

DIECAST

C O L L E C T O R

THE UK'S ONLY DIECAST MAGAZINE

£4.99 • December 2021 • Issue 290 • www.ccofgb.co.uk

THE DELTA DOMINANCE

Lancia's stunning, all-conquering rally contender that reigned supreme in the WRC for many years

+
BRAND NEW
MODEL REVIEWS
FEATURING ELEVEN
PAGES OF NEW RELEASES



ALSO

UNUSUAL BROOKLINS

Detailing a selection of the more quirky vehicles chosen to be modelled during its 30-year history



■ Unusual Brooklins

■ Wolseley Six by Vanguards

■ Fun Ho! Midget US and continental cars

» MATCHBOX SUPERFAST 1998

Focusing on a bumper year for new releases

» HOW CORGI MADE CHRISTMAS

Classic toys that took the festive season by storm

Price: £4.99



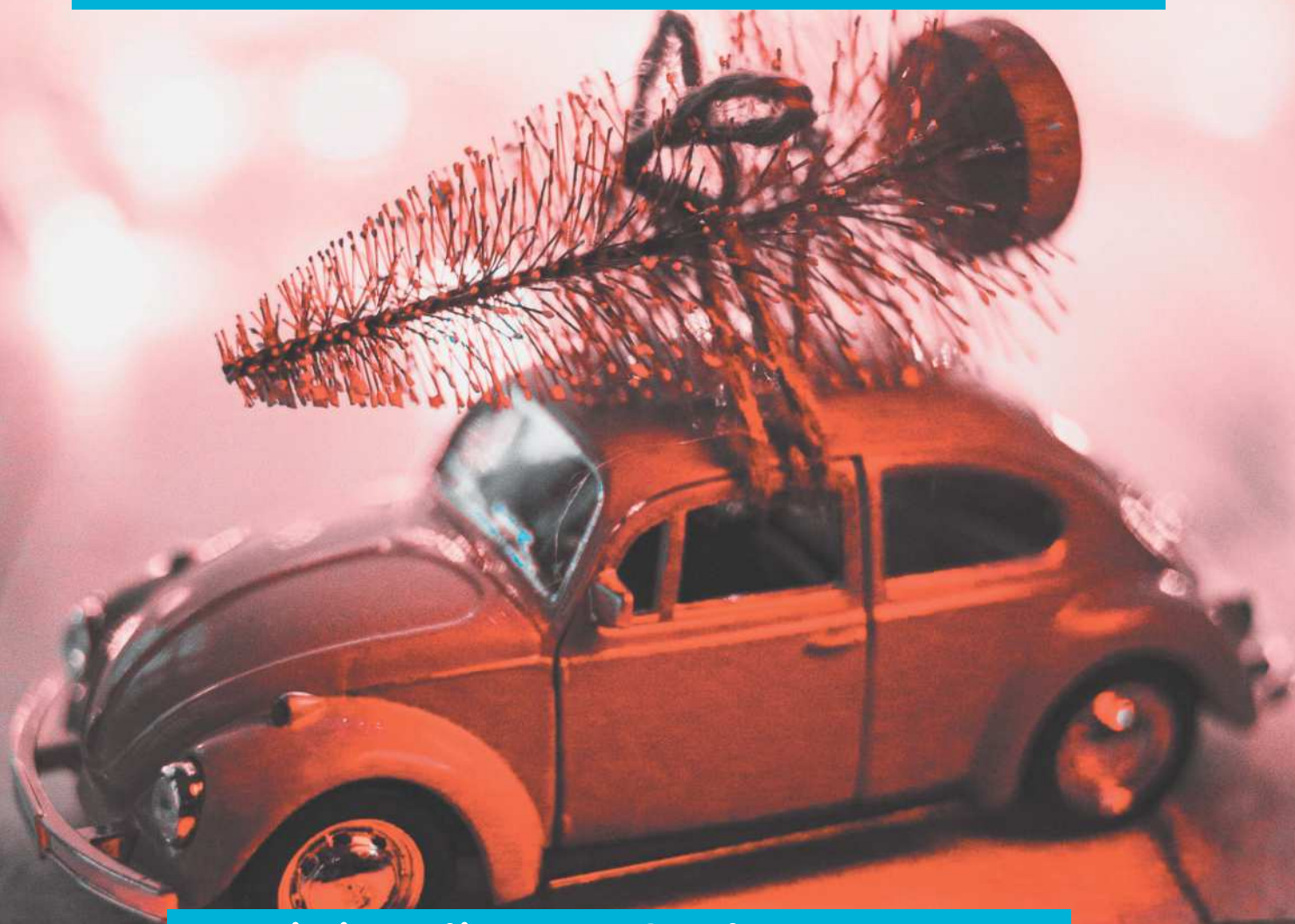
WARNERS
GROUP PUBLICATIONS LTD

Display until 1/12/21



THE COLLECTABLES AUCTION HOUSE

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



Model Railways & Vintage Toys
Upcoming auctions:
20th November

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

hello@excaliburauctions.com T: 020 3633 0913 www.excaliburauctions.com
16 Abbots Business Park, Primrose Hill, Kings Langley WD4 8FR

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 Lynn, Ian Artus, Philip Gibbins-Klein, Christopher Moor, Ann Evans

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

SUBSCRIPTIONS

Subscriptions hotline 01778 392006

Subscription rates starting from:

UK and BFPO £12.99

Europe & Eire Airmail £18.99

Worldwide Airmail £19.99

Digital subscriptions are available from

£12.99 – visit pktmags.com/dcc-subs21

for more information

Can't find a copy in the shops?

Order your copy online at

www.ccofgb.co.uk

CONTACT

Write to us at:

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

Website: www.diecast-collector.co.uk

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

Printing Warners Midlands plc

Tel: 01778 395100



This publication is printed by Warners 01778 395111

DISCLAIMER

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

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

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

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

Contents

December 2021 • Issue 290

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

08 What's new
New model reviews.

16 Boxing clever
Rick Wilson details a new range from Schuco.

18 New model spotlight
Stephen Paul Hardy on recent releases by OttOmobile.

20 A rally icon born in Italy
Francisco Mota celebrates 35 years of the Lancia Delta.

26 A Spot-on collection
Ann Evans visits another reader to see what's on display.

30 Endless summer
Evocative models from Solido, by Stephen Paul Hardy.

33 Special interest
Ian Artus shares his collection of unusual Brooklins.

38 Corgi Toys - the early years
How Corgi maximised its tooling, analysed by Andrew Ralston.

44 Workbench
Hints, tips and restoration project updates.

46 Wolseley Six by Vanguards
David Lynn details the seven releases so far.

48 Matchbox Superfast '98
Mike Pigott adds one final instalment to his series.



54 A Yank and two continentals
Christopher Moor continues his series on models by "Fun Ho!"

57 Corgi made Christmas its own
Brian Salter examines the manufacturer's clever strategy.

60 Collecting by numbers
Matchbox Superfast #17.

62 Desert island diecasts
Kevin Brock is this month's castaway.

64 From the editor's collection
A gathering of legends.

67 Vintage Dinky
DTCA Chairman, Michael Driver, picks another olden favourite.

69 Auction news
Highlights and previews.

72 Price Guide
Value your collection.

77 ToyFair Times
News of events and fairs.

79 Off the beaten track
Andrew Ralston concludes his focus on a French fancy.

80 Keeping models organised
Philip Gibbins-Klein has an idea.

82 Dear Editor
Your questions answered.

85 Signing off
Stephen Paul Hardy muses over the use of a word.

85 Next month
A sneak preview at what's scheduled for the next issue.

86 The last word
Brian Gower spends an intriguing day by the sea.



GIVE THE PERFECT GIFT THIS CHRISTMAS

Turn to page 12 to find out more...

News & Events

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

NEW TOOLING ANNOUNCED BY OXFORD DIECAST

OXFORD Diecast has just announced a good crop of new releases across its ranges that will delight its collecting fanbase. Covering 1/76, 1/43 and N scales, these are currently marked on the company's website as "Future", so expect them during 2022.

Featuring the popular Land Rover Discovery 1 in not just one, but two scales – 1/43 and 1/76 – this is joined by other cars in the shape of the Land Rover Discovery 2, VW Karmann Ghia, and Austin Maestro, all at 1/76 scale. New in the 1/76 scale Oxford Omnibus range is the Duple Britannia, in an initial livery of Wallace Arnold. The final 1/76 scale new tooling announcement is a fire appliance, the Volvo FL Emergency One Pump Ladder. Rounding out this announcement is a trio of N (1/148) scale vehicles – the Ford Transit Connect, VW T1 Samba Bus and Fowler BB1 Ploughing Engine. ■



Land Rover Discovery 1 - Foxfire
REF: 43DS1001 SCALE: 1/43 PRICE: £24.95



Volvo FL Emergency One Pump Ladder – West Yorkshire
REF: 76VE0001 SCALE: 1/76 PRICE: £29.95



Duple Britannia – Wallace Arnold
REF: 76DB001 SCALE: 1/76 PRICE: £23.95



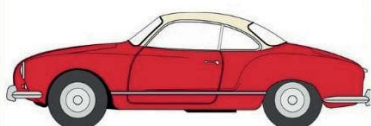
Austin Maestro – Targa Red
REF: 76MST001 SCALE: 1/76 PRICE: £7.25



Land Rover Discovery 1 - Foxfire
REF: 76DS1001 SCALE: 1/76 PRICE: £7.95



Land Rover Discovery 2 – Metallic Green
REF: 76LRD2001 SCALE: 1/76 PRICE: £7.95



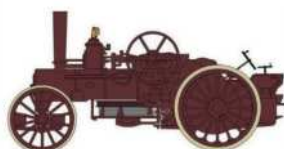
VW Karmann Ghia – Henna Red/Pearl White
REF: 76KG001 SCALE: 1/76 PRICE: £7.25



Ford Transit Connect – Royal Mail
REF: NFTC001 SCALE: 1/148 PRICE: £5.95



VW T1 Samba Bus – Sealing Wax Red/Beige
REF: NVWS001 SCALE: 1/148 PRICE: £5.95



Fowler BB1 Ploughing Engine – 15145 Rusty
REF: NFBB001 SCALE: 1/148 PRICE: £9.95



STOBART GOES BIG WITH HACHETTE

JUST started is a rather fabulous, huge 1/12 scale Eddie Stobart tractor unit and curtainside trailer part-build series. Depicting the well-known DAF F2200 named Twigg, the first Stobart truck to carry a female name, the model is packed with detail. Featuring a tilting cab that reveals a highly-detailed engine, realistic wheel movement, trailer stands that can be cranked up and down, opening doors on both the cab and to the rear of the trailer, and working lights front and rear with working, flashing indicators.

The first issue is shown here and provides enough parts to make up the bonnet, complete with badges, grille detail and sidelights. Entitled *Eddie Stobart: Building the Nation*, check out your local newsagents or visit www.builteddiestobart.com to find out more. ■

NEW FROM GOLDVARG COLLECTION

JUST confirmed for release by Goldvarg is a 1/43 scale 1950 Chevrolet Fleetmaster Deluxe 4 Door Sedan, under license from General Motors.

Available in two colourways – Mist Green (GC-060 A) or Moonlight Cream (GC-060 B) – for more information and to order, visit the company's website at www.goldvargcollection.com, or email info@goldvargcollection.com. ■

CORGI MODEL CLUB GHIA UP FOR ACTION



IT'S been a long time coming, but the latest release in the new Corgi Model Club series, manufactured by Corgi and distributed by Blue 14, has definitely been worth the wait. The No 271 Ghia 5000 Mangusta, with removable De Tomaso chassis, is an incredibly faithful replication of one of Corgi's most popular original models.

Complete with a replica blue and yellow tiered window box, just like the original release, it even features the incredibly rare header card. The club had a mighty search on its hands to find an original box with

header card present, but thanks to a worldwide search on social media, one was eventually located in the USA and shipped over for scanning and replication.

Following on from this stunning replica, Corgi Model Club has just confirmed the next seven releases to follow in the series – No 224 Bentley Continental, No 215S Ford Thunderbird, No 261 James Bond Aston Martin DB5 (yes, THAT Corgi DB5!), No 335 4.2 litre Jaguar E-Type 2+2. No 303S Mercedes 300 SL Open Roadster, No 437 Cadillac Superior Ambulance and No 485 BMC Mini Countryman/Surfer.

Wow! This series is really building into something very special indeed. To find out more about the new releases, and to start collecting these terrific recreations, join the club and go to www.corgimodelclub.com. ■

ANOTHER BRISTOL TAKES FLIGHT

AS highlighted in the last issue, Rialto Models is now set to launch its Bristol Blenheim 603, created using CAD and 3D technology.

The Bristol Type 603 was launched in 1976 by Bristol Cars to replace the 411. It was the first major facelift since the introduction of the 406 in the late 1950s. The design lasted until the marque's temporary closedown in 2011. In company with previous and future models.

This model will be in two colours - GM silver metallic and GM Polar sea blue, in an issue totalling just 100 (50 of each colour). These should be available at specialist retailers soon, at a likely retail price of around £135.00 each, depending on customs charges on entering the UK. Rialto's website is www.rialtomodels.site123.me, for more details. ■



DID YOU KNOW WE ARE MORE THAN JUST A MAGAZINE?



www.ccof gb.co.uk



www.twitter.com/CollectorClubGB



www.facebook.com/Collectors ClubOfGreatBritain/



www.instagram.com/ccof gb



www.youtube.com/CollectorsClubofGB

Welcome

If you were to look up the definition of "best laid plans", you'll find something that goes along these lines - "A proverbial expression used to signify the futility of making detailed plans when the ability to fully or even partially execute them is uncertain."

That will probably form part of my eulogy when the time comes, as I constantly seem to be readjusting my aims in terms of things to achieve. A case in point is the planned follow up article that I was banging the drum about in the November issue. To supplement the article about classic Fiat vans last month, I fully intended part 2 to appear in this issue and focus on the Fiat 238 in detail. But I got a little carried away and the Code 3 models planned are still in the works (see page 44), plus one final model, essential to the story, is still in transit from France. As I type this, on 19th October, I've just checked the tracking and the parcel has cleared customs and has arrived in the UK. So it won't be long, but clearly not in time for this issue as we go to press in the morning! Hey ho...

Given that this is the December issue, and therefore with New Year's Eve approaching, I guess I could resolve to rein myself in a bit next year. Or not. I could resolve to be a little more organised. No chance. If it hasn't happened in nearly six decades, I think I'm fairly leopard-like in a spotty respect.

Another thing that won't change in January is that it's *Diecast Collector* awards month. That time of year when we get to go through all the models that we've reviewed in 2021 and pick our favourites. Car, truck, van, aeroplane or bus, models large or small, we revisit them all and weigh up the pros and cons to whittle the selection down and choose a winner and two commendeds in each category. Find out who wins the bragging rights in the next issue...



▲ Rick Wilson, Editor

WRITE TO THE EDITOR...

If you want to write a letter for publication in *Diecast Collector*, you can contact Rick on rick.wilson@warnersgroup.co.uk

DIECAST
COLLECTOR

Collectors Club
OF GREAT BRITAIN

Diecast Collector is part of www.ccof gb.co.uk

NEW FROM STAPLES & 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 I (25), Fairey Barracuda Mk II (50) and Fairey Firefly Mk I (50). Each piece is crafted and cast in pewter with fine detail added by hand and mounted on a bespoke plinth.

De Havilland Mosquito B Mk XVI is modelled as 8K-R MM118 571 Squadron, RAF Oakington, August 1944, as flown by Flt/Lt I. G. Broom DFC*, Flt/Lt T.J. Broom DFC. Known as 'The Flying Brooms' in the squadron circles, they flew many operations together, becoming life-long friends. Another de Havilland released is the Hornet F1, modelled as PX252 of 65 Squadron, RAF Linton-on-Ouse, 1947. The DH.103 Hornet is probably one of the best-looking piston-engined fighters to fly. This particular aircraft wore an incredibly bold scheme during its time stationed at RAF Linton-on-Ouse. However the racy red chevrons attracted adverse attention and were short-lived.

Based at Royal Naval Air Station Lee-on-Solent (HMS Daedalus) between 1943 and 1944, Fairey Barracuda MK II P9926 "A" was capable of carrying an 18-inch aerial torpedo and an ASV radar "Yagi" antenna is visible above each wing. The Fairey Firefly F Mk I is modelled as Z1830 5-M 1770 Naval Air Squadron, HMS Indefatigable, as per Operation Mascot, conducted against the German battleship Tirpitz at her anchorage in Kaafjord, Norway, July 1944.

To find out more and to order, visit the Staples and Vine website at www.staplesandvine.com or call Sera on 01237 459102. ■

NEW BROOKLIN COLLECTORS' CLUB AND MODEL

A new club for collectors of Brooklin Models has been set up in the USA. Called the North American Brooklin Collectors' Club (NABCC), it is currently administered online, with a major Facebook presence as part of the American O-Gauge (railway) Forum. Reach it via <https://o-gaugeforum.com> and select "Main North American Brooklin Collectors' Club Board", or news is frequently also posted on other Facebook pages devoted to 1/43 handbuilt models, such as that for the (British) Brooklin Collectors' Club.

Still in its early stages of development, the new American club has already commissioned its first Club model from Brooklin, and this is to be a 1956 Buick Century Convertible, in Dover White/Seminole Red, with both top-up and top-down options included. The model comes with a scale freestanding white metal lamp-post, with a Club banner attached. Unfortunately, orders have now closed for this model, but a second model has already been planned and commissioned. Very much with Christmas in mind, this is to be a Willys Overland Jeepster and Trailer set, with Santa Claus himself at the wheel.

Of course the new club welcomes members from the U.K., Europe, and indeed worldwide. Joining fee is US\$20.00, payable through Paypal.

Our very own white-metal specialist contributor, Charles Barnett, has been appointed UK ambassador for the new club. Anyone interested can contact him for more details by emailing charles.barnett@virgin.net or, alternatively, contact the Club Administrator, Brian Vail, direct by emailing bv@fairpoint.net. ■



MOMENTS IN MOTORSPORT FIGURINES RANGE

AUTOMODELLO, noted distributors of top-end resin cast models, has entered into partnership with History in Miniature, to market a new range of collectable motor racing figurines and memorabilia, "Moments in Motorsports". The first two releases will be of a standing Ronnie Peterson (1/18) and a seated Jim Clark (1/12). More details from www.automodello.com.

GHOSTBUSTERS

WITH the global release of the new Ghostbusters 'reboot' (*Ghostbusters: Afterlife*) film in November, now would be a timely reminder of the epic Eaglemoss 'Hero Collector' 1/8 scale diecast build of Ecto-1. Find out more at <https://en-gb.eaglemoss.com/hero-collector/ghostbusters/ghostbusters-ecto-build>.

IT'S SHOWTIME ON THE BUSES AT CORGI

A pair of Corgi releases in its Original Omnibus Company range, due in November, both carry theatrically-related advertisements. OM46518 Wright Eclipse Gemini 2 (available as a dual destination release with A and B suffixes) celebrates a special production of *Evita* at the Regent's Par Open Air Theatre in 2019, and OM46633 New Routemaster (also dual destination) features adverts for the popular *Only Fools & Horses* musical that has been running since 2019. Visit www.corgi.co.uk or contact your preferred retailer.

WRONG MUSEUM!

IN this section of the November issue, the meeting place for the Coventry Diecast Model Club was incorrectly identified as Coventry Airport Museum - it should have read The Midland Air Museum, which is adjacent to Coventry Airport. Meetings are usually held on the first Wednesday of each month and generally follow a 'show and tell' format, with a different theme each time.

PEARL HARBOR - 80 YEARS ON

ON 7th December this year, it will be 80 years since the United States naval base at Pearl Harbor came under attack from Japanese aircraft. Corgi is commemorating the occasion with a release of four 1/72 aircraft. AA28101 Curtiss P-40B Warhawk 160/15P has already gone on sale and is sold out, but the remaining three are available for pre-order ahead of their imminent release: AA33109 Mitsubishi Zero A6M (£54.99), AA36112 PB5A Catalina (£109.99) and AA28105 Curtiss P-40B Warhawk 155/41 (£54.99). To find out more and to pre-order, visit www.corgi.co.uk, or contact your preferred retailer.

Fine Motor Sport Models

including
The Collection of Dr Peter Grey
25 January 2022



Our first auction of eleven in 2022 includes the superb motor sports model car collection of Dr Peter Grey: the highlight of his collection is the group of 144 models made to 1:43 scale by his good friend Tim Dyke of MPH Models, of which 115 are one-off private commissions and 56 represent Le Mans winners and competitors from 1930 to 1988; other makers include Carlo Brianza, CMC, BBR, Autoart, AMR and Top Marques.

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

Special Auction Services
Plenty Close, Off Hambridge Road, Newbury RG14 5RL

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.



ISCALE'S CLASSIC MERCEDES-BENZ LOOKS GOOD ENOUGH TO GET IN AND DRIVE AWAY

1/18 scale

ISCALE

Mercedes Benz S Class 450 SEL 6.9 (W116) 1975-1980 Gold

PRICE: £92.99

REF NO: ISC 18083

www.ayrey.co.uk

PRODUCED between 1975 and 1981, the superbly stylish Mercedes-Benz 450 SEL was one of the top 'must-have' executive luxury saloon cars of the period. Taking over from the 6.3-litre 300 SEL, the 450 had a tough act to follow, but it most certainly succeeded.

Powered by a bigger 6.9-litre engine, the 450 SEL 6.9 is the high-performance version of the W116 S-Class saloon. It was based on the long-

wheelbase version of W116 chassis, introduced in 1972, and equipped with the Mercedes-Benz M100 V8 engine. The 450 SEL 6.9 was presented to the public at the Geneva Auto Show in 1974.

That big new engine was mated to a 3-speed automatic transmission, for several years, the 450 SEL 6.9 was the quickest-accelerating and fastest European saloon, reaching 100 km/h (62 mph) in 7.4 seconds

with a 240 km/h (149 mph) top speed.

The 450 SEL 6.9 also had the distinction of having the first full hydropneumatic suspension system from Mercedes-Benz and was the world's first passenger car to be fitted with a modern form of ABS, electronic four-wheel multi-channel anti-lock braking system from Bosch, in 1978.

The total (limited) production from 1975 to 1980 was 7,380 units, with 1,816 exported to the North American markets (United States and Canada) from 1977 to 1981. It's technical successor was the 500 SEL (W126), launched in 1980 and sharing the same M117 engine with 450 SEL, but being a regular production model, aficionados of the marque consider the 450 SEL's true successor to be another limited production car,

the 2003 Mercedes-Benz S 55 Kompressor AMG (W220, 2003-2005)

This rather weighty and impressive diecast from iScale oozes quality and style, straight out of the box. Despite a lack of opening features (although the shutlines are very realistically done, to make you think that there might be), this impressive model looks every inch like the real thing. So much so that this is one of those models where you have to look really closely at the photographs to make sure that you're not looking at an image of a real car.

The flawless metallic paint finish is stunning, merely adding to the 'real' illusion, and the interior does nothing to dispel these thoughts either, looking very comfortable indeed through the ample glazed areas.

Many manufacturers at this scale are paying extra attention to the detail of the light lenses. And iScale is obviously no exception here, as these look truly excellent too.

The body shape is absolutely spot-on and that imposing radiator grille is rather excellent too, with a superb chromed finish. The super chromework extends to the bumpers, side trim and mirrors too.

A totally bodacious beauty, perfect for any collection. **DC**



◀ The look and styling of Mercedes-Benz's big beauty has been perfectly captured.

THIS MONTH'S INDEPTH REVIEWS:

8 iScale's classically stylish Mercedes-Benz 450 SEL in 1/18 scale diecast, stunningly modelled in a sumptuous gold finish.

14 EDITOR'S CHOICE - Cinema legend John Roy Hunt's quirky self-designed 1941 Hollywood House Car, superbly modelled in 1/43 scale resin by AutoCult.



▲ Glimpsing the model from above shows how good the shape of iScale's model is. It is also a good angle to show off the terrific paint finish.



▲ That classic mid-seventies luxury saloon styling of the 450 SEL is unmistakable and the extra centimetres of the long-wheelbase version of the W116 chassis seem to have all gone into the rear door.



▲ Moving to the rear of the car, we can see that the superb styling and flawless finish carry on right to the back too, of course. The neat chromed trim and bumpers add to the realism, as does the sublimely fine badging.



AUTOCULT
Ford Gyron
SCALE: 1/43 PRICE: £107.99
REF: ATC 06047
www.ayrey.co.uk

Ford's incredible 1961 concept car is perfect for the AutoCult stable and is very nicely replicated. It's amazing to think this design is 60 years old!



AVENUE 43
Mercedes-Benz 190 SL Speedster
Silver
SCALE: 1/43 PRICE: £104.99 REF: AVE 60059
www.ayrey.co.uk

Excellent model of this very pretty speedster version of the 190 SL. Marvellous throughout, featuring very nice detail and a great finish.



WHITEBOX
Opel Kadett B Rallye - silver/matt black
SCALE: 1/24 PRICE: £31.99 REF: WHI 124065
www.ayrey.co.uk

Excellent value model of this classic Opel. Lovely finish all over with the added bonus of opening doors. Nicely detailed throughout.



AUTOCULT
Soletta 750
SCALE: 1/43 PRICE: £104.99
REF: ATC 03020
www.ayrey.co.uk

Another rarity that suits the AutoCult remit very well. Super little model of this largely unknown car, beautifully finished and detailed.

New Models



WHITEBOX

Škoda 1000 MB

SCALE: 1/24 PRICE: £30.99

REF: WHI 124066

www.ayrey.co.uk

Another great value model by Whitebox at this interesting scale that is really growing in popularity. Really nice paint job and good detailing.



AVENUE 43

Porsche 356 Ghia

SCALE: 1/43 PRICE: £104.99

REF: AVE 60057

www.ayrey.co.uk

What happened when Ghia got hold of a Porsche 356, wonderfully captured in resin by AutoCult. Excellent all round, with great seats in particular.



IXO

Hyundai i20 R5 #36 WRC Rallye Estonia

2020 G.Munster/L.Louka

SCALE: 1/43 PRICE: £43.99 REF: RAM762

www.ayrey.co.uk

Another in a run of recent Hyundai WRC releases by Ixo and, yet again, the complex livery has been truly nailed. Absolutely stunning.



MATRIX SCALE MODELS

1972 Rover 3.5 Litre P5B

"Margaret Thatcher"

SCALE: 1/43 PRICE: £100.00 REF: MX 41706-112

www.matrixscalemodels.com

In Prime-Ministerial Black with tan interior and four whip-aerials. Very well-detailed, with figures, four whip-aerials and 'No 10' backdrop.



WIKING

Claas Xerion 4500 Trac VC Tractor

SCALE: 1/32 PRICE: £99.95

REF: 077853

www.wiking.de

Wiking's wheeled Xerion features a reversible cab, all-wheel steering, opening door and working linkages front and rear. It has good levels of detailing.



G.I.M. MODELS

1955 Ford Crown Victoria - Torch Red

and white

SCALE: 1/43 PRICE: £105.00 REF: GIM 036B

www.glmmodels.eu

Matching red/white interior and tinted roof panel Excellent detail, right down to the motifs on the doors. Also available in 2-tone blue.



WIKING

Claas Xerion Ballast Weights

SCALE: 1/32 PRICE: £15.95

REF: 077855

www.wiking.de

Metal ballast weight set for Wiking's Xerion tractor (reviewed above), includes front weight, base plate and eight individual weights.



MATRIX SCALE MODELS

1929 Isotta Fraschini Tipo 8A SS

Castagne-bodied Cabriolet

SCALE: 1/43 PRICE: £100.00 REF: MX 40907-011

www.matrixscalemodels.com

This is the open version, and there is a top-up one available as well. Great detail inside and out, and whitewall tyres complete the exotic look. A beauty.

Vectis

November 2021 Auction Dates

- Tuesday 2nd - Military, Civilian Figures, Equipment & Accessories Sale
- Tuesday 9th - Specialist Diecast
- Wednesday 17th - General Toy Sale
- Friday 19th - Model Train Sale
- Tuesday 23rd - Specialist Diecast
- Wednesday 24th - Tinplate Sale
- Tuesday 30th - TV & Film Related



Items shown for illustration purposes only



December 2021 Auction Dates

- Wednesday 1st - Dolls & Teddy Bear Sale
- Thursday 2nd - Specialist Diecast
- Tuesday 14th - Specialist Diecast
- Wednesday 15th - Matchbox Sale
- Thursday 16th - General Toy Sale
- Friday 17th - Model Train Sale



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

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

Vectis Head Office - Fleck Way,
Thornaby, Stockton-on-Tees,
TS17 9JZ

Tel: 01642 750616

Vectis Oxford Office - Unit 3, Hobley Court,
North Leigh Business Park, Nursery Road,
Witney, Oxfordshire, OX29 6AN

Tel: 01993 709424

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

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

Treat yourself or a loved one

Give the perfect gift this Christmas, with a subscription to Diecast Collector!



One-time payment ■ 12 issues posted direct ■ No commitment

To set up a gift subscription, visit ccofgb.uk/dcc-giftasub21 or call us on 01778 392006 and quote **DCC/FESTIVE2021**



Prefer to gift digital?

You can also gift a digital subscription! Simply head to pktmags.com/dcc-giftasub21 and check out as normal. Just be sure to tick the 'give as gift' box, and follow the instructions.



AUTOCULT

Peugeot 203 Darl Mat DS - metallic silver

SCALE: 1/43 PRICE: £104.99 REF: ATC 04031

www.ayrey.co.uk

Just beautiful and a great model of the exquisite Darl Mat 203. The curves are sublime and perfectly replicate the original. Absolutely gorgeous.



LAUDORACING MODELS

1983 Fiat Panda 4x4 - metallic grey

SCALE: 1/43 PRICE: 99.90 €

REF: LM132B-4x4

www.laudoracing-models.com

Truly wonderful resincast of this quirky little Fiat. Superb attention to detail and the boxy body shape is marvellously replicated. A really 'fun' model!



SIKU

Deutz-Fahr TTV 7250 Warrior Tractor

SCALE: 1/87 PRICE: £4.99

REF: 1397

www.siku.de

Good-looking low cost entry tractor with unglazed detachable cab. Comes fitted with a hitch for attaching trailed equipment.



USK SCALEMODELS

Fendt 1162 Vario MT Tractor

SCALE: 1/64 PRICE: 109.90 €

REF: X991021002000

www.shop.fendt.com

Badged as the lower powered 1162 tractor, this European spec model features an opening door, flexible tracks and steerable drawbar and linkage.



MINI GT

Land Rover Defender 110 1989 Camel

Trophy Winner Team UK dirty version

SCALE: 1/64 PRICE: £14.00 REF: MGT00221-R

www.clevelandsdiecast.co.uk

Wonderfully 'dirtied up' version of Mini GT's earlier 'clean' release, making for a very evocative replica of the winning vehicle at the finish.



MATRIX SCALE MODELS

1973 Daimler Double-Six Vanden Plas

LWB - Metallic Mink

SCALE: 1/43 PRICE: £90.00 REF: MX 40402-013

www.matrixscalemodels.com

Black vinyl-effect roof. Interior is in a dark brown, and the model features neat pinstriping and excellent detail. Very nice indeed.



MATRIX SCALE MODELS

1930 Duesenberg SJ Torpedo Phaeton

by Walker-LeGrande - red

SCALE: 1/43 PRICE: £100.00 REF: MX 40406-062

www.matrixscalemodels.com

This version has louvred bonnet sides, light tan interior, and great detail. Particularly impressive set of lights at the front and atop the spare wheels.



MATRIX SCALE MODELS

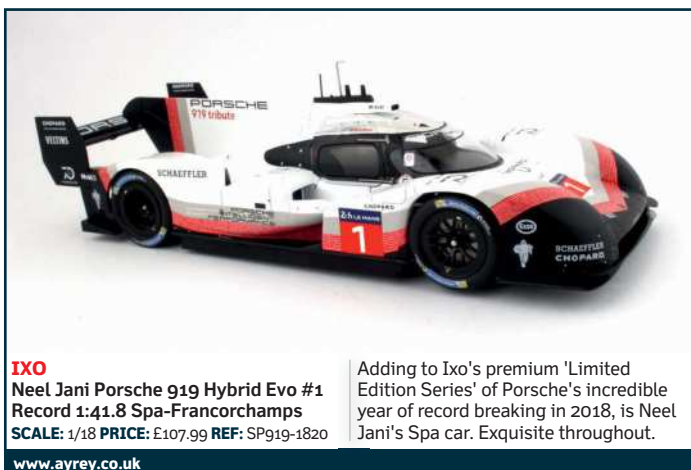
1930 Duesenberg SJ Torpedo Phaeton

by Walker-LeGrande - black

SCALE: 1/43 PRICE: £100.00 REF: MX 40406-061

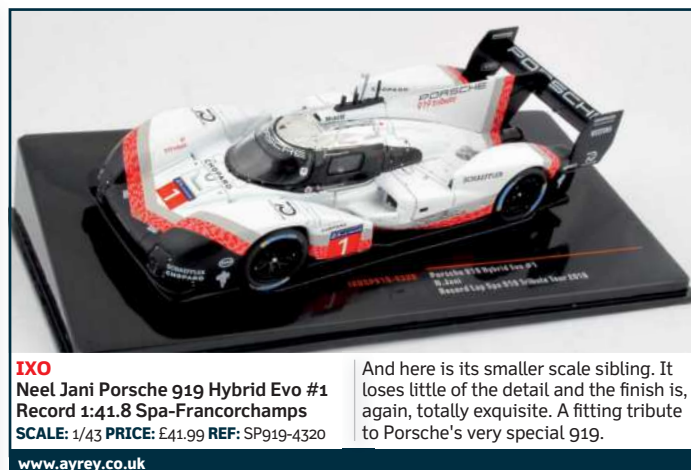
www.matrixscalemodels.com

The other version of the 'Duzy'. This one has mesh-effect trim on the bonnet sides, and the same impressive level of detail as the red version above.



