'corrected' and there are definitely many more out there in need of a little keen-eyed assistance. I often wonder why the manufacturers chose to ignore the real colours when it was so obvious? Dinky's No 351 UFO Interceptor was probably the first one I ever noticed, back in the day – they were always white with red markings on TV, so why choose that green? I have to say that it is such a great colour that I forgave them at the time. But was the decision driven by a desire to make them stand out in the shops as much as possible, or was it a case of just using up a stockpile of paint at the factory? Maybe it was a bit of both.

TRANSPORTER TRANSFER TROUBLE

MR Wilson, some years ago, before your break in editorship, you treated us to your restoration of the Corgi Ecurie Ecosse transporter in the July 2015 issue. I attempted to purchase the decals you used but the supplier, Pattos Place, has been unable to identify my request. Did you accidentally credit your purchase from another supplier?

Robert Walker, Derbyshire

ED Ah yes, that was a most pleasurable project, and it sits right next to me in my office on permanent display. I fear I was not sufficiently full in my explanation regarding the decals, as they weren't specific to the transporter set, nor to the Dinky D-Types themselves. They were generic model D-Type decals of the 1956 and 1957 winners, in 1/43 scale. They are still referenced on the website as "Jguar D-Type - Le Mans Winner – 1956" and "Jguar D-Type - Le Mans Winner – 1957" (the missing "a" is on purpose, presumably to circumnavigate copyright/licensing!). Bruce's service and quality of product are both superb – www.pattosplace.com.



Superman Supermobile

Rick Wilson responds to a reader's letter (almost) faster than a speeding superhero.

When Stephen Parry added a footnote to a letter (see previous page), it inspired me to have a quick look around to see what I could find, as I don't have either of the Corgi models to hand in my collection. Thanks to the marvellous archive at Vectis Auctions, I didn't even need to find a telephone booth to get changed in.

Modelled simply from drawings that appeared in a couple of DC Comics issues, Corgi released its No 265 Supermobile in September 1979. The design was also miniaturised further to become part of the Juniors range too, as No 11, but without the firing missiles.

The larger No 265 release had two main features – a rocket-firing mechanism (two projectiles from the nose of the craft) and a striking fist action, as depicted on the comic cover included here. This latter feature was activated by plated push pads just behind the air intakes on either side.

Modelled in Superman's traditional blue and red colours, both replica sizes also featured his trademark "S" logo. Actually, both used the same sticker, so it appeared to be much larger on the Juniors version.

Both versions proved pretty popular, so there are a good number still to be found today, although expect to pay handsomely for the larger model. The mint condition, boxed example of No 265 shown here, complete with missiles still attached to their sprue, sold at Vectis in November 2020 for £120. The very same model came back for resale in June of this year and sold for £140 this time. The Juniors version, as you might expect, comes in on the cheaper side. A mint example, still sealed in its carded blister pack, sold for £35 in January this year and, the following month, a pair were sold (different backing card designs, but both mint) for just £50.

Corgi used the option of gift set inclusion to further sales for both sizes. No 265 appeared in GS21 Superman Gift Set from September 1980, packaged with No 260 City of Metropolis Police



▲ Corgi Juniors No 11 pair, with differing backing card artwork. Photo: Vectis



▲ DC Comics cover showing the Supermobile in fist-punching action.



▲ Corgi Toys No 265 was released in September 1979. Photo: Vectis

Car and No 929 Daily Planet Jet 'Copter. A mint, boxed example of this marvellous set sold for £280 at Vectis in February.

The Juniors version appeared in two special sets, firstly as a 2-piece pack, No 2506, with Supervan – later as part of a 5-piece DC Comics "Superheroes" set, released as No 3114 in 1982, with Batmobile, Buick Regal Police Car, Batcycle and Batboat. An example of this pack sold for £420 in February. Could any of these prove to be your bank account's kryptonite? **DC**

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Total contentment

Stephen Paul Hardy gets a nice surprise.

