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COLLECTOR

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News & Events

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

FANCY A BUS TRIP TO THE LAKE DISTRICT?



NORTHCORD'S excellent casting of the Alexander Dennis Enviro400 MMC model has proved incredibly popular in the liveries of National Express West Midlands, Stagecoach in Oxfordshire, Bluestar, Stagecoach West Scotland, Southern Vectis, Stagecoach South, Ensign Bus and Xplore Dundee. Northcord Model Company is now releasing the twelfth livery on the 10.9 metre long, single-door casting – UK6524 in the livery of Stagecoach North West with full branding for route 555 The Lakes Connection. Carrying fleet number 10555, and the registration SN16 ONX, it is one of 12 Alexander Dennis Enviro400 MMCs that were introduced for the Lakes Connection network in 2016 that are now part of the Stagecoach Cumbria and North Lancashire fleet. Within the batch, 10552 – 10563, the first seven share the same branding as on the model for route 555 and the final five features a different list of destinations, albeit on the same base livery.

The bus that was chosen as the subject for UK6524 is particularly auspicious due to the connection between the route number and the final three digits of the fleet number - 555. UK6524 carries a full, branded livery for route 555, showing the destination to Keswick. The special, comprehensive livery and branding are accurately reproduced, and the stand-out features of the branding are: "free WiFi, USB charging" on all sides, the name of every main stop "Keswick, Grasmere, Windermere, Kendal, Lancaster" on both sides, and "£11.30 ALL DAY into and around the Lakes" on the rear. The bus is fitted with Lazerini seating, covered in E-Leather, with a total seating capacity of 74. Designed by Ray Stenning, of Best Impression, the livery promotes, both inside and outside, the attractions and landscape of the Lake District.

The Alexander Dennis Enviro400 MMC UK6524 is a one-piece casting whose clean lines accentuate the square, gasket-mounted windows and the livery application on which all logos and lettering are clearly legible. Another main feature on the UK6524 model is its single tree protector at the front. The front dome on the model is significant, with curved windscreens on both upper deck and lower deck. Northcord Model Company is also creating new design standards within the interior of both saloons. These features, inside the compartments, will represent the real, outstanding layout of the Enviro400 MMC, such as the extensive portrayal of handrails on upper deck and lower deck, etc.

This brand new 10.9 metre Enviro400 MMC bus model is limited to 888 pieces worldwide and is available in the UK through John Ayrey Die-casts (www.ayrey.co.uk) for wholesale enquiries, or contact your preferred retailer. ■

CLASSIC BENTLEY NEXT FOR CORGI MODEL CLUB

FIRST released by Corgi Toys in 1961, originally in two variations – either black/silver or two-tone green – this lavishly-featured model was given jewelled lights, an opening boot (that housed a spare 'Glidamatic' suspension a fingertip 'self-centering' steering. The look was completed by silver plated bumpers and a radiator capped with Bentley's iconic 'Flying B' mascot – simplified somewhat due to the model's 1/50 scale. This extensive tooling was rumoured to have been too expensive for the Corgi factory to maintain, hence its deletion in 1965, despite sales of over 960,000. In typically idiosyncratic Corgi fashion, the box depicted an all-green Bentley – a colour the model was never available in.



The model has been lovingly retooled and is the next exciting release in the Corgi Model Club's impressive line up. The first examples will be with early club members by the time this issue goes on sale. To find out more about the new releases, and to start collecting these terrific recreations, 'join' the club - for more information, go to www.corgimodelclub.com. ■



NEW HAND-BUILT RANGE FOR BHM

BRITISH Heritage Models has been appointed as the sole UK distributor for a new range of 1/43 scale, model cars. Hand-built in resin, the first model from Otol Models is the 1968 Hillman Hunter Mk II saloon.

A numbered, limited edition of 200, the model is available in blue or white (100 of each). Also available is the LHD export version of the Hunter, the Paykan, in various colours. Further details can be had from British Heritage Models. Visit the company's website at www.britishheritagemodels.co.uk, call **01244 320761** or email bhm-uk@talktalk.net for more information and to pre-order. ■

Welcome

DISCOVERY 1 IN DEVELOPMENT

THE recent announcement that Oxford Diecast is adding the Land Rover Discovery 1 to its line up, at both 1/43 and 1/76 scales, has created a lot of excitement. Lyndon Davies talks about the development process in his blog.



Lyndon states, "Finding a suitable vehicle may sound easy, particularly a Land Rover, but you have to be careful as on older vehicles modifications could have taken place. We also need to consider any variants that may be required, police cars need light bars or recovery vehicles like the AA or the RAC need banners. It makes the design process lengthier but the biggest crime is trying to add them at a later stage.

"The first step is to 3D scan the vehicle. This creates a 'point cloud' that can then be triangulated to create a surface. We used the scan data to create both 1/76 and 1/43rd vehicles. These will not be the same design or construction. We use the scan images or the original vehicle CAD as the basis for our line drawings. These are critical for the production process."

The first 1/43 model, confirmed as No 43DS1001 in Foxfire Red, is currently priced to launch at £24.95. At 1/76, No 76DS1001, also in Foxfire Red, is on Oxford's website at £7.95. Both are tagged as "Future" and in the current economic climate, this price could change. For more information, visit Oxford's website at www.oxforddiecast.co.uk and search by product number. ■

These are certainly very interesting times that we are living in. The much talked about problems with the supply of models worldwide have been well-documented in these pages, but it's one side of things getting models in to review for these pages, another aspect being affected at the moment is that even when the magazine is printed and on its way to subscribers and retail outlets, we are at the mercy of our distribution network, and that includes the Royal Mail. Staff shortages have been widely-reported, due to both Covid isolation-related absences as well as a percentage of staff who have chosen to return home to other parts of Europe, particularly when it comes to the Royal Mail's HGV driver staff roster.

Over recent months, we've had several people contacting us to report delays in the arrival of their subscription copies, but you can rest assured that they are most definitely leaving here on time. One of the beauties of the company having begun as a printer is that we do everything ourselves in-house here, so we're not at the mercy of third-party delays and problems. So if you fear that your subs copy has gone astray, please don't hesitate to get in touch with me and we'll do our best to rectify things.

Now then, back to the issue in hand, whether that be in old school paper form or by way of new-fangled digital technology. Following on from my 'best laid plans' ramble in this column last month, the Fiat 238 situation has thankfully been rectified, but another regular spread has fallen foul of time constraints - both on my part (again) and that import problem mentioned earlier. I'm still waiting for parts to arrive for several of the *Workbench* projects from various corners of the globe. I guess this is how things will be for a while yet. Good thing we have magazines to keep us entertained!



▲ 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

CORGI RESPECTS ITS BOND BIKE

WITH the long-awaited release of the latest James Bond movie, *No Time to Die*, finally with us,



Corgi has released some intriguing news about its planned Triumph Scrambler 1200 motorcycle, as used in the film by our hero.

During development, it emerged that in order to produce a product worthy of Triumph's craft, major and significant changes would need to be made to the product. As a result, the originally conceived 1/24 scale model is being reimaged at 1/12 scale, measuring 180mm long and delivering superior detail and decoration.

The image shows highly-detailed early CAD data of this new incarnation, although Corgi stresses that this might change for the production version. The original mode, No CC03701 has been removed from its 2021 range and the new version will be revealed with the rest of the 2022 range.

For anyone who has pre-ordered the original version, Corgi is offering 10% discount off the RRP of the revised version when pre-orders go live shortly. ■

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SAAB 9000 AERO TAKES OFF AT DNA



THE Saab 9000 series was one of the most successful ranges manufactured by the Swedish car maker. Designed by the famous duo of Giorgetto Giugiaro and Björn Envall, this car was produced in Trollhättan (Sweden) and Uusikaupunki (Finland) between 1984 and 1998. The Saab 9000 shares its platform with three other cars from Fiat automobiles (Fiat Croma, Lancia Thema, and Alfa Romeo 164). DNA Collectibles has announced its reproduction of the Saab 9000 Aero CS Liftback from 1995 at 1/18 scale.

Priced at £166.99 each, the Saab 9000 Aero CS Liftback is a DNA Collectibles exclusive at this scale. Already released in Imola Red by DNA, has announced another run in three new colours in 3 additional colours. With its Aero kit, beautiful Recaro seats and fantastic paint job, this is going to be another spectacular release.

Each chassis will be individually numbered. The colour/production run is planned as Scarab Green (499 pieces), Le Mans Blue (399) and Black (399). Ready to ship during the third quarter of 2022, visit www.dnacollectibles.com for more information and to pre-order. ■

BBURAGO'S 2021 F1 RANGE LEADS A WHOLE GRID OF NEW RELEASES

DUE to arrive shortly are the latest 1/43 scale F1 models from Bburago, featuring cars for both Mercedes drivers and both Ferraris too. The Ferraris will also be available in 1/18 scale and there is more F1 release news imminent.

In addition to the F1 cars, a long list of road cars, racing cars and supercars will be right behind them under both the Maisto and Bburago banners at 1/18, 1/24 and 1/32 scales. For more information and wholesale enquiries, visit www.tobar.co.uk or contact your preferred brand retailer. ■



WMTC REOPENS ITS DOORS

WESSEX Model and Toy Collectors (WMTC) has started meeting again following the relaxing of Covid restrictions. The group also has a new venue at The Milk Churn at Melksham, Wiltshire SN12 6AD, on the first Wednesday of the month at 7:30 pm. Zoom nights will continue on the second Tuesday after month for the foreseeable future, following the same theme as the club nights, for the club members who are unable to attend or live too far away to travel.

NEW COLLECTION FROM BROOKLIN

IN partnership with the NB Center for Automotive Heritage, in Pennsylvania USA, an outstanding museum dedicated to the preservation of American automotive history, Brooklin will be releasing its finest premium range of models yet. More news will be announced about the first six models shortly, so head to the Brooklin website now, to sign up and subscribe so you don't miss the news of this exciting collection as it is released - www.brooklinmodels.com.

NUVOLARI'S P3 FROM CMC

SUPER -detailed, high-quality model maker, CMC is developing a series of exquisite 1/18 scale Alfa Romeo P3s from the 1932 and 1933 racing seasons. Tazio Nuvolari's 1932 Italian GP winner is of particular interest, but versions for other drivers also to be modelled are Caracciola (3), Fagioli (2) and Chiron. CMC has a deserved reputation for the most incredibly detailed replicas and pre-orders can now be placed through the company's website or with your preferred retailer - www.cmc-modelcars.de.

UPDATED DELIVERY DATE FOR ESVAL'S HRG

FURTHER to recent news, the planned release date for Esval Models' HRG sports car model has been updated to April/May 2022 - www.esvalmodels.com.

SPIEL WARENMESSE TICKETS ON SALE

THE world's leading trade fair for toys is back, and will be opening its doors again at last from 2 to 6 February 2022 after a one-year gap. Visitors will be able to secure tickets from 17 November. They can expect the perfect combination of trends and innovations, networking and toy expertise. Over 1,700 exhibitors have already registered to present their products and new launches. Day tickets are available online only, at www.spielwarenmesse.de/en/buy-tickets, and can then be accessed at any time via a smartphone. In 2022 there will be no on-site box office.

NEW TRUCKS FROM SEARCH IMPEX

PROMOTIONAL model trucks specialist Search Impex is pleased to announce the release of two certificated limited edition 1/50 scale truck models - a Mercedes Actros MP3 LH 4160 Titan Gigaspace (8x4) solo tractor unit with ballast box, customised in the livery of well-known UK heavy haulage operator G C S Johnson (135 pieces), and a Scania S650 V8 High (6x4) tractor unit with Nooteboom, 4 axle, wide bed low loader trailer, customised in the livery of Scottish operator Tractor Exports Ltd (205 pieces). The models have been produced exclusively for Search Impex by WSI Models.

Based in the North Yorkshire village of Barton, near Richmond, GCS Johnson (Skeebby) Ltd was established in 1969. In 2013, the Mercedes Actros MP3 Titan Gigaspace 8x4 joined the growing fleet and is believed to be the last Actros of this type to come out of the factory before the launch of the MP4 Actros. Left-hand-drive and plated up to 250 tonnes (STGO CAT 3), it continues to prove itself at the company. This model is priced at £134.00, including UK delivery & VAT.

Tractor Exports has commissioned a run of models for the first time. Based in the village of Coylton, in Ayrshire, the company was established by present day MD, David Craig. Originally known as David Craig Tractors, it is a family owned and run business. The new generation Scania S650 6x4 (on which the model is based) is the latest addition to the fleet. Models are priced at £193 each, including UK delivery & VAT.

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



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WHAT'S new

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



SPECTACULAR 1930S MERCEDES-BENZ RACER FROM CMC IS FULL OF SURPRISES

1/18 scale

CMC

Mercedes Benz SSKL GP Germany 1931 #10 Hans Stuck

PRICE: £503.99

REF NO: CMC M188

www.ayrey.co.uk

TOWARDS the end of the 1920s, and even in the early 1930s, the motor racing scene was largely dominated by one automotive marque – Mercedes-Benz. Especially with its SSK/SSKL (L for lightweight) models, powered by the legendary 7.1-litre 6-cylinder with compressor.

The SSKL often went by the affectionate nickname of 'White Elephant'. One school of thought was that this was

attributed to its seemingly unruly power and colossal size. But also, it probably had just as much to do with the German racing livery that Rudolf Caracciola, Hans Stuck and Otto Merz had on their SSKLs, and the plethora of honours they won in racing them. Despite the global economic crisis and limited support from the Daimler-Benz factory, in Stuttgart, Rudolf Caracciola and his two teammates managed

to keep racing through the hard times. In addition to his victory at the 1931 Mille Miglia, Caracciola finished first in the 1931 Grand Prix of Germany, whereas Otto Merz and Hans Stuck took a fifth and sixth places in the same race.

CMC has already released Carracciola's winners from both the Mille Miglia and the German Grand Prix, and has now followed this with versions of the SSKLs driven in Germany by Otto Merz (5th place) and Hans Stuck (6th) – of which, the latter is depicted here.

The list of features on this model is most impressive, even by CMC's magnificent standards — hand-crafted metal precision model built from more than 1700 parts, authentically and true-to-scale formed car body, originally reproduced

lightweight steel frame, grille and rock guard in superior quality metal finish, split mid-hinged bonnet with leather belt fastenings, rear bonnet fastenings finished in metal, inline 6-cylinder engine (complete with peripheral components, piping and cabling), exhausts finished in metal hosed flexible pipes, perfectly crafted wheels with alloy rims and hand-mounted matte black spokes and nipples, removable centre-lock wheel fasteners, spare wheel mounted with a locking handle, detachable, leaf springs finished in metal on front and rear axle, hinged fuel filler finished in stainless steel, moveable throttle-/ignition lever mounted at the steering wheel, authentic replication of the cockpit and its gauges, both seats covered with real leather, moveable windscreen for both driver and co-driver, brake drums in authentic copper finish with cooling fins, and starting numbers on both sides that are authentically replicated as printed cloth. Wow!

This is a limited edition of 800 units, so is definitely an investment worth considering. If this is your thing.

It's difficult to pick a favourite feature, with there being so many – all exquisitely crafted, of course – but we keep coming back to those cloth racing numbers, such a wonderful surprise. **DC**



▲ The mighty, dominant Mercedes-Benz SSKL is stunningly replicated, with a feast of features.

THIS MONTH'S INDEPTH REVIEWS:

8 Mercedes-Benz SSKL by CMC

12 Corgi's Avro Vulcan B.2 XL319

13 Cevert's Tyrrell 006 by Model Car Group

16 *EDITOR'S CHOICE* - Corgi retro James Bond DB5



▲ The incredible detail extends all the way to the rear of the car. The spare wheel, filler cap and rear leaf springs are all perfectly recreated.



▲ So much detail! The exquisite chassis frame and that cloth racing number – wonderful surprises.

► Moving to the cockpit, the instrument panel is astonishing. Look at that steering wheel and those seats – incredibly realistic. Note that one of the screens is folded down here too.



Ixo
MG Metro 6R4 #4 RAC Rally 1986
 T.Pond/R.Arthur
SCALE: 1/18 **PRICE:** £79.99 **REF:** 18RMC668B
www.ayrey.co.uk

Ixo's large-scale replicas are a real joy, balancing superb attention to detail with real value for money. Excellent finish on this most fabulous of Metros.



HOLLAND OTO / BUCKIE MODEL
VDL Futura - Hemmings Coaches
SCALE: 1/87
PRICE: £39.60

www.buckiemodelcentre.com

Limited to 100 pieces, this sixth release in The British Coach Collection is another lovely model. The finish is top notch and the graphics are great.



Ixo
1973 Peterbilt 359 - blue
SCALE: 1/43 **PRICE:** £35.99
REF: TR105

www.ayrey.co.uk

Ixo's 1/43 scale trucks represent truly superb value for money and are packed with detail. This is no exception and is an absolute beauty.



CORGI
Wrightbus New Routemaster 'Release the Kraken' - Special Edition Route A
SCALE: 1/76 **PRICE:** £42.99 **REF:** OM46638A

www.corgi.co.uk

Limited to just 500, this is a re-release of our front cover model (different destination), in exquisite special packaging to match the bus's livery.

New Models



WHITEBOX
Citroën CX Break - Metallic Grey
SCALE: 1/24 PRICE: £30.99
REF: WHI 124067
www.ayrey.co.uk

Superb value larger-scale release of the wonderfully futuristic (at the time) CX, by WhiteBox. Lovely finish and some very good detailing.



CORGI
Ford Lotus Cortina Mk2 - Amber Gold
Colin Chapman's car
SCALE: 1/43 PRICE: £32.99 REF: VA04119
www.corgi.co.uk

Marvellous finish to this excellent casting. Such an understated car for the great man, but that badge on the rear flank says it all. Limited edition of 1,200.



CORGI
Ford Cortina Mk3 GXL - Onyx Green
SCALE: 1/43 PRICE: £32.99
REF: VA10319
www.corgi.co.uk

A proper jolt of the memory banks for so many of us here. Great choice of colours for this latest incarnation. Limited edition of 1,300.



WHITEBOX
Range Rover - red
SCALE: 1/24 PRICE: £30.99
REF: WHI 124701
www.ayrey.co.uk

Now this is a real beauty. So much model for so little money. Great shapr. wonderful paint job and a good level of detail. Oh and those tyres!



BRITAINS
Weathered David Brown 1210 Tractor
SCALE: 1/43 PRICE: £27.99
REF: 43307
www.britainsfarmtoys.co.uk

It's a weathered or rusty finish for this 'at work' version of Britains' David Brown tractor. It has steerable wheels and working linkage.



MATRIX SCALE MODELS
1954 Ferrari 250 Europa Coupe by Vignale
SCALE: 1/43 PRICE: £95.00 REF: MX 40604-082
www.matrixscalemodels.com

In Gunmetal, with black roof and cream interior, and that uniquely Vignale front end. Another beauty for the ever-lengthening Ferrari shelf.



BRITAINS
Ford 6600 Tractor
SCALE: 1/32 PRICE: £27.99
REF: 43308
www.britainsfarmtoys.co.uk

This autumn sees Britains reissue its smart largely metal classic Ford 6600 tractor. It's a well-built model with good levels of detailing.



MATRIX SCALE MODELS
1927 Duesenberg Model X 'Boat Roadster' by McFarlan
SCALE: 1/43 PRICE: £105.00 REF: MX 50404-041
www.matrixscalemodels.com

A lovely boat-tail 2-seater, with a rakish windscreen. Excellent detail as always - the fascia panel is particularly eye-catching.

Vectis

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

January 2022 Auction Dates

- Tuesday 11th - Specialist Diecast
- Wednesday 12th - Specialist Diecast
- Tuesday 18th - General Toy Sale
- Wednesday 19th - The Ipswich Collection
- Friday 21st - Model Train Sale
- Wednesday 26th - TV & Film Related Sale

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CORGI'S LATEST EXQUISITE LARGE-SCALE VULCAN TAKES TO THE SKIES

1/72 scale

CORGI

Avro Vulcan B.2 XL319, RAF No.35 Squadron, Scampton, Early 1980s

PRICE: £219.99

REF: AA27205

www.corgi.co.uk

FOR an aircraft that was conceived as a high altitude nuclear strike bomber, the Avro Vulcan would prove itself to be extremely adaptable. When Soviet missile technology advanced to such a point where high altitude sorties were no longer viable, it proved just as capable when flying closer to the ground.

This change in mission profile would also see Vulcans finished in very different scheme presentations, with the initial all white anti-flash protective finish replaced with a grey and green camouflage for lower altitudes.

At first, the Vulcans retained their glossy white undersurfaces, highlighting the fact that the aircraft could still be required to deliver a nuclear payload, but these white under-surfaces would eventually be replaced by a matt light aircraft grey low visibility scheme. This particular Vulcan B.2 is wearing the standard scheme applied to these aircraft from the mid-1970s, a time when it once again became acceptable for squadrons

to display their badge on the Vulcan's tail.