IXO
Neel Jani Porsche 919 Hybrid Evo #1
Record 1:41.8 Spa-Francorchamps
SCALE: 1/18 PRICE: £107.99 REF: SP919-1820
www.ayrey.co.uk

Adding to Ixo's premium 'Limited Edition Series' of Porsche's incredible year of record breaking in 2018, is Neel Jani's Spa car. Exquisite throughout.



IXO
Neel Jani Porsche 919 Hybrid Evo #1
Record 1:41.8 Spa-Francorchamps
SCALE: 1/43 PRICE: £41.99 REF: SP919-4320
www.ayrey.co.uk

And here is its smaller scale sibling. It loses little of the detail and the finish is, again, totally exquisite. A fitting tribute to Porsche's very special 919.

HUNT DOWN AUTOCULT'S FUNKY HOLLYWOOD HOUSE CAR

1/43 scale

AUTOCULT
1941 Hunt Hollywood House Car
PRICE: £113.99 REF: ATC 09015
www.ayrey.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

I always think that a good marker for how desirable and good a model is, is if it makes me want to either think about buying a real one or, in this case due to its rarity, at least investigate further to find out more about the vehicle. This is definitely one of those occasions.

Designed by John Roy Hunt, a well-known and much-respected

American cameraman and cinematographer, he was famous, not just for his work behind the lens in Hollywood, but for being very technically creative, always tinkering and making gadgets to improve his camera set up.

His first design, the 1937 Hunt House Car, has already been modelled by AutoCult, released in 2016, so this later version makes for a perfect companion.

In contrast to the first design, Hunt went for a wider track, which allowed him to position the wheels closer to the outside of the car body, creating more interior space. For this version he fitted both headlights onto, rather than into, the aluminium body, which certainly simplified the production of the vehicle. Additionally he also modified the attachment of the bumper, the rear-view mirrors and the positioning of the side windows.

consisted of several small parts, which were welded together. The new design also featured a much bigger grille, now at the rear of the car, probably due to the installation of a 1939 Mercury V8 engine - 95 bhp powered the heavy 2.5 tons and 5.4 metre (18 foot) long camper.

AutoCult's work here is astonishing - super quirky design aside, the metallic finish effect, most evident to the sides of the model, is a superb example of this model manufacturer's attention to detail. The weld runs to the top of the body, both front and rear are another, as is the finesse of the work on the grilles.

A worthy winner of my monthly accolade, don't you think? **DC**



- ▲ The sizeable grilles at the rear of the car are superbly finessed.
- ▲ Styling aside, the 'metallic' finish to this resincast is very impressive indeed and really adds to the appeal for me of this amazing vehicle.

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



TIGER HOBBIES LTD HOBBY IMPORTERS

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

Hobby Master 1/72 HA6650 Eurofighter
Typhoon 12 Sqn RAF Coningsby
£89.99 Stock



Hobby Master 1/72 HA4614 F-35B Lightning II
"Beast Mode" ZM148, RAF 617 Sqn, HMS Queen
Elizabeth, Op Fortis 2021 Due late 2021 £94.99



HA6613 "Eurofighter Typhoon FGR4 "Aggressor"
ZJ914, IX(B) Sqn, Royal Air Force, RAF Lossiemouth,
2020" Due Jan 2022 £89.99



Hobby Master 1/72 HH1208 "WAH-64D
"Operation Herrick" ZJ229,
Joint Helicopter Command, 4 Regiment
AAC, Afghanistan" £79.99 Due Oct 2021



HA6903 "U-2S Dragon Lady RAF FAIRFORD"
due Feb 2022 £119.99



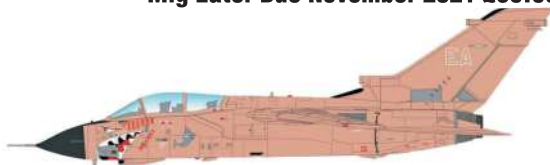
Hobby Master 1.72 HA6615 Eurofighter Typhoon
FGR4 1 (F) ZK344 Sqn Op Shader RAF Akrotiri Cyprus
£94.99



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



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



Tiger Hobbies Ltd.

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

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



Boxing clever

If you like your models small, then Schuco has added an exciting new range to its portfolio. Rick Wilson opens the boxes.

Announced in February, Schuco's limited edition 1/64 scale Paperbox Edition range has begun to arrive at retailers. Essentially new colourways of existing 1/64 scale models, these have been repackaged and are being sold in 1970s style card boxes, with attractive artwork evocative of the era.

Each item comes with a card outer sleeve that replicates the style of the box, and the model itself is wrapped in tissue. This not only adds to the retrospective feel, but also means that the packaging is 100% recyclable, moving away from environmentally-unfriendly plastic.

In an era where use of plastic is commonplace at this scale, for example, the current Hot Wheels and Matchbox ranges, it is refreshing to pick up one of these miniature marvels and experience a weighty feel. Both the body and baseplate are diecast, adding to the overall quality of Schuco's range. Additionally, each model features accurately-reproduced wheels, replicating those found on the real cars.

The first batch of ten releases can either be bought individually, for around £11.99 each, or as a specially

▲ The complete line up of Schuco's new range of ten 1/64 scale releases.



▲ Three out of the ten models are Volkswagens – No 1 Käfer Beetle, No 5 T1 Bus and No 10 Golf Mk1.

packaged set of 20 (two of each) for retailers. The special set of 20 comes in an attractive shop counter 'point of sale' box. Only 2,000 of each model has been produced, so just 1,000 retailer packs, and I couldn't resist buying one of these to share with you here.

45 203 1900 - NO 1 VOLKSWAGEN KÄFER BEETLE

The white upper body, bonnet and engine cover contrast with dark blue sides, differentiating nicely from previous one-coloured releases. The interior is black and grey, and the chrome detailing is neatly picked out.

45 203 0600 – NO 2 MERCEDES-BENZ 200 /8

Painted all over in an attractive shade of light green, the detailing is again in silver and the interior is black. The hub caps are a particular delight here.

45 203 0700 – NO 3 LAND ROVER DEFENDER

The biggest of the ten models makes this a pretty hefty replica in terms of weight for this scale. Neatly painted in a rich red with a white roof and black interior, this is a really lovely model.

45 203 0800 – NO 4 CITROËN 2 CV

The iconic Deux Chevaux looks fabulous in this bright shade of orange with black 'vinyl' sunroof and



interior. That oh-so-familiar body is probably the most recognisable automotive shape, along with the Beetle and the Mini, of all time.

45 203 0900 – NO 5 VOLKSWAGEN T1 BUS

Another incredibly popular vehicle, the amazing VW ‘Splitty’ makes for a superb inclusion. Beautifully painted in dark blue and cream, with grey interior.

45 203 1000 – NO 6 BMW 2002

Ah, the mighty BMW 2002 – another great choice. As is the colour chosen, a pale metallic blue, which shows off the lines of this classic very well indeed. The interior is black.

45 203 1100 – NO 7 MERCEDES-BENZ 300 SL

A real stunner, the 300 SL has delighted motoring enthusiasts for nearly seven decades. The body is sumptuously adorned in a rich red with a beige interior and that famous grille is excellent.

45 203 1200 – NO 8 MINI COOPER

An interesting choice of colour, as the black bonnet seems to be a nod to Mr Bean, but with the body in yellow rather than a lime green, with a black interior. Nothing hints at it being a Cooper either, but it’s a neat little model anyway.

45 203 1300 – NO 9 PORSCHE TURBO

Porsche’s 930 Turbo looks superb in white, with the obligatory side stripes in black. The interior is black too. It’s another no-brainer for inclusion.



The range also features a pair of Mercedes-Benz releases – No 2 -/8 and No 7 300 SL.



▲ The new range can be bought individually, or in a specially-packaged shop counter display version, which includes two of each release.



▲ A pair of British icons – No 3 Land Rover Defender and No 8 Mini Cooper.



▲ In addition to the Mercedes-Benz pair and the VW trio, two further German classics are No 6 BMW 2002 and No 9 Porsche Turbo.



▲ No 4 Citroën 2 CV with its box separated from the outer sleeve.

45 203 1400 – NO 10 VOLKSWAGEN GOLF

Rounding out the first ten releases, is VW’s pretty Golf Mk1. Attractively finished in a metallic shade of green, with a black interior, the lines are unmistakable and well-replicated.

45 203 1500 – DISPLAY PACK

The full retail pack comprises two of each of the above models. Individually boxed, these all come neatly packed in an attractive, cardboard shop counter ‘point of sale’ unit.

It will be interesting to see how this new style is received, but it is certainly a step in the right direction in terms of the environmental impact of our hobby. Personally, I’m impressed and it gets the ‘thumbs up’ from me. **DC**

Impressive Impreza, Awesome Audi

With OttOmobile models now once again filtering through the supply chain, **Stephen Paul Hardy** starts playing catch-up.

With the releases originally scheduled for April and May delivery finally arriving during September, my first two choices out of the bag are very relevant, thanks to their AWD tractability, for putting under the spotlight as we head into winter.

SUBARU IMPREZA 2 PH.2 WRX STI (OT369)

There is something about Subaru's Imprezas – especially the first and second generation models – that have a charisma of wide ranging appeal. An appeal that at first reckoning seems way beyond what you'd reasonably expect from what was essentially a three-box, four-door family saloon. Maybe that is in part fuelled by the rallying success and maybe in part by some of the engineering idiosyncrasies they embodied. The high end models – the WRX



▲ Setting aside their common AWD attributes, these are two very different automobiles, both beautifully executed by OttOmobile.

▼ Full-on and both deserving appreciation from a height that we don't normally view models from when they are on display.

and WRX STI – became formidable and are much sought-after automobiles. One of Subaru's strengths had always been in its involvement and development of all-wheel-drive systems that, in the Impreza, were combined with the more unusual flat-four boxer engine. A power unit arrangement, when mounted in the front of the car, being shared by very few cars – notably by the Citroën Ami and GS/GSA, together with Alfa Romeo's Alfasud. With a low centre of gravity, powerful engine and drivetrain, the higher end models just have a certain way of moving on even normal roads that exudes some sort of magnetic attraction to the ground. Then there is that unmistakable, head turning, exhaust note that is so distinctive you know jolly well what car is emitting it.

OttOmobile's April release batch included a 2008 Impreza WRC in full Subaru rally trim (OT365) followed in the May releases with this, the series 2, first facelift, 2.0L turbo version WRX STI from



2003 that delivered 265 bhp. Together they boosted OttOmobile's back-catalogue coverage of Subaru cars to a total, to date, of six Imprezas and a Legacy.

Sometimes cars and paint colours are immediately paired by popular automotive folklore. For example a late 1920s 4½ litre Blower Bentley in British Racing Green, a 1960s Ferrari in Rosso Corsa and an Impreza in metallic blue with gold wheels.

OttOmobile has hit the nail on the head with OT369. It looks absolutely stunning from all angles. From the perfect reproduction in miniature of Subaru's distinctive logo, set on a crisply detailed black radiator grille, right through to the modelling of that equally distinctive signature of Subaru's exhaust pipe, the detailing is really super. Externally the lines of the widened wheel arches, lower sill panels, bonnet ram ducting and real spoiler look perfect. Not immediately noticeable against that immaculate blue paintwork are the black trim and fittings, but the windscreen wipers front and back are excellent, as are the side window trim surrounds. In this latter respect we are now seeing the glazing of 1/18 resincast models improve significantly with full three-dimensional glazing surrounds and intermediate bars becoming the norm.

Then there are, of course, those wheels and brake callipers that are captured perfectly in gold and accented well by the brake discs.

Internal detail is equally well-detailed, with the deep rake of the windscreen giving a perfect view of the neat dashboard top and onwards to the blue on black-trimmed upholstery and door panels set off with aluminium-silver control accents.

AUDI A6 ALLROAD QUATTRO (OT363)

Like Subaru, the Audi involvement with all wheel drivetrains has, of course, been incredibly well-established, with history reaching back to the very first quattro's developed out of the Ingolstadt design centre's DKW Munga replacement - the VW Iltis. Successive generations of Audi street cars have been offered with the four-wheel-drive quattro system (see 1980s essentials in the December 2000 issue). For me the combination of AWD with a genuine, functional



▲ Whilst outwardly the Impreza is far more attention grabbing in its classic colour scheme, the Allroad exudes visual appeal in a different, but equally powerful way.



▲ Gold-finished alloys and matching callipers make quite a contrast to the polished steel of the brake disc and metallic blue paintwork.



▲ The functionally practical grey plastic protective trim of the Allroad is modelled very convincingly...



▲ ... as are the the alu-silver protection plates at both front and rear.



▲ And it has to be said that the charisma of the Impreza is conveyed so well, you can almost hear the note of that exhaust's tail pipe!

estate car bodystyle has always been particularly attractive. So I guess that it is not surprising then that this latest offering from OttOmobile, in an impressive back-catalogue line up of no less than 39 Audis, is one of my favourite OttOmobile Audi models to date.

It seems that when it comes to combining functionality, both in engineering and in styling, it is Audi with its Allroad models, Volkswagen with its Syncro and Alltrack ranges and Volvo with its Cross Country models that have delivered the best on the market.

The Allroad's metallic Pewter Grey paintwork, set off with the grey and alu-silver trim and matt grey roof, looks absolutely stunning. The finish of the grey wheel arch trims and bumpers conveys feel of the plastic originals very convincingly. Those bumper panels in turn provide the contrast setting to the alu-silver front and rear protection plates characteristic of this sort of vehicle. The very full front lighting inclusive of the bumper inset fog lights and combination function headlight clusters, are absolutely right up to the standard of detail we have come to expect from OttOmobile. Similarly, at the tail end, lamp clusters, number plate surround and discrete badging are all excellent replicas of the originals. As with the Impreza, the glazing surrounds and 'B' pillar are all in full 3D relief. When glimpsed through the windows, the interior is equally-matched to the exterior in its luxuriously functional black leather, wood veneer-trimmed upholstery and dashboard. Conveying the higher ground clearance of the Allroad Quattro, the stance of OttOmobile's model looks superb. It is, when admiring this aspect of the model, that the wheels - or more particularly, the centre cap trims - catch the eye. Audi's four interlinked rings logo is set beautifully on a contrasting grey base that in many ways just characterises the whole car exactly.

I think that it is worth being explicit that the immaculate paintwork, fit of parts, clarity of shut lines etc., on both models, are all superb. The Impreza is indeed impressive and the Audi, well just awesome. It is unfair to express a preference between the two models - both are really very good. Although, having said that, an Impreza exhaust note is probably second only to a 2.7 Porsche 911's under full throttle, in my book.

Full details of OttOmobile's Subaru and Audi back catalogues can be found at www.otto-models.com. **DC**



A rally icon born

Remember the Delta HF Integrale? It became a true legend in world rallying. Francisco Mota turns the clock back 35 years to find out how Lancia's rally team reached a record number of manufacturer titles.

Photos: João Carlos Oliveira

It's nearly three decades since Lancia left the WRC, and its Delta HF Integrale still holds the record for the consecutive constructor titles in the series – six in a row, from 1987 to 1992. Not even Citroën was capable of beating Lancia, during Loeb's nine driver's titles.

Maybe even more astonishing is the fact that Lancia is still the manufacturer with more titles in the WRC, no less than ten in total. These statistics make you wonder why the Italians left the series in the early nineties and never came back. Internal politics, inside Fiat Group, changed Lancia's course and almost killed the brand. Today, it still sells the small Ypsilon city car, in the Italian market only, and a plan to resurrect the Lancia brand is now being

penned by new parent company Stellantis. We'll see if a return to the WRC could be on the cards in the medium to long term. For now, let's go back thirty-five years, to see how the Delta HF Integrale was born, how it evolved into a dominating rally car, and how the scale model manufacturers followed the Integrale story along the years.

We're in May, 1986 shortly after a fatal accident took the life of rally driver Henri Toivonen and co-driver Sergio Cresto, during the Tour De Corse, ran on the island of Corsica. The FIA, the sport's governing body, announces its decision to change the rules, starting at the end of the season, abolishing the Group B cars. They had proven too fast and too dangerous for the eighties-style rally events,



in Italy

when spectator control was not much more than an illusion. From 1987, WRC would be contested by Group A cars, the FIA declared. These had been around as a second division in rallying for a few years. They were much slower than Group B cars, with less than half the power and almost 300 kg heavier. Group B cars were true prototypes, most of them mid-engined, clothed with a composite body that had just a passing resemblance to the streetcars they evoked. Group As, on the other hand, were derived directly from standard cars. Regulations did not allow many changes to the streetcar that anyone could buy, so a competitive production car was needed, to start with.

LANCIA GOT READY

Lancia had no intention of leaving the WRC, just because the rules had changed. It had valued experience in both turbocharging and four-wheel drive, acquired during the development of its Group B car, the Delta S4. The team immediately started working on the 1987 car, while the 1986 season was

▲ From left to right, three evolutions of Lancia Delta homologation specials: HF 4WD (Vitesse), HF Integrale Evo (Spark) and HF Integrale (Vitesse).

still ongoing. The chosen base model was the Delta HF Turbo, a powerful front wheel drive hot-hatch. However, neither the power nor the traction were enough to win WRC events. A four-wheel-drive system was quickly developed and a more potent engine installed. Five months after the Group B ban, the new Delta HF 4WD was shown, complete with the traditional Martini Racing livery. However, this was just the start of the story. According to regulations, to homologate a Group A car, a manufacturer had to produce 5,000 identical road cars, instead of the 200 required for Group B. This kept many manufacturers away from rallying in the nineties.

The street Delta HF 4WD had 165 bhp, the rally version that started the 1987 campaign was already up to 260 bhp. Some latitude was allowed by the rules, regarding development of the four cylinder, 2.0-litre turbocharged engine. The same applied to the four-wheel-drive transmission that was reinforced and received a limited slip differential in the front axle. The rating of the three differentials

LANCIA DELTA HF INTEGRALE 35 YEARS – PART 1



▲ Spark recently released this pair of street versions of the 1992 Lancia Delta HF Integrale Evo. Excellent quality, perfect proportions and exquisite details.

▲ Spark chose the most popular combinations of exterior colour and interior finish. It's difficult to say which looks best.

was also changed and a new ZF 5-speed gearbox installed. Suspension upgrading was obviously needed, but the basic architecture could not be changed. Probably the most difficult area was weight. After the Group B era, when composite materials were allowed – making cars highly inflammable and not strong enough in case of accident – Group A regulations made a statement of not allowing the steel structure and body panels to be changed. Group A cars were heavy and not much could be done to address that, apart from taking out the back seat and some sound insulating materials. However, a sturdy and heavy roll-bar was mandatory, to guarantee safety, so total weight was 1,190 kg, compared with the 900 kg for a Group B machine. Another problem the team faced was accessibility to engine compartment. Regulations did not permit many changes other than replacing a bolt for a stud, or change a clamp for another design. While training in the workshop, mechanics found ways of improving things and they really achieved considerable progress. At the start of the season, changing a complete gearbox was an hour's work. Months later, they could do the same in half an hour. The beauty of all these small evolutions was that they could be directly transferred to the road car production line.

Another area where evolution was limited by regulations was tyres. Regulations said the maximum width was 250 mm, but no tyre could extend beyond the wheel arches of the production car and those could not be altered. The maximum tyre width that fitted in the Delta HF 4WD body was 205 mm, so Lancia was losing a lot to other cars, like the BMW M3 and Ford Sierra RS Cosworth, because these were developed with circuit racing in mind.



▲ Peak inside the cabin and admire all the dials on the dash, sports seats and much more.



▲ Wide wheel arches were the main visual change for the first HF Integrale (Vitesse).



▲ Multispoke wheels are just like the real items, only 43 times smaller. Impressive.



▲ Vitesse used decals to reproduce seat covers in its HF Integrale 16V.

The first Lancia Group A rally car entered the 1987 season opener, the Monte Carlo rally, and won at its first attempt. At the end of the first season, the Delta HF 4WD won 9 out of 13 events and Lancia grabbed the manufacturer's title. Juha Kankkunen, the team's leading driver, won the driver's championship. The car was not yet named Integrale, the name would be given to the Delta HF four-wheel-drive second evolution, homologated by Lancia in March 1st, 1988.

The new Delta HF Integrale was meant to remedy all the shortfalls in the original car. The first one was wider wheel arches to accommodate bigger tyres. The engine received a larger turbocharger that increased power to 295 bhp, and a bigger intercooler needed more air intakes in the front bumper. The manual gearbox went from five to six speeds. Integrale is Italian for integral, meaning traction was distributed to all available wheels. This would become one of the most iconic sub-brands in Italian automotive industry.

FOUR DIFFERENT CARS

Talking about industry, Lancia had to build a further 5,000 examples of the new Delta HF Integrale, so it could be homologated in 1988. At first, finding buyers for what amounted to a total of 10,000 4x4 hot-hatches seemed a risky business. However, the car started to gain popularity among car enthusiasts and a market for homologation specials started to flourish.

The 1988 season ended with Lancia winning 10 out of 13 events, securing the manufacturer's title and giving a young Miki Biasion his first driver's crown. The Italian driver gave Lancia its first ever Rally Safari win, showing the Integrale was both fast and



▲ Diecasts from Vitesse, launched in period, from the left: HF 4WD, HF Integrale and HF Integrale 16V.



▲ This is the special edition HF Integrale 'Hi-Fi.', reproduced as a diecast by HPI. Very high quality throughout.



▲ PremiumX released this replica of the unique HF Integrale Cabriolet, another high-quality resin cast.



▲ The specially made body for this two door HF Integrale Cabriolet version looks very interesting from this angle.

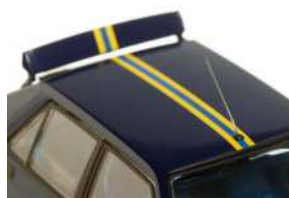


▲ Rear roof wing displayed in raised position is a nice detail on HPI's scale model 'Hi-Fi.' special edition.

reliable – the perfect basis for the next evolution, the Delta HF Integrale 16V. Homologated on 1st October 1989, this time the focus was on the engine, giving it a 16 valve cylinder head, which made for a power dome in the bonnet. By this time, the FIA had stated that no rally car could have more than 300 bhp, so Lancia chose to announce the new car had the same 295 bhp as the previous evolution. In fact, this would remain the status until the end of the Integrale saga, even if few believed it to be accurate. Lancia won 7 out of 13 WRC events, taking home its third consecutive manufacturer's cup and gave Miki Biasion his second title. The same car was judged to be enough to beat Toyota in 1990, so no major evolutions were announced. The car evolved mainly in the transmission, with better torque split between axles, according to different types of road. However, the Japanese outfit was getting closer and Lancia won its fourth title with six wins out of 12 events. Toyota won five and gave Carlos Sainz his maiden driver's crown.

Lancia was as strong in building cars as it was operating them. The organization was second to none and no detail was left to chance. This was what helped the team win its fifth manufacturer's title in 1991, with a car that was now in its third season. Further transmission work gave it more rear-biased torque distribution, killing understeer and making it easier to drive. Lancia won six events, as many as Toyota, grabbing the crown by just nine points and giving Juha Kankkunen his third title.

Within the Fiat Group, it was now clear that the



▲ Blue and yellow stripes plus a roof aerial feature on HPI's scale model.



▲ Open top allows a complete view of the detailed HF Integrale Cabriolet interior.



▲ Small details, like the tonneau cover for the soft-top, make PremiumX model look great.

Delta was in need of a major evolution if it was to keep winning WRC events and championships. The base model was now ten years old, sales of lower versions were slow and, from a marketing perspective, it did not make much sense to keep investing in this model. However, the car had evolved into a winning machine known all over the world and generated great publicity for the brand and its main sponsor, Martini. The work for the final evolution of the Delta rally car started in 1991, so it could be ready for the 1992 January Monte Carlo rally. And it was. Now named the Delta HF Integrale, the last evolution of the series was also known as the Super Delta HF Integrale or the Deltona (the big Delta) among team mechanics. The volume for homologation dropped to 2,500 cars, making things a little easier. The new car had even bigger wheel arches, allowing for bigger tyres and suspension travel. A new gearbox was introduced, differentials were recalibrated for the new wheels and suspension also evolved. There was a water spray system to help keep the intercooler cool and an adjustable rear roof wing. The car was wider and lower, and looked more menacing than ever before.

More relevant in 1992 was politics within Fiat Group. At the end of 1991, it announced Lancia would retire from official rallying and all operations would be transferred to the Italian Jolly Club, a private team very close to Lancia. Most of the mechanics and technicians also made the move. In the end, not much really changed. The team was now named Martini Racing, instead of Martini

LANCIA DELTA HF INTEGRALE 35 YEARS – PART 1

Lancia. The season was again successful for Lancia, winning eight out of 14 events, against Toyota's five wins, and grabbed a record sixth consecutive manufacturer's title. Toyota driver, Carlos Sainz won his second world crown. At the end of the season, title sponsor Martini announced it would retire from the team. Jolly Club assumed full control of the operation for 1993 and even hired Sainz, who brought with him a new sponsor, Repsol, the Spanish Oil company. Things looked good on the surface, but no further development was made to the car and no support was given from Lancia. The team ended the season fifth and last in the manufacturer's championship with not a single win to its credit and Sainz was eighth in the driver's championship. For 1994, there were no more Lancia Delta HF Integrale in the WRC, it was the end of an era.

ROAD CAR MODELS

Right from the time Lancia launched the first Delta HF 4WD, Vitesse Group released a 1/43 diecast reproducing the road version. This would be improved in the following years to a very good standard. Of course, Vitesse modified its set of parts in parallel to the real car, so there was also a Delta HF Integrale, a Delta HF Integrale 16V and a Delta HF Integrale Evo in due time. We gathered the first three models of this Vitesse series and, photographed them side by side – they still look the business.

All the cars had visible differences between them, and the scale models reflect that. The first one has a narrow body and some golden stripes along the sides, reproducing a limited edition sold in Italy. It also features rectangular fog lights, lower in the bumper and Italian license plates. Door handles, side skirts, window surrounds and bumper inserts are all painted matt black making the model look very realistic. Wheel rims are painted in two tones, as the real car's and have the correct Lancia shield in the middle. All the lettering in the side skirts and hatch are in the right place and the model even features excellent twin tailpipes. The cabin features a detailed dash, with decals for the instrument panel and seat covers. The only criticism goes to the clumsy windshield wipers, too big and incorrectly placed. A pair of aftermarket photo-etched affairs will do wonders, if improving diecast models is your thing.

For the two other models, Vitesse followed the same path, changing only what was needed. The Delta HF Integrale features wheel arch extensions, an extra grille on the bonnet, French license plates and body colour rear view mirrors. The black Delta HF Integrale 16V features the power dome bonnet with two wider grilles, no fog lamps and German license plates.

Recently, Spark launched a series of Delta HF Integrale Evos, both as streetcars and rally cars. We start with a pair of streetcars painted in characteristic Delta colours of red and yellow. These are resincasts, made with all the quality available today, with excellent shapes and proportions, and many details to keep the collector's eyes busy for a while. The 'glass' area is flush to the body, surrounded by black paint to simulate rubber lines. Multi-spoke wheels look like the real things, and there are several



▲ A trio of rally Monte Carlo winners, starting from the left: 1987 HF 4WD (Ixo), 1989 HF Integrale (Ixo) and 1990 HF Integrale 16V (HPI).



▲ Consecutive Delta HF evolutions featured different Martini liveries, year after year. The legendary motorsport sponsor always makes for a very attractive look.



▲ Nicely detailed headlamps and grille on this 1989 Integrale by Ixo.



▲ HPI fitted these bright red rear mud flaps on its 1990 Integrale 16V.



▲ The 1987 Martini livery was a more basic one, as seen on this model by Ixo.

photo-etched details, like the grilles in the bonnet. The front end is a masterpiece in detailing with HF badges in the grille and red painted chrome grille surrounds. Wipers are perfect and, if you look inside the cabin, especially in the red car, you can see tan seats and a detailed dash. Brilliant replicas.

HPI Models also had a go with several Deltas. We start with another streetcar, painted dark blue with yellow and light blue stripes, a Delta HF Integrale Hi Fi. limited edition from 1994. This is a diecast made some time ago, however it looks even better than Spark's effort. Painting is superb, wheels seem to fill the arches even better and there are small differences, for this limited edition, as a roof aerial and a rear wing in almost vertical position.

The next model is a one-off Delta HF Integrale Spyder by PremiumX. The real car was made in 1992, for Fiat president Gianni Agnelli, and features a two-door body with canvas roof. PremiumX reproduced it as a high quality resincast, following the unusual shape of this exceptional Integrale. The car is a two seater, the rear seats are occupied by the fold down top, covered by a nicely detailed tonneau cover. The rear looks a little ungainly, with its tall trunk, as in the real car's and the cabin is very well reproduced.



RALLY CARS

We start the rally versions with a pair of test cars. Rally test cars are becoming a theme among collectors of scale rally cars. We will be back to this in the future. Right now, we have a 1989 red Delta HF Integrale 16V, as driven by Didier Auriol before the Sanremo rally, where Lancia had its cars painted red, instead of white. It is a Code 3, made from an Altaya collection and is fairly basic, it reproduces the real car in tarmac specification with heat extractors fitted to the front wheels. The white car was a Lancia test car in 1992, an Evo version featuring a Martini paint scheme closer to the streetcars limited editions that Lancia released to commemorate its consecutive WRC titles. It is a Spark resincast and is full of interesting details. Contrary to rally cars, this one places the roof aerial further back. Front end is incredible, front wheels have correctly sized heat extractors and rear mud flaps are rolled up. Cabin is exactly as in the official rally cars.

Lancia had the habit of designing a new Martini livery each time it launched a new Delta HF Integrale version. This is great for identifying each car and another reason to enlarge scale model collections. The next trio shows that perfectly. The first car is the 1987 Delta HF 4WD by Ixo, featuring a livery with lots of white and relatively narrow Martini stripes. The second model is also from Ixo and represents the 1989 Delta HF Integrale and the third scale model is a HPI Racing, replicating a Delta HF Integrale 16V. These are three of the five Lancias that won the Monte Carlo between 1987 and 1992.

All are diecasts, however, the quality level of HPI Racing is much higher than Ixo's, as it is easy to spot either in the care put in decal application or in the detail level. The HPI Racing model is also narrower and a little longer, much closer to the real car than Ixo's effort.

We finish Part 1 of this story with a group photo of the six Lancias that won the manufacturers



championship between 1987 and 1992. All models are from a series made by Vitesse Group for the Rally Portugal merchandising collection of winners, except one. In fact, during this period, Lancia only failed to win the Portuguese leg of the WRC once, in 1991, when Carlos Sainz and Toyota took the honours. Therefore, the 1991 scale model in the big picture is the Safari winner, by HPI Racing. Obviously this one is well above the others in terms of quality. All the rest show how Vitesse Group followed the Integrale evolution over the years. Even in scale model terms, the comparison between the 1987 and the 1992 is almost shocking.

Stay tuned for Part 2 of this story, in the next issue, to find out about further scale models of the iconic Integrale. **DC**

A Spot-on collection

Ann Evans visits David Carter and his family, to enjoy his collection of Spot-on models.

Photos: Rob Tysall

There was something rather special about Tri-ang Spot-on models. They were built to be as accurate, authentic and realistic as possible by the skilled designers and production engineers at Lines Brothers factory in Castlereagh, Belfast, between the years 1959 and 1967. Primarily they were a range of diecast metal toy vehicles with plastic interiors – cars, lorries, commercial vehicles, emergency service vehicles, ice cream vans, caravans, cars for royalty, a host of vehicles – which are all now sought-after collector's items.

In competition to models being produced by Corgi and Dinky, Spot-on went one stage further by making the scale absolutely 'Spot-on' to the real thing, making the model fractionally larger at 1/42 rather than Corgi's and Dinky's chosen scales. The aim was to reproduce the model exactly to scale, regardless of how large or small the resulting model would end up, and this was reflected in the price of these toys, making them more expensive than their competitors at the time.