As a rule, I leave penning *Signing off* right up to the wire. Inspirations for the theme of the month are then, generally, prompted by a newly arrived email or a reflective thought about some aspect touched on in a contribution that I had just finished.

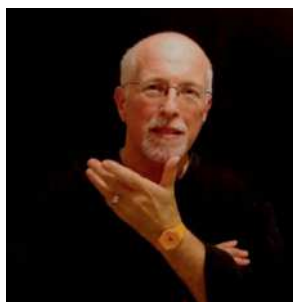
This month, for a refreshing change, inspiration was delivered yesterday in an old fashioned way by the postman in the form of a surprise package sent to me by Chas Bindon – one of my longstanding friends on the VW and scale model circuits. It was a neat brown box, packaged in the way that only serious model collectors can do. Being totally unexpected (and therefore of unknown content) it aroused my curiosity and a smile.

That smile broadened to a grin as the unwrapping process revealed the mysterious content inside. It was a simple pleasure, in a deep sense sort of diecast model way. Yes, it wouldn't take many guesses as to the marque of the model inside and yes, the livery, as Chas knew, was a particular favourite of mine. Even though both these aspects, undoubtedly, added to the joy of the gift, it was the simplicity of opening a parcel containing an unassuming, delightful model that emerged from its cardboard carton with gleaming shiny paintwork that brought with it a sense of deep contentment.

The sort of contentment that only comes from



seeing something that you appreciate for its own sake in a singular sort of way and unconnected with anything else going on. The sort of contentment that whispers “I don't care if it is a replica, to me its as good as an original”. The sort of contentment that adds “I have no desire to rush out and buy all the other models in the series”. The sort of contentment that subconsciously reflects “That's what birthdays and Christmas used to feel like before life got complex”. The sort of total contentment that says “This is what they mean by being in the moment – nice isn't it? Perhaps you should take time out of your busy, busy, world to come here more often.” **DC**



▲ Stephen Paul Hardy.

NEXT MONTH

December 2021
Issue 290

Wolseley Six by Vanguards

A series of quietly understated niche models in tribute to the penultimate full-size car from this prestigious marque.



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

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- Classic Fiat commercials (part 2)
- Fun Ho! Midget US and continental cars
- Matchbox Superfast 1998 releases
- Lancia Delta Integrale - 35 years on (part 1)
- Unusual Brooklins
- Vintage Corgi – second time around
- A database for your collection
- Christmas by Corgi
- New model spotlight
- Collecting by numbers – Superfast #17
- Workbench
- Desert Island Diecasts
- Auction results and ebay watch

December issue on sale 2nd November or download the digital edition
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Now we aren't six

Brian Gower learns a valuable lesson.



When Peter Cook appeared on Russell Harty's chat show, the following exchange took place:
Harty: "What do you want to be when you grow up?"

Cook: "A little boy."

This might lead us to think that Peter Cook's childhood was so blessed with happiness that he wished to return to its gilded embrace. The truth was that he spent his formative years in a succession of public schools, reportedly a homesick boarder, while his parents and younger sisters were mostly in foreign parts, Mr Cook Senior being a dedicated member of that part of the Civil Service charged with looking after the remains of the British Empire.

Eventually, in his late teens, he seemed to grow a protective shell, of which humour and performance were the main constituents but, until then, Peter Cook, at times, could be unhappy. Perhaps when he expressed a desire to be a little boy once more, he thought he deserved a second crack at it.

I imagine many of us have at least some happy memories of childhood. I know I do. However, I wouldn't want it back, mainly because so much of it was wasted at school. I am perfectly serious in saying that, apart from basic literacy and numeracy, I have used very little of what I was 'taught' in my subsequent adult life. Everything useful or pleasurable was discovered when I was not at school, either in the holidays or when I became a skilled truant and, of course, once I left for good. The main difference between the two states (in school or out of school) was the incentive of genuine interest. If I was interested in something, I would pursue it. I believe most of us are like that.