XL319 was delivered to the RAF in October 1961 and served with 617, 44 and 83 Squadrons at Waddington and Scampton. Flown into retirement at the North East Aircraft Museum in January 1983, she's still there to visit.

Corgi's fifth large-scale release of this incredible aircraft continues the series in fine form. The mixture of diecast fuselage with plastic wings still gives the model a hefty feel without being too heavy for the scale undercarriage.

The upper surfaces are finished beautifully in wonderfully matt camouflage paint and adorned with some truly astonishing fine printing, whilst the anti-flash white underside is just as good.

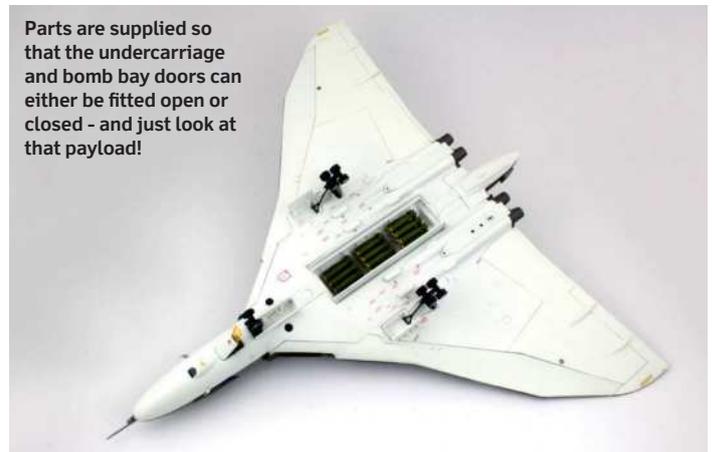
The sturdy undercarriage can either be fitted or hidden away, and Corgi's tried and tested stand system for large scale aircraft holds this fabulous lady securely for in-flight display. Another absolute beauty. **DC**



▲ The sturdy stand is more than up to the job of securely displaying this fine aircraft.



▲ The detail is exquisite and the finesse of the printing really does bear close inspection.



Parts are supplied so that the undercarriage and bomb bay doors can either be fitted open or closed - and just look at that payload!



IXO

Autotrailer - silver

SCALE: 1/43 PRICE: £35.99

REF: TRL004S

www.ayrey.co.uk

A very useful trailer indeed. Great for adding to existing models for display (see page 22 for an example). Great finish, with detachable ramps.



CORGI

Ford Escort Mk4 RS Turbo - black

SCALE: 1/43 PRICE: £32.99

REF: VA14301

www.corgi.co.uk

A wonderful replica of Ford's might RS Turbo Escort. A beast of a car and an equally impressive model. Limited edition of 1,400.

CEVERT'S LEGENDARY TYRRELL 006 GRAND PRIX RACING CAR IS A REAL CLASSIC

1/18 scale

MODEL CAR GROUP

Tyrrell Ford 006 #6 - François Cevert
2nd Grand Prix of Belgium 1973

PRICE: £65.99

REF: MCG18601F

www.ayrey.co.uk

THE Tyrrell Racing Organisation was a motor racing team and Formula One constructor founded by Ken Tyrrell, which started racing in 1958 and subsequently built its own cars from 1970. The team experienced its greatest success in the early 1970s, when it won two Drivers' Championships (1971 and 1973) and one Constructors' Championship (1971). The team never reached

such heights again, although it continued to win races through the 1970s and into the early 1980s, taking the final win for the Ford Cosworth DFV engine at Detroit in 1983. The team was bought by British American Tobacco in 1997 and completed its final season as Tyrrell in 1998.

Late in 1972, at the Canadian Grand Prix, Tyrrell debuted its new design, the 006, in the hands of talented French

driver, François Cevert, who had recently finished 2nd for Matra at the Le Mans 24 Hours. Although Cevert retired from that first race for the 006, he finished 2nd at the final race of the season, at Watkins Glen.

A second chassis was built for Cevert's teammate, Jackie Stewart, and he raced 006/2 for the majority of 1973, winning the Drivers' Championship. Despite Stewart's success (five wins), Cevert finished 2nd on six occasions, including at the Belgian Grand Prix, held at Zolder. This is the car that is replicated here (MCG has also released Stewart's 006 from the 1973 Monaco GP, his third win

of that year, as MCG18600F).

Cevert damaged his original chassis in Canada, so a new car was built for the final 1973 race at Watkins Glen – 006/3. Cevert crashed during qualifying in this car and was killed instantly. Stewart drove the circuit in 006/2 to see what had happened to his friend and teammate, returned to the pits and instantly retired from racing.

MCG's model is a fitting tribute to this young talent lost way too soon. The finish is beautiful throughout and the simple graphics are perfectly applied, particularly to Cevert's helmet. Great value model and a champion job. **DC**



▲ The shape of Tyrrell's pretty 006 design has been perfectly rendered by MCG.



▲ The cockpit is well appointed and Cevert's helmet is a delight, with his famous stripes perfectly applied.



▲ Great work throughout, with some very good detailing to the rear of the car too.



CORGI

Ford Escort Mk4 XR3i 90 Spec
Radiant Red

SCALE: 1/43 PRICE: £32.99 REF: VA14302

www.corgi.co.uk

The XR3i version of the Mk4 and it is just as great as its sibling opposite. They look superb either together or on their own. Limited edition of 1,400.



AVENUE 43

Volvo P 179 Prototype - gold/brown

SCALE: 1/43 PRICE: £104.99

REF: AVE 60065

www.ayrey.co.uk

Another totally splendid replica from AutoCult under its Avenue 43 brand. Sublime finish all over with a particularly noteworthy interior..

KK scale

KK-Scale 1:18

KK scale

NEW!!!

Ferrari 250 GTO



Article:
KKDC180731



Article:
KKDC180734

Ferrari 275 GTS Pininfarina Spyder



Article:
KKDC180247



Article:
KKDC180248

NEW!!!

Ferrari 250 GT SWB Berlinetta Passo Corto



Article:
KKDC180761



Article:
KKDC180762

BMW 323i E21



Article:
KKDC180651



Article:
KKDC180652

NEW!!!

Opel Kadett C Swinger



Article:
KKDC180671

Opel Kadett C Junior



Article:
KKDC180672

Ferrari Testarossa Monospecchio



Article:
KKDC180502

Ferrari 365 GTB/4 Daytona 1. Serie



Article:
KKDC180612

COMING SOON

BMW Alpina B6 3.5 E30



Article:
KKDC180701



Article:
KKDC180702

BMW 325i E30 M-Paket 1



Article:
KKDC180741



Article:
KKDC180742

COMING SOON

Porsche 911 SC Coupe



Article:
KKDC180661



Article:
KKDC180662

Porsche 911 3.0 Targa



Article:
KKDC180681



Article:
KKDC180682

COMING SOON

Ferrari F40 Lightweight



Article:
KKDC180811



Article:
KKDC180812

Mercedes 220S



Article:
KKDC180325



Article:
KKDC180326

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New Models



KESS
1965 Ferrari 330 GT 2+2 'Shark Nose'
Metallic Red SN 6537GT
SCALE: 1/43 PRICE: £108.99 REF: 43056201

An incredible car and a replica to suit. Exquisite resin work by Kess, particularly that sumptuous paint finish. Limited edition of 250.

www.ayrey.co.uk



CORGI
Ford Escort Mk2 RS Mexico - black
SCALE: 1/43 PRICE: £32.99
REF: VA12619

Oh those side graphics! SUCH memories. Very nice replica of this iconic Mk2 Escort Mexico. Limited edition of 1,500.

www.corgi.co.uk



CORGI
Ford Capri Mk3 2 S - Colbalt Blue
SCALE: 1/43 PRICE: £32.99
REF: VA10821

Excellent replication, right down to those evocative 'S' graphics on either side. And a great interior too. Limited edition of 1,100.

www.corgi.co.uk



KESS
1958 Ferrari 410 Superamerica - red
Series III Coupe by Pininfarina
SCALE: 1/43 PRICE: £104.99 REF: 43056130

Just as impressive as the Shark Nose, above left. Another stunning replica from Kess, with sublime chromework. Limited edition of 250.

www.ayrey.co.uk



ROS
Krone Big X 1180 Forage Harvester
SCALE: 1/32 PRICE: £130.00
REF: 8003088601772

Supplied with both attachments ROS's harvester has rubber tracks, steerable wheels, opening panels, opening cabin door and adjustable height cab.

kroneukltd-merchandise.myshopify.com



KESS
1926 Rolls-Royce Silver Ghost Tilbury
Sedan by Willoughby
SCALE: 1/43 PRICE: £110.00 REF: KE 43049020

With black fabric-effect roof, and black chassis, wheels and pin striping. Light grey interior. Excellent model, with all the details. Limited edition of 250.

www.kessmodel.com



BRITAINS
Valtra T254 - 70th Anniversary Tractor
SCALE: 1/32 PRICE: £29.99
REF: 43315

Britains' special edition T254 model sports new anniversary colours and extra anniversary decals, both on the cab and driver's seat.

www.britainsfarmtoys.co.uk



STAMP MODELS
1974 Cadillac Coupe de Ville
Cotillion White and red
SCALE: 1/43 PRICE: £110.00 REF: STM 74602

Very well-detailed, with red interior. Also in Cranberry Firemist or Persian Lime Firemist, both with white rear roof. Just 100 of each are being made.

www.stampmodels.com



Ixo
1994 Ford Escort RS Cosworth
Metallic Lilac 1994 Monte Carlo Edition
SCALE: 1/43 PRICE: £26.99 REF: CLC384

Adding to all the Fords from Corgi this month, Ixo's take on the Escort RS Cosworth is gorgeous, with that sumptuous paint job a real highlight.

www.ayrey.co.uk



Ixo
1976 Ford Escort MK II RS 1800 - red
SCALE: 1/43 PRICE: £26.99
REF: CLC386

One more to add to the Dagenham delights this month, and another one from Ixo. Really excellent work here, those box arches are spot on too.

www.ayrey.co.uk

ARM YOURSELF WITH CORGI'S LATEST RETRO BOND DB5

1/46 scale

CORGI

James Bond DB5 261 Goldfinger '60s version

PRICE: £27.49 REF: RT26101

www.corgi.co.uk

DIECAST COLLECTOR
EDITOR'S CHOICE

INDISPUTABLY the most famous Corgi product release of all time, the original 1960s No 261 version of the James Bond Aston Martin DB5 from *Goldfinger* was a feature-packed replica worthy of Q Branch.

Featuring rotating number plates, a retractable bullet proof rear shield, extending front over-riders, pop-out

machine guns, and, of course, a functioning passenger ejector seat, complete with ejectable baddie, this new version of the all-time classic model has now been produced in a replica of the original packaging from that very first 1965 Corgi release, including a set of instructions hidden in a secret compartment, complete with sticker, just like the original release. Both an iconic car and an iconic toy, the

new 1960s James Bond DB5 is a very appealing replica of the original classic.

Collectors have been torn, since Corgi released this version of the DB5 in 2015, with some unhappy with the simplified grille shape and over-engineered number plate surround, but what nobody can be disappointed in is the superb box recreation for this release – it looks simply stunning. And yes, I've even put my opinion

(boxless) No 261 version on the plinth and, despite being a tiny bit smaller than this new version, it does look so good!

Slight gripes with this are that the functions don't work as well as the original, and there is only one baddie, but given that this is a collectable and not really a toy this time, it displays really well. Worth it for the box alone. We totally love it! **DC**

- ▶ Beautifully finished in gold, as per the original Corgi, but not the film!
- ▼ The replicated box is worth the price on its own. Beautiful job.



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

JOHN AYREY

DIE-CASTS LIMITED

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

Northcord Model Company

ADL Enviro400 Stagecoach North West - The Lakes Connection 555 - 1:76

UK6524 carries a full, branded livery for route 555, showing the destination to Keswick. The special, comprehensive livery and branding are 100% reproduced onto the UK6524 model.

The stand-out features of the branding are : "free WiFi, USB charging" on all sides, and the name of every main stop "Keswick, Grasmere, Windermere, Kendal, Lancaster" on both sides, and "£11.30 ALL DAY into and around the Lakes" on the rear.



BREKINA

AUTOMODELLE



19252 - Ford Sierra RS 500 Cosworth Blue 1986 1:87

BREKINA

AUTOMODELLE



14658 - Renault Goelette Visser Autodienst 1950 - 1:87

BREKINA

AUTOMODELLE



14657 - Renault Goelette Posterijen (NL) 1950 - 1:87



188014 - BMW DarwinPRO MTC Design BlackSails M235i - 1:18



188014 - BMW DarwinPRO MTC Design BlackSails M235i - 1:18



188022 - DarwinPRO Widebody Mercedes Benz C63 S AMG - 1:18

SCALE MODELS MATRIX



MM430012 - Mengers Mini 3 WP III MPI Blue - 1:43



40603-061 Ford Cougar 406 Concept Blue Metallic 1962 - 1:43

SCALE MODELS MATRIX



50604-121 - Ferrari 365GTB-4 Panther Shooting Brake 1975 - 1:43

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My kind of Volvos

Stephen Paul Hardy takes a trip back in time to look at two of DNA Collectibles latest 1/18 resincast offerings.

Both the 145 and early 245 epitomised the late 1960s/early '70s lifestyle image and state of the art safety. As an automobile enthusiast, I very much aspired to own one – in orange of course.

Whilst I never managed to fulfil that aspiration in 1:1, DNA Collectibles' announcement in December 2020 that it had opened pre-order bookings for the forthcoming 245DL from 1975 rekindled that passion. I eagerly looked forward to its arrival.

The first thing to say about this pair of Volvos is that how their extensive detailing acted as an emotional catapult. The photoshoot of both models served as a thought provoking reminder of how accustomed we have got recently to the detailing on new models of contemporary automobiles. Seeing some of the details on this pair close up – such as door mirrors and wheels – made me realise just how much things have changed in car specification over the decades.

That soft spot for the 145/245 was shared in a different sort of way by the 164. Whilst never a car I particularly desired to own, it was, nevertheless, one I admired and, given the choice, far preferred to any contemporary Mercedes, Rover, Jaguar or whatever.

1972 VOLVO 164 E (DNA000061)

Volvo premiered the 164 at the Paris Motor Show in October 1968. Developed from the Volvo 144 with the intention of claiming a stake in the prestige sector of the market, it combined a 3.0-litre, in-line, 6-cylinder engine with luxury trim in a four-door, three-box, saloon body. The type number 164 denoted its 6-cylinder engine as distinct from the type 144's 4-cylinder.

Frontal styling, with its longer bonnet necessary to accommodate the larger engine, differentiated it from the 144, whilst the interior was totally different to its four-cylinder stablemate. The accent on executive luxury brought a lot of attention to the interior trim – including optional leather upholstery and extensive use of tasteful chromework, that equalled anything that came from the German auto industry at the time. With a production period spanning 1968 to 1975, just over 46,000 164s were manufactured.

DNA chose to model the 164E after polling Volvo fans and collectors via Facebook in 2019, and used this sampling medium also to decide on the colour choice of that first release. Subsequently, DNA has moved forward from single-colour releases onto



▲ The fresh-faced '70s look of the early series 245 with clear hereditary linked to the Volvo VESC ESV.



▲ The classic executive luxury look of the early 164 taking the 1960s into the '70s with a frontal styling unmistakably Volvo's of that era.

▼ Probably two of the most successful and sought after releases from DNA Collectibles to date.

triple-choice colour options. The Volvo 164 has been such a success that a second batch is already scheduled and advertised as a new three-way release in Gold (399 pieces), Green (299) and Red (299).

But for now, let's return to the silver-blue metallic original. That distinctive, idiosyncratic front end, with its classic lines, is perfectly captured. Radiator grille slats, badging, bumpers and lights are all just right. As if underlining the fact that this is a model of a 1970s car, the less complex light units are very convincing. The 164s unique bumper-mounted sidelight/front indicator lights and indeed the rubber trim on the chromed bumpers are also equally convincing. And looking over the bodywork in general the amount of period brightwork trim reminds me just how much there used to be on cars like this. The usual side, sill, gutter and window surround trims are complemented by matching wheel arch and wheel trims, door handles, separate door locks, fuel filler cap, door mirrors, number plate light housing and, correct for the 164, exhaust pipe. The rear lights demand a second glance to appreciate their bulbs and lenses complete with securing screws. The distinctive – and, in that era, fairly unusual – rear head restraints draw the eye into the interior. Once focused on what lies within the cabin, the leather seats, woodgrain dash, blue flock



carpeting all scream of the luxury finish that Volvo put so much effort into equipping the 164 with.

1975 VOLVO 245 DL (DNA000080)

The Paris Motor Show was again the venue for another Volvo premier, that of the 240 generation. Model type numbering followed suit from its predecessors, such that the estate version was badged as the 245.

Arguably one of the all-time most popularly associated images with the Volvo marque, the 245 and its saloon counterparts set so many industry benchmarks that they are assured of a permanent place in automobile production history. Built between 1974 and 1993 in impressive numbers – nearly 960,000 – it was developed from the 140 series, but heavily influenced by research and development work on the Volvo VESC ESV of 1972. As a result, the 240 series had safety as its hallmark and the 245, in particular, captured a lot of enthusiasts hearts thanks to its dependability, reliability and powerfully-inclined versatility.

DNA's choice of modelling an early series example was a good call because, for me, Volvo's later facelifts somehow diminished the fresh, clean lines of the 245. The three-way colour choice for this model – 113 Orange (399 pieces), 118 Light Green (299) and 108 Light blue (299) – was a good call as well.

As with the 164, this 245DL is just so evocative of its era with so much chrome trim. But there are just so many features of this model that make it so attractive (and perfectly executed), both inside and out. Like the characteristic Volvo head restraints, the front running light/indicator units, and the headlamp washers and large impact absorbing bumpers. Features that, some of which in the mid-seventies, were way ahead of their time.

Both of these models have already proved to be an outstanding success. For more information, and to check on availability, go to www.dnacollectibles.com, or contact your preferred retailer. **DC**



▲ DNA's pair of models looking for all the world like a Volvo publicity shot.



▲ The tail-end of the 164...



▲ ... and the 245, illustrating the captivating, era correct, brightwork and convincing rubber bumper trim detailing.



▲ Bumper size and heights highlighting how quickly Volvo developments were moving in the early 1970s.



1



2

1 You don't necessarily have to be a Volvo fan to be in love with DNA Collectibles' 245 - it was an estate car icon of the 1970s.

2 Similarly the 164 in the executive luxury class.



G40, G60, GTI, go...

Taking a further dip into the pool of recent OttOmobile releases, **Stephen Paul Hardy** surfaces this month with a trio of Volkswagens from the days when cassette tapes were still the modern form of in-car entertainment.

For almost eight years, spanning the late eighties and the early nineties, Volkswagen put a lot of development investment into a fairly complex, forced induction, supercharger design to boost engine power output. Known as the 'G-Lader' it was intended for - and lent its designation through model badging to - a generation of 'hot' versions of several models from the Volkswagen passenger car ranges of the era. Two versions went into series production, the G40 mated to a 1,300cc engine and the G60 mated, predominantly, to 1,800cc engines. The G40 found its way into a version of the Polo Coupé, whilst the latter found its way into various A2 Golf, B3 Passat and Corrado models. The death knell of the G engines was sounded by Volkswagen's introduction of its newer, more powerful, VR6 engine.

The G60 Golfs in particular marked a highpoint in this era of model development at Wolfsburg, in 1989, when the engine was combined with Volkswagen's Syncro AWD system developed by Steyr in Austria.



▲ Left to right: G60 Golf Rallye, G40 Polo Coupé and Golf GTI 16V WRC Group A.

▼ Two of OTTOMobiles latest 'must-have' contributions to modelling Volkswagen Golf production history flanking one of the hottest series of Polo's ever made.

The outcome was the formidable 118 kW (160 PS) limited production Golf Rallye and even more formidable, very low volume production, 154 kW (209 PS) Golf Limited.

Volkswagen Motorsport was behind both the developments of the second series, A2, Golf. With a production run of 5,000 cars built at Volkswagen's Brussels plant, in Belgium, the Rallye was distinguishable by being based on the US market bodysell, with the addition of new box-flared wheel arches, new bumpers, additional bodykit parts and rectangular headlamps. Priced at around DM 50,000 it cost approximately twice the price of the entry level Golf GTI. Intentionally a homologation special, it was initially aimed at purchasers intent on motorsport participation - a career prematurely ended thanks to FIA rule changes. Consequently, its participation in the WRC ran to just a handful of events. Faced with this situation, Volkswagen refocused its sales pitch to high-end road users, offering an extensive list of factory-orderable options combined with an



exceptionally limited choice of paint colours.

The Golf Limited, on the other hand, was a different beast. Sold primarily to VW executives and managers, these hand-built models came with almost every factory option available at the time combined, of course, with the G60/Syncro drivetrain. With a production run of just over 70 units and a price tag in the region of DM 68,500, the package was only available in metallic black paintwork with distinctive blue-trimmed radiator grille and Volkswagen Motorsport detailing.