Emphasising that they were different, the company didn't use the word 'toy' in the product name, instead it used the word 'models'. Also, unlike its competitors, the models Spot-on produced were all British vehicles.

As well as vehicles, there were Spot-on Arkitex building construction sets (in 1/42 and OO scales), roadway sets with traffic lights, post boxes, figures, garages, petrol stations and telephone boxes compete with a telephone inside them. It also made a range of 1/16th scale Spot-on dolls house furniture that, after rebranding in later years, became known first as Dollies Home then as Jenny's Home. There was also a 1/42 Spot-on 'Cotswold Village' – a range of moulded rubber buildings that were made in Wimbledon.

When the first edition of the Spot-on catalogue came out in 1960, it included the Ford Zodiac, the Armstrong Siddeley Sapphire, a Bentley 4-door sports saloon, the Austin Prime Mover lorries, ERF and AEC lorries and more. Hundreds of different vehicles and models followed, however, Spot-on didn't continue for very long. In 1964, Lines

▲ Cabinets filled with scale models line David's home. Many Spot-on 8-wheeled Shell and BP tankers and lorries



▲ David, Veronica and Natasha.

1 Beautiful collector's items – a small part of David Carter's collection.

2 Heavy goods vehicles are David's favourites.



Brothers took over Meccano Ltd., and, as Meccano made Dinky Toys, this takeover meant that Lines Brothers had two competing diecast model car brands. The decision was made to discontinue the cars to start with, and eventually the lorries too. The last Spot-on models came out in 1967.

Collector David Carter of Gloucestershire recalls that, when he was a child, his family didn't have much money and while he was given Matchbox toys, he always yearned for bigger toys, particularly loving heavy goods lorries. Growing up he gave away all his toys to a neighbour, including a garage his dad had made for him. But in 1993 he started collecting again, and somehow acquired the garage back.

His collecting hobby has been very varied, choosing things that he liked rather than for their value or potential value. He began by collecting Corgi and then went to Spot-on, trying to collect every model the company had produced. David says "Once I had all of those, I went onto collecting Dinkys – anything I took a fancy to really. It doesn't matter if it's not in mint condition. I would





▲ A 137 Massey Harris Ferguson 65 tractor.



◀ Spot-on 116 Caterpillar D9 tractor. Quite rare as they were difficult to produce.

▼ One of David's favourite flat-based lorries.



▲ Realistic Spot-on vehicles including some flatbed lorries.



▲ More Spot-on vehicles amongst David's extensive truck collection.

rather have more toys than fewer mint ones." As for the boxes, he adds, "The boxes are a nuisance! They take up too much space. I often take them to the tip. It's not about the money for me."

He has around 14,000 items in his collection, with Spot-on models taking up a small section of this. As a trained carpenter, he makes beautiful wooden, glass-fronted display cabinets, to fit in any nook or cranny of his house. His youngest daughter, Natasha, commented as we looked around in awe at every room (except the kitchen) lined with cabinets full of collectors' items, "We probably have the most expensive wallpaper ever!"

David explained that most of the timber for his cabinets is old staircases and door frames that people have demolished and thrown out. "I take these apart, plane the wood right back down to the grain and it comes up beautifully. I like getting something nobody wants and turning it into something else."

Fortunately for David, his wife, Veronica is also an avid collector. Her collection includes trams, dolls, teddies and Caithness glass paperweights. She also works alongside David making sets and dioramas for his impressive HO gauge model railway layout in his large purpose built shed, and his work in progress, a Z gauge layout. And then there's the fairground layout in the spare bedroom...

Talking about his Spot-on collection, David's passion for the bigger, heavier models was evident. He picked out a selection of some of his favourites



Spot-on 110/2 AEC Mammoth Major 8 Flatbed Lorry.



▲ Spot-on cars on the Spot-on garage roof (left to right): Two Mercedes 230L, Ford Zephyr 6, Jaguar Mk10, Vauxhall Cresta, Zephyr 6 and, at the back, a Jaguar 3.4.

◀ The Queen's Rolls-Royce on a section of Spot-on roadway, with Spot-on rubber cottages.

for us. He began with a little Massey Ferguson tractor made in 1965. This was the only tractor that Spot-on produced, and as such would probably sell for about £500, if David ever wanted to sell it.

Another rare item was a 116 Caterpillar D9 tractor. "Spot-on didn't make many of these," says David. "Basically, because they were too difficult to make and so too expensive to sell. So, there aren't many about. This particularly appeals to me as I used to drive a bulldozer when I was 12 – obviously on private land!"

Loving his trucks and lorries over and above cars, he picked out a flat-bed trailer that he had picked up on the internet, which really was unique. "This is meant to have sides," says David. "It's a genuine one that slipped through the net. Being made without sides was a mistake. When I saw it online, people thought it a fake, but I thought I'd take the risk as I liked it anyway. Then Graham Thompson, author and expert on Spot-on confirmed it as genuine."

Another of his flat based lorries had a small brick



from Cattybrook Brick Co Ltd, Bristol sitting on its trailer. "A salesman from Cattybrook Brick gave me the brick, so I thought it needed to sit on a lorry, so here it is."

David then selected a few AEC and ERF lorries that he particularly likes. These were displayed with different loads such as barrels that came in different colours and oil drums. "These are my favourites because they are heavy, and my ultimate favourite is the yellow one which is quite rare as it was only made for a year; and there's something about the colour that I like too."

The models were highly detailed, often with moving parts and people inside them, such as with the Tonibell ice cream van that has a moving ice cream man inside the serving area. Gift sets would often feature Spot-on's own character, Tommy



► Selection of ERF and AEC lorries.

◄ Spot-on 145 Routemaster buses. The bus on the left is genuine, the others have been restored by Barry Hurkett, a Code 3 Specialist.



Each model came out in various colours, anywhere between 8 and 16 different colours, which was great for customers and collectors, but not so good from a production efficiency point of view.

Spot, such as in the Royal Occasion set that comprises the Queen's Rolls-Royce, four figures, six guardsmen and Tommy Spot, which would have cost 25 shillings when first produced.

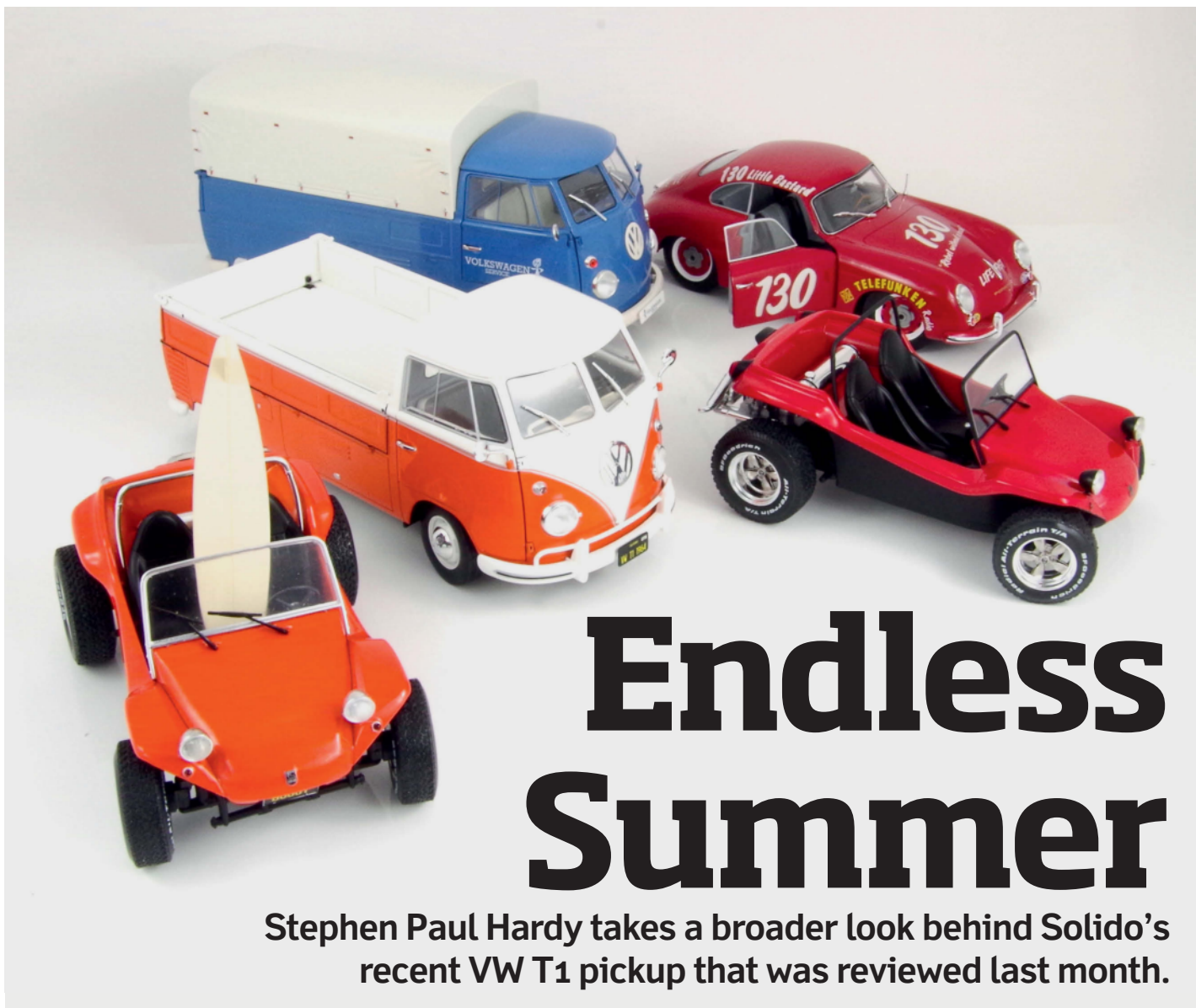
It was after going to Blackpool with Veronica that the couple got into trams and Veronica began collecting them, but David also likes buses, and as well as having originals in his collection, he's happy to have re-painted versions too. Setting out four Spot-on buses, only one was genuine and the others had been restored by Barry Hurkett, a Code 3 Specialist. "I don't sell re-painted models", says David. "They are just for my enjoyment. I only sell the genuine ones."

As well as his models, he also has a great collection of books on Spot-on, which he treasures, also the catalogues that came out every year costing

2d, and scrap books full of the printed pictures of the vehicle that would come with every model. He has a genuine Spot-on garage, sections of Spot-on road, and some of the rubber cottages that he has salvaged by packing them inside with polystyrene to stop their collapse.

Packaging for Spot-on models began with a light blue box, with a draughting compass 'dividers' and a 'graph-paper' like grid overprinted with yellow and black lettering. The second series of boxes featured an illustration of the vehicle. Finally, in the late 1960s, the last boxes to be produced were black and blue with a cellophane window.

These were quality models, costing more than others available at the time. Each model came out in various colours, anywhere between 8 and 16 different colours, which was great for customers and collectors, but not so good from a production efficiency point of view. Plus, they were models of British vehicles, which the rest of the global marketplace may not have been familiar with. Production finally ended in 1967 and for certain collectors, such as David, the hunt began to track down every one of the fine models that were produced. **DC**



Endless Summer

Stephen Paul Hardy takes a broader look behind Solido's recent VW T1 pickup that was reviewed last month.

We may well be heading into winter in the Northern Hemisphere right now, but as Bruce Brown's 1966 American surf documentary film *The Endless Summer* showed so well, surfers follow the sun to catch the waves all year round. So prompted by Solido's neat pairing of its recently released VW T1 pick-ups, complete with surfboard, the theme for this month unfolded.

TRIBUTES

Before looking in detail at the pair of pick-ups, though, any discussion that combines the subject of automobiles and surfing inevitably leads to the subject of beach buggies. With fibreglass bodywork evolved from boatbuilding technology sat on a VW Beetle floorpan/mechanicals, the dune- cum-beach buggy hit the scene in 1964. Its inventor, the legendary Bruce Meyers, passed away earlier this year on 19 February, so Solido's Spring-release of the latest version of its Meyers Manx Buggy (S1802704) in red came as a coincidental, but timely, tribute to its founder, given that he named his '64 original 'Old Red'. Solido first released its diecast 1/18 Manx models in 2019 in orange (S1802702) and blue with

▲ A touch of Californian sun and surf from Solido are enough to brighten up any grey days of winter.



▲ The base casting may be the same, but Solido has put thought and effort into making two distinctly different versions that are far more than just colour variations.

white top (S1802701), followed last year by green with black top (S1802703).

Whilst on the subject of tributes, another, not unconnected on account of the Californian link, new release from Solido is an eye-catching Porsche 356 'James Dean Tribute' (S1802804), resplendent in red with predominantly white and yellow themed decals. It shares the uncapped wheels of Solido's two previous 356 Panamericana race liveried versions, S1802801 and S1802803. Concurrently, Solido also released its showroom-finish, street-version Porsche 356 Pre-A of 1953 in pale yellow (S1802805) as a second colour choice following the 2019 release in Silver (S1802802).

THE VW PICK-UPS

Now popularly referred to as the T1 series, following Volkswagen's retrospectively-applied model numbering system introduced with the T4 generation of transporters, Solido's bring us two variations on the theme of VW's first generation type.2 commercial vehicles range. I am mindful of the fact that one of the models - the orange and white "surfer" (S1806701) was reviewed in the previous issue, so I will focus here on the second of the two models - the

▼ The two tribute models are absolutely steeped in Californian folklore.



Dove Blue “Volkswagen Service” (S1806702) version.

There have been a considerable number of diecast type.2 models made over the past decades and, thanks to the seemingly unabated renaissance of the ‘Splitty’, continue to be released. It is therefore both a brave and bold move by Solido to invest in the tooling for this model. A gamble that will I suspect more than pay off because, given Solido’s modern track record for successive colour and liveried versions of all its 1/18 descant models, it is a fair bet we can look forward to seeing this new pick-up tooling in quite a few guises over the next few years.

Volkswagen introduced the single cab type.2 pickup in August 1952 to supplement the Van and Kombi (November 1949), Microbus (May 1950), Samba (June 1951) and Ambulance (December 1951). Surprisingly it wasn’t until six years later, in 1958, that the single cab pick-up was supplemented by more charismatic double cab (DoKa) pickup. My immediate reaction on the release on the current pair was a pleasure in seeing how, with just small component changes, Solido managed to deliver two distinctly different versions of the same casting.

The “Volkswagen Service” pick-up represents a standard factory-finished working vehicle from the 1960s, as sold on the European market, whereas the ‘surfer’ represents a modern, Californian, customised restoration, trimmed with brightwork fittings only found originally on the Microbus De-Lux (Samba). The European market guise is distinguishable by the plain bumpers, as distinct from the US market style ones on the front of the Californian surfer. (As an aside that it will be interesting to see if Solido make a matching US market style rear bumper as well for any future Stateside themed releases.)

Another small difference between the two is in the front indicator lights. US-bound vehicles were fitted with these at least one VW model year ahead

1 Cab to cab, the T1s amply display the differences between their custom and standard commercial accents.

2 Although not operable on the ‘service’ version, the dropping tailgate is a nice touch on the ‘surfer’.



▲ A timeless, classic take on the VW T1 theme that is certain to be seen in more liveries and versions from Solido.



▲ A welcome, lighthearted touch from Solido is the choice of licence plate.

of vehicles sold in Europe. The service pick-up sports the larger style lamps introduced in 1962/3, whilst the surfer has the smaller 1959/60 nipple style units. Completing the resumé of lighting details, the rear clusters evidence that the base model represents the late series T1 from 1964–67.

Very visible is the fact that the service version comes complete with full tilt cover over the pick-up bed that reinforces its functional, commercial appearance. Solido has been putting a lot of attention into the matter of hinges to opening features on its 1/18 diecasts recently and the pick-ups are no exception. The hinges to the opening cab doors are located in the same places and much in the style of the 1:1 originals. They are also proportionally very much in scale size, which not only is a vast improvement over the way doors on diecast models have traditionally been hinged until fairly recently, but by the same token are comparatively fragile. Not accessible on the service version, thanks to the snugly-fitting tilt cover, the basic modelling does however include a hinged tailgate with similarly small hinges and very neat drop clips to hold the panel in the closed position.

All in all, very welcome new takes on an already liberally covered theme, each very much having their own identities whilst at the same time being mutually complementary. I guess it is the purist in me that errs towards the service version in evocative Dove Blue, with its simple commercial hereditary traits of white-painted bombers and wheels that are capped with era correct grey painted hubcaps. The overall impression of the model – the way it looks and the way it stands, is very appealing indeed. But the surfing music fan in me just can’t help overriding the purist and having a sneaking smile for the customised version as well – maybe it was the accessorisation, with the inclusion of that surf board, that did it for me. **DC**

Great Fairs to Be At - Great Fairs to Buy At

BUXTON

SUNDAY 7th NOVEMBER

10.30am - 3pm

THE OCTAGON HALL, PAVILION GARDENS, ST. JOHNS ROAD, BUXTON, DERBYSHIRE, SK17 6XN.

Early Bird Entry from 8am £6.

Adults £3, Seniors £2.50, Children £1

**150
STALLS**



ENJOY A GREAT DAY OUT IN BEAUTIFUL BUXTON

SANDOWN PARK

SATURDAY 13th NOVEMBER

10.30am - 3pm

SANDOWN EXHIBITION CENTRE, SANDOWN PARK RACECOURSE, ESHER, SURREY, KT10 9AJ.

Only 5 miles from junction 10 of the M25. From central London take the A3 to Esher. Free Parking for 6,000 cars. Nearby Esher Railway Station is just 25 - 30 minutes from London Waterloo, Victoria and Clapham Junction Stations.

Early Bird Entry from 8am £12.

Adults £6.50, Seniors £6, Children £2.

**500
STALLS**



EUROPE'S No.1 TOY COLLECTORS FAIR

STAFFORD SHOWGROUND

SUNDAY 12th DECEMBER

10.30am - 3pm

THE PRESTWOOD AND ARGYLE SUITES, STAFFORD COUNTY SHOWGROUND, WESTON ROAD, STAFFORD, ST18 0BD

Situated on the A518 Stafford to Uttoxeter road. Signposted from junction 14 of the M6 motorway. **Free parking.**

Early Bird Entry from 8am £8.

Adults £4, Senior Citizens £3.50, Children £1

**MORE THAN
300
STALLS**



A GREAT WEST MIDLANDS TOY FAIR

COVENTRY

SUNDAY 19th DECEMBER

10.30am - 3pm

THE CONNEXION, RYTON-ON-DUNSMORE, NR. COVENTRY, CV8 3FL.

The Connexion is just off the A45, with **Free Parking** for all visitors.

Early Bird Entry from 8am £6.

Adults £3, Seniors £2.50, Children £1

**160
STALLS**



HUNDREDS OF TOYS & MODELS FOR SALE

NEC BIRMINGHAM

MONDAY 27th DECEMBER

10.30am - 3pm

HALL 18, NATIONAL EXHIBITION CENTRE, BIRMINGHAM, B40 1NT.

The NEC is located at junction 6 of the M42. Easy access from M1, M5, M6 and M40. **Unlimited FREE Parking for all Toy Fair visitors.** Take the train directly to the NEC (Birmingham International Station is a short walk from Hall 18)

Early Bird Entry from 8am £14.

Adults £8.50, Seniors £8, Children £2

**550
STALLS**



BRITAIN'S BIGGEST TOY FAIR

www.bpfairs.com Tel: 01604 846688 / 07966 527177

Special interest

Ian Artus shares his collection of unusual Brooklin prototypes.



In my modest collection of Brooklin Models cars, collected over more than thirty years, I have a number of models of unusual prototypes. The founder of Brooklin Models, John Hall, appeared to have an interest in these special cars, built in the USA, when he commenced his embryo model car company in 1974, after working initially as a design engineer in Canada.

During the earlier part of his career, he had worked for various companies gaining experience in casting techniques before going on to teach at the University of Toronto. He quickly moved from resin to white metal following the lead of producers of kits for model soldiers, model cars and model locomotives in the 'cottage' kit industries current in the 1960s and '70s. John Hall's production differed from most others by producing fully finished display models from the start, not requiring any assembly, painting or finishing by the purchaser.

°Nine different Brooklin models were produced and sold in Canada before production was moved to England, into today's Brooklin factory in Bath.

▲ The BCC version has no rear wheel valance and Kelsey Hayes wire wheels. Kelsey Hayes was a major supplier of wheels and brakes to the American motor industry.

▼ The Pierce-Arrow Silver Arrow was the first Brooklin model car, made initially in Canada and then in England. This later, dark blue version is the Brooklin Collectors Club release from 1992.



The first nine Brooklin models were all produced by the English factory in updated forms with additional detailing. Three of my chosen models are from this early Bath (ex-Canada) period, the other two were only ever produced in Bath. The original English colour printed brochure (Vol 1 Spring 1988) describes the models, to quote, "An ongoing series of 1/43 scale models of classic and special interest American automobiles".

PIERCE-ARROW SILVER ARROW

The Pierce-Arrow Motor Car Company can be traced back to 1865, (but not for making automobiles at that time), originally named after the three joint owners. But following a buy-out, it became the George N Pierce Company, with essays into bicycles and a steam car built under licence in 1900. Early petrol cars followed and, in 1905, a four-cylinder 'Great Arrow' won a prestigious endurance run of 350 miles.

George Pierce sold out in 1907 and, in 1908, the Pierce-Arrow Motor Car Company was established. It built a reputation for solidly built cars, selling two cars to the White House in 1909, the first official White House cars. The marque became something of an upmarket status symbol in the Twenties, rivalling other prestige makes in the USA, Packard and Peerless.

Studebaker took control of the company in 1928 although it remained an independent entity, with Pierce-Arrow cars sold through Studebaker dealerships. The streamlined V12 Pierce-Arrow Silver Arrow was unveiled in 1933, at the New York Auto Show. The 461.8 cu in V12 produced 175bhp and the car was tested at 115mph. The Silver Arrow gained accolades for its modern streamlined looks

UNUSUAL MODELS BY BROOKLIN

but was far too expensive for the depressed times and only five were sold. A lower priced production model failed to make sales and a V12 Sedan was also introduced before the company closed in 1938.

BRK1 PIERCE-ARROW

Silver Arrow was the first Brooklin model car, made initially in Canada, and then in England, initially in resin but soon in white metal. Enthusiastic collectors like to codify their collections, for example, Matchbox or Dinky collectors can describe every nuance of every casting, colour variation, wheels type, box type, etc, so it is with Brooklin Model collectors. In 1989 Messrs John Hammick and David Angel produced and sold The Brooklin Collection – Collectors Guide 1974 – 1989 (©1988 RDP Publications) the first, I believe, comprehensive, published guide to Brooklin Models – more were to follow from this and other sources up to the present day.

The current reference work is Brooklin Models Collectors Guide 4th Edition, the magnum opus by Gianluigi Cappi. All Brooklin Models are codified such as BRK1-001 the first ever Brooklin model of the Silver Arrow up to BRK1-020, the last ever model.

The early models were fairly basic without glazing but were rapidly improved. Six standard English versions were made and eight limited or special editions. My models illustrate a standard silver blue of about 1988 and the final model in dark blue without rear wheel spats, with Kelsey-Hayes wire wheels, produced for the Brooklin Collectors Club (BCC) in 1992. The model exhibits some very fine casting, including the front and rear bumpers, and the Pierce Arrow bonnet (hood) archer mascot.

TUCKER CORPORATION

The entrepreneur, Preston Tucker, conceived plans for his new car during World War II. Pre-war he had, at some time, worked with Harry Miller on Indy 500 race cars. The Tucker car concept was incredibly advanced for the early 1940s anywhere, and particularly the USA. A flat-six, rear mounted engine, aluminium block, with OHV hemi-heads, fuel injection, torque convertor rear drive, 4-wheel disc brakes, a perimeter chassis with the engine/drive unit on a subframe for easy servicing, and a long list of safety features including a collapsible steering column and seat belts. This was matched by a streamlined body designed originally by George S Lawson and later, by Alex Tremulis, which to my mind, is still a very attractive sedan automobile.

The chequered history of the enterprise has been told in book and the film Tucker; The man and his dream, with the proposed engine taking too long to develop, so a substitute had to be found in an air-cooled flat-6 boxer engine for a helicopter, converted by Tucker Company to water cooling and the original transmission design came from a Cord 810 front-wheel-drive car. The modified 335 cu in engine produced 166 bhp and the car was tested to 220mph. All of this was costing money, originally raised as a stock issue against the concept design and needing more cash, speculative dealerships were sold along with advance orders for the cars. The American Securities and Exchange Commission



The light blue metallic Pierce-Arrow Silver Arrow is a standard Brooklin issue from the late 1980s.



Brooklin's second model, the Tucker, in silver from 1988.



This metallic green version is the current model of the new casting, produced for the AACA.



▲ This angle clearly shows the wheel spats on the original Brooklin release.

decided to investigate Tucker Company affairs and, although no charges were eventually made, the Tucker project was killed off through negative publicity. Fifty cars were made, varying in detail, and many survive in museums and private collections. There is still a very strong following and interest in these cars.

BRK2 AND BRK222 TUCKER 48

This, the second Brooklin model, again produced in Canada and England, is unique in Brooklin history in having been modelled twice in the English range. My models illustrate one of a range of three Tucker movie souvenir models produced in 1988 (BRK2-014) and one of the current Tucker models (BRK222B).

Four different versions of the original model were



▲ Side-by-side, it's easy to appreciate the greater detail on the newer casting to the right.



▲ The enhanced detailing on the most recent AACA release is evident to the rear too.



▲ Brooklin's model of the Chrysler Newport pace car depicts it as it appears in the Indy 500 Hall of Fame Museum.



▼ The Phantom Corsair - the restricted front air intakes actually caused overheating problems with the engine.

made over the years for the Tucker Club in the USA and other limited production versions before the model was originally discontinued in 1993. The completely new casting was commissioned by the Antique Automobile Club of America (AACA) and four separate production runs were made (2015-2019). It is now a current model in four different colours, my model being the green metallic version (BRK222B).

Comparing the two models, Brooklin has added fifteen extra plated details. This is the first time Brooklin has ever completely remade a previous model, which shows a continued demand for this most iconic car some seventy years after its inception.

CHRYSLER CORPORATION

Walter Chrysler created his eponymous company from the ashes of the Maxwell Motor Company in 1925, going on to absorb other companies such as Dodge and creating Plymouth and De Soto as brands. Previously he had been employed in the Buick Division of General Motors. Walter Chrysler was a forward thinker and, in 1934, produced the aerodynamic 'Airflow' sedan that proved to be too far ahead of American taste at the time.

In 1940, Chrysler produced two show cars, the two-seater Thunderbolt and the six-seater Newport Phaeton. The attractive Newport dual-cowl open body design was by Ralph Roberts, a noted stylist, on running gear using a straight-eight 323.5 cu in side-valve engine, which produced 143 bhp, and a



▲ A close up of the Newport's interior and the lettering on the car's side.

three-speed gearbox in a conventional chassis from the Chrysler Imperial. Only six models were built and one was chosen as the official Pace Car for the 1941 Indianapolis 500 mile race. Another was owned by the film star Lana Turner. Chrysler continued the Newport model name on future models in to the 1980s.

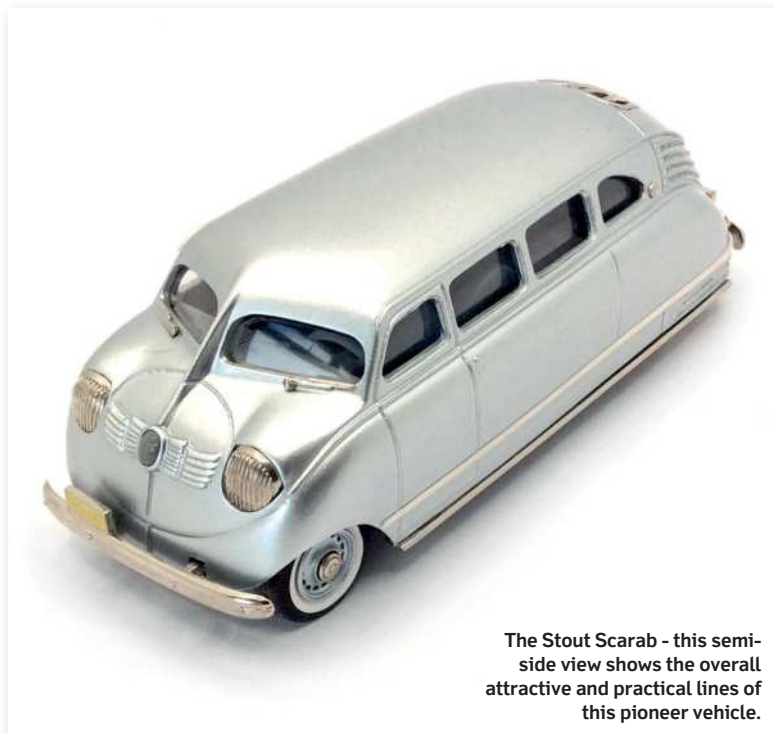
BRK8 AND BRK8A 1941 CHRYSLER NEWPORT

This model was again made in Canada and England. Early production in both countries was in a range of standard colours, although the English issue had only one standard colour, orange, plus a few special issues, and in 1992 as BRK8A with a white body with the decals in red, "1941 Chrysler Indianapolis Pace Car". The Brooklin model shows some fine casting details in the dual glazed windshields and the front and rear bumpers. As a side note, the race day Pace Car was apparently gold-coloured, but the model in the Indy 500 Hall of Fame Museum is off-white, as modelled by Brooklin.

PHANTOM CORSAIR

The 1930s was a decade of innovative automobile design in the USA, in Europe and in England, with a lot of interest in streamlining. The Phantom Corsair was the brainchild of Rust Heinz, of the H J Heinz family, partnered with Maurice Schwartz of the Bohman and Schwartz coachbuilding company. The concept mated an advanced streamlined five/six-seater sedan body with a Cord 810/812 chassis,

UNUSUAL MODELS BY BROOKLIN



The Stout Scarab - this semi-side view shows the overall attractive and practical lines of this pioneer vehicle.



Front on, this view shows the ancient Egyptian Scarab symbol on the nose.

which had a 288.6 cu in Lycoming 80°V8 engine, producing 190 bhp, front wheel drive, four-speed pre-selector gearbox and fully independent suspension. The Cord 810/812 was one of the classic sports cars of all times, some of the models displaying large, chromed outside exhaust pipes as a feature. The Corsair 5/6-seater body was full width steel and aluminium construction, only 57 inches high with fully enclosed wheels front and rear. The Corsair was tested at up to 115 mph. Sadly production never commenced because Rust Heinz was killed in a car accident in 1939, so only the one prototype was ever built.

BRK33 1938 PHANTOM CORSAIR

This model was made only in England and the black Brooklin model captures the shape of the original very well, but it was only catalogued for seven years. Due to the highly streamlined shape with no extraneous features, even the door handles on the prototype were electric push buttons, the model was perhaps too unadorned for some collectors, however it met the Brooklin specification of 'special interest' models. My photograph has a figure to show how low the car was. The model was produced in limited editions in three other, non-prototypical, colours, including a light tan. It is understood that Rusty Heinz painted the car temporarily this colour in a water paint for photographs. Reminiscent of the 'loco grey' used on steam locomotives for the same purpose.

STOUT MOTOR CAR COMPANY

William B Stout was a design engineer in the thirties, with a concept of what a modern automobile should be like - streamlined and practical with no propeller shaft, giving a flat floor, rear engine with a unit body/chassis construction utilising aluminium in the construction. Following an early prototype in 1932, steel was substituted



▲ The rear view shows the very fine plated metal castings forming the grille over the rear engine compartment.



Brooklin has modelled other prototypes that had limited customer appeal in their day, such as the Chrysler Airflow, the Edsel and the Embiricos Bentley.



for the aluminium on cost grounds in the later 1935 prototype, which used a rear mounted Ford V8 221 cu in producing 85 bhp engine driving a Stout designed transaxle. Four-wheel independent suspension with swing axle at the rear, coupled with coil springs and oil shock absorbers gave a smooth ride with not so good handling.

However, the specification was for a practical car, not a sports car. The rear engine and full-width unitary body/chassis gave a large flat adaptable interior layout. Entrance was through sliding side doors. Total production of this car is thought to be nine, although Stout Motor Car Company was geared up to produce 100 models a year to be sold by invitation. This was another advanced concept that proved to be too expensive at \$5,000 and not to American taste at the time. Later along came the VW Camper and that all changed.

BRK78 1936 STOUT SCARAB

Like the prototype, the Brooklin model may not have proved too popular among collectors because it appeared in only one standard blue and one limited silver version, as in my model. A surfer's van may not be a factory produced model. Apart from capturing the overall look of the prototype, the grille over the rear engine cover is a fine piece of casting. The front has a representation of the ancient Egyptian scarab beetle.