Anyone glancing into my bedroom, when I was ten or eleven, would have had no trouble in

▲ The beautiful lines of the 300 SL, one of Mercedes-Benz' finest.

▼ Excellent finish and plenty of detail, despite being a partwork release.



detecting my interests – lots of model cars (diecasts and plastic kits), aeroplanes (the same mix) and knights-in-armour. Less evident, because out of sight in a drawer, would be stamps and cigarette cards and, not evident at all because I didn't have any, jewellery. I was spasmodically obsessed by buried treasure and gems beyond price. Left in peace, I would seek out information on my interests and be put out if school intervened.

Now, more or less grown up, I seem to have achieved Peter Cook's ambition for him. Not much in my life is routinely compulsory any more, except shopping, and I don't mind that as there is always the chance of a diecast incident or books and magazines to keep me going. I am living the childhood I would have chosen if asked. Nobody asks, do they?

The two models pictured here (that a busier, more cluttered life would have denied me) are from the confusingly named De Agostini Mercedes-Benz collection. I say confusingly because all of the sales bump is identical to that of Atlas Editions and both models have the Atlas Editions logo on their baseplates. They were far less money than equivalent versions that I could have bought elsewhere. They are good quality products.

The 300SL is very similar to the Matchbox-Dinky model, but with more detail. Its only fault is an undersized steering wheel. I already had four 300SLs, so if this one hadn't essentially been free, I would have passed it up. However, the follow-up model on offer was the stunning 190SL, beautifully made and wasn't I glad I didn't lay out £36 on one the previous week. Even better is to gaze upon these two classic sports cars on a Friday evening, knowing that the weekend will not be followed by school on Monday. **DC**

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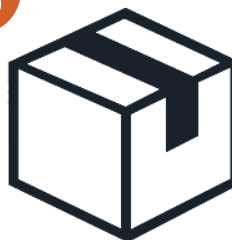
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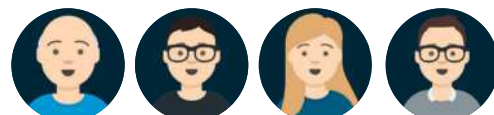
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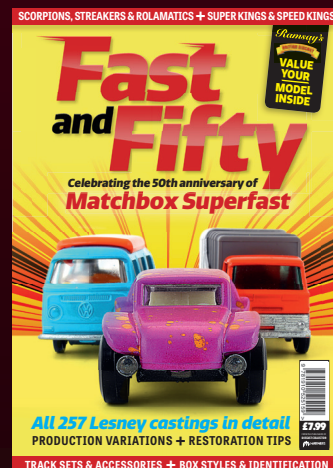
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The Battle of Britain

IN COLOUR



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THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

The Battle of Britain was one of the most iconic battles of the Second World War, embedding itself indelibly into the nation's consciousness. Earlier, the Battle of France could easily have spelled defeat before the air battles got underway in July 1940.

As for the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. It was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of the BEF, a large Air Component was supplemented by an Advanced Air Brigade. In total, there are forces amounted to six squadrons, six of which were Hawker Hurricane-equipped.

Predicted Catastrophe
When the fighting had broken out in May 1940, the BEF's Air Component were in almost certain trouble, and it was not to continue.

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

When the fighting had broken out in May 1940, the BEF's Air Component were in almost certain trouble, and it was not to continue.

BACKGROUND TO BATTLE

Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land at a safe distance. Right: As the anticipated German offensive against the British Expeditionary Force in France, the RAF's Hurricane fighters were sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land at a safe distance.



THE RAF FIGHTER PILOT



Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber (right) was sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land at a safe distance. Right: As the anticipated German offensive against the British Expeditionary Force in France, the RAF's Hurricane fighters were sent to France to deliver incendiary bombs against further attempts of the German High Dive bomber to land at a safe distance.

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