OttOmobiles coverage of the G40/G60 era is already impressive, with some eight models in addition to the latest pair and includes representation of the Golf Limited (OT124) and the Golf 2 Rallye WRC Group A entry of Erwin Weber and Manfred Hiemer from the 1991 Hunsruck Rallye (OT133).

As if by contrast to all the investment in the development of the Rallye, Volkswagen Motorsport fielded a much more homely Golf in WRC events during a two-year run, between 1987 and 1989, in the form of the Golf A2 GTI 16V WRC Group A model. One of these cars participated in no less than seven WRC events with five placements. The best of these was 5th place in the 1987 Rallye Monte Carlo at the hands of Kenneth Eriksson and Peter Diekmann.

VOLKSWAGEN POLO MK.2 G40 (OT856)

OttOmobile's first Polo G40, from February 2014, was of the Genesis Special Edition (OT133) - yes Genesis the band. In the 1990s, Volkswagen sponsored several series of rock concerts and launched a whole series of Genesis special editions on various Volkswagen models.

This recent version is finished in the longstanding Volkswagen paint colour of Diamond Silver, which suits the model admirably. The quality and detailing of this lovely model captures the charisma of the G40 very well. It includes the full set of special addition trim details exclusive to the original, such as the Hella rear light clusters with smoked lenses, the BBS wheels, the

Tailends - Volkswagen's deliberately visible hot hatch trim of the Polo G40, understated yet powerful trim of the Golf Rallye G60 and highly-visible MotorSport livery of the WRC GTI, all captured in superb high detail.



▲ Despite the modifications for WRC Group A, the second generation Golf underneath is still very evident.



▲ The factory modifications to make the Rallye version made the same Golf generation almost unrecognisable at first glance.



▲ The pretty Polo G40 looks just perfect and makes a fabulous addition to any collection of Volkswagen models.

badging and red lining and special pattern seat facings. Whilst a hot hatch Polo may not sound something to particularly enthuse over, this model readjusts that perspective. It looks really good in all respects.

VOLKSWAGEN GOLF A2 RALLYE (OT892)

Previously issued in October 2011 (OT056), in Graphite Grey, and in May 2102 (OT541) in red, this third version in pearl-effect metallic green is the best of the three. As a colour, this and metallic dark blue were the colours used for many of the brochure and publicity shots of the Rallye. On that subject, I particularly like the way OttOmobile replicates Volkswagen's brochure style plates mounted in the registration plate locations on both the Rallye and G40 Polo. From every angle, the unique panelling that makes the G60 Rallye so visually distinctive to the point that it almost masks the profile of the A2 Golf on which it was based, is replicated very well. And, as with the Polo G40, detailing of the special trim is authentically replicated. Unlike the Polo though, the external trim was understated rather than vibrantly upbeat, so that the overall appearance is, at first glance, subdued thanks to the black trim that again includes those Hella rear lights with smoked lenses. But look beyond this first impression and into the interior - the finish and authenticity is superb. It conveys the feel of that important stage in the Golf's production history perfectly.

VOLKSWAGEN GOLF MK.2 GTI 16V GR.A (OT852)

This fully-detailed representation of the Golf that Eriksson and Diekmann drove to 5th place in the 1987 Rallye Monte Carlo is as impressive in authenticity as it is in visual impact. From all angles, both externally and internally, it is loaded with detail and colour. The hallmark features of the mid-period A2 series GTI are all there, including the red-lined bumper and radiator grille, all overlain with the Volkswagen Motorsport special equipment that changed the car from a street to rally version so effectively. Changes that included stripping out the interior, safe stowage of the spare wheel and, of course, that bank of BOSCH auxiliary lights, the representation of which is just stunning. Without a doubt this model is a must-have in any 1/18 display of Golf or rallying history. OttOmobile has a lot more rally models in the pipeline, but this one is going to take some beating. **DC**





One, Two, Three, Eight

Following his recent article on classic Fiat light commercials, this time Rick Wilson focuses on his absolute favourite – the Fiat 238.

In the 1980s, I used to co-own a courier company, based near Notting Hill, in London. One vehicle in our fleet was a Suzuki Super Carry. It was great for nipping in and out of small side streets with a filing cabinet or two, or something a little smaller. Whilst it was fun to drive, I looked upon the similarly-sized Fiat 850T with envy – it was just so cute and stylish. But the van that I really coveted, from the first day that I saw one on the road, was its larger sibling, the 238. There was a Fiat dealership not far from our offices and I used to regularly crawl past, hoping to see another one.

Introduced in 1967, as the logical successor for the Fiat 1100 T, the 238 was based on the chassis of the Autobianchi Primula and had a down-tuned version of the Fiat 124's engine. The 238 was produced in many different body styles for utility and personnel transport. I have an original English-language brochure for both the 238 and its very closely-related sibling, the rear-wheel-drive 241 and these show off the versions available direct from the factory in great detail, truly

▲ A line up of Fiat 238s in 1/43 scale. Back row: Lancia, Campagnolo and Motociclismo support vehicles, all by Ixo. Front row: police van (Progetto K), ambulance (Rio) and later 'facelift' camper van (Ixo).



▲ A rare sighting of a Fiat 241, the model that gave the 238 its looks, here in light truck guise by Rio with an Abarth 2000 on the new Ixo trailer (see page 12).

demonstrating the design's versatility. Variants of the 238 body configuration included the basic body and mechanical unit, for bespoke coachbuilding, the standard van, van with windows, high roof van, light truck (open back), light truck with crew cab, dual-purpose van (middle section with windows and seats), bus, deluxe bus, school bus and ambulance. The 241 was offered as either a box van or light truck.

With its engine located transversely in-between the front wheels, the 238 was front-wheel drive. In this configuration, the engine could be mounted low enough to fit beneath the cab seats, so these were three abreast. The 241 had its engine 'front to back' and ran a propshaft to the rear differential, so sat a little higher, meaning this version only had a two-seat cab. Visually, they were identical from the front, which makes it easier to model both from the same tooling, although, so far, only one model maker has – but more about that shortly.

The 238 was popular for mobile home conversions, as the front-wheel-drive packaging allowed for a low, flat floor, facilitating a very



▲ From the Fiat brochure, a cutaway of the standard van version.



▲ Another image from the brochure, this time showing the deluxe bus interior layout.

// *There was a Fiat dealership not far from our offices and I used to regularly crawl past, hoping to see another one.*



spacious living area for such a compact and light vehicle. Ruggeri, Weinsberg, Westfalia, and many others provided factory conversions. Of particular note of these is Weinsberg, a German company. In 1970, this was the design that set Weinsberg on its way to very big things in the camper building world today.

First produced in 1968, the 238 was sold until 1983, an impressive run! The 241 had been introduced in 1965, so it was the 238 taking its looks from the 241, and not the other way round as the nomenclature might suggest. The 241 only lasted until 1974, when the 242 came into play.

MODELLING THE 238

The 238 was hugely popular in Europe, and this is reflected in the variety of models available, and from a good variety of manufacturers too. Two in particular have dared to stray from the 1/43 scale that most have opted for, so I will mention them first. Both are relatively recent to the market – LaudoRacing already has an extensive portfolio of stunning 1/18 scale resincasts and Brekina offers several variants at the diminutive 1/87 scale. The latter is entirely plastic, but that means an excellent level of detailing is possible at this smaller scale. Check out the comparison photo with all three scales in the same shot – it really does demonstrate the difference in size.

So onto the larger part of my collection, in 1/43 scale. As mentioned in the previous article covering the wider scope of classic Fiat vans, the partwork series concept really is the collector's friend here, as this has brought a huge amount of options onto the market, and at a much more affordable price point too. At the other end of the price scale, are the marvellous offerings from Rio, still (as far as



▲ Fiat 238 buses in three scales – 1/18 by LaudoRacing, 1/43 by Ixo (partwork) and 1/87 by Brekina.

CLASSIC FIAT VANS



▲ Emergency vehicles by four different manufacturers – police vans by Progetto K (rear left) and Ixo partwork (front left), and ambulances by Grani Partners (rear right) and Rio (front right).



▲ Three generations – the 238 (centre) with its predecessor, the 1100 T (left) and its ultimate successor the 242 (right) – all partworks by Ixo.



▲ A trio of colourful advertising/support vans – all partwork releases made by Ixo.

I'm aware) the only manufacturer to release a 241. Somewhere in the middle are Progetto K and, more widely known in the UK, Ixo Models. Ixo seems to be the majority provider to the partwork section, but these are never branded as such, the closest we get to any clue as to their origin is an unbranded base that's identical to the Ixo version. Another partwork specialist, known to have produced 238s, is Hong Kong-based Grani & Partners (sometimes marked as PRC).

My collection currently sits at 16 different 1/43 scale 238s (plus one 241), with another six dismantled and stripped for Code 3 versions – a future appendix to this article for the *Workbench* pages. There is a good variety of body styles and manufacturers amongst this number, so please indulge me and let me take you on a short journey through the life of the 238 in model form.

We start with a line up of Fiat 238s in 1/43 scale by a variety of model manufacturers as the header image to the article. It features a trio of service support vehicles in Lancia, Campagnolo and

▼ The most recent mainstream offering from Ixo, in Lancia Reparto Corse livery.

Motociclismo liveries, all by Ixo. The photo also shows the versatility and popularity of the 238 as a police van (Progetto K), an ambulance (Rio) and the later 'facelift' camper van (another Ixo). The version in Lancia Reparto Corse livery is the most recent mainstream offering from Ixo.





▲ Two takes on a Fiat support vehicle – both mainstream releases – a standard van by Ixo on the left and the high roof is by Rio.



▲ Two further eye-catching Ixo partworks. There are more to come as Code 3s in due course.

Dwelling a little more on the emergency vehicles, there are examples here that fit into this category that showcase four different model manufacturers, shown in a separate image – police vans by Progetto K and Ixo (partwork), and

▼ Three more Ixo partworks - a van, high roof van and facelift camper conversion.



ambulances by Grani Partners and Rio. Incidentally, the Progetto K police minibus is the heaviest of all of my 238s by far, being fully diecast (body, roof and baseplate).

The 238 was an incredibly versatile van for promotional work, as illustrated by the Michelin and Plasmon vans, as well as being just as useful as a day-to-day utility workhorse, as a van on the streets of so many European cities. Examples here are the Mental, Cirio, Talmone and Proraso vans – all partwork releases made by Ixo.

Finally, two of my most recent acquisitions are a pair of takes on a Fiat support vehicle – both mainstream releases – a standard van by Ixo on the left and the high roof is by Rio.

Soon to be added as Code 3s are Abarth, Ferrari, Pirelli and Scuderia Filipinetti service support vehicles, plus a yellow school bus and Vespa Service van. These are already prepped for their new coats of paint and new liveries, assisted by a mix of aftermarket and homemade decals.

There are still plenty more to collect, but I'd better try to stick to 1/43s as, beautiful as they are, those exquisite LaudoRacing 1/18s are really rather big!

A FINAL CHAPTER?

Originally designed to replace the 238, Fiat's 242 van was the result of a collaboration with Citroën and was sold under the name Citroën C35. However, such was the 238's popularity that it was made available with 242's larger engine and kept in production until 1983, being finally replaced by the first of the Ducato series.

When it did finally succumb to the increasing sales of the 242, Fiat's 238 had been in production for an incredible 25 years – almost unheard of for a relatively unchanged commercial vehicle. Its legacy lives on in my world in miniature form, although I did spy a rather gorgeous, largely original, real 1970s Weinsberg camper conversion for sale recently, so all hope is not lost. And at least it would be the perfect place to display my growing 238 collection! **DC**

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And the winner is?

WELCOME to another of our annual retrospective model awards ceremonies as we look back at the very best of the diecast and resincast releases that we've reviewed in *Diecast Collector* over the previous twelve issues for the purpose of choosing our favourites.

Shortlisting these finalists is always a

difficult task in itself but then to have to choose a winner in each category has been even harder than usual this year as, yet again, there were some remarkable new models released during 2021, and the overall standard that we have seen has again been incredibly high, especially impressive given all the global challenges faced.

The criteria for selection is very simple, it has to stand out, and with good reason too. Just being the most accurate rendition isn't sufficient – we always take into account value for money, desirability and originality – plus it has to possess that certain wow factor.

Are you ready? Then we shall begin... **DC**



DIECAST COLLECTOR AWARDS

BUSES & COACHES

Another very hotly-contested and popular category – collectors of buses and coaches crave originality and variety, as much as fleet completeness, and this year we certainly saw many releases that ticked all the boxes here.

Ultimately, though, two very familiar manufacturers fought it out for top honours, but a new name has broken into the ranks with an excellent series of commissioned HO scale models. Read on to find out more...

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022

CORGI New Routemaster - Arriva London - 'Release the Kraken'

PRICE: £38.99 each REF NO: OM46624B

www.corgi.co.uk

The incredibly eye-catching livery for this amazing bus is the result of a commission set out with the Oink design company, by Proximo Spirits, the owners of the Kraken Rum brand. The work that Corgi put into replicating the incredible livery is astonishing. The incredibly complex wrap is a proper work of art in itself, negotiating the compound curves flawlessly. The model was also released as No OM46624A, again on route 38, with a destination of Hackney Central. Both sold incredibly quickly, a requisite attribute for a winner.



■ **HOLLAND OTO / BUCKIE MODEL CENTRE** Angela Coaches VDL Futura – Angela Holidays
PRICE: £42.00 REF: BCC 04
www.buckiemodelcentre.com

A commission from Holland Oto by Buckie Model Centre brought us this rather eye-catching livery on the popular Netherlands-based VDL design. Features some really neat work in terms of graphical application - the tampo-printed livery is perfectly applied along the body and around the curves. Finishing off the model nicely are the wheels, fitted with authentic rubber tyres.



■ **NORTHCORD MODEL COMPANY** Alexander Dennis Enviro400 MMC – Xplore Dundee
PRICE: £59.99 REF: ukbus 6521
www.ayrey.co.uk

NMC's single-door model, in the eye-catching livery of Xplore Dundee, is an absolute beauty. On route 22 and showing the destination to Craigowl, the special, comprehensive livery and branding are fully reproduced, with all the messages and logos present. Inside, the layout of the Enviro400 MMC, is fully replicated, including such details as the extensive handrails on upper and lower decks.

Motorsport has always featured highly in many of the other sections, so last year it got its own award. Racing cars are one of the most numerate categories for new model releases, thanks largely to the popularity of F1 and endurance sports car racing, including

the Le Mans 24 Hours of course. Other races and series are available of course, but this year it just so happens that all three below come from those mentioned above. And all are of the same scale this year.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022

IXO Porsche 919 Hybrid – 2017 Le Mans 24 Hours

PRICE: £107.99 each REF NO: SP919-1815/16

www.ayrey.co.uk

Ixo has released both of the Porsche entries for the 2017 race under its Limited Edition Series and the quality of replication is absolutely top notch. The level of detailing is really something rather special. The reflective panel on the top of the cockpit and the rear exhaust outlets on the upper rear bodywork are two areas that are particularly worthy of extra praise.



HIGHLY
COMMENDED

■ **BBURAGO** Ferrari SF1000 F1 2020 Tuscan GP
PRICE: £74.99 each REF: B18-16808L/V
www.tobar.co.uk

In September 2020, Scuderia Ferrari took part in its 1000th Grand Prix. The cars featured a special colour and graphics, and drivers Charles Leclerc and Sebastian Vettel also had special race suits for the occasion. Bburago's brace of beauties proudly replicate all the above. Detailing is very good and the models represent excellent value, with driver figures included. Suspension detail is good and the wing elements are well-represented.



HIGHLY
COMMENDED

■ **SOLIDO** Porsche 936-81 – 1981 Le Mans 24 Hours winner
PRICE: £59.99 REF: S1805602
www.solido.com

Porsche brought back its ageing 936 for one last hurrah at Le Mans in 1981, winning with this type for the third time. The placement of the complex graphics is excellent, the body shape is spot on and the trims to the wheels are very good. The level of detail in the cockpit is really pleasing too. The body is diecast mounted on a plastic base, and this combination gives the model good balance in the hand, without being too heavy to hold comfortably.

NOVELTY
2021



NZG Nürnberger Zinkdruckguss-Modelle GmbH



1:18

Mercedes-Benz Actros GigaSpace 4x2 & Lohr car transporter - "Mosolf"

www.nzg.de

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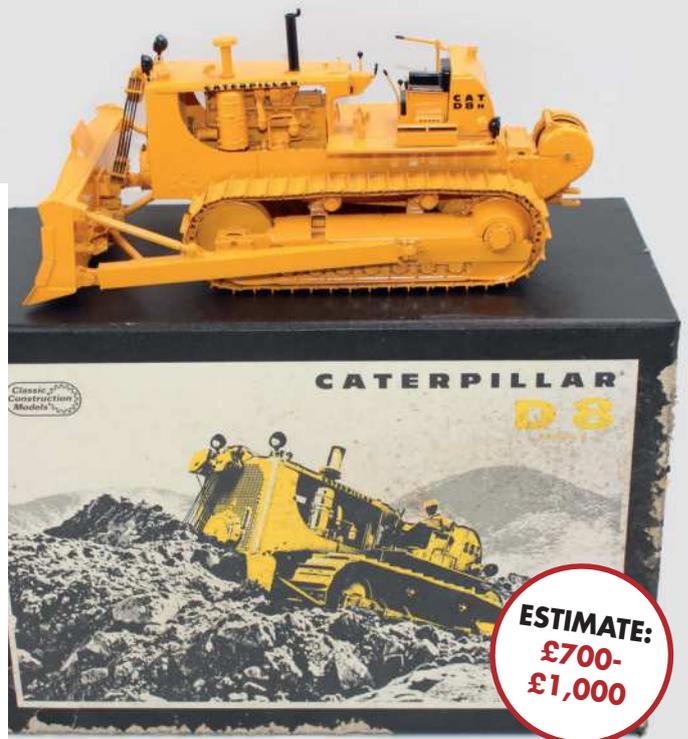
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Here is a category that always offers up some excellent models and is a firm favourite amongst many collectors. This year's winner is a very striking model indeed, and must have been quite an undertaking to tool at this scale to this level of detail.

The winner certainly demands your attention, that's for sure, and that was ultimately the deciding factor. In the runners up spots are two motor racing transporters from very different eras, and one in particular that is iconic in historic motorsport circles.



NZG Scania V8 730S 4x2 – black

PRICE: 298.00 € **REF:** 1019/51

www.nzg.de

Launched during the summer of 2016, Scania's S-series of tractor units, brought a whole new level of luxury to long distance driving.

So let's not mince our words here, this is a proper monster of a model and the stunning black paint job just adds to its menacing presence. The features are plenty and, given NZG's reputation, the build quality is, not surprisingly, superb. The front axle is steerable and the cab can be tilted, affording access to the V8 engine, which features some excellent detailing. There is also an opening service flap. The chassis is sprung and, to the rear, and the fifth wheel coupling is lockable. Both cab doors open, revealing a sumptuously-detailed interior, with excellent upholstery - even the armrests are adjustable - and a wealth of dashboard detail. The roof spoiler is adjustable and there are two brake chocks included. Just wow!

**DIECAST
COLLECTOR**

1ST PLACE

AWARDS 2022



■ **Ixo MAN Büssing Rothmans Porsche Race Transporter**
PRICE: £75.99 **REF:** TTR022
www.ayrey.co.uk

During the early eighties, the Porsche factory racing team attracted major sponsorship from Rothmans across its racing activities. Largely-diecast, Ixo's transporter replica features some very nice detailing, including the hoses to the rear of the cab. The trailer is entirely moulded in plastic and this allows for a very realistic look to the rear roller shutters. The iconic livery is perfectly replicated.



■ **Ixo Mercedes-Benz Rennwagen Schnelltransporter 1955**
PRICE: £43.99 each **REF:** RAC342
www.ayrey.co.uk

In the 1950s, Mercedes-Benz created a bespoke vehicle that could transport its racing cars at high speed between events. Ixo's 1/43 scale rendering is stunning, with beautifully applied paint to the diecast body. The detailing on the metal flatbed is exquisite. The detailing around the grille, plus the chromed hubcaps and front bumper are fabulous.

AVIATION

There is always more than a hint of nostalgia in the Aviation category, and this year, as was the case last year too, all three prizes go to vintage subjects. All three winners represent popular British aircraft, from the days when Great Britain ruled the skies in terms

of design and manufacturing – not so much now though, sadly.

The big prize had to go to a marvellous piece of new tooling that has been in the works for some time, so kudos to the winning manufacturer for getting it done during a tricky year.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022

CORGI
Bristol F2B Fighter D-8063, RAF No.139 Squadron, 1918

PRICE: £69.99 each **REF NO:** AA28801

www.corgi.co.uk

Corgi's stunning new tooling was worth the wait, as it is packed with detail and the finish to the colour scheme is first rate, with the paint having a fabulously authentic matte finish. The graphics are perfectly applied too, really adding to the overall appeal of this great aircraft. It's quite a size compared to some of Corgi's other World War I aircraft at this scale, but the usual included stand is more than up to its supporting role. A great model with a truly marvellous back story.