Over the years, Brooklin has modelled other prototypes that had limited customer appeal in their day, such as the Chrysler Airflow, mentioned above, the Edsel and, in the Landsdowne range, the one off Embiricos Bentley. Other manufacturers, such as AutoCult, are now looking around for unusual prototypes to model.

For further reading, Wikipedia is an amazing source of prototype information and I am indebted to the authors mentioned above for their work dedicated to the cause of Brooklin Models. **DC**

BUILT TO EXCEED EXPECTATIONS



Ford F-150 SVT Lightning 1/18



Ford Fiesta ST 1/18



Finely crafted 1:18 models available in multiple colors
and officially licensed by The Ford Motor Company

DETAILED. DESIGNED. DESIRED



www.dnacollectibles.com

f DNA-Collectibles | dna_collectibles | DNACollectibles

Corgi Toys - the early years

This series of occasional articles on the theme of 'second time around' examines how various diecast manufacturers kept down costs by reusing existing tooling as much as possible. This month, **Andrew Ralston** examines how, between 1956 and 1960, Corgi's use of this method enabled the range to expand quickly.



The Mettoy Company's decision to compete directly with Dinky presented many challenges. When Corgi was launched, in 1956, Dinky dominated the toy car market with a range of over 150 different models, the majority of them illustrated in that year's catalogue, which covered thirty-two pages. By contrast, the first selection of Corgis was pictured in a concertina leaflet showing just fourteen subjects. Yet a mere four years later, the 1960 Corgi catalogue had grown to twenty pages and came with a price list comprising more than 100 items. That raises the obvious question, "how did Corgi manage to expand so quickly?"

Various factors help to explain Corgi's success. For one thing, the parent company already had years of experience in the toy industry and plenty of business contacts. Furthermore, Mettoy had previously experimented with diecast and plastic toy vehicles in the early 1950s and some aspects of these filtered through to the new Corgi range, such as the fitting of friction motors or the idea of multiple liveries on a van casting as used on the large scale 'heavy cast' Morris vans. The very first Corgi car, a Ford Consul, was chosen because Mettoy had already made a larger version in plastic.

In addition, Corgi used clever marketing tactics. Putting the toys in the shops wasn't enough - brand loyalty had to be encouraged and a collectors' club was launched. The box of each model contained an application form to join the Corgi Model Club. Sending off a postal order for the modest sum of one shilling and sixpence (7.5p) would get you a

▲ There are over 100 items in the 1960 catalogue. Of the sixteen models pictured on this two page spread, all but two have some relation to another Corgi model, either by partly sharing tooling or being a livery or colour variation on a common casting.



▲ Early Corgi leaflet illustrated a modest total of fourteen items.

membership certificate, a metal lapel badge with the Corgi dog logo, and a regular newsletter, the first edition being dated December 1956. Demand for Dinky Toys had always been so high that Meccano had previously seen no need for such a club (though the company had promoted similar organisations for Meccano sets and Hornby trains). Binns Road, therefore, announced that there would be a Dinky Toys Club from 1st January 1957.

Above all, though, Corgi established itself by offering a modern range of vehicles. The unique selling point was that Corgi cars were "the ones with windows" - which doesn't sound much, perhaps, in view of subsequent developments in diecast toys, but it was enough in 1956 to make Corgis stand out. The first group of cars not only had window glazing and 'chrome' hubs, but represented up-to-date models such as the latest shaped Morris Cowley and Riley Pathfinder compared to some of Dinky's saloon cars which were becoming a bit long in the tooth, like the 1940s Morris Oxford MO series and Riley RM.

For all of these reasons, Corgi Toys caught on quickly, but to get the customers to come back for more, Mettoy had to keep offering new models. Thus, there was a deliberate policy to get the most out of each piece of tooling. This was clear right from the very start, as an analysis of the early leaflet shows. The cars - Ford Consul, Austin Cambridge, Morris Cowley, Vauxhall Velox, Royer 90, Riley Pathfinder - came in two alternative versions, freewheeling or with friction motors. In this way, six became twelve.



1

1 An Austin Cambridge was among the first batch of Corgi saloon cars in 1956. Three years later, these cars were given a new look with brighter two-tone finishes – a way of offering something that looked new without investment in new tooling. Photo: Vectis Auctions



2

2 The Bedford CA van was modelled by both Dinky and Corgi, but Corgi produced more variations on this casting. Two of the early liveries were KLG Plugs and Daily Express. Photo: Vectis Auctions



3

3 The Bedford also came in Dormobile form with side windows and, with the addition of a roof sign, as an AA van. Photo: Vectis Auctions



▲ Youngsters were urged to join “a world-wide association of enthusiastic model collectors” in the Corgi Model Club – an effective way of establishing brand loyalty.



▲ Metallic paint finishes were another way of giving Corgi models a slightly different look. Photo: Vectis Auctions



▲ The Bedford was freshened up with a more modern one-piece windscreen and revised grille. Note that the box carries a picture of the earlier version. Photo: Vectis Auctions

Then, there was a light commercial, a Bedford 12 cwt. van, easily refinished in different liveries and fitted with side windows to create a Dormobile. In the first couple of years, this basic casting came as a delivery van in red (KLG Plugs) or blue (Daily Express), as a plain Dormobile personnel carrier and, with the addition of a roof ladder, a Utecon fire engine in red and in green Auxiliary Fire Service finishes, soon to be followed by an AA van with roof sign and an ambulance. The early leaflet also shows a Hillman Husky (with or without motor), an Austin Healey sports and a Triumph TR2, none of them ideal for creating variants, and two larger commercial vehicles, the Dropside Lorry and Wall's Ice Cream van, which shared the same Commer chassis.

A pattern had therefore been set that Corgi would follow in years to come. Leaving aside smaller accessory items and gift sets (the latter, of course, being another way of creating something new by offering a combination of items in one box), a quick count of new annual issues as recorded by Marcel van Cleemput, in his Great Book of Corgi, suggests that, in the early years, around half of all ‘new’ releases were derived in some way from existing ones.

The 1957 programme of releases started with a reissue of a pre-Corgi item. Mettoy had previously made a Karrier Bantam drinks truck, supplied only to the Co-operative Wholesale Society, with a “CWS Soft Drinks” transfer at the rear. This casting now re-emerged as a Corgi. However, the cars released during the year were entirely new – the latest Standard Vanguard, a Jaguar 2.4, a Citroën DS and an MGA sports – and the first three of these all had the potential to be produced in alternative finishes. Whereas Dinky had produced many army vehicles, Corgi tended to favour the air force and the Vanguard was refinished in blue-grey as an RAF staff car in 1958 (quite correctly, as the RAF did use Standards for this purpose). The Jaguar was later updated with suspension and also came as a fire chief's car in 1959. The Standard and Jaguar saloons were made in both mechanical and non-mechanical form, but the Citroën never had a friction motor as the sloping roof made it too difficult to fit this inside. This, too, would reappear some years later in Rallye Monte Carlo guise, in 1965.

Commercial vehicles lent themselves particularly well to reuse. A third Commer lorry carried a flat platform back, and this rear section, as well as the previous dropside body, also formed the basis of two separate trailers that could attach to the lorries. The Smith's Mobile Shop echoed the Karrier cab of the drinks truck, while the Land Rover and the Bedford cab unit of the Carrimore Car Carrier would crop up in numerous different forms over the years to come. In fact, so much use of the Land

	1956	1957	1958	1959	1960
Total additions to range:	23	15	20	27	27
Number of these which were related to existing models:	12	7	9	15	14

SECOND TIME AROUND: PART THREE



▲ The first Corgi commercial vehicles used this Commer chassis and the rear flatbed section was also used on other models. Photo: Vectis Auctions



▲ The Riley formed the basis of a police car in 1958. Photo: Vectis Auctions



4



5

Rover was made that van Cleemput reckons that combined sales of all variations came to something like ten million pieces.

The following year, 1958, saw a further twenty releases, but once again there was a good deal of overlap with existing models. Following 1957's Vanwall racing car came a Lotus XI, BRM and a Mercedes-Benz 300SL, the last of these being the only one to be reworked (as a hard top coupe in 1959). The Studebaker Golden Hawk was also completely new and came with or without a motor. The introduction of a new ERF truck cab allowed for a platform lorry (sharing the back of the Commer), a "Moorhouses" Box van and a tipper. The Bedford low-loader and machinery carrier used the cab of the previous year's car carrier and the Karrier "Lucozade" van was derived from the earlier drinks truck, now with filled in sides and roller door. The Land Rover with pony trailer, RAF Land Rover and Riley police car were all variants on previous models, but considerable investment must have gone into wholly new releases such as the Euclid tractor and the Thunderbird and Bloodhound missiles 'Rocket Age' models that strengthened Corgi's modern image.

New introductions continued apace, and 1959 and 1960 were particularly prolific, with nearly thirty new products listed in both of these years. Early 1959 started with the Jaguar 2.4 refinished as a Fire Chief's car and an unusual new item, the

4 This Karrier drinks truck was first produced as a promotional item for CWS (the Co-op) and easily fitted into the Corgi range in 1957. Photo: Vectis Auctions

5 First of many - the Land Rover joined the Corgi range in 1957 without a rear canopy. Photo: Vectis Auctions

▼ The following year it gained a tinplate cover and was sold along with the Rice's Pony Trailer. Photo: Vectis Auctions

Decca Mobile Airfield Scanner, followed by six of the early cars (Consul, Cambridge, Cowley, Velox, Husky and Rover) refreshed in brighter two-tone colour schemes, something that Dinky had already done in an attempt to give a new look to old saloon cars. A two-tone finish also seems to have been applied to the first casting of the 404 Bedford Dormobile. This is familiar enough in blue and yellow two-tone with the later modern grille and a full screen rather than divided windshield, but a small number of examples of the earlier casting seem to have been produced in two-tone blue and cream, and a mint and boxed example has been recorded as selling for over £3,000. Further reuse





6



7



8



of tooling was seen in the ERF Neville Cement Tipper, the Bedford "Mobilgas" Tanker and the RAC Radio Rescue Land Rover.

However, 1959 was perhaps most noticeable for the amount of completely new tooling introduced. Among the completely new items were a Massey Ferguson tractor, an International Tow Truck in army khaki, a combine harvester and Corporal Erector Vehicle with missile, all of them quite large or complicated products with limited scope for variations. New cars included a Renault Floride with the innovation of spring suspension and a popular British family car, the Austin A40, this being the last to be made available with a friction

▼ The ancestry of the Karrier Lucozade van in the early CWS model is evident Photo: Vectis Auctions



6 The Vanguard was also produced as a RAF staff car.

7 Riley was represented in the 1956 Corgi range by the current Pathfinder, whereas Dinky was still making the old 40A Riley RM. Photo: Vectis Auctions

8 In 1958 the Land Rover appeared in RAF colours and in 1959 in this RAC Radio Rescue form.

◀ Repackaging five current models as a gift set gave Corgi something new to offer for Christmas 1957. The Bedford cab of the Carrimore Car Transporter appeared on numerous other commercial vehicles and was in turn succeeded by a more modern Bedford TK unit. Photo: Vectis Auctions

mechanism.

Growing interest in US subjects can be seen from the choice of a Ford Thunderbird hardtop, Plymouth Sports Suburban Station Wagon, Forward Control Jeep and Chevrolet Impala police car. All of the American vehicles spawned variants in the years to come, especially the Impala, first seen as a police car in 1959 and subsequently as a plain sedan and Yellow Cab (1960) and Fire Chief's Car (1963). The casting was reworked in 1965 with a horizontal split into which was fitted a plated plastic moulding. There were changes to the various colours and liveries and, in 1967, a further variation in the form of the Chevrolet Kennel Service Wagon that used the bottom casting of the sedan body, on which the now redundant outlines of the rear doors can still be seen.

Once again, roughly half of the 1960 introductions were new models and half retained some relationship with previous releases. Corgi were quick off the mark with the new Morris Mini Minor, given some valuable advance publicity in an article on Cars for Little People published in The Motor, in December 1959. Corgi followed the British Motor Corporation in applying the 'badge engineering' principle, turning the Morris into an Austin Seven, in January 1961, by changing the grille pattern. Even more significant for the future was the arrival of an Aston Martin DB4 with an opening bonnet, the first of many such operating features. Further down the line, this casting was extensively reworked to become the James Bond Aston Martin DB5. What was probably Corgi's most famous model ever was itself a variation on the 'second time around' idea! Other new releases in 1960 included a Fiat 1800 saloon, a Ford Zephyr estate, initially in motorway police patrol guise,

SECOND TIME AROUND: PART THREE

9



10



11



12

a London taxi and some imaginative choices like Donald Campbell's land speed record car 'Bluebird' and the SRN1 Hovercraft.

Most of the remaining releases had a connection to existing models. For example, the Massey Ferguson tractor now came with a tipping shovel, the Studebaker Golden Hawk lived up to its name by sporting a 'gold-plated' finish, the Land Rover acquired a breakdown crane fitting, the Bedford vans were updated with a new grille and full windscreen, and a new black and silver "Evening Standard" livery applied, the Triumph TR2 sports was adapted into a TR3 and the

Jaguar 2.4 was also improved by the fitting of seats and suspension.

The policy of creating new models out of existing ones could be traced through subsequent years of Corgi history, but this examination of developments between 1956 and 1960 has shown how Corgi's approach enabled the range to grow very rapidly and to establish itself as a range that had just as wide a scope as Dinky. If any further evidence is needed of Corgi's success, the sales figures quoted by van Cleemput speak for themselves. Total sales in 1959: 3.73 million items, 1960: 6.25 million. **DC**

9 Low Loader was the second use of the Bedford tractor unit and dates from 1958.

10 This gift set brought combined several existing items to create something new - ERF chassis, dropside and platform bodies, and accessory loads.

11 Impala was extensively retooled and later versions had a body cast in two sections with a plastic infill representing the chromed parts.

12 Chevrolet Impala New York taxi, one of several different finishes on this car.

Photos: Vectis Auctions

ACKNOWLEDGEMENTS

The author is indebted to Marcel van Cleemput, whose *Great Book of Corgi* provides full details of Corgi releases year by year.



▲ Further variants of the ERF appeared in quick succession. Photo: Vectis Auctions

Models are constantly updated and can be viewed on our website

www.diecastgems.com

Most of these models have not yet reached the website.

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

Diecast Gems

Buy from Diecast Gems with confidence.

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

Non Internet Users.

The latest price catalogue '6' is now available. This will offer a substantial product range from the rare to the bargain section. If you have not received this before request your free copy now. This 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.

Dinky

- 110 Aston Martin Sports. Green A-/B-B+ **£95**
- 153 Standard Vanguard Beige A—A/B+ **£230**
- 144 Volkswagen 1500 Gold-Red Interior Scarce. A—A/B+/-A- **£185**
- 165 Humber Hawk Burgundy/Beige. B+ **£80**
- 172 Studebaker Commander Lowline Fawn & Beige. A—A/A- **£240**
- 175 Hillman Minx Blue/Grey Blue VV. A/A- **£170**
- 181 VW Beetle Lime Green A **£230 Superb.**
- 245 Superfast Gift Set. Jenson-Aston Martin-'E' Type Jaguar. Window Box. A/B+ **£395**
- 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**
- 435 Bedford TK Tipper. Light Grey-Blue roof-Orange back-Black PW. A—A/B-B+ **£130**
- 454 Trojan Cydrax Van Green A/B-B+ **£185**
- 935 Octopus Chain Lorry Green & Grey & Red plastic Wheels. UB. A—A/U **£850**

Other Makes

- 024D French Dinky Plymouth Belvedere Grey & Red. A/A—A **£185**
- 024Y Studebaker Commander Orange & Apricot roof.A—A/B-B+ **£120**
- 512 French Dinky GO Kart Scarce Red Jacket. One end flap missing. A/C **£125**
- 885 French Dinky Saviem Steel Carrier A/ B+-A- Scarce. **£475**
- 8004 Marklin Porsche Pale Blue Scarce. A-/B+ **£325**
- 8022 Marklin BMW 507Turquoise Blue A/B+ **£260**
- 8025 Marklin Mercedes 190 SL Pale Grey A—A/B-B+ **£245**
- 104 Norev/Spot-on M.G.A Dark Green A **£35**
- 107 Norev/Spot-on Jaguar XK SS White A **£35**
- 108 Norev/Spot-on Triumph T.R.3 Red A **£35**



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**
- 216 Austin A40 Two Tone Blue. Early wheels. A-/B-B+ **£125**
- 216M Austin A40 Red/Black A-/B-B+ Box repair. Rare. **£395**
- 233 Heinkel Economy Car. Orange Red. Flat wheels. A--A/B+ **£130**
- 259 Citroen Le Dandy Burgundy. A/A—A **£140**
- 261 James Bond 2nd Issue A--A/A **£450**
- 267 Batmobile Gloss Black. A—A/A- Early Issue. **£675**
- 275 Rover 2000 TC Met Green.-Brown Interior-Window Box. A—A **£195**
- 373 VW Beetle 1200 European Police car A/A- **£145**
- 477 Land-Rover Breakdown Truck Red/Yellow. Shaped Wheels. A--A/B+ **£175**
- 497 Oldsmobile Man from UNCLE Purple-Cast Wheels. Ring. A—A **£350**

Soldo

- 100 'D' Type Jaguar. Green. No Box. Scarce. A—A/U **£140**
- 121 Lamcia Flaminia Metallic Red. Yellow Box. A **£175**
- 130 Aston Martin Vantage Silver. Yellow Box. A/A- **£175**
- 148 Alfa Romeo GTZ Red Unboxed. A—A/U **£95**
- 150 Oldsmobile Tornado Gold. Interior roof Light. Header card Box. A/A—A **£160**
- 173 Matra V8 F.1. Blue. Window Box. A/B+ **£80**

Grading guide

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

***means Unboxed**

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

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

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

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

Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com



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.

■ FIAT 238 PARTWORK CODE 3

Last month, I'd got to the stage of carefully dismantling one example of a 1/43 scale partwork Fiat 238. I then came across several more examples at a bargain price, so bought some more.

So, I now had a total of six 238s to work with – five van versions and a minibus. The latter was another partwork example, this one represented a 'Carabinieri' police van. The five new models were dismantled to the same state as the one shown last month and then all were subjected to a caustic soda bath. I have to say that the paintwork was impressively thick on these (especially compared to the Dinky van that I'll get to shortly) and it took two goes to completely remove all of the paint from the Fiats.

Once stripped, fine steel wool was brought in to buff up the bodyshells and remove any leftover solution residue. Now all I have to do is decide on the liveries and configurations I want to finish these in. It sounds simple enough, but I'm really struggling to make a decision here. I have many standard 238 vans and a couple of minibuses already, so the temptation to convert at least two to a box van and a camper is proving difficult to

▲ Things have moved on a bit with the Fiat 238 project, as I now have six bodies stripped.



▲ After years of working with off-the-shelf rattle spray cans, I've finally taken up the airbrush challenge with Humbrol's budget set up.

resist, despite the complex procedures that this will encompass. I do like a challenge though, I just need to set aside the time to actually do it.

You see, the Corgi Batmobile is still sitting to my left on the bench, so I really should attend to that first. Disorganised? Me? Surely not. I do seem to be easily distracted though.

■ DINKY AUSTIN VAN OMNISPORT REPLICA

In the November issue's *Auction News*, we carried a story of a wonderful reproduction of the fabled Dinky Austin Van in Omnisport livery that is still shrouded in mystery. It sold recently at auction in the hands of Wallis & Wallis.

An original sold in 2009 for an astonishing £6,400, and the recently-sold replica, a Code 3 produced by Alan Morris using a genuine Dinky casting, reached a very reasonable £75, so I thought I'd have a go to add one to my collection, as I knew that Steve Flowers Model Supplies (www.model-supplies.co.uk) makes excellent reproduction decals for this model.

I purchased a complete, but play-worn example of the Dinky Austin Van for just a few pounds on ebay. Coincidentally, both the van and the decals arrived in the post on the same day. I cleaned up the van a little, drilled out the rivet at the back end of the baseplate and, after a little jiggling, the baseplate came free. The bodyshell was then treated to a caustic soda bath, at the same time as the Fiat 238s described earlier, and then a wad of very fine steel wool brought it up to the condition you see above right, ready for me to wield the airbrush – once I've had a little practice with my new set up.



▲ Recent news of a series of replica Dinky Omnispport vans gave me the idea that I'd like to make my own. Here is my donor vehicle, after a little cleaning.



▲ Here is the Austin van dismantled and now stripped, complete with reproduction waterslide decals acquired from Steve Flowers Model Supplies.



▲ Corgi Toys No 420 Ford Thames "Airborne" Caravan in need of refurbishment - a commission from Will Roe, a friend and fellow Coventry Diecast Model Club member.

■ CORGI FORD THAMES CARAVAN REFURB

A casual conversation recently, with friend and fellow Coventry Diecast Model Club member, Will Roe, led to me offering my services to refurbish a play-worn model that he had recently been gifted. The Corgi Toys No 20 Ford Thames "Airborne" Caravan is complete (both rear doors are present) should be a relatively easy job.

My only real challenge (famous last words!) will be matching the original colours. This is one of the reasons for the airbrush kit purchase, as matching this and the Omnispport's colours is not something I can solve with a trip to a hardware or model store. **DC**

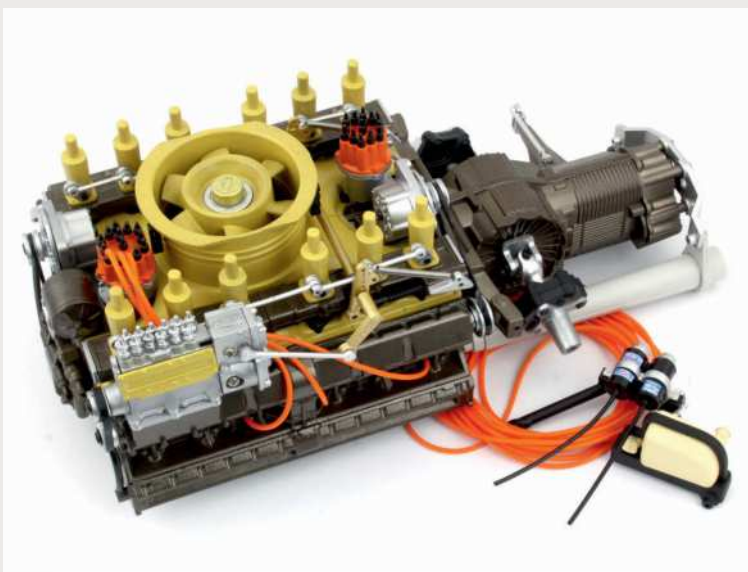
■ IXO COLLECTIONS 1/8 SCALE PORSCHE 917KH PARTWORK KIT

This month's progress brings us bang up to date with the the kit parts available at the moment, further instalments are due to arrive within the next couple of weeks. We are now up to part 24, so exactly a quarter of a way through the 96 part packs that will all go to make up this incredibly detailed and impressive diecast model.

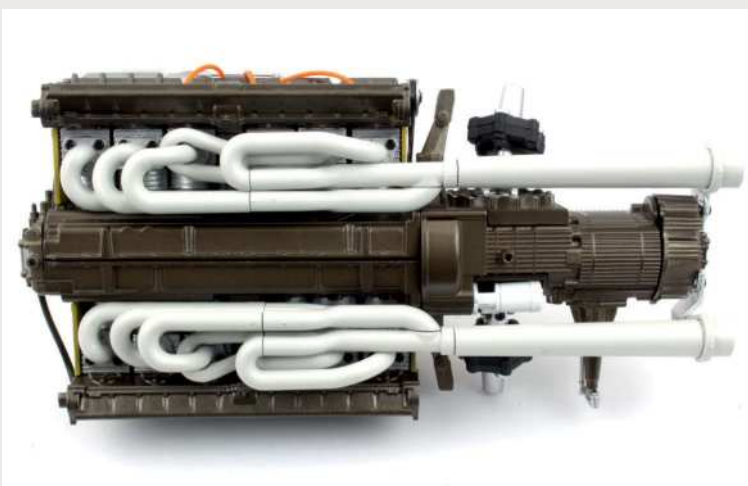
For this report, parts 17 to 24 added more components for the legendary flat-12 engine. Parts 17 to 20 all come together and are designated as "Box 5" on the ordering page. These add the throttle linkages to the upper deck (17 and 18) and the complex 12-pipe exhaust system underneath (19 and 20). The linkages are quite a fiddly job, especially so for those of us with chunkier digits (me included!), but a little patience works wonders and it all goes together well. The exhaust parts look daunting prior to assembly, but it's all very cleverly done to make it pretty easy really.

Turning our attention back to the upper side of the engine, parts 21 to 23 provide us with the distributors and all the HT leads. As you can see below, the first three are cut and in place. Part 24 is the master cylinders and mounting frame. Once assembled, this is put to one side for now.

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



▲ The nearly-complete engine and transmission unit with master cylinder frame.



▲ Part packs 19 and 20 provide us with the complex-looking exhaust system.

All seven releases of the Wolseley Six by Vanguards to date. Back row, left to right: VA08501, VA08503 and VA08504. Front row, left to right: VA08506, VA08505, VA08500 and VA08502.



Wolseley Six by Vanguards

David Lynn enjoys the recent rekindling of his admiration of an understated classic.

No doubt Hornby's recent financial issues underpin the frustrating lack of new Vanguards castings for over three years now, but one consolation has been the successful mining of its back catalogue of older model series. These sometimes provide a useful reminder of delights from the years when Vanguards was a market leader, and the unexpected resuscitation in 2017 of the Wolseley Six casting after a gap of 11 years triggered my re-discovery of a semi-forgotten series of quietly understated niche models that also formed a tribute to the penultimate full-size car from this prestigious marque.

Wolseley began car production in 1901, as a venture by the Vickers engineering and armaments group initially under Herbert Austin's management. It became Britain's largest car maker by 1913, and Japan's first series manufacture of a passenger car was a 1918 Wolseley A9, produced by a forerunner of



▲ The first release in 2003, VA08500, in metallic Cosmic Blue.



▲ The most recent release in 2017, VA08506, in metallic Rheingold.

Isuzu. However financial crises led to receivership and a buy-out by William Morris in 1927, with subsequent absorptions into the Nuffield Group, BMC and, finally, British Leyland.

Previous articles covered the diecast legacy of 1960s Wolseley ranges with the Hornet (May 2016 issue) and 1100/1300 (May 2015), and this account completes the record for modern mainstream diecasts. Nothing exists for the compact 1500 saloon originally designed as a Morris Minor replacement, the 15/60 and 16/60 members of the Austin Cambridge/Morris Oxford family, the 6/99 and 6/110 siblings of the Austin Westminster, nor the final Wolseley Saloon, which briefly topped the 18-22 ADO71 'Wedge' range, when launched in March 1975. This ignominious pastiche, with a tacky mini-grille and some interior trinkets, was rebranded six months later as the Princess 2200 HLS, killing off the Wolseley name that, after the collapse of MG-Rover, is now a mothballed relic owned by the Chinese SAIC Motor Corporation.

The Six story starts with the 18/85, in May 1967, as a mildly restyled luxury version of the



The two that aren't 'private owner' cars - a police car and a taxi.



▲ The most recent (left, 2017) release with the first (right, 2003). The casting is still looking great.

◀ The Six's simple, but aesthetically-pleasing rear end, seen on the most recent release.



▲ VA08505, with its chrome-plated finish, was a member exclusive for the Lledo Collectors Club and never offered for general sale, although it can frequently be found on ebay.

Austin/Morris 1800 Landcrab (ADO17) range, with its name denoting 1.8 litres and 85 bhp, while also referencing a 1930s model. It featured the distinctive, traditional Wolseley shield grille with illuminated badge, a subtle but elegant revision of the rear wings, walnut interior trim and leather seats, but no mechanical changes from its siblings. The Mk2 ADO17 facelift in May 1969 gave the Austin and Morris some styling tweaks with new grilles and rear fins (as modelled by Vanguard in the VA089xx range), but left the 18/85 unaffected apart

from 13" wheels instead of 14" and some interior revisions. However things became more interesting in September 1969 with the addition of the 18/85 S, with pretty much an MG B spec engine unleashing an extra 10bhp on this otherwise fairly staid motor car. Initially the only external clue was a discreet red S boot badge, but a year later it gained thick and slightly incongruous brushed aluminium side strips.

Meanwhile BMC Australia were developing its own ADO17 variations, including a 2,227cc 6-cylinder version of the E-Series Maxi engine. This was launched in 1970 in the Austin X6 range, as the Tasman and Kimberley, with reworked 4-light styling and straighter boot lines from an abandoned Longbridge proposal for a Vanden Plas ADO17, and was the first front-wheel-drive production car with a transverse straight-six. This installation was then adopted for UK production within the 1972 ADO17 Mk3 revision, with the Wolseley becoming the Six and gaining another 15 bhp to become an elegant motorway express. Again, external changes were minimal, with only new rear badging, black headlight recesses and the removal of the bumper over-riders and the S side strip, although an extrovert Six buyer could specify 5-segment Rostyles from the options list. When production ended in early 1975, 25,514 had been made and the Wolseley heritage concluded.

Details of the seven Vanguard releases are summarised in the table. None of the six older releases matched plate check sites, although were genuine plates series from 1972-75 and may simply be cars that no longer exist. VA08500's plate of 9 JPD was a February 1959 issue, but is plausible as a cherished number. VA08501 is a bit muddled, as no Wolseley 1800 ever existed, only the 18/85; it has the same Six boot badge as the others, but omits the black headlight recesses and with YYL 625H being a January 1970 London issue, it could fit an 18/85 Mk2, with the thickly applied silver side trim suggesting an 18/85 S.

UOK 985K on the plain white VA08504 is a fictitious combination, but the fiction was British Leyland's as several Sixes sported UOK 9xxK plates in early publicity photos; 985K appeared on both white and Cosmic Blue examples in brochure shots, and many UOK pictures were later tweaked with equally fake L and M suffixes. The chrome finish VA08505 was a member exclusive for the Lledo Collectors Club and never offered for general sale, although is frequently seen on ebay and elsewhere; its LCC 15 plate denotes the 15th of eventually 40 releases in that chromed series. Finally the unexpected 2017 revival, VA08506, depicts a restored June 1973 car, owned according to Corgi's blurb by the appropriately named Reg 'The Polisher' Cook from Southampton.

This is a rewarding range to re-visit, with precise differentiations from the mainstream Austin/Morris versions, some elegant schemes with co-ordinated interior colours, and gives the impression of being proudly created by Corgi's designers within its small niche. If its thematic commemoration of the final proper Wolseley appeals, all releases should be fairly easy to find without breaking the bank. **DC**

Number	Type	Colour	Plate	Batch	Date	Comment
VA08500	Six	Cosmic Blue metallic	9 JPD	n/a	2003	-
VA08501	1800	White, City of London Police	YYL 625H	4800	2003	Roof box and light
VA08502	Six	Racing Green	VAL 345L	3900	2004	-
VA08503	Six	Grey, AAA Cars Oxford	HMP 612M	3300	2004	Taxi roof board, door and boot signs
VA08504	Six	Old English White	UOK 985K	2870	2005	-
VA08505	Six	Chrome-plated	LCC 15	700	2006	Lledo Collectors Club edition
VA08506	Six	Rheingold metallic	KNJ 82L	1000	2017	Wing mirrors



The Superfast Era - 1998

Mike Pigott returns to his series on annual Matchbox releases for one last time as he examines the models from 1998.

In our last instalment of *The Superfast Era*, in the January 2020 issue, we looked at the models released in 1997, the final year in which Matchbox Toys was owned by Tyco. We decided that this would be an appropriate point to wind down our long-running series, given the changes new owner Mattel had made to the range. Apart from increasing the iconic 1-75 range to 100, and filling it with re-introduced older models, most new castings were largely generic, unrealistic vehicles.

On reflection, however, the new models from 1998 are worth examining. On the whole, they were actually pretty good, and were probably developed under Tyco before Mattel took over. As was the case in previous years, the range was increasingly aimed at the American market, with a number of classic muscle cars being added to the ranks, together with 4x4s and pick-up trucks, plus a hot rod and a military vehicle. However, there were also three Australian vehicles introduced (although these were not sold

▲ '97 Chevy Tahoe Police.

in all markets), plus a pair of British sports cars and two German cars. As with previous years, numbering systems varied in different parts of the world, with some models available worldwide, others only available in the USA, and some sold in all countries except the USA.

For convenience, the new models are listed here according to their 1998 numbering. We won't bother listing which models they superseded or were replaced by – it would be meaningless, as after 1998 the numbering was rotated every year.

30 '97 CHEVY TAHOE POLICE

Scale: 1/67

The Chevrolet Tahoe is a large SUV which was first introduced in 1995 as a replacement for the S-10 Blazer. It was based on the Chevrolet Silverado pick-up truck, and most were fitted with a powerful 5.7-litre V8 engine. The Tahoe was very popular with police forces, particularly in rural areas.

The Matchbox model of the '97 Chevy Tahoe

Police was one of a pair of castings introduced in 1998 to be used for two different models. Most parts were shared with the civilian version of the Tahoe listed below. The model was well-detailed with side mirrors, grooved roof, and side-hinged split rear doors. The base was chrome plastic, and incorporated the grille and bumpers.

The first livery was white with blue police markings and red stripes. The designation of "UNIT 4" was printed on the roof in red, and "DIAL 911" was shown on the door sills. It later appeared in a number of different police liveries, and some fire department ones too. It was eventually withdrawn from the range in 2010.

31 '57 CHEVROLET BEL AIR

Scale: 1/66

The 1957 Chevrolet Bel Air is probably one of the most iconic cars of the 1950s, and a hot rod version had been introduced to the Matchbox series back in 1982. The new Bel Air had more realistic lines, lacking the earlier model's hood scoop and tilting bonnet. Like the Chevy Tahoe, two versions of the 1957 Chevy were introduced in 1998 which used the same basic casting. This hardtop model had a metal body, with a chrome plastic base that incorporated the distinctive grille and rear bumpers. The first colour scheme was all-black with green and grey stripes along the lower body. It was produced in a few different liveries, some realistic and others less so, until being withdrawn in 2011.

32 '70 CHEVY EL CAMINO

Scale: 1/69

The El Camino was a small pick-up truck produced by Chevrolet between 1959 and 1987. Based on a car platform, it was more like an Australian coupe-utility than a traditional American pick-up truck. The first generation El Camino was based on the big Impala with its distinctive fins, but, from 1964, the smaller Chevelle wheelbase was used. The 1970 model had a more boxy shape, with the roof pillars flowing into the rear cargo bed.

The Matchbox version was based on an SS version of the 1970 El Camino, as it was fitted with mag wheels and had black GT stripes along the bonnet. The model was well-proportioned and captured the lines of the real vehicle well. The base, bumpers and grille were in chromed plastic, the interior was black and the windows were clear plastic. First examples were painted a very nice shade of metal-flake tan, while later examples could be found in light yellow and metallic blue. The '70 Chevy El Camino proved to be a very popular model, and it can still be found in shops today.

34 '33 FORD COUPE

Scale: 1/58

Also known as '33 Ford Street Rod, this was the first 1930s hot rod in the range since the 1933 Willys Street Rod in 1982. The plated engine incorporates the grille and headlights, while a separate chrome part includes both side exhausts and the attached manifold pipes, and is sandwiched between the diecast body and black plastic base.

1 '57 Chevrolet Bel Air.

2 '70 Chevy El Camino.

On reflection, however, the new models from 1998 are worth examining. On the whole, they were actually pretty good, and were probably developed under Tyco before Mattel took over. As was the case in previous years, the range was increasingly aimed at the American market, with a number of classic muscle cars being added to the ranks, together with 4x4s and pick-up trucks, plus a hot rod and a military vehicle.



1



2



▲ '33 Ford Coupe.



▲ '57 Chevrolet Bel Air Convertible.



▲ '70 Boss Mustang.



The body casting incorporates the area under the engine and imitation front suspension. The wheels are black plastic slicks with “Goodyear Eagle” lettering. First releases were painted a very attractive shade of metallic red, with black and yellow zig-zags along the sides. Later versions were in yellow or metallic purple.

36 '57 CHEVROLET BEL AIR CONVERTIBLE

Scale: 1/66

The second model based on a 1957 Chevy this year was a convertible variant. It used the same body and base castings as the previous model, but with a different interior moulding and glazing.

The first release was in a pleasant turquoise shade with pink and white zig-zags along the sides, and unlike the hardtop model the anodised sidespears were highlighted in silver. Later versions were in yellow, dark blue and pale blue, with the model available until 2013.

37 '70 BOSS MUSTANG

Scale: 1/62

Following on from the '68 Mustang Cobra Jet released in 1997, this was a later version of a performance Ford Mustang – the 1970 Boss 302. Fitted with a 5-litre V8 engine, the Boss 302 was developed for Trans-Am touring car racing. Produced only in 1969 and 1970, a limited number were sold as street-legal racers, and they are very sought-after today.

The body was painted metallic purple with yellow and red stripes along the sides, and “BOSS 302” decals on the doors. The base, grille and bumpers were chrome plastic, while the interior was yellow and the glazing was clear. All subsequent releases of this casting were higher-priced special editions.

- 3 '71 Camaro Z-28.
- 4 FJ Holden Panel Van.
- 5 '97 Chevy Tahoe.
- 6 Bradley M2 Fighting Vehicle.

39 '71 CAMARO Z-28

Scale: 1/62

The Chevrolet Camaro was introduced in 1967 as a competitor to the Ford Mustang. The second generation Camaro was only available with a coupe body, unlike the first series which had also been produced as a convertible.

The last of the new muscle cars for 1998, the Matchbox model was based on the high performance Camaro Z-28, with a 5.7-litre V8 engine. The model captured the handsome lines of the real car well. It has a one-piece body casting incorporating the narrow grille, circular headlights and parking lights, small front bumpers and rear spoiler.

The first release was in a very attractive shade of emerald green with white GT stripes over the bonnet and boot. In 2000, it was recoloured metallic tan with black stripes.

40 FJ HOLDEN PANEL VAN

Scale: 1/58

The first Holden was the 48-215 model from 1948, and was produced in sedan and utility (pick-up) body styles. However, it wasn't until the replacement model, the FJ series of 1953, that a panel van body was available. The FJ Holden, despite not being the first locally-made car, is regarded as iconic in its home country of Australia. The Matchbox model of the FJ Holden Panel Van was not a new casting. It had been introduced in 1995, and had only been used as a promotional model for the Australian market, where there was a huge demand for special promotional liveries on Matchbox cars.

The miniature model of the FJ van generally captured the look of the real van, but appeared slightly narrow, and the grille looked somewhat too thin when compared to the thick chromed bars of the real



thing. A new type of wheel was unique to this car, which featured a solid chrome hub. The first general release was in red with “MATCHBOX” logos printed over the stamped recesses in the upper rear panels. A second release was grass green with ‘fresh fruit’ symbols printed on the doors.

46 '97 CHEVY TAHOE

Scale: 1/67

This was the civilian version of the '97 Chevy Tahoe Police and used many of the same components. However, it wasn't just the light bar and colour scheme that differed. The Chevy Tahoe had a modified base that included a different type of grille. The first version was painted metallic red, with rather unrealistic white and yellow 'slash' patterns across each side, and a tan interior.

47 BRADLEY M2 FIGHTING VEHICLE

Scale: 1/98

The M2 Bradley entered service with the US Army in 1981, and was manufactured by the American wing of BAE Systems. Despite being a tracked vehicle with a turret, it is not a tank, and is classified as an infantry fighting vehicle. It is technically a heavily-armoured personnel carrier, and is much lighter and faster than a traditional tank.

Named after General Omar Bradley, the chassis could be fitted with a number of different armaments, including rocket launchers, the M2 version had an off-set turret that was armed with a 25mm cannon and a medium machine gun.

The Matchbox model of the M2 Bradley was the first new military vehicle in the range since the Abrams Main Battle Tank in 1995. It was quite a chunky model, with the upper body and turret

- 7 '97 Ford F150 4x4.
- 8 Chevy K-1500.
- 9 Porsche 911 GT1.
- 10 Holden Commodore.

in diecast metal. Both of these components were extremely well detailed, with every hatch, grille and rivet clearly defined.

The M2 Bradley was the only model released in 1998 that had a moving part – in this case a rotating turret. Early versions were painted khaki with black stars and serial numbers, while later versions were in olive drab.

50 '97 FORD F150 4X4

Scale: 1/75

The long-running Ford F-Series pick-up truck has been the best-selling vehicle in the USA and Canada for over three decades. In 1997, the range was completely redesigned. Most people who bought pick-ups used them as their regular cars and they were rarely used for hauling heavy loads, so Ford decided to give the base F-150 models more car-like features.

The Matchbox model was based on a 4WD version with a 'SuperCab' extended cabin and was quite different from the previous Ford F-150 model, released in 1995 which had monster truck wheels and a roll bar. Initially painted bright red, with “4X4 OFF ROAD” in black on the doors, several colour schemes were issued, including some service liveries.

54 CHEVY K-1500

Scale: 1/70

The Chevrolet K-1500 was a light pick-up truck that was the main competitor to the Ford F-150. The Matchbox model had first been released as a USA-only model in 1997, but was made available to all markets in 1998. Unlike the '97 Ford F-150, the Chevy was fitted with 'monster truck' wheels and had a roll-bar with spotlights installed behind the cab.

The body was initially painted gloss black, with yellow and pink 'scribble' designs along the sides. The



11

Chevy K-1500 proved to be a very popular model and the casting was still being used as late as 2018.

58 PORSCHE 911 GT1

Scale: 1/61

The Porsche 911 GT1 was developed to compete in endurance motor races. The 911 GT1 was basically a road-going racing car, fitted with a mid-mounted 3.2-litre flat-6 engine with twin turbochargers.

The Matchbox model is based on the original version of the GT1. The metal body was all white, with very modest "911 GT1" decals printed on the doors. A white plastic spoiler was mounted on the rear deck. Later releases were in silver, yellow, blue and red, and surprisingly Matchbox did not do a racing version.

64 HOLDEN COMMODORE

Scale: 1/63

Holden Commodore was the second Australian model to be put on general release in 1998. The Commodore was the most popular family car in Australia, and this model appears to be based on the VS series and is a heavily modified racing version, as used in the Aussie V8 Supercars Championship.

The worldwide release was painted in a fairly unlikely livery of orange with white lightning stripes on the side and bonnet, with "99" racing numbers and "Holden Commodore" printed on the bonnet and sills in blue.

The model was later released in a police livery with a light bar. Holden Commodore was only produced for four years.

66 MG F 1.8

Scale: 1/56

The popularity of the MGB-based RV8 led Rover to introduce the more affordable MG F, the first all-new MG sports car since the MGB. Available with 1.6 and 1.8-litre engines, it proved extremely popular and was in production between 1995 and 2002.

The Matchbox model was the first MG in the range since the MG 1100 in 1966. It was based on the more powerful 1.8-litre version. The body shape was accurate, as was the two-seat interior. Early versions were painted canary yellow with orange 'MG' logos on the doors and a large logo on the bonnet that had a trailing orange stripe down the bonnet and rear deck. Later releases were in white or red, with the model being discontinued in 2003.

68 FORD FALCON

Scale: 1/64

The other popular large family car in Australia was



12

the Ford Falcon. The Falcon was first introduced to Australia in 1960 to compete with the immensely popular locally-built Holden from General Motors.

The Matchbox model appears to be based on the EL series Falcon which was in production from 1994 to 1996. This car is very much a companion to the Holden Commodore, as it is was also a V8 racing version, and was introduced as an Australia-only model in 1997 before going worldwide in 1998. The 1997 release was in an accurate Ford Motorsport livery of blue and white. However, as with the Commodore, the standard release was in a random colour scheme - metallic purple with white and yellow racing stripes, and decorated with racing number "4" and "Ford Falcon" decals on the bonnet and doors. Ford Falcon was a fairly short lived model, although it was also produced as a taxi and a police car.

70 MERCEDES-BENZ E CLASS

Scale: 1/69

Matchbox had always included the latest Mercedes-Benz in the 1-75 range, and in 1998 the new E Class model was added - a large, luxurious saloon car that was available with 4, 6 and 8-cylinder engines. The second-generation E Class was produced from 1995 to 2002, and had distinctive circular headlights with smaller inboard parking lights.

The Matchbox replica was very accurate to the real car, and was based on the four-door sedan. Early versions were painted gunmetal grey, with red pinstripes along the side and unlikely "E CLASS" decals along the door sills. Later releases were in mid-blue and pale blue, and there was also a cream taxi version.

71 '97 JAGUAR XK8

Scale: 1/62

The Jaguar XK8 was a luxury tourer produced from 1997 to 2006. It was a handsome car available in coupe and convertible forms, and had a 2+2 style interior with small rear seats. It was fitted with a 4-litre V8 engine and could hit 250 km/h.

The Matchbox model was based on the convertible version, and captured the curvy shape of the real car well. The body was painted dark metallic blue with a silver 'leaping jaguar' logo along the sides. As with most other 1998 models, the base was black plastic and the windscreen was clear. Jaguar XK8 remained in the range until 2006, and was also produced in dark green, light metallic blue, metallic maroon and red. **DC**

11 Ford Falcon.

12 Jaguar XK8.



▲ MG F 1.8.



▲ Mercedes-Benz E Class.



▲ 1998 Style Packaging.



Reliable & Fast Delivery

We ship worldwide and offer services to suit your budget.

- Standard Delivery - £4
- Next Day Service - £9
- International - Search for 'Hattons Delivery' for full info



Trunk Service

Purchase items and have them held with us for later despatch.

- Combine Your Orders
- Save on Postage Costs
- Snap up Popular Items



Friendly Team

Our team are always happy to help with any queries.

- Available 9:30am to 5:30pm (UK Time) 7 Days a Week



Pre-Owned Trade-In

Trade-in your unwanted items quickly and easily with Hattons.

- Dedicated pre-owned team
- Build your list quickly online
- Great cash or credit offers



News & Listings

Get all the details you need to know on a range of models.

- Join us on social media
- Read our weekly newsletters
- Lots of great online content

Find us at: www.hattons.co.uk or search for: 'Help Me Hattons'

Our Latest Best-Sellers...

Explore over 20,000 items at www.hattons.co.uk

OO Gauge (1:76 Scale)

Corgi - Buses



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

Northcord Model Company - Buses



IE0007 ADL Enviro400 MMC - "Dublin Bus" £51



UK1501 Alexander ALX 400 bodied Dennis Trident opentop - "Megasishtseeing.com" £51

Oxford Diecast - Buses



76IR6006 Irizar i6 City Link Air NEW £21

Cars



76COR2009 Ford Cortina MkII Blue Mink NEW £6



76SET74 Royal family cars and vehicles - set of 7 £36.50



76VC004 Vauxhall Corsa black NEW £5.50

Vans, Taxis and Private Hire vehicles



76MSV003 Mercedes Sprinter Van Royal Mail £7

Public Service vehicles



76SET34 5 Piece British Rail Set K8/CA/Q25/LR £27.50



76MA002 Mercedes Sprinter 515 CDI Modern Ambulance - London £10

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



76SFE011 Scania Pump Ladder fire engine - "Humborside Fire and Rescue" £20.50

Commercial vehicles



76DAF03CT DAF 105 Skeletal Trailer Freightliner £19.50



76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer £22



76EC003 ERF EC Flatbed Trailer - Pollock £21



76FTC005 Ford Transit Connect White £6



76TPU005 Ford Transit Dropside White £12



76FT006 Ford Transit high top LWB van in plain white £6



76TPU004 Ford Transit Mk5 Dropside Highway Maintenance £12



76MSV004 Mercedes Sprinter van white £6.50



76S143002 Scania 113 Tipper Reids of Minishant £20.50



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



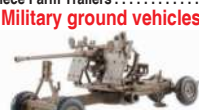
76SCL001 Scania Crane Lorry 'D R Macleod' £16.50



76SCV002 Showmans Caravan in green and cream £12



76SET36 3 Piece Farm Trailers £16



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



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



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



76DEF003 Land Rover Defender Military £5.50



76LRFA004 Land Rover FC Ambulance BAOR (British Army of the Rhine) 1990 £11

HO Gauge (1:87 Scale)

Oxford Diecast - Cars



87ME49009 Mercury Coupe 1949 Hot Rod NEW £6.50

1:72 Scale

Corgi - Aircraft - military



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



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



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', 49th BS, 345th BG, Le Shima, Okinawa, 1945 £94.50

O Gauge (1:43 Scale)

Ixo Models - Cars



IXO-CLC179 Land Rover Velar - red £30

Oxford Diecast - Buses



43WFL001 Weymann Fartare Southdown Motor Services £37.50

Cars



43RUB004 Austin Ruby Black £17



43CCC003 Ford Cortina Crayford Open Dragon Red NEW £22.50



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

Commercial vehicles



43TX5002 LEVC TX Taxi - Tupelo Red NEW £14

Any or Multiple Scales

Oxford Diecast Publications - non railways



OxCat2109-2201 Oxford Diecast 48-page A6 catalogue - September 2021 to January 2022. NEW £0.20

A Yank and two Continentals

Christopher Moor continues his series of articles on the popular vintage brand from New Zealand.



In the 1960s, saloons in the Midget range from New Zealand toy manufacturer, Fun Ho!, concentrated on cars originating in England and Australia. Japanese cars had yet to assert their dominance on the country's roads, hence Fun Ho! did not include one in the Midgets.

The German Volkswagen Beetle and Mercedes-Benz, and an American Chevrolet Bel Air are the three Midget saloons that couldn't be classed as an English or an Australian car. The VW was by far the most popular of the three saloons with New Zealand motor registrations.

By 1962, Streamlux, an Australian company, had discontinued production of its miniature vehicles. Underwood Engineering bought the nine Streamlux dies and launched the range of Fun Ho! Midget vehicles with models cast from these moulds. Some painted parts came with the Streamlux dies, which Fun Ho! used in making its original nine Midgets in 1964. The VW Car, as the Volkswagen was more commonly known, received catalogue No 9.

Despite the first models having a definite 1950s look to them, Fun Ho! had scored a winner with the Midgets. New Zealand had tight import controls in place, and a demand for British Matchbox toys, back then. While people continued to queue for the sporadic Matchbox imports, the basic Fun Ho! Midgets filled much of the demand domestically for

▲ Some colourways and packaging for the original Chevrolet Bel Airs. Photo: Kristy Strachan



▲ A 1968 advertisement from the New Zealand Woman's Weekly. Image: Fun Ho! Toys

diecasts in a similar scale.

Fun Ho! toolmakers eventually removed all Streamlux references from the moulds. Those original Fun Ho! VWs had Streamlux (Australia) embossed into their bases, and some later went on sale with no markings on the chassis, before "Fun Ho! No.9 Volkswagen. Made in New Zealand" was added.

Early Midgets had a chrome or copper-plated body finish, which the March 1989 Fun Ho! Repro magazine (Vol 1 - No 1) says makes them look "quite unique". Finish on the plated models progressively improved as the moulds were redressed. The plated models have generally kept their brightness over the years.

On the chrome or copper-plated VWs, the bases could be the same finish as the bodies, or vice versa - a chrome body on a copper base or a copper body on a chrome base. A few had nickel-plated bodies, while red painted bases were used frequently with the chrome bodies.

From 1966, the Midget bodies received the same brightly painted colours as the Fun Ho! cast aluminium toys. Their Zinc plated bases date from around this period and eventually became standard on all Midgets.

A marketing arrangement saw the models sold in Mobil boxes circa 1964-67. The Midgets then appeared in red and yellow boxes, although models



continued to be sold in Mobil packaging after the Mobil association ended. A 1966 promotion in the South Island city of Christchurch had the VW and other models selling for two shillings each at participating Mobil service stations. The price of the VW was shown as 30c (three shillings) in a 1968 New Zealand *Woman's Weekly* advertisement. New Zealand had adopted decimal currency in 1967.

The Midget VW measured 42mm, had No 1 (8mm) size treaded, black plastic wheels, and no glazing, plastic interior or opening features. It was a pre-1958 body styling with the oval rear window. Detailing cast into the model included the VW emblem on the bonnet and a rear number plate. While researching this article, examples sighted were all minus a good percentage of their paint, and priced between \$60–\$90. None had their boxes. Fun Ho! deleted the model from the catalogue in 1972, after producing 60,700 units.

Production of Fun Ho! Midgets hit its peak in 1966, with more than a dozen new models added to the catalogue. The Chevrolet Bel Air (No 24) came on sale during the year, and was the first Midget sedan fitted with a towbar. It could pull both versions of the Car Trailer (Nos 30 and 38) and the Farm Trailer (No 39). The only other Midget saloon with a towbar is the Holden HR (No 24), introduced in 1967.

E D Daw refers to the Bel Air in *Fun Ho! Miniature Vehicles: A Collectors' Guide* as “a big, classy American car”. But was the Midget Bel Air really an Impala? The American Bel Air had two tail lights on each side of the number plate, whereas the Midget depiction had three, as seen on the actual Impalas driven in American and New Zealand. Just to confuse the issue, the Chevrolet model marketed in Australia as a Bel Air had three tail lights.

When manufacture of the original Midgets ended in 1982, 95,500 castings of the Bel Air had been produced, making the model the second most popular saloon in the range, after the Jaguar Mk 10 (No 23), another 1966 addition. Fun Ho! records show 95,600 Mk 10s were cast – only 100 more than for the Bel Airs.

At 69mm, the model was 4mm longer than the Mk10. Its appearance got called slab-sided with plenty of open window area. No 2 (9.5mm) black

▲ A painted VW saloon, circa 1967. Photo: Kristy Strachan

//

By 1962, Streamlux, an Australian company, had discontinued production of its miniature vehicles. Underwood Engineering bought the nine Streamlux dies and launched the range of Fun Ho! Midget vehicles with models cast from these moulds.

//



▲ Copper-plated VW saloon with original box. Photo: Kristy Strachan



▲ Chromium-plated VW saloon with original box. Photo: Kristy Strachan



▲ A Chevrolet Bel Air with the first style of towbar. Photo: Kristy Strachan



▲ This 1996 Repro Chevrolet Bel Air had blue glazed windows, baked enamel paint and hand detailing for headlights, grille and tail lights. Photo: Ross de Rouffignac

plastic treaded wheels were fitted to the base.

Fun Ho! was cast into its base on the upper side of the cross-section chassis frame and Chev Bel Air appeared below. After the model went into

FUN HO! MIDGETS

A Repro Bel Air without the hand detailed trim.



A Mercedes-Benz in original blister packaging.



Parts for an unassembled Mercedes-Benz, a model not issued with the 1996 Repros.

production, No 24 was added to the left side of the Fun Ho! wording and "Made in New Zealand" embossed above the Chev Bel Air, with little space remaining in the base centre for any additional lettering.

Other changes to the model included a thickening of the twin headlights, and a shortening of the towbar from a hook look to a more realistic rounder shape. The original chromed bodies were replaced by brightly painted ones in the first year of manufacture. During its catalogue life, the Chevy would have been sold in the Mobil packaging, red and yellow boxes, visi, blister and plinth packs.

In 1996, the Fun Ho! National Toy Museum produced unboxed Repro versions of the Bel Air from castings stored after the factory closure in 1982. The earlier Repro forms had blue plastic

glazing, a baked enamel paint finish and more hand detailing than seen on the original toys. While the baked enamel paint and blue glazing continued, the hand detailing disappeared as more Repro Chevys were issued.

A range of model cars with a Jaguar, a Volkswagen Beetle and a Rolls-Royce sedan might have been thought of as incomplete in the 1960s without a Mercedes-Benz included. The Mercedes (No 45) was added to the Midget range in 1969, and became the last of its new saloon castings. E D Daw says the car is based on a 230 series saloon, although *Fun Ho! Collectors Reference* (4th edition 1997) lists the model as just Mercedes-Benz Saloon.

This 63mm replica Mercedes apparently had at least two different zinc-plated base castings. Both had some detailing with an exhaust and a drive shaft. One has Mercedes Fun Ho! embossed across the chassis, with NZ on the sump, and the other No 45 above the Mercedes with Made In New Zealand over two lines underneath. Size 2 wheels were fitted to the chassis castings.

It was another model in the catalogue when production of the original Fun Ho! toys ended. All the 75,200 castings would have had painted bodies without the grilles and headlines depicted in silver. The zinc-plated bases included bumper bars.

With the windscreen and rear window being too flat, the saloon lacked the styling flair of the real car. Yet, despite no towbar to pull the Midget trailers, the model proved one of the range's more popular saloons.

As the model's catalogue life increased, the dignified colours gave way to brighter shades which included a vibrant pink. Those painted black, silver and gold came from an overseas order that didn't happen.

Most of the original Midget Mercedes saloons now seen are in a play-worn condition, and are painted red. They are priced from \$14.

Daw's *Fun Ho! Miniature Vehicles: A Collectors' Guide* and the *Fun Ho! Collectors Reference* both list the model as assembled by the Fun Ho! National Toy Museum with blue glazing in 1996 Repro issue. Because only a few bases were found with the body castings stored after the factory shutdown, Richard Jordan, toymaker at the museum, says the updated model never went into production for this reason. If any samples sneaked through, they would be a challenge for the collector to find. Further information from www.funho.com. **DC**

▼ A slightly play-worn Mercedes-Benz saloon. Photo: Kristy Strachan





Corgi made Christmas its own

Brian Salter takes a festive break from his *Size Matters* series to get all festive and nostalgic.

The toy trade has always considered Christmas as its own special time, period. Just about everything is geared towards having sufficient product, particularly new product, plentifully available. If said new product is a bit special and preferably more expensive than the norm, then what is not to like?

In the diecast world, anything new is going to generally take between 12 and 24 months to develop, manufacture and bring to market. Despite the glut of activity up to the great day, the behind-the-scenes process is a steady one to ensure continuity of interest throughout the year. In the good old pre-Corgi days, when Dinky reigned supreme, Christmas 'specials', as we might call them, were not that prevalent.

Things changed in more than one way, in October 1947, when Dinky dropped a veritable bombshell with the introduction of Dinky Supertoys. Near

▲ The first ever Corgi Major Toy from late in 1957. It was almost instantly also offered as a gift set with four assorted cars - here we have borrowed one loaded with Vauxhall and Bedford products, all Corgi, of course, and to scale (i.e. smaller than 1/43).

perfect timing, almost a world first in our sphere of interest, but more important to the whole history of diecast, the first larger commercial vehicle models to match the scale of smaller real vehicles. The writer would like to offer this event as the start of the diecast collecting world as most of us know it. This must have been a huge investment - an eight-wheel Foden and four-wheel Guy, both with three body styles, plus its largest aircraft model to date, the Shetland flying boat. The latter went pretty much nowhere, just like the real thing, the wagons became, with further versions, the bedrock of the range for around fifteen years. Imagine that today?

More Supertoys were introduced but, despite the forgoing, some of the most memorable, and expensive were introduced in the early summer months. Was this to allow time for the interest to develop or maybe the finances to do likewise? Whatever, things diecast were soon to change

CHRISTMAS PAST



▲ Not just the car transporter, but two more from Carrimore. The blue machinery carrier was from the autumn of 1958. Slightly strangely, the Priestman load took a full five years to materialise, an opportunity lost it seems.

► The Christmas bulldozer of 1958 is reported as being to 1/41 scale and almost out of Corgi 'character'. Its futuristic style contrasts with the yellow 1/42 Spot-on Caterpillar. The 1949 Dinky Blaw Knox is diminutive by comparison, despite its claimed scale of 1/35.



▲ Christmas brought the largest Corgi ever, the Corporal missile transporter and erector vehicle, all the more impressive by being made to the usual Corgi Major Toys scale rather than something smaller. Its operational features were heavily engineered for prolonged action, well after Christmas and doubtless engender further sales, even a year later.

► 1958 and 1959 are Corgi's halcyon years in terms of innovation and the most memories are generated by its Rocket Age models. There had been nothing like it before, and many would say ever since. It also introduced some of Corgi's best artwork, none more impressive than on the gift sets. Before you ask, some twelve Bloodhounds and launchers would make an authentic installation.



forever. The summer of 1956 saw the introduction of the first Corgi Toys. The whole new range challenged Dinky head on – family and sports cars, small vans plus larger commercial vehicles to a smaller scale. A very similar repertoire, except one seriously important point, nearly all the subjects were more modern.

Was Dinky worried? The matter was settled to a further disadvantage in October 1957, when the first Corgi Major Toy was announced. Worse still, it was a fully-functional, hinged-deck car transporter. With the benefit of just a few years' progress in the real world, the new Carrimore made Dinky's Pullmore look very dated indeed. A Christmas present without parallel, but actually just a prelude of the way forward.

When the good folk from Corgi visited Carrimore Six Wheelers Ltd., they may well have had another new model in mind – a major omission from the Dinky range was a low loader. One was to enter the Corgi range six months after the car

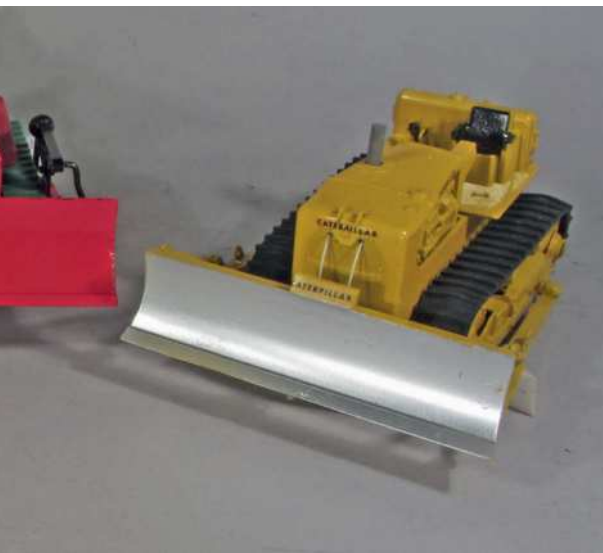


▲ Dinky did the fire service justice, Supertoy scale, way back in 1952 and added another appliance in 1958. What could Corgi do? Luckily for Corgi, as aerial escape equipment moved on, Dinky did not. Enter the Simon Snorkel, a nicely complex and well engineered piece of kit, just right for Christmas 1964. Should the recipient have been with Corgi from the very beginning, they just as likely had the Bedford CA from the first Christmas complete with its period Auxiliary Fire Service logo. For real, the logo was still around in 1964, but only just.

transporter, but a further type, a machinery carrier was introduced in September 1958. Both were great models but only a sideshow for the Christmas still to come.

At this time, though, Dinky were seriously embroiled in its military range. It had introduced the Antar Tank Transporter the very month Corgi Toys arrived in the shops – it became the must-have present of '56. It was, like the rest of the military range, to a slightly smaller scale. The range was, however, very good and comprehensive, no point whatsoever in Corgi attempting a full-on attack, so what to do?

It looks like the next 'jolly' for the Corgi design department was to Bristol Aircraft Ltd. Land based, as against airborne, missiles were very much to the fore – had Dinky missed something? A whole new idea and maybe made to the usual Corgi Major scale for larger vehicles. Though no scale is mentioned in The Great Book, the Bloodhound looks the Major part without question. It must also have been to the



▲ The Chipperfields series was a little slower to develop, with the first couple of items wrapped around Christmas 1960 - the crane truck just before and the cage trailers just after. Whilst the missile vehicles did well, the circus ones were in the catalogue longer - they did of course have the advantage of being able to use older vehicles and castings, just as in the real world.

◀ Mr Bond was the turning point for Corgi and, in October 1965, started to move the emphasis away from the traditional toy and model vehicle towards the world of fantasy. All the skills learnt in the past 10 years were put to good use and Batman was soon along to further prove it.

▼ Both The Sun and The Mirror carried articles in November 1965 on the Corgi/Bond problem - you just cannot buy advertising like that. In the diecast world, has there ever been anything like it since?



ALL RIGHT, JAMES BOND, YOU TRY TO GET ME ONE . .

IT was not going to be an easy assignment . . . "M" had said so. But I felt confident as I got off the taxi outside Hamley's in London's Regent-street and walked briskly through the drizzle into the shop.

"M" had warned me in waste no time. So I came straight out with it.

"What I want," I said to the sales-girl, "is one of those toy cars . . . you know, the gold, shield and machine-gun that spring out of the front at the touch of a button."

She just laughed. That was rich.

"You're the ninety-ninth person to ask for

by Mirror Agent **BRIAN BOSS**

and hither-stirred not shaken—in a merry mob I came up with a solution. What about trying more large stores?

AGAIN it looked as if SMITHERS had got there first.

"If we could get enough of them we could have scrapped half our Christmas list," said one salesman.

CRYING

Robert Tingle, manager of the Regent

TOY VERSION

ing: "This one is being handled by a good man, sir."

CLEARLY it was necessary to fuddle the Goldfinger, who have manufactured

fore in planning for Christmas 1959, both by the production staff and customers alike. It arrived on the shelves in October, complete on its launcher.

All ready for Christmas then? No! November saw Corgi's second largest gift set, the aforementioned Bloodhound and launcher, plus the previously unseen loading trolley and RAF Land Rover. Had enough? No! How about a giant bulldozer to push Dinky's ageing Blaw Knox to one side? Nice one.

Time to relax? No! Time to sop-up any spare cash. Within two to three weeks of the festivities, the rather handy, unusual, decorative even, Decca Airfield Radar van was in the shops. Time to relax for a few months, at least that is what it looked like on the surface.

The annual trade fairs are early in the year with the following Christmas in mind, but it is unknown just how much the likes of Corgi were going to give away about its plans for later in the year.