HIGHLY
COMMENDED

■ **AVIATION 72** de Havilland Canada DHC-1 Chipmunk BBMF WK518/K
PRICE: £34.99 **REF:** AV7226022
www.clevelandsdiecast.co.uk

As the de Havilland Chipmunk celebrated its 75th birthday during 2021, this was the perfect time for another couple of releases of this marvellous casting. This is, in fact, the second release, by Aviation 72, of WK518 in Battle of Britain Memorial Flight colours - this time in 'noughties' livery. The finish is very evocative and, despite being mainly black, really makes this version stand out..



HIGHLY
COMMENDED

■ **CORGI English Electric Lightning F.6 - "The Last Lightning Show"**
PRICE: £144.99 **REF:** AA28403
www.corgi.co.uk

Corgi's absolutely stunning 1/48 scale casting is another magnificent model. Largely diecast, it is fabulously weighty and perfectly finished with a very authentic camouflage scheme and markings all over. Detailing is astonishingly good and it comes with two canopy options (open or closed), exhausts cap, nose intake plug and cockpit steps. The cockpit interior features a pilot and is very detailed.

Another relatively new category, this has thrived since its inception, and is one of our favourites due largely to the incredible array of releases that have never been modelled before. The winning manufacturer has made its reputation almost

entirely on the weird and wonderful, the oddballs of the automotive world, so the top award is really no surprise in that respect. But there was certainly stiff competition for the top step this year.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022



AUTOCULT
1941 Hunt Hollywood House Car

PRICE: £113.99 each **REF NO:** ATC 09015

www.ayrey.co.uk

Designed by John Roy Hunt, a well-known and much-respected Hollywood cameraman and cinematographer, the 1941 Hunt House Car was his second design. Hunt went for a wider track, creating more interior space. The entire aluminium body consisted of several small parts, which were welded together. 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.



HIGHLY
COMMENDED

■ **WHITEBOX UAZ 469**
PRICE: £30.99 **REF:** 124069
www.ayrey.co.uk

UAZ is best known for this UAZ-469, which has seen wide use as a military vehicle in the Eastern bloc and around the world. This marvellous model by WhiteBox captures the looks and stance of the 469 very well indeed. The diecast drab olive green-painted body is finished beautifully and the plastic-moulded hood looks very realistic. The simple interior is well-replicated.



HIGHLY
COMMENDED

■ **BBURAGO 2018 Lamborghini Terzo Millennio**
PRICE: £14.99 **REF:** B18-21094
www.tobar.co.uk

Lamborghini certainly looked to the future for this design concept. Bburago's breathtaking diecast recreation looks every inch the part, and is largely diecast, mixed with plastic detailing in parts, notably to the gull-wing doors that add an extra level of excitement to an already marvellous model. Look at those wheels too, absolutely wonderful work here.

LARGE SCALE

Having changed its name for 2020 from "1/18 Scale & Above", to accommodate the increase in the number of 1/24 scale offerings during that year, the top three chosen here would all have fitted under the original umbrella. That's not to say that there was little

to offer from 1/24 and 1/12 scales, far from it, it's just that we are restricted to what we've received here to review and these three just shaded it when it came to our voting. It was close though, but we have three (technically five) beauties to share.

**DIECAST
COLLECTOR**

1ST PLACE
AWARDS 2022



DNA COLLECTIBLES
2019 Volkswagen Amarok Adventure
PRICE: £150.99 **REF NO:** DNA000047
www.dnacollectibles.com

First presented to the general public in January 2010, VW's Amarok SUV was something of a trailblazer for the genre. Comparing the model against Volkswagen's own spec list, it doesn't take long to see that everything that should be represented is there in accurate detail. The metallic Ravenna Blue paintwork is flawless and very attractive. In customary DNA style, the interior contains so much amazing detail that it needs very good eyesight or close-up photography to be able to fully appreciate it.



HIGHLY
COMMENDED

■ **SOLIDO** 1950 VW T1 Pick-up - orange and white
PRICE: £49.99 **REF:** 1806701
www.solido.com

Solido's newly-tooled T1 is exquisite. The diecast body is marvellous and features opening parts - both cabin doors open and the rear tailgate hinges down. Finished in a very evocative orange and white scheme, the subtle pinstriping that separates the two colours is marvellously consistent. Attention to detail is excellent and the standard of finish is similarly impressive.



HIGHLY
COMMENDED

■ **DNA COLLECTIBLES** 2005 Saab 9-5 Sportcombi Aero
PRICE: £150.99 each **REF:** DNA000058/65/75
www.dnacollectibles.com

What you see here represents a first for DNA Collectibles, with three different colour options being produced together for the first time. Each model is sumptuously finished with flawless paintwork, incredibly realistic alloy wheels, and a bevy of beautiful detailing that really adds to the incredibly realistic appearance of these resincast masterpieces.

Models are constantly updated and can be viewed on our website www.diecastgems.com Due to current sales stock becoming low many of these models shown here are from my own personal collection. Did you know that we check every model and test with a UV light as to whether any known touch ups are exposed, and we declare them if there is.

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Dinky

- 18 Goods Train Set Train Maroon-Black. 3 Trucks-Green-Red. Superb set. A—A/A- £300
- 25R Forward Control Lorry. Scarce Green-Cream W. Mint-but crack in tyres. A—A/U £100
- 25X Commer Breakdown Lorry Dark Grey/Deep Blue-Red W. Early Box. A-/A- £325
- 105 Triumph TR2 Touring. Grey-Red-Spun W. Plain Red/Yell Box A—A/B+ £360
- 109 Austin Healey Sports Yellow-Blue-Blue W-RN21 A—A/B+ £140
- 131 E Type Jaguar White-Hard Plastic Case. A/A- £140
- 152 Austin Devon Fern Green -Cream W. Box complete but repaired. A/B £240
- 154 Hillman Minx Cream & lime green Beige W. A/A- £450
- 158 Rolls Royce Silver Shadow Met Red-Hard Plastic Case. A-/A- £110
- 163 Volkswagen 1600 TL fastback Met Red-Hard Plastic Case (Cracks) A/B-B+ £75
- 168 Singer Gazelle Grey-Green-Spun WA/B+ £160
- 172 Studebaker Commander Lowline Fawn & Beige. A--A/B- £240
- 175 Hillman Minx Blue/Grey Blue W. A/A- £170
- 181 VW Beetle Grey & Blue W. Lighter Yellow Box. A/A--A £160
- 187 VW Karmann Ghia Green & Pale Green-Spun W Plain Red/Yell Box. A £225

Dinky Cont.

- 237 Mercedes Benz Racing Car. White-Blue Driver-Red Pl W-RN30 A/A—A £170
- 252 Bedford Refuse Wagon Orange-Grey-Green Plastic shutters-Red PW. Silv Rad. Side flap missing. A-/C £445
- 254 Austin Taxi Yellow & Green - Yellow W.A--/A- £175
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- 796 Healey Sports Boats & Carrier. Red. Trailer Black PW. A £160
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Happy collecting! Phil Silvester at Diecast Gems.

Email: phil@diecastgems.com

1/43 SCALE

Being the most numeric in terms of review samples, this was yet another category that was really difficult to narrow down this year, with another bumper crop of new releases over the past 12 months. With a shortlist that featured plenty of nostalgia throughout, it

certainly gave us a few headaches. But in the end it was a trio that has been a long time coming that took the spoils and goes home with the top prize. New tooling that has an emotional tale attached and a *Weird & Wonderful* contender round out our 1/43 podium.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022

CORGI Sporting Triumph collection - Stag, Spitfire, TR6

PRICE: £82.49 REF NO: TC00004

www.corgi.co.uk

Corgi's sporting trio is a real triumph, especially with the new TR6 tooling joining the Stag and the Spitfire. All three are exquisitely replicated, the attention to detail is excellent and both the Spitfire and the TR6 comes with 'extras' - the Spitfire with a 'hood up' option, whilst the TR6 has the same, but also includes a part to replicate the hood in folded down position. Beautifully presented in a stylish, bespoke flip-up-lid box, with the extra parts stowed beneath the inner plinth. A truly wonderful release for the Triumph and British sports car enthusiast.



HIGHLY
COMMENDED

■ **CORGI Volkswagen Type 2 1500 SP Devon Caravette**
PRICE: £29.99 REF: VA14500
www.corgi.co.uk

Corgi's newly-tooled beauty has turned out to be a fine tribute to the employee behind it. Corgi's Head of Brand, Darrell Burge, a keen VW Camper owner, sadly passed away suddenly at the beginning of 2021. It's a truly lovely model, with some really splendid detail. The finesse of the windscreen wipers and both number plates is especially pleasing. A fitting tribute to both Darrell and VW's iconic design.



HIGHLY
COMMENDED

■ **AUTOCULT Toyota RV-2**
PRICE: £98.99 REF: ATC 09013
www.ayrey.co.uk

Presented by Toyota at exhibition halls during 1972 and 1973, the RV-2 is a very unusual interpretation of a camper vehicle. AutoCult is legendary for recreating one-off vehicles, so the RV-2 is an obvious fit. The attention to detail is excellent, and finish is very good indeed. With plenty of 'glass', the RV-2's interior can be fully appreciated, something that AutoCult has exploited to the full.

MINIATURE MARVELS

The days when this category was dominated by 1/76 scale seem to be fading into memory because, for the third year running, the winner is one of the ever growing number of 1/64 releases, a sign of the fast-growing resurgence of this scale.

A good mix of motorsport, classic commercials and Royal wheels demonstrate the very best of what can be done at these smaller scales. HO (1/87) might be missing from this podium, but that doesn't mean it didn't have some serious contenders. Maybe next year?.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2022

MINI GT BY TSM Mercedes-Benz 190E 2.5-16 Evolution II #5 Berlin DTM Zolder

PRICE: £14.00 REF NO: MGT00196

www.clevelandsdiecast.co.uk

Running in the 1992 DTM season, this eye-catching 190E wore a livery championing Berlin's bid for the 2000 Olympics, featuring facsimile signatures of many of Germany's sporting legends and raced by Ellen Lohr. Mini GT has captured the looks of this classic racer in its special livery very well indeed. The detail at the diminutive 1/64 scale is excellent. Just look at those wheels and the finesse of the front splitter - astonishing work. The application of the graphics is quite an achievement too.



HIGHLY
COMMENDED

■ **SCHUCO** Unimog U406 – Feuerwehr
PRICE: £12.99 REF: SHU 20173
www.ayrey.co.uk

Exquisite small, 1/64 scale replica of the iconic Unimog 406. Truly superb finish all over, featuring marvellous detailing, in German fire brigade (Feuerwehr) livery. The chunky tyres look very realistic too. Another absolutely splendid little model, with removable rear canopy and realistic roof lights adding to the appeal, representing superb value.



HIGHLY
COMMENDED

■ **OXFORD DIECAST** Bentley State Limousine HM The Queen
PRICE: £9.45 REF: 76BSL001
www.oxforddiecast.co.uk

A superb example of new tooling from Oxford, and one that proved to be a tremendously popular model of HM The Queen's state limousine. Given that the alternative livery options for this model are rather restricted, this was a substantial investment by Oxford Diecast. Great work on replicating such a non-standard body shape and replicating the luxurious interior. Marvellous.

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OO Gauge (1:76 Scale)

Corgi - Buses

 OM46517B Wright Eclipse Gemini 2 Go North East NL63 XCB Route X10 Middlesbrough Royal Fusilliers.£39

EFE - Buses

 30-525bus Bristol VRT Series III open top tour bus - "Stratford-upon-Avon" - split from 30-525 set.£10

Northcord Model Company - Buses

 IE0007 ADL Enviro400 MMC - "Dublin Bus"£51

Oxford Diecast - Buses

 76IR6006 Irizar i6 City Link Air£21

Oxford Diecast - Cars

 76SET75 Jaguar F E and I Pace 3 Piece Set **NEW**£17

Oxford Diecast - Vans, Taxis and Private Hire vehicles

 76ND110X001 Land Rover New Defender 110X.£7

Oxford Diecast - Public Service vehicles

 76SET73 Stobart Group 5 Piece Van Set **NEW**£29

Oxford Diecast - Public Service vehicles

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

Oxford Diecast - Public Service vehicles

 76DIS006 Land Rover Discovery 4 West Midlands Police **NEW**£5.50
 76MFE001 MAN Pump Ladder fire engine "Avon Fire & Rescue".£16

Oxford Diecast - Military ground vehicles

 76MA002 Mercedes Sprinter 515 CDI Modern Ambulance - London£10
 76MA001 Mercedes Sprinter 515 CDI Modern Ambulance - Welsh£10

Oxford Diecast - Commercial vehicles

 76SAL001 Scania Aerial Rescue Pump "Strathclyde Fire & Rescue".£20.50

Oxford Diecast - Commercial vehicles

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

Oxford Diecast - Commercial vehicles

 76TIP005 AEC Ergomatic Tipper London Brick Company £12

Oxford Diecast - Commercial vehicles

 76ATKL005 Atkinson Cattle Truck L Davies & Sons £13.50
 76CTR002 Canvased Trailer Maroon/Red.£12

Oxford Diecast - Commercial vehicles

 76FTC005 Ford Transit Connect White£6

Oxford Diecast - Commercial vehicles

 76FT1001 Ford Transit Mk1 White£6

Oxford Diecast - Commercial vehicles

 76TMSV004 Mercedes Sprinter van white£6.50

Oxford Diecast - Commercial vehicles

 76TCA004CC Scania T Cab box trailer "Coca Cola - Father Christmas".£21.50

Oxford Diecast - Military ground vehicles

 76JCX002 JCB 3CX (1980s) Army.£18.50

Oxford Diecast - Motorcycles & Scooters

 76SC001 Scooter Blue/White **NEW**£5

N Gauge
Oxford Diecast - Commercial vehicles

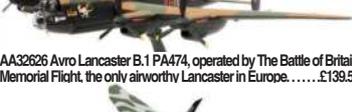
 NFG013 Foden FG 8 Wheel Platform Robsons of Carlisle **NEW**£6

1:72 Scale
Oxford Diecast - Aircraft - military

 NSHL04TK Scania Highline Tanker "Exol"£13.50

1:72 Scale
Oxford Diecast - Aircraft - military

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

1:72 Scale
Oxford Diecast - Aircraft - military

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

1:72 Scale
Oxford Diecast - Aircraft - military

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

1:72 Scale
Oxford Diecast - Aircraft - military

 AA36017 British Aerospace Hawk T 1A XX322 - RAF Red Arrows - 2019 US tour **NEW**£50

1:50 Scale
Oxford Diecast - Commercial vehicles

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

O Gauge (1:43 Scale)
Corgi - Cars

 CC99725 Mr Weasley's enchanted Ford Anglia - Harry Potter range£26

Ixo Models - Cars

 TC00004 Sporting Triumph collection, Stag, Spitfire TR6£67.50

Ixo Models - Cars

 CC02734 Volkswagen Campervan "Happy Birthday".£27

Oxford Diecast - Cars

 IXO-CLC358 Aston Martin DB4 Coupe Red 1958 **NEW** £24

Oxford Diecast - Cars

 IXO-CLC346 Jaguar XJ 8 Golden Sand/Beige 1998 **NEW**£24

Oxford Diecast - Vans, Taxis and Private Hire vehicles

 43AMDB2005 Aston Martin DB2 MkIII Saloon in Elusive Blue **NEW**£21

Oxford Diecast - Vans, Taxis and Private Hire vehicles

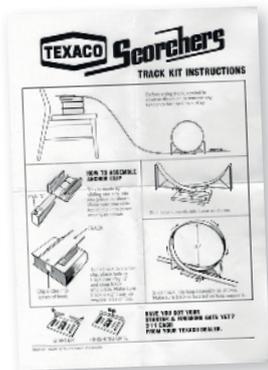
 43CC003 Ford Cortina Crayford Open Dagoon Red£22.50

Oxford Diecast - Vans, Taxis and Private Hire vehicles

 43CC002 Ford Cortina MkII Crayford Convertible in Ermine White/Green.£22.50

Oxford Diecast - Public Service vehicles

 43CF004 Bedford CF Ice Cream Van Morrison Jordans **NEW** £15



Texaco Scorchers

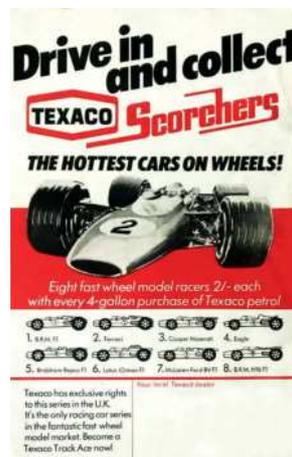
In 1970, fuel giant, Texaco, teamed up with Zylmex for a short-lived series of track-based diecasts. Rick Wilson puts his racing overalls on.

Travel back to the late 1960s and early 1970s – it was the pinnacle of diecast production and all the big companies were vying for the same space on the shelves of retailers. Each manufacturer searched for that unique selling point and when Mattel unveiled its Hot Wheels range, in 1968, complete with its own bespoke track system, it had found the leap all the others had been looking for. Suddenly, track systems were all the rage – Matchbox's Superfast, Lone Star's Flyway and Corgi's Rockets systems being two examples of big names jumping on the bandwagon as quickly as they could, so as not to lose too much ground in the sales race.

Somebody at Texaco obviously thought it was a great idea too and, for 1970, its petrol stations were full of promotional packs and advertising, trying to get the youngsters to badger their parents to buy Texaco fuel. The system name was called Scorchers and it comprised eight Formula 1 style racers, at about 1/64 scale, and a limited, but nevertheless impressive, track range.

The track system was by Lone Star and was

▲ A full set of eight Texaco Scorchers, only available in 1970, complete with their respective boxes.



▲ Promotional hand-out leaflet, with space for the garage's identification/details stamp.

basically a selection of components already available in the company's Flyway track system, introduced specifically for its new high-speed Flyers range. The track was orange and other parts were yellow, such as the loop-the-loop supports, starter and finishing gates, etc. For the Texaco version, the track remained orange, but the accessories were changed to red to match the fuel company's brand image. Texaco's limited range comprised 12ft track sections, a starter gate, finishing gate, anchor clip and loop-the-loop hoop set.

To run on its new track system, Texaco wanted racing cars and turned to Hong Kong-based Zyll Enterprises Ltd., which was making diecast cars under the brand name of Zylmex. Its early 'Dyna-Mites' series of F1 racers were pretty much replicas of the Politoys 'Penny Series' of racing castings. Whether the Penny Series moulds were sold outright or loaned to Zylmex, or even if the castings were produced under licence is still unclear. Zylmex also produced much larger scale F1 racers, such as the Ferrari shown here – this was also a replication of an existing Polistil release.



▲ The Scorchers track system was a recoloured version of the Lone Star Flyway, and included a two-track Starter and Finishing Gate.



▲ The Scorchers releases came in a neat box that featured attractive artwork. Later these would reappear as 'Dart Wheels'.

A GRID OF EIGHT

Now it has to be said, this is not a range for the motorsport purist, as these were always intended very much for the toy market. But they are fun, even if each model only bears a passing resemblance to the real F1 racers that they were meant to represent. Each car bears a racing number that tallies with its number in the series, which makes it nice and easy to identify which one is which, especially as they are all a little similarly generic!

No 1 in the series is the BRM F1, wears racing number 1 and is painted white, No 2 is a Ferrari (#2, orange), No 3 a Cooper Maserati (#3, a very unrealistic purple), No 4 is the Eagle (#4, blue), No 5 a Brabham Repco F1 (#5, red), No 6 a Lotus-Climax F1 (#6, a darker blue than the Eagle), No 7 a McLaren Ford BVF 1 (#7, yellow) and No 8 another BRM, this time the H16 F1 (#8, green).

Each of the models came in a smart, suitably-sized box, all with the same eye-catching artwork on the front face and all eight models listed with a colour side-on profile graphic alongside its series number on the rear face. Both sides and the two ends bore the Scorchers logo and the model name and number, with the Texaco logo added to the sides as well.

The whole set up, including track system and cars, could be found at each petrol station in an impressive counter top display unit. Each car could be had for just 2/- with every four gallons of fuel, and then the accessories could be bought separately. The 'Single Track Kit' cost 15/- and included 12ft of continuous track, loop base and supports, plus anchor clip and instructions. Both the 'Starter' and 'Finishing Gate' packs were 2/11 each and were for two-track set ups.

The Zylmex series of racing cars would carry on and be repackaged as part of its 'Dart Wheels' blister-pack range, with fancy new Superfast-style wheels. The eight racers would line up in the same order, as D1 to D8, in the new range, which initially ran to D40, but soon extended beyond that. This range seems to command pretty high prices for those still in their packaging, so for now I think I'll stick with the Scorchers Eight. I also think its time for some vintage track action... **DC**



▲ Everything was presented at the petrol station in this rather splendid counter top display unit. I'm so glad this one has survived and I found it when I did.