However, the late spring and early summer

◀ Farm tractors and equipment were in the range early on, but attempting a combine harvester that looks right alongside them was a Corgi first. The first farm gift set, was available late in 1959, with a more comprehensive version three years later.

of 1959 brought us the start of another missile system and a combine harvester. The Corporal was on its launch pad with attendant International truck. Was this a slightly different approach to Christmas? October did bring one of the most spectacular diecasts for many years to come, the Corporal transporter and erector vehicle. But, somewhere, somebody had decided that 1959 was to be the year of the gift set. In the final months, the Bloodhound Set was enhanced with radar, the farm combine was paired with a matching tractor and trailer and the four Corporal units brought together in one very large box. It could be said that Corgi chose many of its subjects as suitable to be combined into themed sets. It worked particularly well, especially at Christmas, an approach that Dinky almost ignored at times.

Even for Corgi, there would never be another couple of years like it. 1960 gives the appearance of a leaner year but a bright way forward was hinted at by the lone introduction, in October, of the first Chipperfields Circus vehicle, a crane truck. There were some animal cage trailers for it in January, but later in the year all focus was on the Ecurie Ecosse Racing Car Transporter along with a suitable gift set, all supported by a group of Silverstone building kits.

The year 1962 was to be the year of the circus. A number of smaller items had been added, but October gave us the Christmas special, the all new articulated horse box, Chipperfields, of course. There was also the Circus Models gift set with no less than the six previously available items, and a similar Farming Models set. The artwork makes for some of the most attractive, and most expensive, items to leave the Corgi factory. What was not to like?

The next three years do not look to have been very 'Christmasified', with just a very nice Simon Snorkel fire appliance to brighten up 1964. But, and it could probably not have been imagined, in October 1965, Corgi was about to change the shape of Christmas once again. It had signed up to produce a model of 007's Aston Martin with all its added 'toys' in full working order. The same team that had made the car transporter top deck work, both the Bloodhound and Corporal missiles get transported and readied for action, the combine harvester to do its stuff and the circus vehicles to entertain us all, now did it again.

The Aston worked, if you could find one that is. The earlier (1956) Dinky problem of getting enough Antars to supply the demand now paled into insignificance. It was big news at the time, and it is still talked about. Perhaps those at Corgi hoped for a repeat performance 12 months later with its Batmobile, but make no mistake, licensed product was going to be the way forward. The golden years of development of diecasts to the standard we all enjoy today had been forged from Christmas 1957 by Corgi's persistent, usually Christmas-fuelled, development. **DC**

Superfast 1969-1982

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



Number 17 is, at first glance, a two-model number – or is it? Technically, it's three, as the bus was remodelled during Lesney's last year and released without fanfare. It takes a closer look to realise all the subtle, and not-so-subtle modifications. The new casting would then serve Lesney's successors very well indeed, as it continued as the perfect promotional, and full use was made of this fact. But the number 17 story begins with another Regular Wheels favourite being refitted with Superfast wheels...

HORSE BOX

Catalogue: 1971-72

Box Styles: G

A popular casting with plenty of play and display value, featuring a pair of plastic horses that could be loaded and unloaded via the side ramp, just like a real horsebox. When the Regular Wheels version gave

▲ **From left to right: Horse Box, The Londoner and London Bus - with their relevant initial-release boxes to the rear.**

way to the Superfast upgrade in 1970 (although it wasn't shown as Superfast until the 1971 catalogue), the opportunity was also taken to change some of the coloured elements. The cab went from brown to orange and the ramp was now grey where it had been green to match the body before. It stayed in these colours until it was replaced.

The concept would come back to the range during the late 1970s as number 40, with an identical body, but this time mounted on the range-current Bedford cab and chassis.

THE LONDONER

Catalogue: 1973-82

Box Styles: I, L + special Silver Jubilee

When No 74 Daimler Bus was phased out for the 1973 catalogue, a new bus model came into being to take its place, albeit under a different number, presumably to make it obvious that it was a new model.



Based on a Leyland Titan, the new model was called simply "The Londoner".

It is a two-piece casting comprising separate upper and lower decks, plus a detailed white plastic interior, but unfortunately there was no glazing. Despite this, it proved to be an enormously popular model. The Londoner also proved very popular as a promotional model. There were literally dozens of different versions produced for private companies as on-pack premiums, sales promotions and souvenirs in a wide range of colours.

Early versions had decals advertising 'Swinging London – Carnaby Street' over a row of coloured balloons. Later issues had advertisements for Berger Paints, and these were used until the model was discontinued. Other labels found during this period advertised the popular Bisto gravy granules, and there was also a version celebrating Matchbox's 45th anniversary, wearing "MATCHBOX 1953-1978".



▲ Back row – A pair of Lesney 1982 'London Bus' blister packs flank the specially-boxed Silver Jubilee 'The Londoner' that sits in front of a stack (bottom two are hidden) of promotional postal boxes, with a Nestlé "milkybar" example on top. Front rows – Regular Wheels Horse Box, three alternatively-labelled versions of The Londoner (Matchbox 1953-1978, Bisto and Berger Paints) and five further examples of London Bus. Note the twin-coloured "WHSMITH TRAVEL" and two differently-coloured versions for Rowntree's Fruit Gums.



▲ The Londoner (top) and London Bus (bottom), demonstrating the most obvious difference at first glance – the door arrangements.



▲ The Silver Jubilee version of The Londoner got its own blister pack, as well as a special box.

In 1977, a special version was released to commemorate HM the Queen's Silver Jubilee. This was painted in metallic silver, with a red interior and a charcoal base. It was packaged in a special type of box unique to this model, and on its own blister pack, making it the only model to have an exclusive, non-generic blister.

LONDON BUS Catalogue: 1982 Box Styles: L

Sneaking into the 1982 catalogue, almost unannounced, was London Bus. Although it looked very similar to its predecessor, it was an entirely new casting, but as the first examples still carried the same Berger Paints adverts, you could see why not many people noticed, especially as the initial releases used up the old boxes, still carrying "The Londoner" legend. The first new decals advertised the well-known budget airline, Laker Skytrain.

The easiest way to identify the new model is by the new entrance/exit doors. The Londoner features an open doorway at the front and closed, cast doors to the centre. London Bus has identical apertures with a centre bar. There are also differences to the window apertures on both decks (on both sides), and the front and rear are different too. Early releases also wore labels to make the new version more obvious, with side "MATCHBOX LONDON BUS" advert labels. The final difference to mention is that the new base was now plastic and bore the legend "LONDON BUS".

As Lesney passed, this new casting ushered in a new era and was even more prolific as a promotional, remaining in the range for many more years to come. Body colours usually found include the traditional 'London' red, dark blue, dark green, and orange lower body with white upper. **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?

Kevin Brock is this month's castaway hero.

I've been collecting models seriously since I was a child, and although I had the usual Dinky and Corgi toys, which got bashed about, I always treasured the Fiat models that my father gave me. These weren't played with but put on a shelf out of harm's way and so survived the years, unlike most of the others, to form the basis of my collection today. As with most people I had a problem choosing just five models, but in the end narrowed my choice down to ones that evoked childhood memories and those representing my main collecting theme.

CORGI NO 266 CHITTY CHITTY BANG BANG

My first choice is, in my opinion, the best model Corgi has ever made – its superb Chitty Chitty Bang Bang. You can keep your James Bond Aston Martin, this was such an exciting toy when it appeared and still looks stunning today over 50 years later. I was five years old when the film came out and I was obsessed with it and can still recall the sheer excitement of getting the model one for Christmas. It was easily my favourite toy car at the time and the model I have today is the same one, being one of the few to survive the years and parental clear outs! It's even got the original figures and wings though, unfortunately, the box got thrown away. Just looking at it sends me right back to being a child again, which I suppose is what collecting retro models is all about.

MATCHBOX SUPERFAST NO 20 LAMBORGHINI MARZAL

Another nostalgic choice. As a youngster, I had a few of the early Lesney Matchbox that my grandparents had given me, but the Matchbox 1-75 range didn't really register with me until the Superfast range of models appeared in my local toy shop – they were just so exciting with their bright colours.

When those first three came out, my Mum told me and my brother that we could choose one each, my brother chose the Lotus Europa and I chose the Lamborghini Marzal. I just fell in love with it, the outrageous Bertone body, the superb deep red colour,



▲ Corgi No 266 Chitty Chitty Bang Bang.

► Matchbox Superfast No 20 Lamborghini Marzal.



► Laudoracing No LM105B5 1964 Fiat Abarth OT 1600.





▲ Mercury No 17 Fiat 500L.

the orange tinted glazing, it was like a jewel. I know the real prototype was silver, but who cares? Always my favourite Superfast model, my original didn't survive childhood, but I was glad to find a reasonably priced replacement at a recent Sandown toy fair and it still looks great.

POLISTIL S-16 FIAT 128 RALLY EAST AFRICAN SAFARI

This is another model from my younger years and also represents what I collect now – Fiat vehicles. I can clearly remember buying this in Bakers Model Shop in Gillingham, in 1972, choosing it over the Lancia Fulvia HF Rally in the same range. What made these new Polistil models so special was the scale; 1/25 scale diecasts were a novelty then and these new Italians were crammed with detail and play value.

As a car-mad kid, I loved toy cars with stickers and the 128 Rally had those and a realistic mud spatter pattern all over, as well as spotlights and removable wheels, which you could swap with the ones on the roof. What's not to like? A lovely chunky well-made diecast that was an excellent toy at the time and is still a superb model today.

MERCURY NO 17 FIAT 500L

This great little model represents the car that sums my entire childhood up, the wonderful (original) Fiat 500. Through the 1960s and '70s, my father worked for Fiat UK and there was always at least one 500 in the family. He brought them home on test and had new ones that were the family car – my mother had one, I learnt to drive in one and my first car was a 500L.

This model also represents the Italian Mercury range of models, which I love. Mercury supplied publicity models for press launches of Fiat's new cars and it was these models that started me off collecting Fiat models in the first place, back in the late '60s. The 1968 500L is also one of its best castings, beautifully capturing the



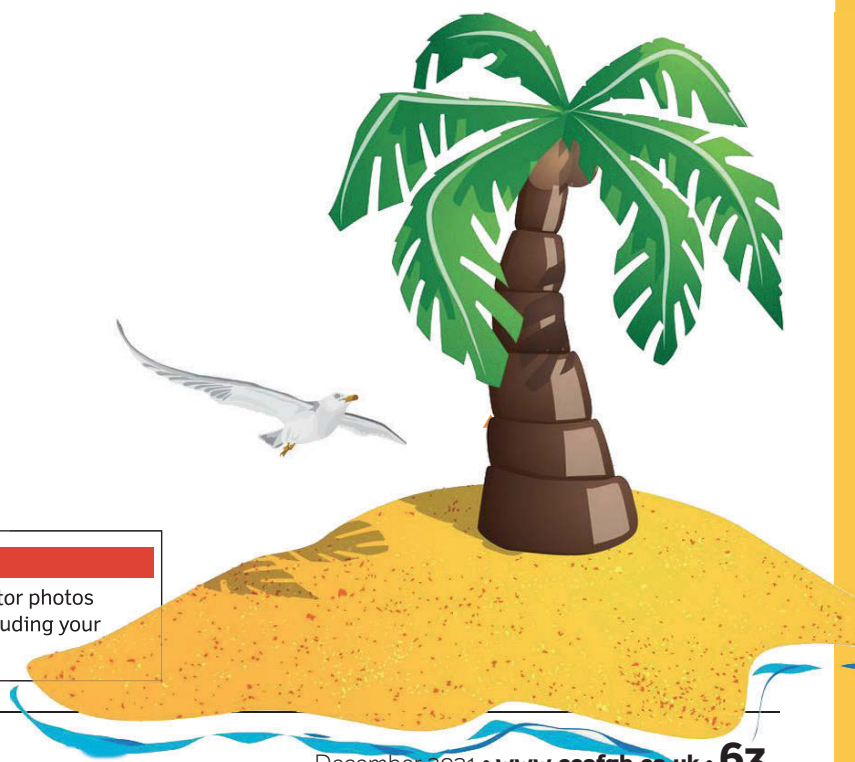
▲ Polistil S-16 Fiat 128 Rally East African Safari.

unique shape, and in this colour reminds me of the two Positano Yellow 500s that my father owned in the '70s.

LAUDORACING NO LM105B5 1964 FIAT ABARTH OT 1600

This stunning 1/18 scale resin model is a recent acquisition and really illustrates how models have changed over the years. It was reviewed in this magazine and, as soon as I saw it, knew I had to add it to my collection.

The real car was a monster, having a 1,592cc twin cam engine slung in the back of its mundane little 850 Saloon bodysell, which gave it a top speed of 140mph – sheer madness! It just looked so brutal and the Laudoracing model really captures that stance. The detail is amazing, inside and out, and the Campagnolo wheels are a work of art. My version also has the huge rear spoiler that was optional. I'm a huge Abarth fan and this is the ultimate – Carlo Abarth at his best. I'll never own the real thing, but just looking at this beautifully accurate model makes me very happy! **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.

A gathering of legends



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

In 2013, railway enthusiasts were gripped with Gresley fever as the National Railway Museum prepared to open its doors for The Great Gathering, featuring the six surviving Gresley Pacifics together again to commemorate the setting of a steam record.

The date was 3rd July 1938 and, pulling a dynamometer car (carrying specially calibrated equipment to ratify the record attempt) and a train of six standard coaches, "Mallard" set a record of 125.88mph between Stoke Bank and Essendine in Lincolnshire on the East Coast Main Line (literally just over a mile from where I live). This fastest ever official speed record for a steam-hauled train still stands to this very day.

To celebrate the 75th anniversary of this amazing achievement, the National Railway Museum gathered all six remaining Sir Nigel Gresley-designed Class A4 'Pacific' locomotives (Pacific refers to the 4-6-2 wheel configuration), including the two at museums in the USA and Canada - "Dwight D. Eisenhower" and "Dominion of Canada" - for a long list of events around the UK.

Beginning on 3rd July 2013, 75 years to the day, with The Great Gathering at the NRM in York, proceedings came to an end with The Great

▲ All six Corgi models of the locomotives, as they were lined up at The Great Gathering in 2013. Front to back: ST97502 "Sir Nigel Gresley", ST97505 "Dwight D. Eisenhower", ST97507 "Union of South Africa", ST97504 "Bittern", ST97501 "Mallard" and ST97506 "Dominion of Canada".



▲ Mallard got its own special packaging, commemorating the 75th anniversary of the real locomotive setting the speed record for a steam-powered engine.

Goodbye, at the NRM's other site in Shildon, in February 2014. The other three A4s on show had been "Sir Nigel Gresley", "Union of South Africa" and "Bittern".

With parent company Hornby naturally making commemorative working electric model locomotives in its usual 1/76 (OO) scale, Corgi chose a scale of 1/120 to produce its own range in the fabulous Rail Legends series. Each model comes mounted on a plinth complete with a stretch of track for display. Detail is superb and pretty much spot on, depicting each locomotive in the livery it wore for the celebrations. My only two gripes are that "Dominion of Canada" is missing its Canadian Bell and the finish to each model is a tiny bit too matt, but these are minor points when compared to my joy at seeing the six models together on my old Tri-ang TT scale track with Tri-ang engine sheds.

In total, Corgi produced seven versions of these marvellous Gresley A4 Pacifics. In addition to the six shown here, ST97503 "Silver Link" was also released. These all added to a superb range of diecasts that featured many legendary British mainline steam locomotives, including "Flying Scotsman", "Britannia" and, modern favourite, "Tornado". **DC**

JOHN AYREY

DIE-CASTS LIMITED

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



18RMC068B - MG Metro 6R4 RAC Rally 1986 T. Pond/R. Arthur - 1:18



Driver Options

68A M Wilson/N Harris
68C D Llewellyn/P Short

63A C Sainz/L Moya
63C P Liatti/
A Alessandrini



18RMC063B - Subaru Impreza 555 1995 - C McRae/D Ringer - 1:18



autocult

05037 Isotta Fraschini 8C Zagato - 1:43



autocult

07021 Fritz B Busch Mercedes Benz Dieselstar - 1:43



12014 Tatra 70 Fire Engine - 1:43



TOP MARQUES

4309B Lancia Stratos Zero Concept - 1:43



TOP MARQUES

4309B Alfa Romeo Carabo 1968 - 1:43



TOP MARQUES

4317A Lamborghini 350 GT - 1:43



1801115 Porsche 911 RSR Gulf 1973
1:18



1801115 Volkswagen Caddy Mk.1
Red Custom 1982 - 1:18



1804907 AC Cobra 427 MK.2
Silver Custom - 1:18

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

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

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

AMAZING DIECAST BARGAINS FROM KEITH'S CARS OF DERBY

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

MORE FANTASTIC 1/43 BOND CARS! 16.99 EACH POST FREE!!

GREAT 1/43 COMMERCIALS!! ALL POST FREE!!



JAGUAR XJ8 'CASINO ROYALE'



CHEVROLET BEL AIR 'DR NO'



WHITEBOX 1956 CHEVROLET 3100 WRECK TRUCK 24.99



WHITEBOX 1949 CHEVROLET 6400 TRUCK 34.99



WHITEBOX 1960 INTERNATIONAL HARVESTER NV184 TIPPER 34.99



1964 FORD THUNDERBIRD 'GOLDFINGER'



LINCOLN CONTINENTAL 'GOLDFINGER' ODDJOB'S PRESSING ENGAGEMENT!



IXO MAGIRUS-DEUTZ JUPITER 6X6 DUMP TRUCK 51.99



WHITEBOX 1971 DODGE D400 BOX VAN 34.99



WHITEBOX 1985 CHEVROLET D40 BOX VAN 29.99



LOTUS ESPRIT SUBMARINE 'THE SPY WHO LOVED ME'



BMW Z3 'GOLDENEYE'



IXO PANHARD MOVIC 'ANTERIST & SCHNEIDER' GERMANY 1952 26.99



IXO 1974 SAVIM SM8 TANKER 'BP' 26.99



ATLAS 1960 DKW F89 VAN SOBERANO BRANDY 16.99



BMW Z8 'THE WORLD IS NOT ENOUGH'



T-55 TANK 'GOLDENEYE'



ATLAS 1966 EBRO C150 (FORD THAMES TRADER) 'ESTRELLA DE GALICIA' 19.99



ATLAS 1988 PEGASO EKUS 'REPSOL BUTANO' GAS BOTTLE TRUCK 19.99



ATLAS 1994 PEGASO DAILY 'CEPSA' WITH GAS BOTTLE LOAD 19.99



BMW 750i 'TOMORROW NEVER DIES'



CHEVROLET NOVA SAN MONIQUE POLICE 'LIVE AND LET DIE' BUS CHASE



VANGUARDS 1990 FORD ESCORT MK4 XR3i 32.99



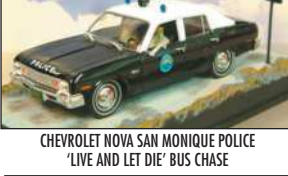
VANGUARDS 1988 FORD ESCORT MK4 RS TURBO 32.99



VANGUARDS 1974 TRIUMPH TR6 MAGENTA 32.99



RENAULT 11 TAXI HALF-CAR 'A VIEW TO A KILL'



MOON BUGGY 'DIAMONDS ARE FOREVER'



OXFORD 2017 LEVC TXS ELECTRIC LONDON TAXI CAB 18.95



OXFORD 1966 FORD CORTINA MK2 CRAYFORD 1500GT 26.95



FSO WARSZAWA 202A AMBULANCE POLAND 1959 12.99



CADILLAC ELDERADO (CORVADO) 'LIVE AND LET DIE'



FORD KA 'QUANTUM OF SOLACE'



LOVELY BRITAIN'S 100TH ANNIVERSARY 1/32 FORDSON MAJOR TRACTOR LIMITED EDITION OF 7500 ONLY! 32.99 POST FREE!



ATLAS 1955 PORSCHE 550 SPYDER #130 'LITTLE BxSTXRD' JAMES DEAN FATAL CRASH 16.99



ALMOST REAL LAND ROVER DEFENDER 90 WORKS V8 70TH ANNIVERSARY EDITION 2017 91.99



NEW CORGI OMIBUS NEW ROUTEMASTER STAGECOACH LONDON "ONLY FOOLS & HORSES"!
TWO ROUTE 55 VERSIONS AVAILABLE: OXFORD CIRCUS OR WALTHAMSTOW CENTRAL 42.99 EACH



ROAD SIGNATURE 1934 LEYLAND FK-1 FIRE ENGINE 22.99



OPEL BLITZ TURNTABLE LADDER 1952-60 VOHRINGEN FIRE SERVICE 22.99



MAGIRUS-DEUTZ MERCUR 1951-72 PFAFFENHOFEN FIRE SERVICE 22.99



ATLAS HOTCHKISS VILLE DE DIJON FRANCE 22.99



IXO FOR ATLAS LAND ROVER SERIES 2 SWB 'BOMBERS' BARCELONA FIRE DEPT. 16.99

FIRE SALE!! GREAT 1/43 FIRE SERVICE MODELS. ALL POST FREE!!

BACK IN STOCK!
OXFORD DIECAST SCANIA C31 HUMBERSIDE FIRE PUMP SPECIAL REMEMBRANCE DAY SCHEME 23.95 POST FREE!!



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

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



▼ Both versions of No 274 Dinky Toys AA Patrol Mini Van with old and new AA logos.

AA Patrol Mini Van

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

When I was young, we would go for trips into the countryside and usually take a picnic. At the time, my father had a BSA Golden Flash motorcycle and Watsonian side car. On occasions there would be a problem with the mechanics so the journey was delayed. In the days before mobile phones, you had to find a phone box or hope you saw an AA motorcycle patrol passing by. Once the problem was sorted, we were on our way. There was, of course, a Dinky Toys version of this AA motorcycle patrol. However, during the '60s the AA began to introduce vans for its patrols in the all-yellow livery.

To help the Dinky Toys vehicles, a Dinky Toys AA Patrol Mini Van (No 274) was introduced in July 1964. It was shown in the *Meccano Magazine* of that month with an advert on the back page, stating "A.A. Patrol Van – Always ready to help". Then, in the August issue, it is described in the *Dinky Toy News* as having "Prestomatic steering, windows and interior fittings, plus the usual 4-wheel suspension. Such a novel model as this, however, would not be complete without an additional feature of its own, and so it has been fitted with a pair of opening rear doors".

The model is, of course, in yellow and has transfers in black for the AA logo on the side and rear doors. There are also transfers for "Patrol Service" on the van sides and on the plastic headboard. The plastic interior is in blue and there is a white steering wheel. The base plate is cast and finished in black. The boxes for this model were the illustrated card end flap type with the tear off piece that had the model number for the dealer to remove and then



▲ Dinky Toys AA Patrol Mini Van (No 274) rear views showing doors and logos.



▲ Dinky Toys 1970 catalogue part-image - this was the last catalogue image of the AA van still showing the old logo.

FURTHER INFO

The Dinky Toys service vehicles have always been popular with collectors. They quite often feature in the DTCA Journal with photographs. You can find out more or join by visiting the website www.dtcawebsite.com.

re-order the model.

The livery for the Dinky Toys AA Patrol van changed in 1971, with a white roof on the yellow body and the new AA Logo. This was the square AA logo and the word "Service", which are on the van sides and the head board - now rectangular. On the rear doors, the logo and "Service" are in yellow on black backgrounds. The interior remains in blue plastic with the white steering wheel. On this model the base plate is chrome plated. The model was sold in the yellow and white illustrated card end flap box with the new van shown and the van was deleted in 1972.

The history of the AA started in 1905 to combat the Motor Car Act of 1903 that introduced speeding fines. The first patrols were on bicycles followed by horses then motorcycles and, after the war, Land Rovers. The then familiar motor cycle patrols continued until the introduction of the Mini Vans in the '60s. The AA also introduced road maps in 1910 and, of course, its handbooks. Today solo motor cycle patrols have returned to try to beat traffic jams. **DC**



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

Tel: +44 (0)1923 711772
Email: sales@clevelandsdiecast.co.uk
www.clevelandsdiecast.co.uk

DIECAST • MODELS • HOBBIES • TOYS



FOLLOW US
@ClevelandsTrade



LIKE US
ClevelandsTrade



SEE LATEST MODELS
user/ClevelandsTrade

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

TRADE ONLY

UK DISTRIBUTOR FOR:

MGT00300-L - 1/64 LANCIA DELTA HF INTEGRALE
EVOLUZIONE MARTINI RACING (LHD)



MINI GT

MGT00304-R - 1/64 MAZDA MIATA MX-5 (NA)
TUNED VERSION CLASSIC WHITE (RHD)



TS0342 - 1/18 BMW M3 COMPETITION G80 ALPINE WHITE



TS0289 - 1/18 BENTLEY CONTINENTAL GT CONVERTIBLE
PASSION PINK



TSM MODEL

SCALE MINIATURES

TSM120006 - 1/12 TYRRELL P34 NO.3 1976 SWEDISH GP WINNER



TSM430341 - 1/43 LAND ROVER SERIES II
BLUEBIRD-PROTEUS CN7 SUPPORT VEHICLE
1960 BONNEVILLE SALT FLATS



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



AUCTION NEWS

GRAHAM HAMILTON'S AMAZING MATCHBOX PICTURE BOX SALE CONCLUDES AT VECTIS

HELD over two days, on 29th and 30th September, parts three and four of the hugely impressive Graham Hamilton Ultimate Picture Box Collection sale again wowed at Vectis Auctions, with yet more incredible values realised.

The sale featured pre-production colour trial models, rare variations and rare transitional models and boxes. Lots on offer included Matchbox Regular Wheels and Superfast models including road and racing cars, emergency vehicles, buses and coaches, trucks, construction and farm vehicles.

A combination of some incredible rarities and a strong market produced some truly eye-opening prices throughout the two days. Here is just a selection of the highlights, of which there were many to choose from.

• **Lot 7043 Matchbox Regular Wheels 53c Ford Zodiac pre-production colour trial** (*above, right*) - apple green body (same colour as Yesteryear Y3 Benz Limousine), clear windows, ivory interior, blue plastic engine, bare metal base. Excellent plus in excellent plus "New Model" type E4 box illustrating lighter blue model with green tint. **Estimate: £600 - £800 Sold For: £7,000**

• **Lot 7046 Matchbox Regular Wheels 53c Ford Zodiac** (*below*) - very rare transitional model with metallic green body, clear windows, ivory interior, chrome engine, bare metal base. Near mint in excellent plus type F2 box. **Estimate: £800 - £1,000 Sold For: £3,400**

• **Lot 7067 Matchbox Superfast No 54 Ford Capri** pre-production colour trial -



◀ This pre-production colour trial Matchbox Ford Zodiac realised an incredible £7,000.

lemon yellow body without flared wheel arches, matt black bonnet, mulberry purple engine, clear windows, ivory interior, bare metal base, 5-spoke wide wheels. Excellent plus in excellent "New" type H box. **Estimate: £500 - £700 Sold For: £5,800**

• **Lot 7081 Matchbox Regular Wheels 55a DUKW Amphibian** - military green body, gloss black base, 18-tread black plastic wheels with rounded axles. Near mint in excellent plus rare late issue type D1 box printed by Pembroke Abbey with matching model artwork. **Estimate: £1,200 - £1,500 Sold For: £4,000**

• **Lot 7108 Matchbox Superfast No 56 BMC Pininfarina** pre-production colour trial - metallic silver body, clear windows, ivory interior, bare metal base without "Superfast" branding, solid chrome disc narrow wheels. Excellent to excellent plus, unboxed. **Estimate: £400 - £500 Sold For: £2,600**

• **Lot 7156 Matchbox Regular Wheels** unreleased 59d Mercury Park Lane Fire Chief Car pre-production colour trial - red body with bonnet & door labels, blue roof-light, clear windows, ivory interior, bare metal "1968 Mercury" base, chrome hubs with black plastic tyres. **Estimate: £1,500 - £2,000 Sold For: £5,400**

• **Lot 7207 Matchbox Superfast No 62 Mercury Cougar** factory colour trial - red body, clear windows, red interior, bare metal base, large diameter hollow 5-spoke narrow wheels without tread pattern cast. Near mint in excellent plus "New" type F2 transitional box. **Estimate: £500 - £700 Sold For: £6,400**

• **Lot 7211 Matchbox Superfast No 62 Renault 17TL** pre-production colour trial - lemon yellow body without raised hood bulge, turquoise green windows, ivory interior, matt black base missing the cast raised detail above and below the base text, 5-spoke wide wheels. Excellent in mint "New" type I box, plus cut-down mid-1970s issue blister pack back card showing this pre-production model. **Estimate: £300 - £400 Sold For: £2,200**

• **Lot 7238 Matchbox Regular Wheels 64b MG 1100** factory colour trial model - metallic blue body, clear windows, ivory interior, bare metal base, 11 x 45-tread black plastic wheels. Near mint to mint in excellent type E4 box, signed by the artist, Ron Jobson. **Estimate: £2,400 - £3,400 Sold For: £7,000**

• **Lot 7270 Matchbox Regular Wheels 66a Citroën DS19** - yellow body with rear silver trim, gloss black base, 20-tread silver plastic wheels. Excellent in good plus rare type D1 box printed by Pembroke Abbey with matching model artwork. **Estimate: £400 - £500 Sold For: £4,000**

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



A GOLDEN OPPORTUNITY TAKEN AT C&T

C&T'S fourth Vintage & Collectible auction of 2021 took place in September, and what a great sale it was. With 541 lots being offered, there was a decent selection of diecast models up for grabs - featuring plenty of examples of vintage Dinky Toys and Corgi Toys, plus a good selection of Spot-on and Matchbox models, many reaching strong hammer prices.

Highlights included lot 215, a rare gold-plated promotional Corgi Toys No 261 James Bond Aston Martin D.B.5, with a winning bid of £2,800, and lot 347, a Dinky Supertoys Gift Set 990 Pullmore Car Transporter with Four Cars that closed at £1,200. Lot 288, a Dinky Toys No 417 Leyland Comet Lorry, reached £640; lot 291, Dinky Toys No 425 Bedford TK Coal Lorry "Hall & Co" with red body, blue interior, and scarce blue plastic wheel hubs achieved £320; lot 301, a scarce Dinky Toys No 435 Bedford TK Tipper went for £560;



and lot 394, Matchbox Speedings K-57 Javelin "Drag Race" pack realised £110.

Four Tri-ang Spot-on lots that achieved impressive prices were lot 416 No 113 Aston Martin DB3 (£360), lot 446 scarce No 195 Volkswagen Rally Car (£820), lot 448 No 213 Ford Anglia Saloon (£420) and lot 459 No 156 Mulliner Luxury Coach (£400). ■

WARWICK & WARWICK'S SEPTEMBER DIECAST AUCTION REPORT



WARWICK & Warwick's latest Diecast and Toys auction, held on 15th September, featured some great lots and some even greater bids, with customers bidding live via Easy Live and also with commission and telephone bids.

All the company's auctions currently start at 10.00am and are held exclusively online via Easy Live, with no room bidders allowed. Viewing of the lots is strictly by appointment only on the Friday, Monday and Tuesday before the auction. No viewing is allowed on the day of the auction itself.

In the diecast section, lot 274 Budgie Gift Set No 4 achieved £110 and there were some lovely examples of Corgi models offered in this auction too. Highlights included lot 324 BMC Mini Cooper S Rallye Monte Carlo No 321, which realised £330, and lot 341 Man from U.N.C.L.E. Thrush-Buster No 497 that sold for £290. Lot 349 Daktari Gift Set GS14 achieved £410, lot 347 Agricultural Gift Set GS5 realised £675 and lot 362 Car Transporter Gift Set GS48 sold for £650. Two Dinky Toys listings that caught our attention were lot 382 Police Vehicles Gift Set 294, which achieved £140 and lot 386 Transporter Gift Set 990, realising £300.

Warwick & Warwick's next diecast auction will be held on Wednesday 17th November 2021. If you are thinking of selling your collection, or part of it, visit the diecast department page at www.warwickandwarwick.com for more information or call on 01926 499 031. ■

BIDDING WAR AT VECTIS PUSHES RARE PROMOTIONAL DINKY TO NEW RECORD

DESCRIBED on the listing for lot 1445 of the specialist sale held at Vectis on 13th October as a rare promotional issue, a frenzied period of bidding pushed this very hard-to-find Dinky model rather a long way beyond its estimate. The range anticipated prior to the auction was that a sum in the region of between £150 and £200 could be expected.

The full description in the lot listing was "Dinky 141 Vauxhall Victor Estate Car - rare promotional issue 'Lightning Fasteners Ltd Technical Service' - dark maroon, blue interior, silver trim, spun hubs with black treaded tyres - this US promotional issue is generally Good to Good Plus still a bright example of an extremely hard to find issue". As you can see from the photo used in the auction, the model has a few areas where there is evidence of paint loss to some edges.

Previous occasions where one of these has come up for auction have been few and far between, and have seen figures in the hundreds, so there was little to suggest that this would ultimately sell for £4,200 plus buyer's premium (a total of £5,250!).