▲ Based on Politoys tooling, Zylmex marketed its own versions in two sizes – the Scorchers is dwarfed here by its larger sibling.

MANCHETTS

Rescue & Recovery



Limited Edition

MANCHETTS model Volvo FMX

Manchettts Recovery customised promotional model truck, a 1:50 scale Volvo FMX (6x4) heavy recovery truck is now available to buy.

Commissioned to mark the occasion of Manchettts Recovery's 60th anniversary in 2021, the models are produced exclusively for Search Impex by WSI Models as a certificated Limited Edition and will be delivered in a bespoke window display box.

Manchettts original company was started in 1961 by George Manchett with mainly agricultural and machinery repairs and a small amount of motor fuel sales at the now head office in Burwell Cambridgeshire. Now a 4th generation family business the group of companies encompasses everything automotive with car and commercial dealerships, an accident repair centre and vehicle recovery.

Manchettts Recovery in Cambridgeshire and Suffolk specialise in damage free recovery. Company Director Sean Manchett believes in investing in bespoke

equipment such as the JCB Fast Trac with Syren heavy winching equipment for off road winching and the Mercedes Unimog with bespoke winch and bodywork by Syron. A Foden 6x6, a Scania R480 rotator crane and more recently a Volvo FMX 6x4 fitted with Falkom equipment and body styling by Johan Van der Zand from Holland are all noteworthy specialist recovery vehicles to be found within this impressive fleet. The team of technicians and operators that run and take care of these vehicles are passionate about them and the job they do.

Manchettts Rescue and Recovery provide 24/7 cover for all vehicle breakdown solutions across Cambridgeshire and Suffolk and also boast the brightest green and yellow livery in East Anglia! They have a fleet of over fifty commercial and light recovery vehicles, ranging from service vans and car recovery vehicles to heavy duty low loaders, crane rotator recovery vehicles and specialist off road winching units. They service police and fire department contracts in Suffolk and Cambridgeshire, as well as facilitating nationwide recovery, the AA, RAC, Greenflag, Britannia Rescue and all the major insurance backed organisations.

The models are £146 each, which includes VAT. Delivery is by special delivery Royal Mail £8.95.



For details of availability please email
mandy@manchettts.co.uk or call on 07375 112 344



Outstanding service



Versatile vehicle specialist, Manchetts, operates a fleet of recovery units that certainly stand out on the road. Rick Wilson details a new-for-2021 model release by Search Impex.

The original Manchetts company was started in 1961, by George Manchett, mainly undertaking agricultural and machinery repairs, plus a small amount of motor fuel sales at what is now the company's head office in Burwell, Cambridgeshire. The modern incarnation of Manchetts is now a 4th generation family business and the group of companies encompasses everything automotive with car and commercial dealerships, an accident repair centre, vehicle hire and vehicle recovery.

Manchetts Recovery in Cambridgeshire and Suffolk specialises in damage free recovery. The team of technicians and operators that run and take care of these vehicles are passionate about them and the job they do. Manchetts provide 24/7 rescue and recovery for all vehicle

▲ The new 1/50 scale Manchetts Volvo FMX model, from Search Impex, in all its glory.



▲ Current company directors - Sean, Anne, Robert, Helen and Glenn Manchett.

breakdown solutions across Cambridgeshire and Suffolk, whilst also boasting the brightest green and yellow livery around. With a fleet of over fifty commercial and light recovery vehicles, ranging from service vans and car recovery units to heavy duty low loaders, crane rotator recovery vehicles and specialist off road winching units, Manchetts are well-equipped to serve the needs of anyone unfortunate enough to breakdown or be involved in an incident on the area's roads. Manchetts also service police and fire department contracts in Suffolk and Cambridgeshire, as well as facilitating nationwide recovery.

To mark the occasion of Manchetts Recovery's 60th anniversary, in 2021, the company commissioned much-respected truck model specialists, Search Impex, to replicate one of its

IN THE SPOTLIGHT: MANCHETTS RECOVERY



▲ The model comes in a smart, bespoke window box, with plenty of protection to keep the model in pristine condition. Each model comes with an individually-numbered certificate.

heavy recovery trucks, a Volvo FMX (6x4) with registration AD19 ODK, in a limited edition run at 1/50 scale. Produced exclusively for Search Impex by WSI Models, each of the 255 models produced comes packaged in an eye-catching, bespoke window display box.

Packed with plenty of detail, this stunning diecast replica is exquisite. Customised in the colourful Manchetts yellow and green livery, the list of features is extensive:

- Tipping cab
- Poseable wheels on steering axle
- Finely detailed handles on side locker cabinets
- Working lifting boom (can be raised and lowered)
- Extendable telescopic beam
- Independent working winches (x2)
- Working wheel lift frame – folds down and is extendable (with attachable lift frame accessory)
- Rear towing hitch accessory can be fitted
- Working rear gripper feet (can be put down to the ground) to give truck traction and stability when winching and lifting

Accurately replicated wheels with a polished finish, fitted with realistic rubber tyres

The finish to this very heavy model is truly outstanding, with the complex graphics perfectly executed and applied. The long list of features above, and the quality of the model's manufacture, all add up to a superb replica. All in all, this is a spectacular model and rightfully deserves a place in any collection of modern trucks.

Priced at £146 each, which includes VAT, models will be delivered, fully insured, by Royal Mail Special Delivery for an additional £8.95. **DG**

HOW TO BUY THE MODEL

For details of availability please email mandy@manchetts.co.uk or call on 07375 112344.

1 The attractive Volvo has been beautifully replicated.

2 Manchetts' eye-catching livery looks spectacular.

3 Tipping cab reveals plenty of detail beneath.

4 Gripper feet down, boom deployed and wheel lift frame attached.

5 Everything back in place for a return to base.



▲ This elevated rear view really shows off the attention to detail put into the model by Search Impex and WSI.



1



2



3



4



5

Police 'Vigilant' Range Rover

An occasional look back at a popular Corgi Toys release, when it reaches 50, by Rick Wilson.



► The first version of the box is by far the best, with a colourful backscene inside. The included accessories made for hours and hours of playtime back then (and, to a certain extent, today too).

One of the first Corgi Toys issues for 1972, No 461 Police 'Vigilant' Range Rover was released in January, alongside No 308 Monte Carlo Mini, No 393 Mercedes-Benz 350 SL and No 681 Stunt Motor Cycle. It was the Range Rover that I played with the most, thanks largely to all the accessories that came with it, but also because it was a rather exciting vehicle in my mind too – I loved the boxy looks and the original design is still by far my favourite version.

The Police 'Vigilant' Range Rover, scaled at 1/43, was initially released in a splendid red and yellow window box that featured a lovely backscene. The model features a two-part opening tailgate and a pair of plated searchlights that swivel on the roof, complete with separately-moulded translucent blue lens inserts. To really add some play value, the model came with a police figure with raised arm to stop the traffic, three grey plastic warning signs and a set of yellow and red-tipped traffic cones. The signs and cones are stored neatly in a crate that slides perfectly into the opened rear of the vehicle, and all this, plus the police figure, came mounted under a clear plastic bubble on a piece of card, placed on the plinth next to the vehicle. Tucked away under the plinth was a sticker sheet for the warning signs, plus two first aid labels, that were to be affixed to panels



▲ The crate fits very snugly into the back of the car and keeps the cones and signage safely together. The slide-down side panel, which reveals the first aid box, is really neat as well.



▲ The casting was remodelled and later released as No 482 Range Rover Ambulance, in May 1975.

on either side that were revealed by slide down shutters.

The body of the car was, of course, painted white and there were side stripe stickers added to complete the 'jam sandwich' look of the period. The model ran on Whizzwheels, as was the norm at the time. Later issues came in the darker, striped window boxes. Additionally, later models came with black plastic signs, rather than the earlier grey.

No 461 was withdrawn in 1979 and, during its 7-year run, nudged past the 1 million milestone in terms of sales – 1,055,000 to be precise, according to The Great Book of Corgi. The casting had proved so popular, in fact, that it got a second lease of life in 1975, when a slightly remodelled version appeared (the 'box' on the roof was rejigged to incorporate two blue lamps, plus the side shutters were gone), stickered as No 482 Range Rover Ambulance. For this later incarnation, the accessories offered were a patient on a stretcher, carried by two paramedics. No 482 only lasted for two years, selling 306,000 units.

Some fifty years on from the first release, both are still fairly easy to find today, although, inevitably, most were played with hard and have the scars to prove it. But score yourself a minter and it makes for a great piece to display, especially if you get that attractive early box. **DC**



Diecasts for the white stuff

Mike Pigott examines some extremely rare models of AMF snowmobiles from the Corgi Juniors range.

One of the most unusual models in the Corgi Juniors range was the AMF Ski-Daddler Snowmobile, a type of vehicle very rarely seen in diecast form. The Corgi model was introduced in 1972, as part of a twin-pack with a related trailer, and may have been the first diecast power sled ever made. The set was withdrawn a few years later, although a modified version of the snowmobile was released in 1978.

AMERICAN MACHINE & FOUNDRY

The Ski-Daddler snowmobile was manufactured by American Machine & Foundry (AMF), a large conglomerate that produced a wide range of industrial, military and consumer products. The company was founded in 1900 to produce cigarette manufacturing machines, and other industrial labour-saving devices such as stitching machines and pretzel-twisters. In the 1940s, AMF developed automated systems for ten-pin bowling alleys that automatically re-set the pins, something that the company is still best known for today. Post War, AMF diversified into an incredibly wide range of different products – from consumer goods, such as garden furniture and bicycles, through to nuclear reactors and ballistic missile systems. Many of these product lines were the result of acquiring smaller companies

▲ Corgi released its Snowmobile in both solo (1978) and Twin Pack (1972) form.



▲ AMF Ski-Daddler advertisement in period.

and AMF owned the Harley-Davidson motorcycle company for many years.

In the 1960s, snowmobiles were a growing trend, and AMF saw this as an area to diversify into. As AMF had experience in producing bicycles and motorcycles, it was decided that these would be manufactured from scratch at a subsidiary company. AMF snowmobiles, marketed as 'Power Sleds' were affordably priced and aimed strictly at the leisure and sporting sector. These early snowmobiles sold well initially, but soon developed a reputation for unreliability, and had rather boxy looks.

For 1970, a re-designed snowmobile called the Ski-Daddler (a pun on the word 'skedaddle', meaning to move off) was introduced, and in terms of looks and performance it was a big improvement over the earlier models. The sleek design featured a rounded fibreglass engine cover at the front, and a wraparound chrome bumper. All models were painted orange with black undersides, and featured a console to separate the driver from the two-stroke motor. A pop-up headlight was fitted in front of the windscreen. The Ski-Daddler was propelled by a thick rubber track and was steered by skis using motorcycle-style handlebars.

The Ski-Daddler sold fairly well, but in 1972 AMF decided to stop producing snowmobiles under its own name, and instead marketed them under



▲ The original 1972 'Twin Pack' release, complete with trailer.

▶ The revised 1978 solo release with driver now painted for the production version.



the name of its better-known subsidiary company, Harley-Davidson. However, this venture only lasted until 1975. In later years, AMF would sell off most of its unprofitable businesses and concentrate on its lucrative bowling division.

CORGI TWIN

In 1972, Corgi introduced the 'Twin Pack' range, which incorporated a pair of themed models in a double-width blister card. These generally included two standard models from the Juniors line, usually a car or tractor with a trailer such as a horse float or speedboat, or two related models such as a wrecker truck with a car to tow. However, one set consisted of two brand new castings – AMF Ski-Daddler Snowmobile and Trailer. These models were only sold in this set and were not available separately.

AMF SKI-DADDLER SNOWMOBILE

Corgi's model of the Ski-Daddler was to a much larger scale than most others in the Juniors series and was about 1/43 scale. It had two diecast components – the underside, painted black and incorporating the rear backrest, and the engine cover, which was painted orange. The base moulding had a fairly crude representation of the crawler tread cast underneath. While it may have been possible to have a working tread, this model was introduced in the early days of Corgi Juniors, and was fitted with low-friction Whizzwheels so it could be raced on plastic tracks. The wheels were very thin Whizzwheels without chrome hubs, and the axles were crimped to the base. Obviously, the wheels were meant to be low-key. The front ones were partly hidden by the skis, but the rear ones were quite obvious. An all-purpose red plastic component was sandwiched between the two diecast parts, incorporating the front bumper, skis, console and seat. Red wasn't really the correct colour to use, as it clashed with the orange paint, the bumper should have been chrome, and the seats were normally black or orange. A clear



▲ The re-released Snowmobile as it appeared in the 1978 Corgi catalogue, with pre-production unpainted driver.

While it may have been possible to have a working tread, this model was introduced in the early days of Corgi Juniors, and was fitted with low-friction Whizzwheels so it could be raced on plastic tracks.

windscreen was fitted between the engine cover and the console. The cover had an AMF logo, but no representation of the pop-up headlight flap. A blue driver figure was attached, with painted details including a white helmet, silver visor, pink face, black boots and gloves, holding a silver handlebar.

TRAILER

A small trailer was included in the twin pack, and could be attached to a loop at the back of the snowmobile. AMF produced a trailer called the 'Tow Sled' that could be pulled by the Ski-Daddler, but it was a mod-looking, orange sled that echoed the looks of the snowmobile. The trailer modelled by Corgi appears not to be an AMF product.

The model consists of a single diecast piece, which makes up the base of the trailer, the towing-hitch and the backrest, and is painted orange. The other main component is in red plastic, and includes the skis and sides of the trailer. A single axle is crimped to the base with two narrow Whizzwheels. Mounted in the trailer is a small figure; it's unclear whether it is meant to be a man or a child, but it is smaller than the driver figure. It has a pink face, and is wearing a yellow snow-suit with a white helmet, blue scarf, plus black gloves and boots. The figure can swivel from side to side.

The AMF Ski-Daddler Snowmobile and Trailer set was not a big seller, and was only available for a couple of years. However, the snowmobile was destined to reappear...

REISSUE

In 1978, the Snowmobile was reintroduced as a single model in the main Corgi Juniors line under number E18. It was recoloured and also had some casting modifications. The base now had a hollow section in the centre, and the lower part of the seat was gone. This was replaced with lower sides on the plastic seat sections, presumably as a cost-cutting measure. The towing hook was also gone, as there was no longer a trailer for it to pull. The base and the engine cover were now both painted gloss black, while the plastic piece incorporating the skis, bumper, console and seat was in mustard yellow. The wheels were now standard-width Whizzwheels, and the base had been altered to accommodate them. The wheels were usually all black, although some models were issued with chrome hubs. In the 1978 Corgi catalogue, a pre-production sample was shown with a brown driver which had no painted details. However, the model was released with a blue-suited driver identical to the original release. It is possible that these new models were made using surplus components from 1972, as in 1978 Corgi Juniors were no longer issued with painted figures. Presumably the new version of the Snowmobile was no more popular than the original release, as it only remained in the range for two years.

While originally a poor seller, the Snowmobile and Trailer set now command high prices, particularly when in the original Twin Pack. The 1978 re-release can also be hard to find, as it was on sale for a fairly short period. Loose models are frequently found with broken skis. **DC**



Last days on top

Before leaving the WRC, Lancia's Delta HF Integrale truly climbed to the top of world rallying. In this second instalment, Francisco Mota looks at the final seasons of this iconic car with models of the last evolutions.

Photos: João Carlos Oliveira

Last month, we went back 35 years to look at how the Lancia Delta HF Integrale was born and how it became the most successful rally car in the Group A era. It all started in a hurry, after the infamous Group B supercars were outlawed, following fatal accidents that happened in the first half of the 1986 season, killing drivers and spectators.

For the following year, every manufacturer that wanted to enter the WRC had to use a much less

powerful Group A car. Unlike the Group B rules, that allowed for true prototypes to race, Group A cars were no more than modified road cars, at least in the beginning. For the first season of this new era, Lancia was, by far, the best-prepared team, both in terms of the rally car it had and its internal organization. Lancia Racing was already a 'machine' used to winning and it would win more than ever before in the following years, taking six consecutive manufacturers championships,



between 1987 and 1992, a record that still stands today. Maybe more important than that, the Delta HF Integrاله showed the other manufacturers, involved in rallying, the path they should follow, if they wanted to be successful.

Lancia Racing's engineering department also proved to be the best around – always quickly to adapt to any new rules as they were released by the FIA, the sport's ruling body. The Italian technicians were masters in reading between the lines of the sport's ever changing rulebook, doing whatever was necessary to increase performance of what had begun as a mere road car.

A GOOD STARTING POINT

Even if it had four-wheel-drive and a four-cylinder turbo engine from the outset, the original Delta HF 4WD only lasted one full season, giving way to the first HF Integrاله early in the 1988 season. From then on, Lancia engineers continuously developed the HF Integrاله. Wider tracks and bigger wheels, longer-travel suspension, stronger transmission, bigger brakes, a continuous engine development and much more.

▲ Lancia Delta HF rally car evolutions. From the left: 1987 4WD (Ixo), 1992 HF Integrاله Evo (HPI Racing) and 1990 HF Integrاله 16V (HPI Racing).

For each new major evolution, the Martini livery that adorned the works cars was changed – it was great for the fans as they couldn't get enough of that red and blue colour scheme. For us, scale model collectors, it is even better. Each Delta HF Integrاله evolution looks different from the one before and they just look great side by side in our cabinets.

Until 1992, when Lancia closed the rally team, four Delta HF evolutions were used. Starting with the original Delta HF 4WD, followed by the HF Integrاله, the HF Integrاله 16V and the definitive HF Integrاله Evo.

In Part 1 of this story, we started with scale models of those four evolutions in their road versions. Those were the days when homologation specials had to be produced if a manufacturer wanted to go rallying. Originally, a minimum of 5,000 cars of each evolution had to be built. But by the end of the Delta HF saga, that number had been reduced to 2,500 units. After the road cars and a very special one-off cabrio, we went rallying with some of the early Delta HF evolutions. Now we'll get to the end of this saga looking at the last seasons of the HF Integrاله in the WRC.

LANCIA DELTA HF INTEGRALE 35 YEARS – PART 2



▲ For the 1989 Sanremo Rally, Lancia painted its cars red. Despite winning the event, black-and-white newspapers did not like the darker livery and it never returned. The model is from HPI Racing.

THE SPECIAL RED CAR

We've mentioned the traditional red and blue Martini colour scheme, with stripes placed over a white painted car. However, Lancia also tried something different for the 1989 Sanremo rally, its home event. Instead of white, the works cars appeared painted in red, with a new Martini scheme. Everybody loved it, except editors of black and white newspapers (yes, there were a few around at the time and, incredibly, they featured WRC news...) and Martini marketing officials. Contrast was not great when pictures of the car were printed in black and white, and Lancia never used it again for its rally cars. Interestingly, in the Lancia Rally 037 Gr.B days, recce and test cars were painted red, but not even this came back after the 1989 Sanremo.

HPI Racing made a scale model, representing this one-off Delta, and it chose the winning Delta HF Integrale 16V, driven by Mikki Biasion. HPI Racing's foray into 1/43 diecast scale models deserves a separate story by itself, so good were the products issued. Until today, no other diecast model maker has beaten these products and even resincast



▲ Front-wheel heat extractors are perfectly detailed on this HPI Racing replica.



▲ Rear bumper had reinforcements for the Safari Rally, as we can see on this HPI Racing scale model.

makers struggle to better HPI Racing, several years after it ceased production.

It is difficult to find something wrong on this unique model. Painting and decaling are close to perfection, details are top quality, many using photo-etched parts, like the pair of grilles on the bonnet. Front wheel heat extractors are brilliant and the unique five spoke, two-piece rear rims look as good as the real items. The traditional, chomed Lancia grille was painted black for this unique car, but kept the red stripe on the inner side. Rear mud-flaps are rolled up, as Lancia used to do for tarmac stages and there's a big sump protector under the engine.

The cockpit features everything Biasion had at his disposal, namely a pair of superb racing seats with harnesses, a detailed dashboard with a perfect steering wheel and gear knob, plus a spare wheel and a complete roll cage. It really is a masterpiece in diecast.

DELTA WINS THE SAFARI... TWICE

The next pair is devoted to the Safari rally. In the early nineties, the Kenya event was still disputed the old fashion way, in open gravel roads. A true durability test for rally cars that had to tackle 4,200 km of rough roads. For many years, local drivers and Japanese cars were close to invincible, however Lancia won the event for the first time ever in 1988, with the HF Integrale and Italian ace Mikki Biasion at the wheel.

Lancia did it again in 1991, with Juha Kankkunen driving the HF Integrale 16V, and finishing second and third the following season, beaten only by Carlos Sainz's Toyota Celica Turbo 4WD. We went back to HPI Racing's catalogue to source the 1991 winner, car with race number 6, an HF Integrale 16V driven by Kankkunen, and one of the team's 1992 HF Integrale Evos, entered the



▲ A pair of Delta HF Integrale Safari entrants, both reproduced as scale models by HPI Racing. Car #6 is the 1991 winner (Integrale 16V) and #5 is a 1992 HF Integrale Evo.

▼ Many privateers also used the Delta HF Integrale in rallycross. This is a 1990 HF Integrale 16V by Vitesse.



▼ The body is completely covered in decals, something very unusual for mass produced diecast in the early nineties.



▲ The Lancia Delta Integrale 16V was also homologated in Group N. This Rothmans-sponsored car, from the 1990 Tour de Corse, is by Vitesse.



following year and given to Jorge Recalde, who finished third.

Both models follow the same formula, even if they have different bodies and different paint schemes. We can gauge the level of attention to detail given by HPI Racing lavished upon its releases in several points, looking at these Safari replicas. Ride height is taller than on other Delta HF Integrale by the same modelmaker, to deal with Kenya's rough terrain. Big mud flaps were also needed, as were bull-bars at the front, to protect the car against any collision with stray wildlife. There are light pods with four extra spotlights over the front of the car, plus two search lights by each roof pillar. There are also extra mud flaps under the headlights and a section of the bonnet, closer to the windscreen, is painted matt black, to avoid any sunlight that could disturb the driver. The rear side also features a protection tube on the bumper. The icing on the cake is very thin roof aerials, so the crew could contact the team, via aeroplanes it had flying during the event. All this, and more, can be seen in these two masterpieces.

Lancia also prepared the Delta HF Integrale for Group N - under this set of rules, the changes to the road car were minimal, mostly related to safety, suspension, brakes and tyres. We found one unusual subject for this collection, a car driven by Patrick Bernardini on the 1990 Tour de Corse. He had some transmission troubles and retired, however his Rothmans-sponsored HF Integrale 16V looked great. Vitesse by Sun Star released a replica of this car, a very nice diecast with opening bonnet and a fair reproduction of the engine. The



▲ The rallycross version did not need auxiliary headlights.



▲ Mud-flaps on the rallycross version by Vitesse.



▲ The Vitesse Sunstar Delta HF Integrale, with its opening bonnet, features a nice reproduction of the engine compartment.

scale model features the right proportions and some good detailing, like the yellow headlights that were mandatory for any car with French plates. Rothmans logos came with the model.

The Integrale, in its various forms and shapes, was used in many regional and local events while it remained homologated. Some could be seen doing rallycross, as was the case of our next scale model. This is an old Vitesse Group diecast that looks a little crude today. It is a model released around thirty years ago, after all. However, at the time, the model manufacturer was very proud of what it achieved. It was the first time it had made an HF Integrale completely covered in decals. The paint scheme goes from light to dark blue, front to rear, and this could not be done any other way. The car did not have headlights, as was the case for all rallycross cars, and Vitesse did not forget that, neither the mud flaps behind the rear wheels and blacked-off tail lights.

NOT ONLY MARTINI

Not every Delta HF Integrale entered in WRC had a Martini livery. Some privateer teams - so close to Lancia they were known as satellite teams - found sponsors elsewhere. The next two scale models show exactly that.

The first one is the white Fina Oil car with blue and red stripes. The Jolly Club team entered it for the French top driver Didier Auriol in the 1991 season, and he won the Sanremo rally. HPI Racing reproduced this unusual but meaningful subject. The HF Integrale 16V is featured here in European gravel specification, so it features narrow wheels,

LANCIA DELTA HF INTEGRALE 35 YEARS – PART 2



more ride high than the asphalt specifications, and wider red mud flaps. The quality of this scale model is as discussed before, it just shows how deeply this model manufacturer went when in pursuit of the ultimate detail.

Next to the Fina car we have yet another HPI Racing scale model, this time in full tarmac specification. Very low suspension, wide slick tyres on five spoke white rims, no mud flaps for the front wheels and raised roof spoiler, as this was a HF Integrale Evo. The Grifone team entered the car in the 1993 Sanremo rally, driven by Italian Gilberto Pianezzola. He finished a brilliant third, and best Lancia, behind a pair of Ford Escort RS Cosworths. The model looks stunning in its traditional black and gold Grifone colours, sponsored by Esso, and it was one of the last HF Integrale Evo to finish a WRC event.

We go back to the start of 1992, the last season Lancia Martini cars raced at the highest level in the WRC. At the start of the first event, the classic Rallye Monte Carlo, Lancia had a squad of three works cars. They were all similar HF Integrale Evos, all painted with the last official Martini livery. The cars looked stunning together, when drivers Kankkunen, Auriol and Bugalski took them through scrutineering and then to the first stage.

Didier Auriol, driving for the works team, won the event for the second time with a Lancia, dominating the last day and beating Sainz's Toyota. Kankkunen finished in third place in the second Lancia and Bugalski took fifth. A win and three cars in the top five – the season could hardly have started better for Lancia. At the end of the year, it won its record sixth manufacturer's title in a row.

Spark released this trio of HF Integrale Evos all at the same time, early in 2021. Even if the winning car is always the choice for most collectors, a few surely could not resist buying the three of them. This resin cast model stands as one of the best scale replicas of this car, with perfect proportions and all the right shapes. There are exquisite details, like front wheel heat extractors and all the grilles in the front bumper and bonnet. Roof spoilers are in tilted position and rear mud flaps rolled up. The cabin features a lot of tasty details, like the

typical, busy Group A dash, racing seats, a very nice roll cage and spare wheel. Even the seat belts are anchored in the rear, and that can be seen through the rear window. The only criticism is that the roof aerial is too thick.

An interesting detail, regarding the Martini livery, is that the logos are not the standard items. They are smaller and surrounded by a trouser belt. In fact, this was the logo for Martini Sportline, the brand under which several clothing items were sold, from jackets to polo shirts and caps. And there's a reason for that. At the time, laws against alcoholic drink advertising started to emerge in several countries, so Martini had to find a way to avoid having its cars with no logos, as had happened a few years before on the Rally Finland, with the Lancia Rally 037.

THE LAST STAGES

For the last pair of models featured in this story, we selected two further HPI Racing scale models. They represent the last two years for the HF Integrale Evo on the WRC stage. Even if there were no major technical evolutions between the 1992 and the 1993 specifications, the cars looked different, and that was not only due to the change in the main sponsor.

From the well-known Martini livery of 1992, the works Lancias entered in the 1993 WRC were sponsored by Repsol, the Spanish Oil company, and ToTip, an Italian betting house. Satellite team Jolly Club had the full responsibility to manage all Lancia entries and had to ensure maintenance and any possible development between rally events. The new main sponsor came with the new leading driver, the Spaniard Carlos Sainz, freshly crowned as champion the previous season with Toyota.

We've photographed both scale models side-by-side to search for any differences between them, starting with the livery. Certainly the iconic Martini colours look great, but whoever designed the 1993 livery did a very good job. Of course, all the paintwork and decaling is excellent on both scale models. The Martini car is the 1992 Monte Carlo winner, driven by Auriol, while the Repsol car is the 1993 Sanremo car, driven by Sainz until he had to retire.

▲ Liveries other than Martini were seen in WRC events, like this Integrale 16V that won the 1991 Sanremo, sponsored by Fina, or the black and gold Esso Integrale Evo, that raced in the 1993 Sanremo. Both models by HPI Racing.



▲ Grifone used a different wheel style from the works cars.



▲ Gravel specs featured large front mudguards, raised suspension and narrower tyres.



▲ Most Lancia Delta HF had Torino license plates.



▲ Black and gold made Grifone Team's HF Integrale Evo look even more menacing.

▼ From this angle, it is easy to spot the differences between a gravel spec and a tarmac spec HF Integrale. Both models by HPI Racing.



▲ Air scoop to cool the cockpit was necessary for a front-engined car like the Integrale.



▲ Mud flaps were rolled up for most tarmac stages, to make them last a little longer.

Both models reproduce tarmac specifications, with wide tyres and lowered suspension. Only the Martini car features heat extractors to the front wheels, making it look even wider. An interesting detail to note is that the rear window defrosting system is orange on the Martini car and grey on the Repsol version. They both have roll-up mud flaps for the rear wheels and two very realistic roof aerials. Wheel rims have the same design and both have the roof spoiler in the upwards position. The 1993 Repsol car has a very interesting difference, though, which is the exhaust pipe. Instead of being positioned at the rear, on the right side, under the rear bumper, as on the Martini car, the Repsol car has a different solution. Lancia re-routed the exhaust line and installed a side exhaust pipe, on the right. Instead of circular, it has an oval shape and is painted bronze, instead of grey. To make sure the flames exiting this exhaust wouldn't damage the right side skirt, a metallic protection plate was placed over the exhaust. HPI Racing did not forget this detail.

Recently, Spark launched the pair of HF Integrale Evos entered in the 1993 Rallye Monte Carlo - the Sainz car similar to the one reproduced by HPI Racing and the sister car driven by Aghini. The last one features the same pair of sponsors, Repsol and Totip, placed in reverse order to Sainz's car. The same model maker is also releasing a replica of the Martini 6 road car, an HF Integrale Evo limited edition produced to commemorate the six consecutive WRC manufacturers

championships. The model is white with, more or less, discreet Martini stripes along the sides.

For those of us who saw the Lancia Delta HF Integrale rallying, it seems to comprehend that more than three decades have passed. Even for younger generations, this iconic car still causes an impression today. Its aggressive looks are a piece of history in rallying and the funny thing is that the last of the breed was not even penned by a designer. It was just the result of consecutive modifications necessary to keep it competitive for such a long period. There are more derivatives on the HF Integrale theme, if you want to look for later day rallying privateer cars. There's also the case of the Hyena and Hyena cabrio, a pair of specially-bodied cars made by Zagato on the HF Integrale mechanicals. Neo released the first as a resincast and Tron the second, as a resin handbuilt. As always, this is far from a closed subject. **DC**



▲ For the 1993 season, Lancia changed from Martini to Repsol and Totip. Model by HPI Racing.



▲ Martini Sportline was a sportswear brand, seen on the 1992 Monte Carlo cars.



Spot the differences between the 1992 Martini Evo and the 1993 Repsol car.



Recent 1992 Monte Carlo rally releases by Spark. From the left: #11 as driven by Bugalski, #4 is Autriol's winner and #1 is Kankkunen's car.



Not what it says on the box

After a short festive break, Brian Salter resumes his series examining the origins of scales used.

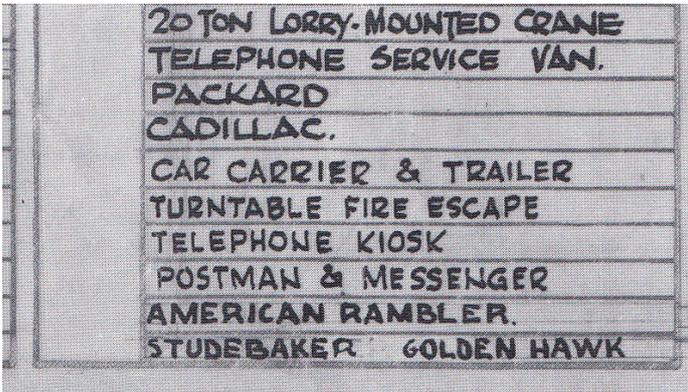
It is not possible to produce a model of anything without an idea of scale, or put another way, a fairly accurate finished size to aim for. The more commercial the purpose, the more important the size and scale becomes. Maps and plans are probably the most important use made of such information, but any accurate model has a very similar starting point – the side view of a vehicle is very similar in concept and purpose to that of a building and its plan from above. Get it wrong and the whole cause can be lost.

Model collectors can be very pedantic about such things, or hardly at all bothered, at least outwardly. However most like to know that a fair degree of accuracy has been obtained, and knowing that a recognised scale has been used is an undoubted bonus. Most manufacturers know this, of course, and do their best to keep us informed, but there have been some classic cases of misinformation over the years. If such things had occurred where the product or commodity is sold by weight or volume, there would have been a considerable price to pay.

We are lucky, as the last two years of this series has attempted to show. It has also brought to light many 'fun' situations and a few are worth repeating in a little more detail. Three include or concern Land Rover models. This is rather surprising – since the introduction of the Series II vehicle in 1958 and right

▲ Plastic kits of vintage and veteran cars were mainly an American introduction in the early 1950s. Most were to 1/32 scale. The row of four here has a Highway Pioneers Oldsmobile van at left and two Airfix originals to the right – the circa 1/28 scale Darracq is rather obvious.





▲ Here, the three red cabs show the difference between 1/38 at left, 1/48 for the Foden, and 1/72, whilst the small section of factory list shows the car carrier and trailer within a group of American 1/48 scale cars. The factory loading view shows how it was done for real and the Dinky close-up proves how accurately the carrier follows the Land Rover model's scale.



up to the abandonment of the traditional shape two or three years ago, the basic body width (ignore the later wheel arch eyebrows) has not altered a jot. On a model that it is very easy to measure accurately, what could be easier? So how could things go so wrong?

The five cases looked at range from the very earliest days of plastic kits to a recent excursion that was supposed to have nothing whatsoever, at least in the beginning, to do with this subject. Do please enjoy.

The images on page 54 feature kits of vintage and veteran cars that were originally mostly an American introduction in the early 1950s. Most were to 1/32 scale and some were soon on their way to us under the Highway Pioneers brand. Over here, as seen in the November 1955 advert, a metal kit of a 1904 Darracq had just been introduced by Replicars, but no scale was given. Airfix had introduced its first plastic kit in 1952 and, by 1955, were looking to expand into historic vehicles. As well as producing new models of its own, Airfix copied some of the US ones and also the home-grown Darracq. The range was always billed as 1/32 scale, but the Darracq was actually noticeably larger. The row of four shown has a Highway Pioneers Oldsmobile van at left and two Airfix originals to the right, the circa 1/28 scale Darracq is rather obvious. Perhaps, rather fortunately, the early header cards did



▲ There are five images in this group and all the Land Rovers are the same scale. Scales actually quoted in relation to the various models are, rather strangely, 1/43, 1/46, and 1/47. During the 'Classics' era, Corgi at first reused its earlier model and here paired it with the new 1/50 scale Scammell in Pickfords livery. Just a little large, but made seriously silly by labelling it in the catalogue as 1/43.



SIZE MATTERS – PART 27



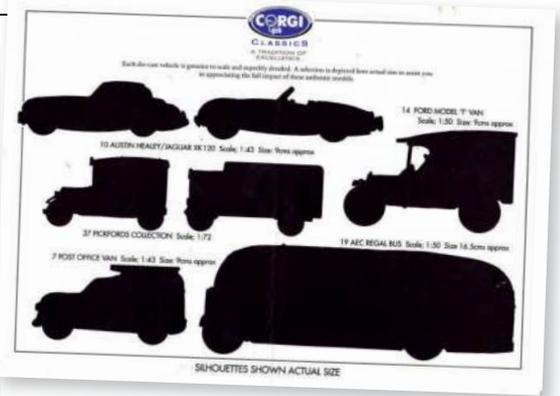
not carry any indication of scale, even the aircraft, but later styles did. Did anybody notice the incorrect Darracq box? To this day some either dispute or ignore this bit of blatant model plagiarism, despite the evidence on their shelves. For the record, grey primer examples of each brand are shown together.

When Dinky had to replace its aged Pullmore car transporter with something better than Corgi's new hinged-deck Carrimore, it had a problem – what to do? It had to be impressive, how about the Leyland and trailer that passed nearby and down to the Liverpool docks full of eight Land Rovers? Go for it, and be quick about it! Did the person given the job query the scale or did they decide on 1/38 all on their own? An easy decision maybe given the job of the real vehicle – the Dinky farm Land Rover was to its farm scale of 1/38 – the Leyland model was presumably designed to match. We shall never know the full story, but the final twist also comes from the factory – when the check-list of model scales was added to a bit later, the Leyland was (automatically?) put in the 1/48 list. Shown in the group of images at the top of page 55, the three red cabs demonstrate the difference between 1/38 at left, 1/48 for the Foden, and 1/72, whilst the small section of factory list shows the car carrier and trailer within a group of American 1/48 scale cars. The factory loading view shows how it was done for real and the Dinky close-up proves how accurately the carrier follows the Land Rover model's scale.

In the group of images in the lower half of page 55, all the Land Rovers are the same scale. Scales actually quoted in relation to the various models are, rather strangely 1/43, 1/46, and 1/47. As mentioned earlier, the basic body width of the real vehicle has not changed, it's 1,630 mm. The Corgi, it appears three times here, is 34.5 mm wide, divide one by three and its 47.24. The boxed Bburago is actually the exact same size as the Corgi (they are together in two of the images), and it is correctly labelled 1/47 both on the box and the models underneath. Wonderful accuracy (well done, Bburago!), until you look underneath the box where an added label, shown here, clearly states 1/43! The Great Book gives 1/46 for this original model, so fairly close. However, moving on to the



▲ The Corgi full-size silhouette idea is a good one to show the differences of scale and the models are correctly shown, but get the annotation wrong and it all becomes less than worthless. The prize for misinformation, though, has to go to Matchbox King Size for eight pages in its 1991 catalogue under the Action Series heading. Everything from a circa 1/76 scale London bus to a 1/36 Ford Sierra are credited as being “1/43 Scale”!



Classics era, Corgi at first reused its earlier model and, as shown here, paired it with the new 1/50 scale Scammell in Pickfords livery. Just a little large, but made seriously silly by labelling it in the catalogue as 1/43. That's two cases of very obviously smaller scale models being labelled as 1/43, a flash-back to a previous age when few, even collectors, knew better.

Two more cases of well-known scales being abused are pictured in the group at the top of this page. The Corgi full-size silhouette idea is a good one to show the differences of scale and the models are correctly shown, but get the annotation wrong and it all becomes less than worthless. I've not checked the scale of the Pickfords Collection Model T Ford at 1/72, but that does not seem outlandish. But, just how can the other vehicle, a large AEC truck, be anything like the same scale if the model is the same size? On the same sheet, the other T Ford is strangely downsized to 1/50 when all the veteran and vintage Classics were standardised at 1/43 and the silhouette size itself is, of course, correct at 1/43.

The prize for misinformation though has to go to Matchbox King Size for eight pages in its 1991 catalogue under the Action Series heading. Everything from a circa 1/76 scale London bus to a 1/36 Ford Sierra are credited as being “1/43 Scale”! Not so the following year when they were back to their usual anonymous self. However, Matchbox Super Kings cars had been steadily growing in size and, from about 1983, were nearly always in the (then popular) Corgi scale of 1/36. In 1992, five of these vehicles were marketed as Ultra Class and unbelievably proudly carried, bold as brass, “1/43 scale” on the very up-market box front and both ends. In the very small print on the underside could be found “SCALE IS APPROXIMATE ONLY” – actually to all intents and purposes useless. Imagine buying fuel at the pump to find on the receipt “FUEL QUANTITIES ARE ONLY APPROXIMATE”? With Matchbox here though, you did get more for your money, so perhaps nobody bothered much. Typically for the series, the near match 1/36 scale Corgi Jaguar sits well alongside.

For the final group of images (left), we have Land Rovers again – aren't they handy? Two great models of virtually the same vehicle. But they are plainly flagged up at different scales! Who is right? On the box it's 1/16 for the Bruder (top) and 1/14 for the Rastar. The models are within 5mm of each other on key dimensions and often something less. The Rastar is correct – Bruder is generally biased towards agricultural subjects, subjects that have made constant use of the 1/16 scale for many decades, but here they have gone up a goodly bit. One did, of course, buy both. **DC**



▲ Bang up to date this time and Land Rovers again – aren't they handy? In your toyshop now, or they were in the summer of 2020, two great models of virtually the same vehicle, but flagged up at different scales! On the box, it's 1/16 for the Bruder and 1/14 for the Rastar. The Rastar is correct.



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1/18 Scale



1/18 GONE IN SIXTY SECONDS (2000) -
 1967 FORD MUSTANG ELEANOR



1/18 GMC VANDURA THE A TEAM VAN



1/18 ACRYLIC DISPLAY CASE WITH PLASTIC BASE

1/64 Scale



1/64 AUTO BODY SHOP FOUR POST LIFTS SERIES 1



1/64 BLACK BANDIT SERIES 25



1/64 RUNNING ON EMPTY SERIES 13 -
 1995 FORD ESCORT RS
 COSWORTH TEXACO

1/24 Scale



1/24 STARSKY AND HUTCH
 (TV SERIES 1975-79) -
 1976 FORD GRAN TORINO



1/24 1973 FORD FALCON XB
 LAST OF THE V8 INTERCEPTORS
 1979 MADMAX WEATHERED VERSION

1/43 Scale



1/43 CREED (2015) ADONIS CREEDS 1967 FORD MUSTANG COUPE
 MATT BLACK 1960 BONNEVILLE SALT FLATS



1/43 1958 PLYMOUTH FURY CHRISTINE



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Smallest Old Timers Ever Made

Mike Pigott looks at a set of tiny diecast vintage cars, with a fascinating history behind it that led to a landmark court case.

While there have been a lot of miniature diecast vehicles produced over the years, the record for the tiniest would have to go to this novelty set made in Japan during the late 1950s. Appropriately called “Smallest Old Timers Ever Made”, the set was presented in a long, slim cardboard box and contained six tiny veteran cars – two each of three different designs in assorted colours. The cars were extremely small, and were understandably crude, but were finely cast and even had separate rolling diecast wheels and axles.