There is still a fair bit of mystery surrounding this otherwise standard No 141 model. Why a right-hand-drive car bearing allegiance to a British company (now defunct) based in Birmingham for the US market? How many were made? Very little is known. But what we do know is that the price realised was incredible. ■

**NOVELTY
2021**



NZG Nürnberger Zinkdruckguss-Modelle GmbH



1:18

Scania V8 730 S - „Fiction Blue“

www.nzg.de

SPA CROFT MODELS
Beautiful Models for the Discerning Collector
 Visit our website for lots more models.
Est. 1984 **FREE P&P in UK** www.spacraftmodels.co.uk **FREE P&P in UK**
 98, High Street, Tibshelf, Derbys. DE55 5NU
 01773 872780 spacraft@aol.com

Price TBC

COMING SOON

£106

MATRIX MODELS
 1927 Duesenberg Model X

Est. Price £90

MATRIX MODELS
 1961 Buick Riviera. Burgundy Poly, Teal Mist Poly

Est. Price £90

MATRIX MODELS
 1961 Buick Riviera. Burgundy Poly, Teal Mist Poly

Est. Price £90

MATRIX MODELS
 1962 Buick Electra. Laguna Blue, Dublin Green

Est. Price £90

MATRIX MODELS
 1962 Buick Electra. Laguna Blue, Dublin Green

Est. Price £90

MATRIX MODELS
 Chevrolet Impala SS



Est. Price £90

MATRIX MODELS
 Chevrolet Impala SS

COMING IN EARLY 2022. ESVAL MODELS 1947 HRG 1500. £90 TBC. RESERVE NOW, PAY LATER.

£89

KESS MODELS
 1926 Rolls Royce Silver Ghost Tilbury Sedan

£89

COMING SOON
 1949 Triumph Roadster. Also available in white (open)

£89

COMING SOON
 1949 Triumph Roadster. Also available in white (open)

£89

KESS MODELS
 1949 Triumph Roadster. Also available in white (open)

£95

MATRIX MODELS
 Rover P5B

Worldwide Mail Order Service. UK orders post free. Overseas at cost. All enquiries, please 'phone or email.
Most major and credit cards, and Paypal accepted. Cheques (Payable to M. Coupe) and POs UK only.

PriceGuide

61
AUCTION
PRICES
LISTED



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

We're the cheapest - **JUST £20!** Ramsay's British Diecast Catalogue 17th Edition
Order your copy by calling **01778 392006**, or go to www.ccofgb.uk/ramseys17



▲ **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. **£1300, Vectis, September.**



▲ **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. **£420, Vectis, September.**



▲ **Matchbox Models of Yesteryear Y7 1918 4 Ton Leyland Van "W & R Jacob & Co Ltd"** dark brown body and chassis, cream roof, silver radiator shell, grenadised solid wheels, crimped axles, bare metal underside of roof, with rare 2-line decal to near-side of van (By Royal Appointment cut from decals), off-side has full type B decal. Excellent in good type A box. **£380, Vectis, September.**



▲ **Matchbox Models of Yesteryear Y13 1862 American "General" Class Locomotive "Santa Fe"** light green body, dark red chassis, dark red baseplate rivet, gold condenser tops, silver headlamp lens, piston slot type A, light green boiler walkway edge, light green bell and valve. Near mint in good type D1 box. **£280, Vectis, September.**



▲ **Matchbox Models of Yesteryear Y1 1929 Alchin Traction Engine** mid-green body and chassis, red spoked wheels, gold boiler door, with smooth unpainted rear wheels, riveted axles. Near mint in good type D1 box. **£460, Vectis, September.**



▲ **Matchbox Regular Wheels 53c Ford Zodiac pre-production colour trial** apple green body (same colour as Yesteryear Y3 Benz Limousine), clear windows, ivory interior, blue plastic engine, bare metal base. Excellent plus in excellent plus "New Model" type E4 box illustrating lighter blue model with green tint. **£7000, Vectis, September.**



▲ **Matchbox Regular Wheels 53c Ford Zodiac pre-production colour trial** very rare transitional model with metallic green body, clear windows, ivory interior, chrome engine, bare metal base. Near mint in excellent plus type F2 box. **£3400, Vectis, September.**



▲ **Matchbox Superfast No 54 Ford Capri** lemon yellow body without flared wheel arches, matt black bonnet, mulberry purple engine, clear windows, ivory interior, bare metal base, 5-spoke wide wheels. Excellent plus in excellent "New" type H box. **£5800, Vectis, September.**



▲ **Matchbox Regular Wheels 55a DUKW Amphibian** military green body, gloss black base, 18-tread black plastic wheels with rounded axles. Near mint in excellent plus rare late issue type D1 box printed by Pembroke Abbey with matching model artwork. **£4000, Vectis, September.**



▲ **Matchbox Superfast No 56 BMC Pininfarina pre-production colour trial** metallic silver body, clear windows, ivory interior, bare metal base without "Superfast" branding, solid chrome disc narrow wheels. Excellent to excellent plus, unboxed. **£2600, Vectis, September.**



▲ **Matchbox Regular Wheels unreleased 59d Mercury Park Lane Fire Chief Car pre-production colour trial** ed body with bonnet & door labels, blue roof-light, clear windows, ivory interior, bare metal "1968 Mercury" base, chrome hubs with black plastic tyres. **£5400, Vectis, September.**



▲ **Matchbox Superfast No 62 Mercury Cougar factory colour trial** red body, clear windows, red interior, bare metal base, large diameter hollow 5-spoke narrow wheels without tread pattern cast. Near mint in excellent plus "New" type F2 transitional box. **£6400, Vectis, September.**



Toy Collectors Price Guide 2022

Pre-order your copy by calling

01778 392480, or go

online to ccofgb.uk/dcc-tcp2022



▲ **Matchbox Superfast No 62 Renault 17TL pre-production colour trial** lemon yellow body without raised hood bulge, turquoise green windows, ivory interior, matt black base missing the cast raised detail above and below the base text, 5-spoke wide wheels. Excellent in mint "New" type I box. **£2200, Vectis, September.**



▲ **Matchbox Regular Wheels 64b MG 1100 factory colour trial model** metallic blue body, clear windows, ivory interior, bare metal base, 11 x 45-tread black plastic wheels. Near mint to mint in excellent type E4 box, signed by the artist, Ron Jobson. **£7000, Vectis, September.**



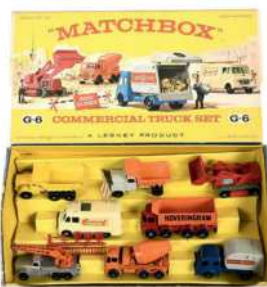
▲ **Matchbox Regular Wheels 66a Citroën DS19** yellow body with rear silver trim, gloss black base, 20-tread silver plastic wheels. Excellent in good plus rare type D1 box printed by Pembroke Abbey with matching model artwork. **£4000, Vectis, September.**



▲ **Matchbox Regular Wheels G-1 Commercial vehicle gift set** 5c London Routemaster Bus "BP Visco-Static", 10c Foden Sugar Container Truck, 12b Land Rover, 13c Ford Thames Trader Wreck Truck, 14c Bedford Lomas Ambulance, 21c Commer Milk Float, 46b Guy Pickfords Removal Van, 74a Mobile Refreshments Canteen. Excellent plus in good type D1 box with inner card packing stand. **£1000, Vectis, September.**



▲ **Matchbox Regular Wheels G-5 Military vehicles gift set** 54a Saracen Personnel Carrier, 62a AEC Military General Service Lorry, 63a Ford Military Ambulance, 64a Scammell Military Recovery Tractor, 67a Saladin Armoured Car, 68a Austin Military Radio Truck, Major Pack M3 Thornycroft Mighty Antar Articulated Tank Transporter with Centurion Tank load. Excellent plus to mint in good to good plus type D1 box. **£340, Vectis, September.**



▲ **Matchbox Regular Wheels G-6 Commercial Truck gift set** 6c Euclid Dump Truck, 15c Dennis Refuse Truck, 16c Scammell Snowplough, 17d Foden Hoveringham Tipper Truck, 26b Foden Cement Mixer, 30b Magirus Deutz Crane Truck, 58b Drott Excavator, 62b Commer TV Service Van. Excellent in good plus type E1 box. **£400, Vectis, September.**



▲ **Matchbox Regular Wheels G-4 Race Track gift set** 13d Dodge BP Wreck Truck, 2x 19d Lotus F1 Racing Car, 29c American La France Fire Pumper Truck "Denver", 2x 41c Ford GT40, 2x 52b BRM F1 Formula 1 Racing Car, 54b Cadillac Ambulance, King Size K-5 Racing Car Transporter. Excellent to mint in excellent plus type E window box. **£1100, Vectis, September.**



▲ **Matchbox Superfast G-3 Racing Specials gift set** No 5 Lotus Europa, No 20 Lamborghini Marzal, No 45 Ford Group 6, No 52 Dodge Charger, No 56 BMC Pininfarina, No 68 Porsche 910. Mint in near mint to mint factory shrink wrapped type G box. **£360, Vectis, September.**



▲ **Matchbox Superfast G-4 Commercial Truck set** No 11 Scaffolding Truck, No 16 Case Tractor, No 21 Foden Concrete Truck, No 47 DAF Tipper Container Truck, No 49 Unimog, No 51 8 Wheel Tipper and No 63 Dodge Crane Truck. 8Excellent plus to mint apart in good to good plus faded type G box. **£180, Vectis, September.**



▲ **Matchbox Superfast G-6 Drag Race gift set** No 4 Gruesome Twosome, No 13 Baja Buggy, No 30 Beach Buggy, No 31 Volks-Dragon VW Beetle Dragster, No 36 Hot Rod Draguar, No 61 Blue Shark. Mint in mint factory shrink-wrapped type I box. **£2100, Vectis, September.**



▲ **Matchbox Regular Wheels Major Pack M1 BP Autotanker** turquoise green windows, gloss black base, 45-tread black plastic wheels. Near mint in excellent plus type E1 box. **£100, Vectis, September.**



▲ **Matchbox Regular Wheels Major Pack M2 Bedford TK Articulated Truck & Trailer** "Davies Tyres" orange tractor unit with silver trim, turquoise green windows, gloss black base, metallic silver trailer with orange chassis & opening rear doors, 45-tread black plastic wheels. Near mint to mint in good type D1 box. **£150, Vectis, September.**



▲ **Matchbox Regular Wheels Major Pack M3 Thornycroft Mighty Antar Articulated Tank Transporter with Centurion Tank** tractor unit has semi-gloss paint finish, silver trim to headlamps & front bumper, trailer matt, 24-tread black plastic wheels with crimped axles, tank is gloss military green, satin black base, metal roller with original & pliable grey rubber tracks. Excellent to near mint in good plus type D1 box. **£320, Vectis, September.**



▲ **Matchbox Regular Wheels Major Pack M4 Ruston Bucyrus 22-RB Excavator** cab has yellow side decals & "Taylor Woodrow" rear decal, gloss black chassis, metal rollers with green rubber tracks. Excellent in excellent plus type D1 box. **£500, Vectis, September.**



▲ **Matchbox Major Pack M6 Racing Car Transporter** green, with red hubs. Mint in Excellent plus type E2 box. **£100, Vectis, September.**



▲ **Matchbox Super Kings K6 Honda Motorcycle Transporter** metallic dark blue body with exposed engine, "Team Honda" side labels, light amber windows & rear canopy, lemon yellow interior & rear ramp, silver painted base, Maltese Cross wheels, red Superfast No 18 Honda CB750 Motorcycle with black front forks & seat, chrome engine, wire wheels. Near mint in good plus type J box. **£130, Vectis, September.**



▲ **Matchbox King Size K8 Caterpillar Traxcavator** yellow body & bucket, without rear label, early blue driver, darker yellow base, yellow plastic rollers with original & pliable green rubber tracks. - Near mint to mint in excellent type F window box. **£520, Vectis, September.**



▲ **Budgie Gift Set No 4** with Daimler Ambulance, Wolseley Police Car, Budgie Service blue and yellow breakdown truck and Double Decker Esso Golden bus. Near mint in excellent box. **£110, Warwick & Warwick, September.**



▲ **Corgi Toys GS5 Agricultural Gift Set** with Massey Ferguson 165 Tractor, Tandem Disc Harrow, Tipping Trailer, Land Rover, Dodge Truck, milk churns, hay bales, farmhand, dog, 4x calves, 5x pigs and piglets, instruction sheets, folded catalogue and Collector's Club leaflets. Excellent in excellent polystyrene inner tray and good plus outer box with retailer card. **£675, Warwick & Warwick, September.**



▲ **Corgi Toys GS14 Daktari Gift Set** with Bedford TK Giraffe Transporter including 2x giraffe, Land Rover in green with black stripes, blue Dodge Kew Fargo Truck including 2x elephant and Dr Tracy, Paula, Judy, Clarence and Tiger figures. Excellent in excellent polystyrene tray and retailer header card in good plus outer box. **£410, Warwick & Warwick, September.**



▲ **Corgi Toys No 497 Man from U.N.C.L.E. Thrush-Buster** Cream with blue plastic spot lamps, blue windows, cream interior, Napoleon and Illya figures, cast hubs, original Waverly ring. Near mint on excellent inner pictorial plinth with packing piece, in good plus outer box. **£290, Warwick & Warwick, September.**



▲ **Corgi Toys No 321 BMC Mini Cooper S Rallye** Monte Carlo red body and interior, race number 52, white roof, spun hubs and folded Collector's Club leaflet. Near mint in excellent blue and yellow box. **£330, Warwick & Warwick, September.**



▲ **Corgi Toys GS48 Car Transporter Gift Set** with No 1148 Ford Tilt Articulated Car Transporter, metallic maroon No 252 Rover 2000, metallic bronze No 251 Hillman Imp, metallic blue No 440 Ford Cortina Estate, No 249 Mini Cooper De Luxe (wickerwork), blue No 226 Morris Mini Minor and No 321 Mini Cooper (autograph decals) 1966 Monte Carlo Rally. excellent in excellent outer box with good plus polystyrene inner tray. **£650, Warwick & Warwick, September.**



▲ **Corgi Toys No 104 Dolphin 20 Cruiser** blue with white hull, Captain figure, red trailer with flat spun hubs. Excellent in good plus outer box. **£65, Warwick & Warwick, September.**



▲ **Corgi Toys No 227 Morris Mini Cooper Competition Model** primrose yellow body, white bonnet and roof, red interior, silver trim, spun hubs, race number 1 to doors, Union and chequered flag decals to bonnet and folded Collector's Club leaflet. Near mint in excellent box. **£180, Warwick & Warwick, September.**



▲ **Corgi Toys No 258 The Saint's Volvo P1800** white, silver trim, chrome spun hubs, red interior with figure and black Saint on cream bonnet decal. Excellent in excellent box. **£110, Warwick & Warwick, September.**



▲ **Corgi Toys No 266 Chitty Chitty Bang Bang** all four seated figures present with inner plastic cloud display tray and printed skyscape card. Excellent in good plus blue/yellow window box. **£85, Warwick & Warwick, September.**



▲ **Corgi Toys No 267 Batman Batmobile** red bat hubs, blue tinted windows, grey plastic aerial, Batman and Robin seated figures and sealed instruction pack. Excellent on excellent inner pictorial plinth in good plus outer box. **£210, Warwick & Warwick, September.**



▲ **Corgi Toys No 277 The Monkees' Monkeemobile** red with white roof, dark yellow interior, 4x seated The Monkees' band figures, bare metal cast hubs. Excellent in excellent box. **£80, Warwick & Warwick, September.**



▲ **Corgi Toys No 292 Starsky and Hutch Ford Torino** red with white flash, with Starsky, Hutch and suspect figures. Excellent in good plus box with header intact. **£80, Warwick & Warwick, September.**



▲ **Corgi Toys No 302 Hillman Hunter Rally** with decals applied, Kangaroo figure and instructions. Excellent in good plus box, inner stand excellent. **£130, Warwick & Warwick, September.**



▲ **Corgi Toys No 336 James Bond Toyota 2000GT** You Only Live Twice with Aki and James Bond figures and unopened envelope. Excellent on excellent inner pictorial plinth in excellent outer box. **£150, Warwick & Warwick, September.**



▲ **Corgi Major No 1107 Euclid TC12 Tractor** with lever operated dozer blade lime green including metal rollers with black rubber tracks, silver blade, grey plastic, driver figure and metal tow hook. Excellent in excellent box with inner packing piece and good plus lid. **£140, Warwick & Warwick, September.**



▲ **Corgi Major No 1111 Massey Ferguson 780 Combine Harvester** red, yellow, metal tyres, green replacement elastic band to pulleys. Excellent in good plus lift off lid box with inner card tray. **£90, Warwick & Warwick, September.**



▲ **Corgi Major No 1142 Ford Holmes Wrecker** white, red, bright gold booms, cast hubs and 2x mechanic figures. Excellent in excellent striped window box. **£85, Warwick & Warwick, September.**



▲ **Corgi Toys GS10 Marlin-Rambler Sports Fastback Gift Set** blue, white, off-white interior, Ottersport kayak on roof rack, second kayak and figure, ctampin Trailer with red plastic connecting clip, kayak with figure and folded Corgi Club leaflet. Near mint with excellent inner plinth and packing piece in good plus outer box **£190, Warwick & Warwick, September.**



▲ **Corgi Toys GS17 Land Rover and Ferrari Gift Set** with red Land Rover 109WB with cream plastic canopy, spun hubs, yellow trailer and red Ferrari Formula One racing car with spun hubs, race number 36. Excellent on excellent inner pictorial plinth in good plus outer box. **£190, Warwick & Warwick, September.**



▲ **Corgi Toys GS38 Monte Carlo Rally 3-car Gift Set** with red BMC Mini Cooper S with race number 52, metallic red Rover 2000 with white roof and light blue Citroën DS19 with white roof and race number 75. Excellent on excellent inner pictorial plinth in good plus outer box. **£420, Warwick & Warwick, September.**



▲ **Corgi Toys GS46 All Winners Gift Set** with dark metallic blue Oldsmobile Toronado, chrome-plated Jaguar E-type with driver and race number 2, red Ferrari Berlinetta 250 Le Mans with race number 4, yellow Chevrolet Stingray Stock Car with race number 13 and red MGB GT, unapplied race number 3 decal sheet, yellow and red cones in sealed bag, 2x hay bales and Collector's Club leaflet. Excellent in good plus outer window box and polystyrene inner tray. **£320, Warwick & Warwick, September.**



▲ **Dinky Supertoys Gift Set 990 Pullmore Car Transporter** with **Four Cars** Dinky. Transporter Gift Set No. 990, generally excellent in good plus Supertoys box, skilfully repainted to a very high standard, with Bedford Pullmore Car Transporter mid-blue cab, ridged hubs, light blue Dinky Toys Delivery Service Trailer, Loading Ramp in carded sleeve No. 994, Austin Somerset yellow and red (touch-up marks to roof) No. 161, Rover 75 mid-blue and cream No. 156, Hillman Minx light green and cream, No. 154 and Ford Zephyr cream and dark green No. 162. **£300, Warwick & Warwick, September.**



▲ **Dinky Toys No 294 Police Vehicles Gift Set** Dinky. Police Vehicles Gift Set No. 294, generally excellent on good plus plinth (small tear at top of header) in good plus outer box, with Ford Transit Police Accident Unit, Range Rover Police, Morris Mini Cooper Police (Speedwheels), warning signs (2) and cones (4). Would benefit from light cleaning. **£140, Warwick & Warwick, September.**



▲ **Dinky Toys No 200 (35B) Racing Car 6-piece Trade Box** silver, red grille, tan driver figure, black wheels. Excellent in good plus box. **£120, Warwick & Warwick, September.**



▲ **Dinky Toys No 923 Big Bedford Heinz 57 Varieties Van** red cab and chassis, yellow back and Supertoy hubs with grey treaded tyres. Excellent in good plus blue and white striped box. **£80, Warwick & Warwick, September.**



▲ **Dinky Toys No 974 AEC Hoyner Car Transporter** Silcock & Colling Ltd metallic blue and yellow cab, orange and yellow trailer, unsealed bag with unattached red plastic clips and instruction leaflet. Excellent in good plus box with inner packing piece. **£95, Warwick & Warwick, September.**



▲ **Corgi Toys No 261 James Bond Aston Martin D.B.5** gold-plated body, with working ejector seat, rear bullet screen, retractable machine guns, with James Bond and loose bandit figures. Excellent, unboxed. **£2800, C&T, September.**



▲ **Dinky Toys No 417 Leyland Comet Lorry** yellow cab and chassis, pale green stake back, mid-green ridged wheel hubs. Near mint in very good yellow illustrated lidded box. **£640, C&T, September.**



▲ **Dinky Toys No 425 Bedford TK Coal Lorry "Hall & Co"** red body, blue interior, scarce blue plastic wheel hubs with six coal sacks, scales in original plastic bag. Near mint in very good original illustrated lidded box. **£320, C&T, September.**



▲ **Dinky Toys No 435 Bedford TK Tipper** red cab, black roof, red interior/plastic wheel hubs, silver chassis/tipper and red sides. Near mint in excellent original yellow and red illustrated card box. **£560, C&T, September.**



▲ **Tri-ang Spot-on No 195 Volkswagen Rally Car** green body, white interior, with driver, roof light, racing number 20, bonnet crossed flags. Near mint in good illustrated card box. **£820, C&T, September.**



Exquisite Line of Scale Models

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

1947 HRG 1500 sport roadster



1980 Chevrolet Corvette America sedan



1980 Chevrolet Corvette America sedan



1936-38 Humber Super Snipe saloon



1947 HRG 1500 sport roadster



1971 Trident Venturer Coupe



1932 Austro-Daimler ADR8 Alpine sedan



1936-38 Humber Super Snipe saloon



1947 HRG 1500 sport roadster



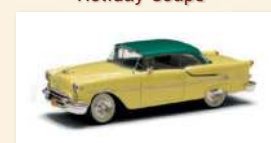
1946 Invicta Black Prince saloon by Charlesworth



1934 Hispano Suiza J12 Cabriolet by Vanvooren



1955 Oldsmobile Super 88 Holiday Coupe



1947 HRG 1500 sport roadster



1948 Invicta Black Prince saloon by Charlesworth



1933 Ford Model 40 roadster



1977 Lincoln Continental Mark V Coloma pickup



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

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

WANTED NOW!

All Diecast, Tinplate, Toys and Trains Top prices paid for;

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

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

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

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

Check out andrewclarkmodels.com

Also listing on ebay every week
Username: andrewclarkmodels2



EVENTS

TOYFAIR TIMES

FAIRS

7 NOVEMBER

- Buxton, BP Fairs, 01604 846688 or 07966527177
- Rayleigh, SRP Toy Fairs, 07739 998012
- Exeter, Bulldog Fairs, 01373 452857

13 NOVEMBER

- Sandown Park, BP Fairs, 01604 846688 or 07966527177

14 NOVEMBER

- Orpington, SRP Toy Fairs, 07739 998012

- Spalding, J&J Fairs, 01522 880383

- Potters Bar, Joe Lock, 07866 641215 or 01279 301407

- Malvern, Bulldog Fairs, 01373 452857

16 NOVEMBER

- Barnsley, Newcomen Fairs, 01226 744425

21 NOVEMBER

- Worthing, SRP Toy Fairs, 07739 998012

27 NOVEMBER

- Hawkinge, SRP Toy Fairs, 07739 998012

28 NOVEMBER

- Midhurst, SRP Toy Fairs, 07739 998012
- Newton Abbot, Ray Heard, 01823 480097

4 DECEMBER

- London, London Toy Soldier Show, 07540153368 or 01582 668411

5 DECEMBER

- Polegate, Eastbourne Historic Vehicle Club, www.evhc.biz
- Lincolnshire, J&J Fairs, 01522 880383
- Kempton, RM Toys, 023 9238 1529 or 07957 823507

12 DECEMBER

- Stafford, BP Fairs, 01604 846688 or 07966527177
- Orpington, SRP Toy Fairs, 07739 998012

AUCTIONS

2 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

9 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

13 NOVEMBER

- Stafford, Hansons Auctioneers, 01889 882397

17 NOVEMBER

- Warwick, Warwick & Warwick, 01926 499031
- Stockton-on-Tees, Vectis, 01642 750616

- Woking, Ewbanks Auctioneers, 01483 223101

18 NOVEMBER

- Heathfield, Watsons Auctioneers, 01435 862132

- Chippenham, Wessex Auction Rooms, 01249 720888

19 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

- Chippenham, Wessex Auction Rooms, 01249 720888

20 NOVEMBER

- Kings Langley, Excalibur Auctions, 02036 330913

- Newark, Northgate Auction Rooms, 01636 605905

22 NOVEMBER

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

- Newbury, Special Auction Services, 01635 580595

23 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

- Newbury, Special Auction Services, 01635 580595

24 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

- Newbury, Special Auction Services, 01635 580595

30 NOVEMBER

- Stockton-on-Tees, Vectis, 01642 750616

14 DECEMBER

- Newbury, Special Auction Services, 01635 580595



COMING SOON... FULLY UPDATED FOR 2022!

The latest *Toy Collectors Price Guide* follows the success of the sell-out 2021 annual. With over 1000 listings, all accompanied with detailed descriptions and colour photography, this is the ultimate way to estimate how much your vintage toy collection is worth.

**JUST
£6.99**
+P&P

Available in newsagents end of November, the best way to guarantee your copy is by ordering direct!
Order yours today by calling 01778 392480 or go to ccofgb.uk/dcc-tcp2022

POTTERS BAR

**Sunday
14th November
10am - 2pm**

Elm Court, Mutton Lane, Potters Bar,
Hertfordshire, EN6 3BP

For more details please call:
01279 301407 or 07866 641215

To advertise here in the
next issue please call
Kristina on 01778 392096



EASTBOURNE HISTORIC VEHICLE CLUB

Toy & Transport Collectors Fair

POLEGATE COMMUNITY CENTRE, POLEGATE, BN26 6QF

SUNDAY 5TH DECEMBER 2021

Old Toys, Trains, Tinplate, Dinky, Corgi, Lead Toys, & more

Admission: Adult £1.50 - Children Free OPEN 10am-2pm

www.ehvc.biz

presenting the 42nd Elsecar

Tuesday 16th November

Elsecar Heritage Centre, S. Yorks

Space for 150+ stalls @ £15 6ft, £28 12ft

Toy & Train Fair

Brown 'Elsecar Heritage' signs off Jct. 36 M1

Admission: Adults £1.50 7pm - 9pm

Early Bird Entry £2 @ 5pm

Tinplate • Collectable Toys • Dolls • Model Railways • Diecast Models

Newcomen Fairs Ltd, Elsecar Heritage Centre, Nr Barnsley, S. Yorks., S74 8HJ

t: 01226 744425

www.newcomenfairs.co.uk

e: sales@newcomenfairs.co.uk



Go to **www.ccofgb.co.uk**

For all the latest collecting news, reviews,
in-depth articles and event dates!

Sign up today to receive your **FREE** newsletter!

RAY HEARD TRAIN & TOY FAIRS

**NEWTON ABBOT
SUNDAY 28TH NOVEMBER**

Newton Abbot Racecourse, Devon, TQ12 3AF
(follow the brown racecourse direction signs)

- Admission: £3 ■ Times: 10am to 3.30pm
- Free car parking ■ Refreshments available
- 160 tables ■ 60+ traders

For more information please contact
Ray Heard on **01823 480097**



2 Goodramgate

York - YO1 7LQ

01904 659423

info@monkbarmodelshop.co.uk

Diecast Aviation, Cars & Buses
Model Railways - Plastic Kits - Scalextric - Jigsaws



Open Monday - Saturday 9am - 5pm
Only 2 minutes from York Minster

Stockists of Corgi Aviation, Collectables, Vanguards, OOC,
Plus Oxford Diecast, Base Toys, EFE, W Britain, Hobby Master, Siku & Britains

www.monkbarmodelshop.co.uk

R. M. Toys Ltd
Are Proud To Announce

London's No 1 Sunday Toy Collectors Fair

KEMPTON PARK TOY FAIR

At: Kempton Park Racecourse, Staines Road East
Sunbury on Thames, Middlesex TW16 5AQ. M3 Jct 1 onto A308

ON

SUNDAY 5th December
10.30am - 3.00pm

Adults - £4.00 OAPs - £3.50 Children - £1.00

Early Entry Buyers - £10.00 (8.30am onwards)

Approx 200 tables of toy and model dealers, buying,
selling and part exchanging a wide variety of collectables
including Model Railways, Model Cars and Buses,
Scalextric, Dolls and Teddy Bears, White Metal, Aircraft,
Display Cabinets, Memorabilia and much much more

For information and booking details please contact
Russell Martin on **023 9238 1529** or **07957 823507**

Future dates: 13th Feb, 15th May, 2nd Oct, 4th Dec



British Heritage Models



BHM MAJESTY MC13/A 1970/67 CORSAIR 2000E/GT.
GOLD, AUBERGINE/GREEN, £89.99 EACH

Superb Quality, 1/43rd Scale, Hand Built Models



BHM MC05A 1964 SUPER MINX OPEN
CONVERTIBLE, BLUE, £79.99 GORGEOUS.



BHM MC09/A 1970 CORTINA 1600E JADE
METALLIC, WITH/WITHOUT VINYL ROOF.
£89.99 EACH



ESVAL 1938 SUPER SNIPE 6-LIGHT SALOON,
BLACK WITH RED INTERIOR, LTD: 250, £79.99



ESVAL 1971 TRIDENT VENTURER
COUPE, YELLOW, LTD: 250, £79.99



GOLDVARG 1948 CHEVROLET FLEETMASTER
WOODY, GREEN, LTD: 325, BHM PRICE! £69.99



GOLDVARG 1961 OLDSMOBILE BUBBLETOP, TWO-
TONE: BLUE OR RED, BHM PRICE £69.99 EACH!!

British Heritage Models

2 Allyn Road, Mickle Trafford, Chester, CH2 4DY
Tel: +44 (0)1244 320761 Email: bhm-uk@talktalk.net

All Major Credit Cards, Postal Orders & Cheques in UK E Sterling
Please contact for full details on any item

U.K. & Worldwide Shipping at Cost



www.britishheritagemodels.co.uk

French cars of the '50s by JEP

PART TWO

Andrew Ralston concludes his examination of these French fancies.



1



2



3

By the 1950s the tinplate toys made by the long-established firm JEP (le Jouet de Paris) were starting to look old-fashioned. So JEP introduced some large-scale plastic battery-powered plastic cars, and also attempted to enter the competitive 1/43 scale market with a group of five cars combining plastic and diecast construction.

It has since become common for almost all 'diecasts' to combine these two materials, the usual format being a cast metal bodyshell fitted with plastic components such as base, interior and perhaps body sections too. But JEP did things the other way round. Instead of a zamac body on a plastic chassis, they fitted a plastic body to a casting combining chassis, bumpers and interior fittings. This gave the cars a solid feel and made them run along the floor in a satisfying manner. In fact, placing the JEP Citroën DS on the kitchen scales reveals that it is in fact heavier than the equivalent French Dinky, weighing 126g as opposed to 109g.

The JEP models had other plus points too. On most of them, the chassis casting includes underside details, unlike the plain tinplate pressings used by Dinky and others at the time. As the bodyshell was simply pushed onto pegs cast on the upper side of the chassis, it could be lifted off to reveal the interior and the ability to take the car apart in this manner no doubt appealed to children. In addition, the windows were glazed and, although Corgi had of course been doing something similar since 1956, it was unusual in this era for models to combine glazing, diecast chassis detail and interior fittings. The bodies are crisply moulded in a hard plastic material.

1 Box of Citroën DS depicts a harbour scene.

2 Renault Dauphine - the only one of the series to come in a conventional style of box.

3 Panhard Dyna with castle backdrop.



▲ Peugeot box transforms into a Peugeot dealership.



▲ Plastic body clips onto the diecast base and can easily be lifted off to reveal the interior detail. The car is the Simca Versailles.

Made to a stated scale of 1/43, the range comprised one car from each of the five major French manufacturers of the era - Citroën DS 19, Renault Dauphine, Simca Versailles, Peugeot 403 and Panhard Dyna. Although the Simca and Citroën came with the roof in a contrasting colour, the palette used was rather limited and, apart from a creamy-yellow shade, many of the tints were rather sombre with a preference for grey, green-grey and dark blue.

On the other hand, the style of packaging was colourful and imaginative. Although the Dauphine came in a conventional yellow carton, the other four had more elaborate boxes on which the top lid opened, making a picture on the reverse side of a scene or building. For the Peugeot it was a garage diorama, the Citroën had a pleasant harbour scene with boats, the Panhard box depicts a chateau, and the Simca an ornate building, perhaps inspired by the architecture of the palace of Versailles, after which the real car was named.