The cars were cast in one piece. There were slots at the front and rear that ran from above the front bumpers to the wheel arches – the wheel assemblies slotted in here – and it appears that the thin bumpers were bent upwards manually to keep the axles in place. The wheel assemblies were very tiny units comprising an axle and two eight-spoked wheels. They were diecast and surprisingly well formed, considering their tiny size.

As stated, there were three designs of old timer in each box. All were non-descript and not recognisable as any particular marque, although there were three distinct body styles. The first type was an enclosed limousine with three tall windows on each side, and split front and rear windows. The second type was an

▲ The three different body styles that double up in colour to make for a set of six.

open car with seating and a very narrow representation of a driver figure holding a tiller. The third sort was a convertible which had a raised roof with three struts on each side but no seats. All cars were painted one of four colours – red, blue, dark green or yellow – and each car could be found in all four shades. Each one had “JAPAN” cast into the left-hand side of the bodywork.

Initially the cars were packaged in wide, white boxes with lift-off lids. There was a yellow label on the top with crude illustrations of the enclosed cars in assorted colours. The product name was printed above the pictures in red. Underneath was listed “COPYRIGHT SHACKMAN – A UNIQUE SET OF 6 – MOVING WHEELS – NON-TOXIC PAINT USED – MADE IN JAPAN.” Inside the box, the cars were wrapped in tissue paper.

At some point, probably during the late 1960s, the Old Timers began appearing in different packaging. The box was not as wide, as it only held four cars. It was a colourful box with red, blue and yellow printing, and a picture of four old timers (the closed car was shown twice). This time there was no mention of the importer; in fact, the only text was “SMALLEST OLD TIMERS EVER MADE” on three of the box faces and “JAPAN” in very small print. The models were unchanged and were painted the same colours. However, sometimes models in this packaging could

be found with plastic wheels and axles, which were slightly smaller than the metal ones, and had thicker spokes. Usually these boxes contained all three models plus a random duplicate item, but many have been found with two closed cars and two open cars, without the closed convertible.

B. SHACKMAN & CO

The Smallest Old Timers were made in Japan, but imported into the USA by a company called B. Shackman & Co., of 5th Avenue, New York City. This firm had been founded in 1898 by Bertha Shackman, a pioneering businesswoman of German origin. The company was a wholesaler of cheap greeting cards, stationery, toys and novelties, supplying 'nickel and dime' stores, drugstores and gift shops. Bertha died in 1925 at the age of 75 after being hit by a car, and the company was taken over by her grandson, who ran it until the 1980s.

B. Shackman & Co. initially imported goods from Europe, and early products included dolls, crayons, paper dolls and toy animals. During the 1950s, more items were sourced from Japan, including the Old Timers. At this time, the term 'Made in Japan' was synonymous with cheap, shoddy or poorly-made products.

COURT CASE

The Smallest Old Timers Ever Made set was the subject of a court case in October 1961. The hearing was in the First Division of the United States Customs Court (now called the United States Court of International Trade) and was presided over by Chief Judge Webster Oliver. The case, known as B. Shackman & Co. Inc. vs United States, involved the amount of import tax paid on the Old Timer sets. The sets were classified by US Customs as toys, which carried 35% import duty. However, Shackman claimed they were not toys, but novelties intended for display purposes, which had a lower import tax rate. The company claimed that the Old Timers were too fragile to be used as children's playthings. A description of the models was given in the court records as follows:

"A sample of the merchandise in question is in evidence (plaintiff's exhibit 1). It consists of tiny automobiles made to represent models that are now



▲ Open car with driver figure.



▲ Closed limousine.



▲ Convertible with top up.

▼ The two types of packaging used for the Old Timers - the earlier type (dated 1957) is on the bottom.

obsolete. Each model measures approximately three-quarters of 1 inch long, one-half of 1 inch high, and having a tread width of one-half of 1 inch. Six models are packed in a small cardboard container or box. Pasted on the cover of the cardboard box is a coloured label with the title 'SMALLEST OLD TIMERS EVER MADE', with illustrations of the six models contained therein. Each of the models is appropriately painted. They are so fragile that they will not withstand the slightest handling, which was shown during the course of the trial, when the plaintiff's witness completely crumbled one of the tiny automobiles."

The plaintiff, an employee of Shackman, provided evidence to show that the Old Timers were not being distributed to toy stores, and were mainly supplied to auto museums such as the Henry Ford Museum in Detroit and the Sturbridge Auto Museum in Massachusetts, where they were sold as souvenirs.

Judge Oliver agreed with the plaintiff, and B. Shackman & Co. won the case. The judge summed up "The general appearance of these automobile models shows that the articles are obviously novelties and that they are designed for display purposes. They are so light in construction as to be entirely impractical for use as playthings for children."

In my opinion, the Old Timers are not as fragile as the verdict would lead one to believe. They can put up with a limited amount of handling, but would be easily broken if mistreated or stepped on, and are certainly not suitable for children. In addition to being sold at auto museums, they have been also been found at joke and novelty shops. Some unusual places where they were sold include hobby shops for use as miniature toys in dolls' houses, and even at cake shops as birthday cake toppers.

Given the age of the Old Timer sets, they are surprisingly easy to locate today. Models still in the packaging are usually in good condition with no traces of metal fatigue, even in the tiny wheels. Apparently, several cartons of the later four-pack sets were recently found at an old warehouse in the USA, resulting in large numbers flooding the market and selling for very low prices – so they should be easy to add to your collection. And special thanks to Judge Oliver, for ruling that miniature cars can be collectables and not just toys. **DC**



Superfast 1969-1982

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



Number 18 might cover just two basic castings, but the variations that were available, during the Lesney years, more than make up for this. Taking over from the Regular Wheels version, Field Car was a popular choice in the Two Packs series and Hondarora had its fair share of variants as well.

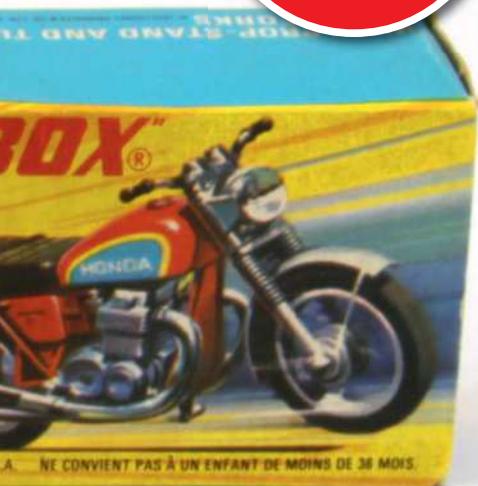
FIELD CAR

Catalogue: 1970-74

Box Styles: G, I

Field Car, originally a regular wheels release, gained its Superfast wheels for the 1970 catalogue and carried on for a further four years as a 1-75 before finding a new career in the Two Packs range. As a 1-75, Field Car kept its bright yellow paintwork with brown plastic roof and the only further change before it moved onto

No.
18



pastures new was another wheels upgrade when it was equipped with the wider wheels.

It then kept the wider wheels for all future 1-75 versions, and in Two Packs such as TP-8 Field Car & Honda Motorcycle (1977) in orange with a black roof and chequered bonnet sticker, and TP-9 Field Car & Racing Car (1978) in a dark metallic red, tan roof and number 44 bonnet sticker to match the racing car. It was clearly a natural choice for the Military Two Packs,



▲ Back row – A pair of Two Packs – TP-9 Field Car & Racing Car, and TP-12 Military Police & Field Car. Middle row – Field Car with its pre-Superfast 'Regular Wheels', four-spoke wide-wheeled Field Car with the second box style and later metallic green Hondarora, also with its second box style. Front row – four-spoke wide-wheeled Field Car, alternative military pack Field Car, TP-8 Field Car, US-release 'Bushwacker' Field Car, final version of Hondarora in yellow with rider and K-6 Super Kings Motor Cycle Transporter with Hondarora inside.



▲ Field Car would also appear in metallic deep red, with a matching version of Team Matchbox on a trailer, as TP-9 in the Two Packs range.



▲ This is how Hondarora looks in the back of Super Kings K-6 Motor Cycle Transporter, with its hinged-down ramp for access to the bike.

appearing with either a "3/RA391" bonnet sticker, a five-pointed star bonnet sticker or just a red/blue square with a white "A" on either door. The military version of Field Car was painted a drab olive green with, usually, a tan plastic roof and unfoiled wheels.

HONDARORA Catalogue: 1975-82 Box Styles: I, L

Hondarora was an interesting model, in that it was the first solo, realistic motorcycle in the Matchbox range. Despite looking slightly undersized compared to other vehicles in the series, it proved a popular addition and remained in the range for an impressive ten years, surpassing Lesney ownership, with quite a number of variations. It was based on the successful Honda CB750, a large motorbike aimed at the American market.

Early models were red, with chromed engine and exhaust pipes, handlebars, front forks and mudguard. The spoked wheels were very nicely done, the front forks turned and the bike could be propped up on a small stand attached to one side. There were quite a number of variations made. A version in bright orange was exclusive to the K-6 Super Kings Motor Cycle Transporter set. Then, in 1977, it too was included in the Military Two Packs series, painted dark olive drab with the engine and forks in black.

In the standard range it suffered from a great deal of cost-cutting – the sticker went, the forks were left black, and the lovely spoked wheels with tyres were replaced by one-piece black plastic affairs. In 1980, it was recoloured metallic green, and two years later it was re-done again in yellow. By this time the engine was no longer plated, but was in the same black as the wheels and forks. Possibly by way of compensation, a light brown rider figure, moulded in plastic, was now included. **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? Regular contributor, **Brian Gower**, is this month's castaway hero.

This was hard, very hard. With the exception of my last choice, I've stuck to the old models with which I have replicated my first long-ago collection – as usual, with gaps. Had the choices been from the modern diecasts, I would still be undecided, because so many of them are of cars that I pestered the manufacturers to make in the late 1950s and early 1960s, with an astonishing lack of results. What follows is the recollection of joyful days from the past – collecting for me then provided something understandable in a puzzling world.

DINKY TOYS NO 131 CADILLAC ELDORADO TOURER

Why this one? Well, everything about it – the exotic name, so satisfying to say, those Jasmine Yellow with Rio Pink seats, distinctive tail-fins, massive chrome-plated bumpers and a fully curved windscreen. And it was very long. If the driver had looked like Elvis, perfection would have been achieved. In 1956, when the Eldorado was released, I was a feverish 8-year-old. The Cadillac was to be one of the best events of my young life. I was feverish because the Eagle comic had announced it and I was beside myself with impatience. I was also feverish with flu so I couldn't even get to the toy shop. I was in such a state that Mummy was driven from the house to buy it. My original car was Salmon Pink. I was unaware of the yellow version until I met my good friend Roger, who had one. I obtained this model ten years ago and my love is undiminished.

CORGI TOYS NO 203 VAUXHALL VELOX

When Corgi Toys came out in late 1956, my eager anticipation was tempered by anxiety. How was I going to afford them? I already spent all my cash on Dinky and Matchbox toys. I can only think that my older sister, Carole, had started work in London and gave me pocket money. The first of the "Ones



▲ Dinky Toys No 131 Cadillac Eldorado Tourer.



▲ Corgi Toys No 203 Vauxhall Velox.

With Windows" I bought was a reddish-orange Velox, the mechanical version. It didn't go very well. Also, the friction motor was all too visible through those sparkling windows, looking like a pile of junk. And it hoovered up carpet-fluff, thanks to a huge flywheel. I still liked looking at it. My cousin Tony drove a Wyvern with the same body. The Velox I have now is a free-wheeler, the body showing strong American influence. Yippee!



▲ Corgi Toys No 218 Aston Martin DB4. Photo: Vectis Auctions



▲ Corgi Toys No 211/211M Studebaker Golden Hawk.

CORGI TOYS NO 218 ASTON MARTIN DB4

I was a little older when the DB4 appeared, two years after the launch of the real car. I was familiar with the DB4, because a local factory owner obligingly parked his wine-coloured Aston where Roger and I could get close enough to touch it. Not that we did. We were respectful towards beautiful, fast motor cars. We bought identical models, yellow with red interiors and cast spoked-wheels. The opening bonnet (no gaps here) was a welcome first from Corgi. We raced our cars on oiled concrete in the exclusive Cole Bunquer TT. Many tyre-changes were needed – bonnet up in the pits. When I found there was a DB4GT, I took a file to the front wings, forming the faired-in headlights and painted it British Racing Green. White racing discs and numbers adorned the doors. The casting is as pleasing as any of the modern versions, although better colours are now used. In all respects, it is a classic model.

CORGI TOYS NO 211/211M STUDEBAKER GOLDEN HAWK

The first of Corgi's American cars, available in blue or white (mechanical), both with gold fins. Unable to decide which to go for, I bought both. Another impressive-sounding name to reel off plus a striking body – the purposeful nose coupled with a deeply contoured boot, flanked by those marvellous fins – utterly different to what we could see on British suburban roads in 1958. I never played with my motorised Studebaker. Disappointed with its performance, it was 'display only'. This model was high on my list of wants, when I began my adult collection, but all I could find was a gold-plated version. I lived with it for a while before asking Steve Flowers to restore it. A later incarnation, this one has suspension and red seats; nicer than that flywheel.



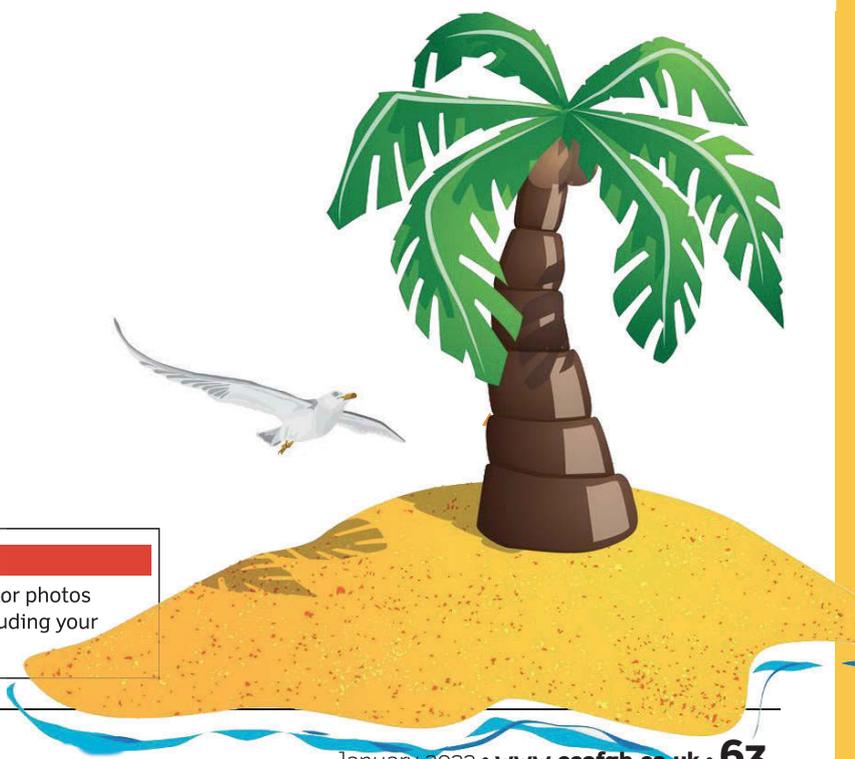
▲ Vanguards VA06908 Rover P5 3-litre automatic and Neo 43345 Rover P5B 3.5-litre coupe.

VANGUARDS VA06908 ROVER P5 3-LITRE AUTOMATIC AND NEO 43345 ROVER P5B 3.5-LITRE COUPE

Okay, 21st Century essentials – and I expect you all know why. I have to use two models here to capture all the characteristics of my real Rover 3-litre coupe. Like the Vanguards saloon, which wears the same livery as my car (Pine Green, with tan interior), it was a Mark II, launched in 1962 to mixed reviews. Some asked how a four-door car could be a coupe, others thought it looked bottom-heavy, but quibbles soon went quiet. Most of the motoring press liked the improved performance, better all-round visibility and extra instruments. I liked all of it – every inch. Neo's Rover is here because, Rostyles and general muscularity aside, it retains the body of the earlier car. I have to keep both with me. Desert Island castaways are always asked if they could build a shelter. I would say, "A garage first, surely?" And how about a luxury? "Need you ask?" **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.





Dakar Rally dune riders

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

The Dakar Rally, or Paris-Dakar to refer to it in its original format, has always held a fascination for me. Although I've never really followed rallying itself that closely, endurance events have always appealed. The Le Mans 24 Hours is where I found such a calling, in the early 1970s, so when the Paris-Dakar began in 1979 (technically 1978, between Christmas and New Year, but it finished in Dakar on 14th January 1979), it immediately grabbed my attention.

Conceived by Thierry Sabine, after he'd got lost on his motorcycle in the Libyan desert during the 1977 Abidjan-Nice rally, this led him to imagine an extraordinary journey originating in Europe. The route would then continue to Algiers before crossing Agadez and ultimately leading to Dakar. The plan quickly became a reality and the first event set off from the Paris Trocadéro on 26th December 1978, with 182 vehicles over three categories all fighting for their own individual title – cars, bikes and trucks – but its the cars that have always interested me most.

The first event was won by a Range Rover and

▲ Three of the 18 Colección Dakar releases (34 if you include Series 1).

▼ Peugeot, SMG and Toyota cars in their natural Dakar-style environment.

by the late 1980s, a three-way domination between Peugeot, Citroën and Mitsubishi would ensue, right up to 2007, the last of the African events. The variable route would start in Paris and finish in Dakar up to 1991, travelling either via Alger,



Tunis, or Tripoli. For 1992, the event went all the way down to Cape Town, South Africa, reverting to being a Paris-Dakar the following year. For 1994, the route became Paris-Dakar—Paris for one year only. The route would then vary almost every year, although Dakar was a constant, either as a starting point or as the finish.

The rally was cancelled in 2008, amidst fears of further terrorist attacks, after the killing of four French tourists in 2007. Fearing the inability to run the event in the future, the organisers accepted the offer of South American countries to run the event on their continent, and so the Dakar was reborn from 2009. The route would vary each year, running through Argentina, Chile and Peru, until 2019, when the last South American Dakar was undertaken. From 2020, the Dakar has been run entirely in Saudi Arabia.

COLECCIÓN DAKAR

In 2016, a series of 1/43 scale diecasts was commissioned as a partwork collection to be sold in the three main host countries, plus others. Organised and published by Luppá, and sold through a national newspaper in each country – La Nación (Argentina), Las últimas noticias (Chile and Paraguay), La Teja (Costa Rica), El País (Uruguay), El Tiempo (Colombia) and El Comercio (Peru and Ecuador) – the collection could vary, but Argentina seemed to get a couple more releases than the other countries.

The series proved very successful and was revived for 2018, with 18 further releases for Argentina (16 for Chile and Peru – other countries I couldn't find information for). Mostly covering the 2016 and 2017 events, there was one interloper from an earlier year. And it's here where my small collection comes in.

As is usual with partworks, unused stock eventually finds its way to these shores through enterprising wholesalers, and this was the case early in 2021 when John Ayrey Die-casts secured some cases. Without wanting to go mad, I chose just three that I have found particularly appealing over recent years (thanks to Eurosport, we do get highlights on TV each year).

The earlier-year interloper is the 2014 SMG Red Bull Buggy, as driven by WRC and all-round rallying legend, Carlos Sainz, and co-driven by Timo Gottschalk. Although the pair only won one stage that year, crashing out on stage 10, it was these rally-raid buggies that I have preferred more than all the others over the years, more resembling a prototype than a real vehicle.

My second choice, from 2016, and hardly surprising being a bit of a Peugeot-phile, is the 2008 DKR, as driven/co-driven by Romain Dumas and François Borsotto. Finishing 20th overall in the cars classification, the pair were a little over 8 hours behind the winning sister car of Stéphane Peterhansel and Jean-Paul Cottret.

Finally, I opted for the 2017 Toyota Hilux of Alejandro Yacopini and Daniel Merlo that finished 19th overall in another event that was won by Peterhansel. Bringing things right up to 2021, Peterhansel won again – his 14th overall win – so really I should add at least one of his cars to my little group.

As is usual with partworks, unused stock eventually finds its way to these shores through enterprising wholesalers, and this was the case early in 2021 when John Ayrey Die-casts secured some cases. Without wanting to go mad, I chose just three that I have found particularly appealing over recent years.

The 2022 event gets underway on 1st January in Ha'il and runs through most regions of Saudi Arabia on its way to Jeddah, via Riyadh. Time for me to get the sand out again then, as that's the closest I'll ever get to taking part! **DC**



▲ Peugeot 2008 DKR #328, driven in the 2016 event by Romain Dumas (6th release in the series).



▲ Toyota Hilux #330, driven in the 2017 event by Alejandro Yacopini (9th release in the series).