The idea was sound and the presentation attractive, but several other versions of all five cars already existed from other manufacturers. The market already offered plenty of choice and, in spite of having some original selling points, it proved difficult for the JEPs to make an impact in this crowded sector of the toy market and the range never expanded beyond five items.

Today, these five cars are quite hard to find with their original boxes and might be expected to sell for £80 to £100, with the cult status of the Citroën probably making it the most expensive of the group. **DC**

Keeping models organised

Philip Gibbins-Klein offers a potential solution to cataloguing an expanding collection.

A debate has been developing recently in the *Dear Editor* section, supported by comments and suggestions from the editor, regarding the cataloguing of collections and how to go about this.

I have worked for the last 10 plus years in a job focused on data and management information systems in schools, so I have some experience to bring to this topic, and hopefully a solution that many of you will find useful.

To catalogue a collection really only needs a list consisting of useful pieces of data in which to categorise an object in the way you will find helpful in the future. MS Excel has been suggested by various readers as a possible solution, and that is true for building a basic catalogue, as columns and rows can be added as needed and basic search functions carried out. Other more sophisticated software packages have also been suggested, but many of these need extensive experience of using and developing and are often not cheap to buy or licence.

A far better solution, in my opinion, is to use dedicated database software whenever you are creating lists which need to be expanded, searched, ordered, and generally played about with, especially if you are not an IT expert! The other advantage of a database is that it is not just for words or numbers, but can incorporate photos, hyperlinks, cross references etc. Even better is a solution that is already built and developed for the end user by someone who really knows what you, as a collector, really needs.

I came across the very solution to all our needs some time ago in the shape of Recollector (www.collectingcatalog.com), by Jeremy Pool. Jeremy is a software developer and enthusiastic map collector, who needed to catalogue his extensive collection in order to keep track and value it. Over many years he developed Recollector into a fantastic, dedicated database that gets new features added every year free of charge once you have paid the one-off licence fee of US\$49. In my opinion, this is a small price to pay for such a brilliant yet easy-to-use solution to cataloguing almost anything.

Model Range: Motoring Memories - Pickfords Removals & Storage

Theme: Pickfords

Scale: 1/43

Description:

Boxed?:

Box Condition:

Date Acquired:

Value:

(Images):

Part of Box Set?:

1

Diecast Trucks - Edit Record (ID #: 1)

ID #: 1

Model Name/Type: Leyland Rigid Tilt Lorry

Model #: 61207

Model Range: Motoring Memories - Pickfords Removals & Storage

Theme: Commercials

Scale: Corgi Classics

Description: Days Gone

Boxed?: Days Gone Premier Collection

Box Condition: Hauliers of Renown

Date Acquired: Heavy Haulage

Value: Matchbox 1 - 75

(Images): Models of Yesteryear

Part of Box Set?: Motoring Memories - Pickfords Removals & Storage

2

- 1 Scale dropdown example.
- 2 Model range dropdown example.

It works on both PC and Mac platforms, with a dedicated App option for iPhones, tablets and Android smart phones that allows you to take your collection with you to toy fairs and auctions. The basic software can be set up completely from scratch to meet your own needs, or you can download and use a template already built.

Once you have established a template, or built in your own field selections, data categories and 'picklists', it is an extremely easy process to start entering the individual model details into the new records. The picklists are a real time saver, as is the option to add and copy a record if the next model is almost identical to the last, only needing minor editing. This is the big plus point of a well built and structured database in speeding up all aspects of the cataloguing process.

You can create and search on subsets of your collection based on a collecting theme, or just search for a manufacturer or model type. You can re-order the entire collection based on year produced, or colour, or scale, or condition or, well, you get the idea. You can also total columns, for example price paid (if you dare!) or potential value for insurance purposes.

The screen shots included here are just a small snapshot of my database, but I think they will give you an idea of the potential of Recollector. Once you have bought the licence, you can use it to build multiple collections, for example, you could catalogue all your related books or photos, or even a completely different collection. **DC**

WANTED!

Andrew of Miniature Autoworld is looking for **all makes and scales of:**

- Modern & Vintage Diecast Models
 - White Metal & Resin Models
- White Metal, Resin & Plastic Kits
- Modern & Vintage Toy Soldiers

Large Collections - Small Collections - Surplus Stock

Selling couldn't be easier!

We will travel anywhere in the UK & Ireland!

We can make payment by your preferred method!

Simply phone Andrew direct, anytime:
01271 864061 or 07515 743152

Visit the website:

WWW.MINIATURE-AUTOWORLD.CO.UK

Email us:

miniature-autoworld@outlook.com

Or post details to:

**Andrew Sutton, Miniature Autoworld,
Green Ridge, West Down, Ilfracombe,
Devon, EX34 8NF**

**CHELTENHAM
MODEL CENTRE**

www.cheltenhammodelcentre.com

The Beatles London Buses and Taxis



CC82340 - The Beatles London Bus Revolver.....£18.00



CC82342 - The Beatles London Bus Please Me.....£18.00



CC82343 - The Beatles London Bus Magical Mystery Tour.....£18.00



CC82344 - The Beatles London Bus Beatles For Sale.....£18.00



CC85930 - The Beatles London Taxi 'Hello, Goodbye'.....£17.10



CC85931 - The Beatles London Taxi 'Ob-La-Di, Ob-La-Da'.....£17.10



CC85932 - The Beatles London Taxi 'Lady Madonna'.....£17.10



CC85934 - The Beatles London Taxi 'I Want To Hold Your Hand'.....£17.10



CC85935 - The Beatles London Taxi 'Can't Buy Me Love'.....£17.10



CC85936 - The Beatles London Taxi 'Yellow Submarine/Eleanor Rigby'.....£17.10

James Bond Cars



CC03803 - James Bond Aston Martin DBS 'Casino Royale'.....£17.99



CC04805 - James Bond Aston Martin V8 Vantage 'No Time To Die'.....£32.99



OM46633A - Wrightbus New Routemaster Only Fools and Horses Stage Show Route A Route 73 Victoria.....£38.69

OM46633B - Wrightbus New Routemaster Only Fools and Horses Stage Show Route B Route 73 Stoke Newington.....£38.69



OM46629 - Wrightbus New Routemaster London United Route 10 Hammersmith Coca Cola.....£38.69

Cheltenham Model Centre

39 High Street

Cheltenham

GL50 1DX

Email: info@cheltenhammodelcentre.com

Telephone: 01242 523117

P&P £2.75 for one Diecast item, £4 for two or more. All items in stock at time of going to press.

Prices are subject to change without notice and are only available while stock lasts

McLAREN MODELS

PO Box 21762, Larbert, Stirlingshire, Scotland FK1 9GG

Tel: 07483 260915 Email: BMclcars@aol.com

Scotland's largest diecast source since 1983



HIGHWAY 61 - 18031 - 1:18 - £109
1969 Ford Mustang Boss 429 'John Wick' 2014



AUTOWORLD - AWSS130 - 1:18 - £99
1958 Plymouth Fury 'Christine' Part Restored



CMC - M-225 - 1:18 - £469
1932 Mercedes-Benz SSK Black Prince



MATRIX - 11705083 - 1:43 - £92
1965 Rolls Royce SC111 Mulliner Flying Spur



GOLDVARG - GV-PAA-002 - 1:43 - £89
1958 Ford Ranchero 'Pan Am'



ACME - 1807702 - 1:18 - £99
1972 Chevrolet Blazer K5



AUTOCULT - ATC11014 - 1:43 - £164
1924 Mercedes Benz Racing Transporter

Website Open 24hrs or Phone 07483 260915 : Mon-Sat 10am-4pm
Worldwide Mail Order Available - Postage Extra, Details on our website

www.mclaren-models.com



Russell Martin - Over 30 years experience in the model trade!

WANTED: Diecast, White Metal, Buses, Airplanes, 1/18th Scale, 1/43rd Scale, Formula 1, Modern Rally, Historic Rally
ANYTHING CONSIDERED COLLECTION AVAILABLE



For more information please contact:-

Tel: 023 9226 2446 **Mobile:** 07957 823507

Email: russell@rmtoys.co.uk

Or post list to:-

RM Toys Ltd, 31 Aston Road, Waterlooville, Hampshire, PO7 7XQ

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.



RECREATING THOSE FABULOUS VINTAGE CORGI KITS

I, I'm sure like so many others, have started to collect the models from the Corgi Model Club and they are superb. I look forward to receiving each new model every month. I then started to think it would be nice to be able to display them on some kind of diorama and then remembered the wonderful Corgi Kits from my younger days back in the 1960s. One kit I would like to use for such a display would be the filling station as I think that would be just perfect. Now that Hornby own both Corgi and Airfix, I was thinking that, with their combined skills, they could resurrect the old Corgi Kits and I think they would be very popular with collectors such as me.

Ian Morton, Bradford

ED That is a brilliant idea, Ian! I'll definitely forward this suggestion onto 'the powers that be' at both Corgi and the club itself. I loved these too and, until recently, had a sealed Batley Leofric garage (I couldn't bring myself to open it after all these years, so sold it on). I'm very much enjoying the new Corgi Model Club releases too and they would indeed go very well with these kits. Here's hoping...

OMNIPRESENT OMNISPORT?

REGARDING the Dinky Omnisport van Code 3 conversion (November issue Auction News), in fact, the Dinky Toys Collectors Association (DTCA) produced a Limited Edition Model of 100 over March/April this year, at a very reasonable price of £30 each! (With correct transfers and reproduction box.) It pays to be a member!

Ken Cowdry, email

ED Interesting! I wasn't aware of that, thanks Ken. All this Omnisport activity has also inspired me to make my own (see this issue's Workbench), with the help of the excellent reproduction decals from Steve Flowers Model Supplies (www.model-supplies.co.uk). And whilst I'm suggesting website URLs, the DTCA website, should anyone else wish to become a member, can be found at www.dtcawebsite.com.

REPAINTING GERRY ANDERSON DINKYS AS A CHILD

I totally agree with you on the Dinky UFO Interceptor, being a big fan of the TV series at the time (still am) it used to drive me mad that the model was green and not white. In fact the Interceptor was the subject of my very first and ultimately unsuccessful repaint, armed with just my collection of Humbrol paints! I obviously had no concept of drilling out rivets and masking out windows etc., and spray cans weren't available to me either. It was a ruined mess and I think my mother must have binned it - it's always bugged me and it remains on my list of models to eventually restore one day, though nowadays even really scrappy examples seem to go for silly money on ebay and if I got one, do I restore it to factory original colours, or do it in the correct white with the red stripes? I'd have to do both, probably. There's a guy I always see at Sandown toy fair who always has repainted ones for sale complete with custom boxes, and whenever I see him I always resolve to go home and do my own, but it still remains on my 'to do' list. I did, however, manage to upgrade the UFO SHADO Mobile, which was probably my first successful model repaint, aided by the simple fact that it was screwed together, not riveted, and the hand-painted Humbrol matt grey paint actually worked really well. This model somehow survived my childhood in my scrappers box and I have just recently restored it back to factory colours, complete with new stickers and correct missile, I've just got to get a repro box.

Kevin Brock, Isle of Wight

ED Ah yes, my original Space:1999 Eagle Transporter went the same way with the Humbrol paints. It is missing its pod, but I still have the rest of it - it is the only diecast I have that has survived from my childhood (see photo), although it is in serious need of a makeover. I also bought three Dinky UFO Interceptors a few years back to properly restore to studio colours, but sold them. Big mistake, they are indeed going for silly money, these days. For repro boxes, try DRRB (www.dinkyboxes.com) or I've also used 20th Century Box (www.20thcenturybox.com) - both are excellent. UFO and Space:1999 were my favourite programmes as a youngster (and yes, I have the modern DVDs) and my fascination has even spread to Lego creations, but that's a whole other story (and for a very different magazine!)

THE CORSAIR/CORVAIR AFFAIR

THE article on page 67 of November's issue was very interesting, apart from the regular typing error of Corvair instead of Corsair. The Ford Corsair was one of my favourite cars of the 1960s.

David Shaw, Fleetwood

ED Hi David, many thanks for pointing that repeated mistake out. I should have picked all those up in the text during the subbing and proofreading processes. I guess as the Corvair is a real vehicle from another part of the world, my brain somehow saw that as okay in my haste. I too was a big fan of the Corsair and always got excited when I saw one out on the road - the quirky front-end styling really appealed to me.

FIAT 238 VANS AND REPAINTS

ON the subject of your recent Fiat 238 interest, it seems great minds think alike! Being a fanatical collector of Fiat models, I was instantly attracted to this excellent partwork series and, like you, have got most of the 238 variations to date. I too bought a couple of duplicate ones, but unintentionally as it took me three purchases to get a decent example of the PLASMON variation. I've noticed that a lot of these partwork models I've bought aren't finished very well and the first two PLASMON 238 vans arrived with broken wing mirrors, broken roof boards, and odd wheels, as well having a rubbish paint finish. I didn't send them back as I just thought it was a good excuse to do my own liveries. For me the most obvious version to do was an ABARTH SERVIZIO CORSA van using decals left over from my Code 3 conversion I did with a spare Politoys Fiat 850 ACI Service van a while ago. I'm quite pleased how my ABARTH version has turned out, and also printed off a suitable black and white photo for the back of the plastic case and altered the plinth so it fits in with the others on the shelf. AGIP was my other choice, due to the fact that I've got some spare AGIP transfers in my spares box, but this one is still in progress. I know Rio did both of these liveries, but I'm not inclined to fork out nearly £60 for an example even if I could find one. Both the ABARTH and AGIP will fit into collections within my main collection. I'm very interested to see what livery you decided on. I really hope they bring out the 241 pick up version which would be a logical variation to do using that 238 casting, if they don't I've already made plans to do my own using another spare.

The partwork (Ixo?) 238 is a very good model, but one thing that irritates me about it is that the FIAT badge is on the grille, when it should be on the bodywork below the windscreen. Oh well, maybe I'm too picky. Had you noticed that the later ones have a plastic roof instead of being part of the main casting as with the PLASMON, for example? I expect you are aware of the Progetto K Fiat 238 as well as the Rio one. Both did quite a few variations, I've got a Progetto K LANCIA Service van and a very attractive raised roof ambulance version, but there are many more. Rio do similar

liveries, as well as a 241 pick-up which is quite hard to find unless you're prepared to pay for Italian postage costs, which I'm not. It's

surprising how much the Progetto K, Rio and Ixo partwork models differ, especially in dimensions considering they're all supposed to be 1/43. Personally, I don't think that the partwork 238 is very successful at the front, but the rear is spot on, whereas the Progetto K has a shortened sloping rear end - swings and roundabouts, I suppose. Looking through my cabinets, I've also found the delightful 1/66 scale 238 models made by Mercury in its Speedy range, from the early 70s. I've also just found out about the superb 1/18 LaudoRacing range of 238s, beautiful, but that's a purchase for the future.

During most of the 60s and 70s my father worked for FIAT UK and used to regularly come home in a battered LHD 238 in Fiat Servizio colours, complete with Torino plates. It was always super cool being dropped off at school in that as no one knew what it was. I recall it being very quick and rorty like most Fiats of the time, but very noisy. There was also an amazing amount of room in the back of them as well, though when loaded with spares it would behave 'interestingly' at speed!

Kevin Brock, Isle of Wight



ED Hi Kevin, I had a feeling that, given your fascination with Fiat, you might have a 238 or two as well. Love those Mercury 1/66s! I seem to have 'acquired' quite a few in 1/43 scale and also have one of the little 1/87 scale Brekinas. Plus, any day now, one of those sumptuous 1/18 Laudos will land. Loved reading about your dad's vans too.

COLLECTIONS

URGENTLY REQUIRED

Lego, Lledo, Matchbox, Corgi, Old Dinky, EFE, Brooklin, Conrad, Lion, Hornby, Scalextric, Britains, Solido, NZG, Tekno, boxed, railway etc.

★ LARGE SURPLUS STOCKS A SPECIALITY ★

Tel: 07702 046795

LEEDS MODEL CENTRE

(established in 1981)

YOU NAME IT WE BUY IT!

Can collect from anywhere in the world within 48 hours!

Send us a list or call our hotline now!

BARGAIN WORLD: 95 Market Place, Heckmondwike, WF16 0HB

Email: jonathan@bargainworldleeds.co.uk

Subscribe to CollectorsClubofGB

on YouTube and turn on notifications

www.youtube.com/user/CollectorsClubofGB

Est. 2011.

COLLECTABLES R US LTD

In Store & Online

THE UK'S MODEL EXPERTS

WE ARE AN INDEPENDANT FAMILY RUN BUSINESS, PLEASE SUPPORT YOUR LOCAL INDEPENDANT BUSINESSES

Collectables R Us offers a mixture of new and vintage stock In store and online, with over 1,000 models available from around the world. Discover the largest stockist of movie die-cast models in the South. Also there's a huge array of new and vintage train sets, locomotives, rolling stock and scenery. We also sell R/C products, Humbrol paints and Plastic kits from all your favourite brands.

OUR CHRISTMAS WINDOW DISPLAY WILL BE ON SHOW FROM MID-NOVEMBER!

MODEL TRAIN LAYOUT

- 5 Tracks
- Mountains
- Faller Cars
- 16x8ft Table
- Underground
- Roller Coaster

R/C REPAIRS & TRAIN REPAIRS

- Bring in your R/C vehicles and model trains for a repair/service!

PACMAN MACHINE

IN STORE

SCALEXTRIC RACE & PLAY AREA

At the back of our store, you can come race our track with our GT Cars!

CHRISTMAS ORDERS

- Due to the current circumstances across the country with delivery issues, we are asking all customers to place their product orders as soon as they can. This is to ensure we have the products you would like for Christmas. Unfortunately once a product has gone, we might not get a replacement in time for the 25th December.

Tel: 01494 440598 Mob: 07476 379 158

www.collectablesrus.co.uk

Email: enquiries@collectablesrus.com

Unit 6, The Chiterns, High Wycombe, HP13 5ES

FREE SHIPPING ON TELEPHONE ORDERS

CLASSIFIEDS

LONDON

DIECAST COLLECTIONS PURCHASED

• Dinky • Matchbox • Corgi • Trucks
• Vanguard • Aircraft • Minichamps •
Tekno • EFE • 1:18 • 1:43
ANYTHING CONSIDERED!
Contact Al on
07904 865 003 (London, Home
Counties, Oxfordshire)
or email: bullfrogbennyretrotoys@gmail.com

ONLINE

Diecast Car Collector

Old Toys, New Beginnings
Corgi, Matchbox
Superkings, Siku,
Matchbox, Tomica, Herpa,
Kyosho and many more
Call Carl: 07771 906300
www.diecastcarcollector.co.uk
diecastcarcollector@hotmail.com

DEVON

ALL RISKS COVER for COLLECTABLES
Stamps, Postcards, Coins, Diecast models,
etc..
Write or Telephone for rates
STAMP INSURANCE SERVICES
C G I Services Limited
29 Bowhay Lane, Exeter, EX4 1PE
www.stampinsurance.co.uk
Tel: 01392 433949 fax: 01392 427632
Authorised & Regulated
by the Financial Conduct Authority No. 300573

WEST MIDLANDS

SPRINGHILL MODELS & CARDS

Stockists of
• OXFORD • IXO • GREENLIGHT
• SCHUCO & others
4 Springhill Lane • Penn • Wolverhampton WV4 4SH
01902 341302
Open Thurs, Fri 10am - 5pm • Sat 10am - 4pm
Email: pete@springhillmodels.co.uk
Web: www.springhillmodels.co.uk

KENT



THE HOBBY SHOP
Est. 1986
www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com
85 Preston Street, Faversham, Kent. ME13 8NU

ONLINE



GOING FOR GOLD?!
See our **Gold Traders Directory** online!
Contact Kristina on **01778 392096**
or email her today at
kristina.green@warnersgroup.co.uk
to include your business

NORTH YORKSHIRE

Jaunty Jalopies

6 Church Hill, Hunmanby, Nr Filey, YO14 0JU
Landline 01723 890060 Mobile 07889 286559

- Good stock of Corgi Classics, Vanguards, Modern Trucks
- Heavy Haulage, Plant & Construction, Farm, Classic Cars, Steam, Trackside, Aviation Archive
- Vintage Commercial, 1:76 Buses - EFE & Omnibus
 - Massive quantity of Herpa 1:87
 - Huge Selection of Fire & Police Vehicles
- Lots more: Obsolete Corgi, Dinky, Spot-On
- Matchbox, Conrad, NZG, Joal, Britains, Minichamps, Universal Hobbies, 1:18 etc

Always ~ 150 "BUY IT NOW" Offers on eBay. Search using seller ID: jauntyjalopies
Shop can Open most days On Demand. Simply Arrive & Call for Access.
If making a long journey call first to avoid disappointment.

COLLECTIONS PURCHASED, Large & Small, New or Old with Fairness, Discretion & Sensitivity. Will travel nationwide

Email: science-equip@btconnect.com "Diecast is What we Do" www.jauntyjalopies.co.uk

KENT



minimodelshop.com
Free Delivery over £50
Free to join Collector Club gives exclusive 10% discount!
Latest collectible models - Display Cases & Stands
01634 718190
customer.support@minimodelshop.com
buses - aircraft - bikes - cars - plant - farm
commercial - military vehicles - race cars

HAMPSHIRE



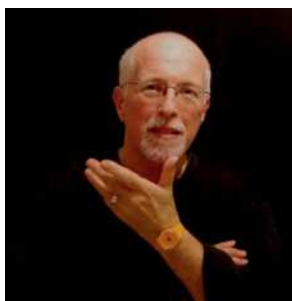
Church Street Models
01256 358060 358060
10A Church Street, Basingstoke, Hants, RG21 7QE
Closed Tuesdays (not Dec), Sundays (not Dec 1st - 22nd)
& Bank Holidays
Tel: 01256 358060
Diecast cars, commercials, WW2 tanks & planes from Base, Britbus, Classix, CMN, Corgi, Dragon, EFE, Minichamps, Oxford and more.
Use our secure online shop or visit in person.
www.churchstreetmodels.co.uk



The Blitz
IN COLOUR
80 YEARS
The story of Nazi Germany's failed bid to bomb Britain into submission during WWII
CONTAINING OVER 180 COLOUR PHOTOGRAPHS
The Cities : The Aircraft : The Heroes : The Losses
Order your special collector's edition by visiting militaria.ma/cg-blitz21 or calling us on **01778 392489**
ALSO AVAILABLE IN MOST GOOD NEWSAGENTS NOW

Medium rare, sir?

Stephen Paul Hardy muses over the use of a word all too frequently used to the point of misrepresentation in the advertising of diecast scale models.



▲ Stephen Paul Hardy.

Motivations for surfing eBay are many fold and it is far too easy to lose hour upon hour just curiously searching on a whim in that Aladdin's cave in cyberspace. Wary of the danger that can befall a young lad in that way, I tend to enter the realm only with focused intent. Either as a targeting buyer, who knows exactly what I am looking for (and with prior knowledge of what the going prices are elsewhere) or as part of some ongoing research or other.

What astounds me, when searching through listings for either of these purposes, is the apparent naivety (or lack of subject knowledge) of sellers. Time and time again I see scale models listed at (seriously) laughable start or 'Buy It Now' prices that result in items kicking around for a couple of years at least unsold and presumably just racking up the seller's fee bill. Then there is the unforgivable over use of the word "rare" in the listings. Does anybody really believe it?

If a seller is in uncharted subject territory, it really isn't hard to do ten minutes of simple

benchmarking by searching for identical (or even similar) items before listing. Doing just that throws up both the range of prices and how many listings for such items are current. It is also possible to search for actual prices realised.

For example, I recently saw an eBay listing "... Set Boxed Fire Veterans Magirus Very Very Rare" Well-versed in the models in question, I knew very well the set isn't even simply scarce and confirmed by a quick search throwing up a dozen similar sets concurrently listed.

More to the point, though, what does rare (let alone very very rare) really mean in terms of scale model collecting and an item's valuation? I rate something as reasonably scarce if I have not seen an example for sale for at least a decade and generally two. As for price, that, in my experience, has far less to do with scarcity and much more to do with demand.

I try to avoid using the word "rare" in connection with scale models – it has a far more important role in my vocabulary. I like my steak medium-rare please. How about you? **DC**

NEXT MONTH

January 2022
Issue 291

Texaco Scorchers by Zylmex

A hard-to-find series of diecast fuel station premiums from 1970, complete with track accessories.



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

PLUS...

- Diecast Collector Awards
- Corgi Juniors snowmobiles
- Fiat 238 vans, ambulances and campers
- Lancia Delta Integrale - 35 years on (part 2)
- Corgi Vigilante Range Rover 50th anniversary
- Dakar Rally partworks
- World's smallest old timers
- Collecting by numbers – Superfast #18
- Size Matters part 27
- Desert Island Diecasts
- Auction results and ebay watch
- All the latest news
- Extensive selection of new model releases, reviewed by our team of experts

January issue on sale 1st December or download the digital edition
7 DAYS EARLIER on 24th November at www.pocketmags.com/diecast-collector

Smooth water

Brian Gower spends an intriguing day by the sea.



This pleasant scene, late in the year, conceals tension. The day has been chosen because the high winds of a week ago have subsided, leaving the sea calm. The couple in their thirties who arrived in their Series III E-Type, at around ten this morning, carried two bags to their cabin-cruiser then set out from the harbour into the English Channel, would not have risked it last week. Which isn't to say that today's jaunt over the water is risk-free.

At around the same time, a small fishing-boat is leaving the shore not far from Boulogne, with three men on board who wear thick dark blue jumpers and woollen hats. Within a few hours, thanks to seamanship and technology, the boats will meet. Briefly they will bob side-by-side.

I arrived in time for lunch at the newly renovated Pilot Boat Inn, a beneficiary of the money that has poured into this once-modest town during recent years. The couple with the classic E-Type are typical of the new weekenders down from London, except they are not typical. They are working and I am here to witness the results. Despite my leisurely strolling and playboy's Buick, parked in the shade of a doomed warehouse, I too am at work.

I await the safe return of a man who cannot travel under his own name, nor under any of the names on his various passports. It seems that none of them offer safe cover now and he is already being missed by those who thought they knew and trusted him. And so he must take a sea voyage. The rough weather of last week must have been a trial for him.

While I walk by the harbour, watching the boats come and go, or wander past the fishing-tackle shops

▲ '71 Buick Riviera from Premium X.

▼ Jaguar E-Type V12 by Oxford Diecast.



and incongruous boutiques, I notice the vehicles that pull up to allow passengers to alight, then drive off in search of a car park. A van stops, facing the sea. The two men don't move – one of them is using his mobile phone. They begin to eat sandwiches and I wonder if the apparent innocence of this activity is genuine. I use my phone and have their registration number checked.

The van is registered to a firm of marine engineers. I stand to one side of the van. The window is open and I can hear local accents. This place is far too busy. I should have had back-up – flooded the area with eyes – but this is why we picked it. We wanted normal. Bustle. I light a plausibly expensive cigar and relax back into strolling; sit at an outside table and order coffee from a stick-thin girl.

It is late afternoon when the cabin-cruiser returns. This is when I took the photograph in the column. The light was quite lovely. After fifteen minutes, the couple appeared on the quay from the stone steps below. They carried a bag each and were arm-in-arm. I watched them walk to the Jaguar, fairly confident that no-one else would notice that the man looked taller than when they left. I had the Buick's engine running in case I needed to block any other car from following the E-Type but it moved away freely with the woman driving. The Buick kept up well. We avoided motorways, stopped once for dinner, and reached London in darkness.

As we drove along The Embankment, I glanced at the constantly lit towers of glass reflected in the river and wished to be back at the harbour where the boats would be rising on the incoming tide and the lights glowing in the restaurants and bars, but I had a report to write. **DC**

SELLING YOUR DIECAST MODELS?

Warwick and Warwick have an expanding requirement for early to modern collections of British and foreign diecast models and diecast models of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.

FREE VALUATIONS

We will provide a free, professional and without obligation valuation of your collection. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next specialist public auction.

FREE TRANSPORTATION

We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

FREE VISITS

Visits by our valuers are possible anywhere in the country or abroad, in order to assess more valuable collections. Please phone for details.

ADVISORY DAYS

We will be visiting all areas of the United Kingdom, please visit our website or telephone for details.

EXCELLENT PRICES

Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

Live Bidding

Available on www.easyliveauction.com

ACT NOW

Telephone or email
Richard Beale today with
details of your property.



Warwick & Warwick Ltd.

Auctioneers and Valuers

**Chalon House, Scar Bank, Millers Road,
Warwick CV34 5DB**

Tel: 01926 499031 Fax: 01926 491906

E-mail: richard.beale@warwickandwarwick.com

www.warwickandwarwick.com



Warwick & Warwick



SELL YOUR DIECAST VEHICLE COLLECTION FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE
VALUATION
ON YOUR
COLLECTION



We purchase a wide variety of brands, including:

CORGI

OXFORD

CLASSIX
BY POCKETBOND

Creative Master
Northcord Ltd

Base Toys

Britbus

Northcord
Model Company

Exclusive
First
Editions



Take our 60 second quiz and immediately learn if we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get cash for your items in just four easy steps...

1



List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

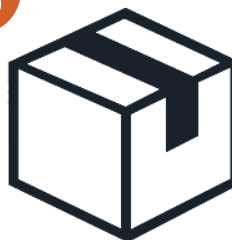
2



Offer

Our expert staff will review your list and create your bespoke valuation.

3



Send

Once the offer is accepted, send your items to us.

4



Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

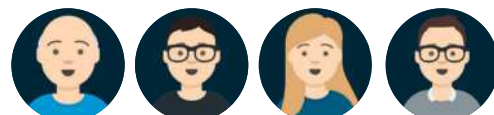
Call us on: 0151 305 1755

Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com

Read more from us...

If you have enjoyed Diecast Collector here's six more magazines from us to try



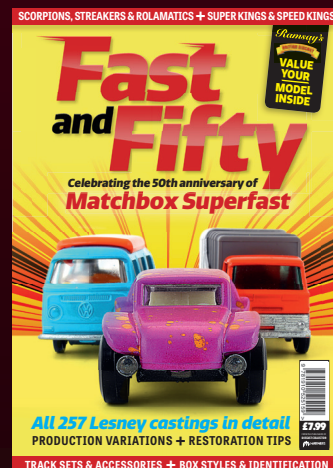
Collectors Gazette

The only toy collecting magazine focusing mainly on traditional and nostalgic old toys.



Toy Collectors Price Guide

The only annual featuring auction prices and in-depth features on a range of collecting topics.



Fast & Fifty

Celebrating the 50th anniversary of Matchbox Superfast.



The Corgi Story

Celebrating 60 years of the iconic Corgi name.



Stamp Collector

All the latest news, information and market insight to get the most from your hobby.



Coin Collector

Giving you all of the information, news and expert advice to build your collection.

★★★★★ Leave us a review ★★★★★

If you have enjoyed this magazine then do the next best thing to shouting it from the rooftops... and leave us a review instead! We all like to know when something is good and if something has been rated highly by others. Leave us a review to let new customers know what you think to **Diecast Collector**.

The Battle of Britain

IN COLOUR



“Praise where due. This is the best magazine available which I have read - I am very impressed. I thoroughly enjoyed reading each chapter and it was written in such an easy style. It covered every aspect and I was saddened when I reached the end.”

This 164-page special collector's edition commemorates the 80th Anniversary of the momentous Battle of Britain, making it the perfect gift for any aviation or Battle of Britain enthusiast.

THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

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

As for the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. It was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of the BEF, a large Air Component was supplemented by an Advanced Air Brigade. In total, there are forces amounted to six squadrons, six of which were Hawker Hurricane fighters, and four were Spitfires. The remainder of the RAF force in France comprised largely light bombers and Army Co-operation squadrons. Eventually, however, the 'sitting' became the 'fighting'.

On 10 May 1940, German forces launched their all-out assault on France and the Low Countries and what followed in Belgium, the Netherlands etc, was the complete collapse of those countries under the overwhelming might of German military power. Across France, German forces moved inexorably towards the English Channel and while the French and British tried desperately to stem the advance, the situation became ever more desperate.

Predicted Catastrophe
When the fighting had broken out in France, the BEF's Air Component was in almost certain trouble, and it was to continue to be so.

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, sent to France for an operational sortie, was shot down by German fighters. Right: As the strategic picture of Europe, the steady advance of German forces was evident. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.



THE RAF FIGHTER PILOT



It was a hard hitting battle, and the RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.

It was a hard hitting battle, and the RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.

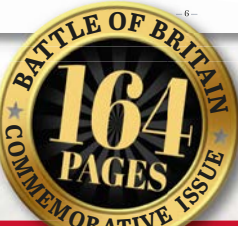
It was a hard hitting battle, and the RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.

THE RAF FIGHTER PILOT



It was a hard hitting battle, and the RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.

It was a hard hitting battle, and the RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters. The RAF's Hurricane High Dive bomber, sent to France for an operational sortie, was shot down by German fighters.



DOWNLOAD NOW

ORDER A PAPER COPY