▲ SMG Red Bull #303, driven in the 2014 event by Carlos Sainz (15th release in the series).

▼ Three very different rear end designs (left to right: 2017 Toyota, 2014 SMG and 2016 Peugeot).





▲ Dinky Toys Cadillac Eldorado Tourer (No 131) in yellow – one with chrome wheels.

Cadillac Eldorado

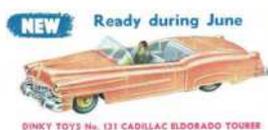
DTCA Chairman, Michael Driver, picks another vintage favourite by Dinky.

Most of the American cars that we saw in the 1950s were more than likely seen in films or books, and many of these cars had miles of chrome and bodies with fins, inspired by jet aircraft of the day. Certainly, they were different to the cars we saw everyday, apart from the odd Ford V8 Pilot, but that was a car from a different era. Dinky Toys produced a number of American cars pre-war in the 39 series, so it was logical to continue with American cars in the 1950s and, of course, it had to consider the export market that was so important at the time.

The post-war Dinky Toys American cars started with the Ford Forder Sedan (No 139a/170) in 1949, the Hudson Commodore Sedan (No 139b/171) in 1950 and the Packard Convertible (No 132) in 1955. These were then followed by the Cadillac Eldorado Tourer (No 131) in June 1956. The colour advert on the back page of the *Meccano Magazine* that month shows a salmon pink car with grey seats. The advert also states it is “a splendid model of one America’s fastest and most famous roadsters. Well-detailed with driver”.

In the *Dinky News*, the Toyman says “Judging from my correspondence, there is an unlimited demand for models of the large and stylish American cars, and now a further addition is being made to the range”. He continues saying “The Dinky Toys Cadillac Tourer, No 131 is a really attractive miniature of this distinctive car. It is beautifully proportioned, with plenty of detail, and is fitted with a miniature driver and a transparent windscreen”. The other colour available was one in yellow with red seats and both the cars have stone-coloured wheels, with the later cars having treaded tyres. The bumpers and radiator grilles are finished in aluminium as stated in the *Dinky News*.

In the early 1960s, spun wheels were fitted alongside many other Dinky Toys of the period. These wheels added a new style to the model and the



▲ *Meccano Magazine* advert, June 1956, showing the Salmon Pink Cadillac Eldorado Tourer (No 131).



▲ Dinky Toys catalogue 1960 part-image, illustrating the pink Cadillac with spun wheels.

▼ Dinky Toys Cadillac Eldorado Tourer (No 131) in Salmon Pink.

chrome wheels, together with all the silver painted chromework of the Dinky Toys Cadillac, did give it a more ‘American’ appearance. The models came in the yellow, illustrated card end flap boxes and the later plain red and yellow versions, with models being deleted in 1963.

The Cadillac company was founded in 1904, with the name coming from the founder Antoine de la Mothe Cadillac, who had founded Ville D’etroit in 1701 – hence the city of Detroit. The real Cadillac Eldorado, modelled by Dinky Toys, was introduced in 1954, and was produced in a lower number of 1,250 as against other Cadillacs at the time. It had a V8 engine, producing a top speed of 115mph, hydra-matic transmission, power steering and drum brakes. The body had a chrome line along the side and dummy air scoops on each side of the rear body panels behind the doors. The interior was leather-lined and there were chrome, spoked wheels and white wall tyres. **DC**



FURTHER INFO

The Dinky Toys American cars have always been popular with collectors young and old. They often appear in the DTCA Journal with many illustrations. You can find out more or join by visiting the website www.dtcawebsite.org.



2021 index

Keep track of articles in previous issues, organised on a yearly basis for easy reference. The listings will track the main subjects of non-regular features together with the subjects or some regulars like *Off the Beaten Track* and *Vintage Dinky of the Month*, but not the contents of *What's New*, *News & Events*, *Price Guide* etc.

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1977 Lincoln Continental Mark V Coloma pickup



1947 HRG 1500 sport roadster



1948 Invicta Black Prince saloon by Charlesworth



1934-41 Adler Trumpf Junior cabrio-limousine (open)



1977 Lincoln Continental Mark V Coloma pickup



AUCTION NEWS

THE DAVID COOKE COLLECTION AT LACY SCOTT & KNIGHT



ON 22nd October 2021, Lacy Scott & Knight held a sale that featured the first part of David Cooke's famous collection. David passed away peacefully on 14th February 2021, after suffering from cancer for a long time. Part 2 of his incredible collection will feature later – at a date to be confirmed.

Born in 1943, David became a well-known personality in the world of Dinky Toys and an authority on the subject from the 1960s onwards. His passion started during his childhood in the early 1940s, when his grandfather took him shopping to choose a Dinky toy for his Christmas present - from that day on, he was hooked. David had a lifelong interest in all transport, especially buses and, in particular, those in Eastern Counties livery. Dinky Toys buses were a favourite of his to collect. In the early sixties, his passion for Dinky Toys renewed itself by finding original trade boxes and filling them up with the relevant models. This carried on for the rest of his life.

In 1960, David joined the Maidenhead Static Model Club, in 1972 he founded the South West Model Club and, in 1979, the East Anglian Model Club. During this time and in later years, he was corresponding and meeting with many prominent Dinky Toys collectors, and people associated with the Dinky and Corgi factories - Cecil Gibson, Mike and Sue Richardson, and Marcel Van Cleemput, to name a few.

When David had to retire early from work, due to illness, he decided to use his time by fulfilling a lifelong ambition, which was to start a magazine for Dinky Toys collectors. This became "The Journal" for The Dinky Toy Collectors' Association (DTCA). It started in a very

modest way at home, with photocopies and recycled paper, and is now produced as a lovely glossy, non-profit-making magazine, distributed all over the world with 500+ members and a dedicated committee of volunteers. There is also a website for enthusiasts (www.dtcawebsite.com).

Among some of David's many Dinky Toys-related achievements were his appearances on national television, including "Craven's Collectables" and "Antiques Roadshow". In 2003, the Royal Mail produced a set of postage stamps dedicated to toys, for which David provided a Dinky Toys model and helped with the promotion. He also took part in numerous radio broadcasts and 'phone-ins' on the subject of Dinky Toys, giving expert advice and valuation. He wrote two books on the subject of model toys for Shire Publications, one on Dinky Toys and one on Corgi Toys, these have been reprinted many times. He made videos on the subject helping new collectors to familiarise themselves with the models

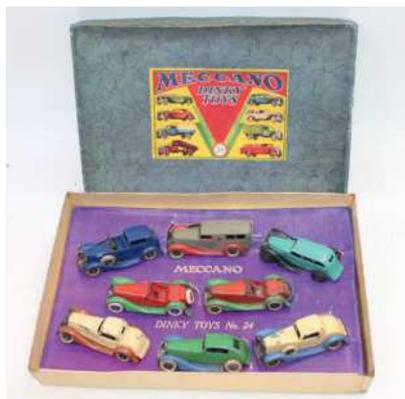
and has written many Dinky Toys-related articles for magazines.

His collection represents years of pleasure, seeking out rare Dinky Toys models, trade boxes and variations, as well as other makes of model cars and artefacts. For the past 27 years, David was proud to display some of his models at Bressingham Steam Museum, sharing the subject with the public, and speaking and corresponding with other enthusiasts.

David has had two previous large sales of his Dinky Toys, one in the 1980s and one in the 1990s. It is with sadness that this is the first of his parting sales, but he would have been delighted to think that the contents of his collection will be bought by fellow collectors and enjoyed for many years to come. He leaves behind his devoted wife Lesley, children Louise and Alex, and five grandchildren - all are so proud of his achievements in all respects of his life, especially with regard to his knowledge and dedication to the world of Dinky Toys.

Of the 300 lots for auction in October, one of the highlights was lot 1021, a pre-war Dinky No 24 gift set (pictured) with original base and lid, and reproduction inner packing. All models are original and have age-related wear with some fatigue, but overall it is a very rare set that is complete. Interest was clearly high as shown by the bidding, which ended at £1,000.

For more information about Part 2 of David's sale, plus future diecast auctions at Lacy Scott & Knight, visit the company's website at www.lskauctioncentre.co.uk. ■

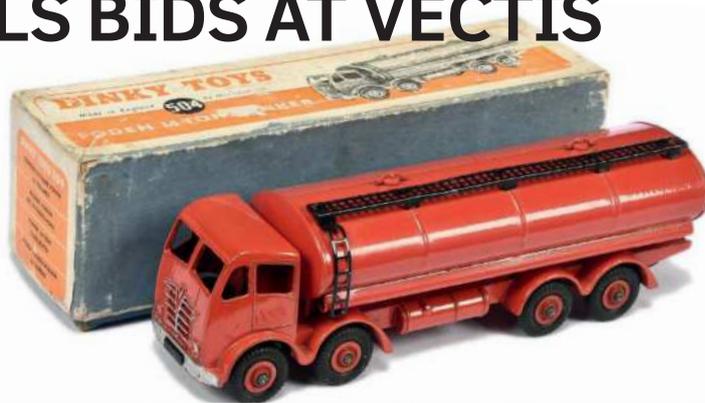


UNUSUAL FODEN FUELS BIDS AT VECTIS

DURING the 9th November 2021 specialist sale at Vectis Auctions, a rare Foden Tanker certainly inspired some enthusiastic bidding. Originally estimated to fetch from £300 to £400, the hammer eventually came down at £1,700. It was just one of many interesting lots on offer that day.

The Dinky Toys No 504 Foden (2nd Type) 14-ton Tanker, Lot 1140, with its unusual colour variation, is finished in red to the cab, chassis, tanker and Supertoy hubs, and fitted with black treaded tyres. No tampo print has ever been applied.

Overall condition was described as generally good plus and still a beautiful example that displays very well. The blue lift-off-lid box was described as being in a generally fair condition. ■



SCOUTING FOR TOYS FILMING CONCLUDES AT VECTIS

FOUR months of filming for the upcoming 10-part collectables series, *Scouting for Toys*, which centres around auctions at Vectis's Thornaby site, has now completed, with *Diecast Collector* Editor, Rick Wilson, taking part in a live auction on 28th October.

The series will cover many aspects of the collecting industry, including a look at diecast of course, but also featuring Airfix, Lego, Scalextric and Star Wars figures, to name just a few of the subjects covered. With the narrator still to be confirmed, the series is planned to be screened on the Yesterday channel next summer.

Rick took the opportunity to feature his first ever sales at a live auction as part of the filming and delivered the items to be sold to Vectis in late August. The first handful of listings (some special Matchbox sets) were up for grabs at the end of October with the remainder going under the hammer in early November.

It was a bittersweet day for your editor, bidding (pun completely intended) farewell to some treasured items to make way for future acquisitions. The hot item amongst these was a Superfast G-3 Racing Specials gift set in very good condition, complete with original shrink wrap partially intact, plus an unused sheet of stickers inside.

Estimated at £200-£260, it sold for an impressive £380. In anticipation of this, Rick had already spent a fair chunk of this earlier in the sale on a Superfast he has been after for some time – a near mint, boxed No 22 Pontiac GP Coupe. It wasn't cheap! Further temptation was resisted and your editor ended the day in profit. Further sales of a selection of 1970s Corgi Toys and Dinky Toys listings, on the 9th of November, provided more excellent results.

As soon as we have any more details about when this exciting TV series is scheduled to begin, updates will appear in these pages. ■



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DATE: 25th October 2021
TITLE: French Dinky Toys Coffret-Cadeau Tourisme
SOLD FOR: £330.85
BIDS: 41

With all five cars, a 100% original set. Featuring No 24Y Studebaker Commander (orange with eggshell roof - mint condition), No 24Z Simca Versailles (blue with cream roof - excellent), No 24E Renault Dauphine (raspberry - play worn but still good), No 24B Peugeot 403 (grey - excellent) and No 24A Chrysler New Yorker 1955 (yellow with green interior - good but crack to windscreen). All chassis, rivets and axles are in perfect condition. Original box in good condition.



DATE: 24th October 2021
TITLE: Matchbox Superfast No 57 Carmichael Commando pre-production
SOLD FOR: £415.00
BIDS: 22

In yellow, with brown plastic base and blue glass. This has the number 45 on the base, which is the number that Matchbox wanted to use as an initial release. This was later changed to no 57 for standard production models. Production models also had the date of 1982 cast and usually are in white or red with a black base. This pre-production trial model only has the copyright mark and no date. In very near mint original condition, not a reproduction or copy.



DATE: 17th October 2021
TITLE: Corgi Rockets Alpine Ski Set 2070 James Bond OHMSS
SOLD FOR: £820.00
BIDS: 33

This is a very fine, ex-shop stock condition example of this rarely seen Corgi Rockets track set. It was designed as part of the range of the Corgi Rockets James Bond OHMSS models in 1970 and only available for a short time in 1971. Consequently it's a very hard to find set these days in any condition. All track parts present and in excellent condition. The model skier is in near mint, unplayed with condition and the Rockets base in perfect condition.

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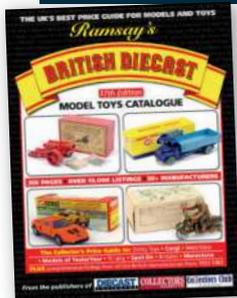
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PriceGuide

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▲Dinky Supertoys Gift Set 990 Pullmore Car Transporter with Four Cars comprises No 982 Bedford Pullmore Car Transporter, blue cab/wheel hubs, light blue back, with boxed 794 loading ramp, 154 Hillman Minx, light green/cream body, cream wheel hubs, 156 Rover 75 blue/cream body, cream wheel hubs, 161 Austin Somerset, red/yellow body, red wheel hubs and 162 Ford Zephyr, lime green/cream body, cream wheel hubs. Near mint to mint original condition, complete with four original inner packing pieces, in good to very good blue/white striped illustrated lid box. **£1200, C&T, September.**



▲Matchbox Speedkings K-57 Javelin "Drag Race" pack red K54 AMX Javelin, with green Milligans Mill Dragster on yellow trailer. Near mint to mint in very good window display box. **£110, C&T, September.**



▲Tri-ang Spot-on No 113 Aston Martin DB3 yellow body, cream seats, silver steering wheel. Excellent to near mint in fair to good card box. **£360, C&T, September.**



▲Tri-ang Spot-on No 213 Ford Anglia Saloon green body, off-white interior. Near mint in good illustrated card box. **£420, C&T, September.**



▲Tri-ang Spot-on No 156 Mulliner Luxury Coach blue lower body, silver upper body/roof, red flash "Tri-ang Tours", cream interior. Good to excellent in excellent lidded box, no inner card packing. **£400, C&T, September.**



▲Dinky pre-war No 24 gift set with original base and lid, and reproduction inner packing, all models original and have age-related wear and some fatigue, overall a very rare set that is complete. **£1000, Lacy Scott & Knight, October.**



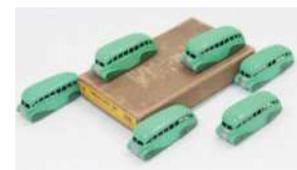
▲Dinky pre-war No 39 gift set with reproduction inner containing 6 original cars (Packard, Chrysler, Studebaker, Buick, Lincoln Zephyr and a Oldsmobile). Very good to near mint. **£750, Lacy Scott & Knight, October.**



▲Dinky Toys No 34a Royal Air Mail Service Car blue with age-related wear and showing some fatigue (transfers in very good condition). **£210, Lacy Scott & Knight, October.**



▲Dinky Toys No 290 Double-deck bus with green body and late spun hubs in "Dunlop" livery with correct box. Excellent to near mint. **£150, Lacy Scott & Knight, October.**



▲Dinky Toys 29b original Trade box containing 6 'streamline' buses two-tone green without green roof stripe. All good to excellent condition, box complete with original card dividers with some age-related wear. **£140, Lacy Scott & Knight, October.**



▲Dinky Toys 25f original Trade box containing 6 Market Gardener's vans all in green with black running boards, all with age-related play wear. **£120, Lacy Scott & Knight, October.**



▲Dinky Toys 28 series type 1 "Wakefield Castrol" delivery van green with damage to the passenger side rear running board which has snapped in half but is still attached, with age-related wear but still displays well. **£400, Lacy Scott & Knight, October.**



▲Dinky Toys No 31a original Trade box containing 6 "Esso" Trojan Delivery Vans in good to excellent condition, with some age-related wear. **£140, Lacy Scott & Knight, October.**



▲Dinky Toys No 31d Trojan van original trade box containing 6 "Oxo" livery Trojan Delivery Vans in good to excellent condition (one near mint), with some age-related wear. **£400, Lacy Scott & Knight, October.**



▲Dinky Toys No 106 Thunderbird 2 metallic blue finish with blue metal matching base in its original bubble pack which has sun fade and has become brittle, model in full working order in superb condition. **£80, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 289 Routemaster Bus trade pack** of 6 late issue 289 Routemaster bus, still shrink wrapped. **£50, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 106 Thunderbird 2** in window style box, model in blue with black base 2 small splits to window cellophane. Near mint with a few factory marks to blue paintwork. **£65, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 246 "International GT"** gift set containing 3 cars in excellent condition for age, outer box a bit grubby. **£85, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 108 Joe 90 Sam's Car** with keyless clockwork motor (non-working) in excellent overall condition, comes complete with original badge and instruction, box has a surface tear to one side. **£75, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 294 Police Gift set** comprising Ford Transit, Mini and Range Rover Police Vehicles, models still attached to base and comes with the rarer late orange and red cones and red plastic signs, all models near mint. **£280, Lacy Scott & Knight, October.**



▲ **French Dinky Toys Citroen 11BL** black with yellow hubs in mint condition but unboxed. **£180, Lacy Scott & Knight, October.**



▲ **Matchbox No 51c AEC Tipper Truck "Pointer"** promotional issue yellow with silver back, complete with foldout concertina paper leaflet glued onto tipper loadbed. Very rare promotional issue from Pointer Group Transport Ltd of Norwich England. **£320, Lacy Scott & Knight, October.**



▲ **Tri-ang Spot-On No 156 Mulliner luxury coach** pale blue/grey, with red flash 'Tri-ang Tours' on rear logo, nice example in good condition. **£250, Lacy Scott & Knight, October.**



▲ **Tri-ang Spot-On No 110/3 AEC Mammoth Major 8** with flat float and sides, red body with silver back and BRS Livery, housed in the original box with packing piece and leaflet. **£290, Lacy Scott & Knight, October.**



▲ **Tri-ang Spot-On No 183 Humber Super Snipe estate car** white body with lemon interior and blue roof, roof rack in grey but is damaged, with 1 suitcase, original box with leaflet. **£230, Lacy Scott & Knight, October.**



▲ **Tri-ang Spot-On No 145 London Transport Routemaster bus** red body with black base plate and Ovaltine livery, loose example in very good original condition. **£230, Lacy Scott & Knight, October.**



▲ **Dinky Toys No 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. Good to good plus, unboxed. **£4200, Vectis, October.**



▲ **Solido No 190 Ford Capri** cream body, blue bonnet with correct racing and rally unapplied decal sheet. Mint bin near mint yellow, black and red window box. **£70, Vectis, October.**



▲ **Solido No 16 Ferrari "Daytona" Le Mans Racing Car** white body, black interior complete with unapplied racing decal sheet. Mint in near mint yellow, red and black window box. **£20, Vectis, October.**



▲ **Dinky Toys No 581 Horse Box** maroon including hubs with black treaded tyres, silver trim, "Express Horse Box Hire Service British Railways" to sides. Good plus to excellent in good blue lift off lid box with paper labels, complete with inner packing pieces. **£80, Vectis, October.**



▲ **Dinky Supertoys No 901 Foden Diesel 8-wheel Wagon** two-tone green with dark green cab and chassis, mid-green back and hubs with black treaded tyres, silver trim, metal tow hook. Excellent in good blue and white striped lift off lid box with "LF" and green colour spot labels to ends. **£620, Vectis, October.**



▲ **Dinky Supertoys No 905 Foden Flat Truck with Chains** red cab, chassis and hubs with black treaded tyres, grey riveted back, silver trim, metal tow hook. Excellent plus in excellent plus blue and white striped lift off lid box. **£220, Vectis, October.**



▲ **French Dinky Supertoys No 889 Autobus Parisien** two-tone green, pale grey, concave hubs with black treaded tyres, silver trim, brown interior. Excellent plus in good to good plus lift off lid blue and white striped picture box. **£280, Vectis, October.**



▲ **French Dinky 26 Series Rail Car** green, yellow, maroon, mid-green rollers. Fair to good, unboxed. **£80, Vectis, October.**



▲ **Dinky 26 Series British Railcar** two-tone green, red, with green rollers. Good, unboxed. **£140, Vectis, October.**



▲Dinky Supertoys No 514 Guy "Slumberland" Van red including ridged hubs, silver trim. Good in fair blue lift off lid box with paper label. **£100, Vectis, October**



▲Dinky No 273 Mini "RAC Road Service" Van blue including roof box and rear opening plastic doors, red interior, silver trim, chrome spun hubs, silver base. Good plus, unboxed. **£60, Vectis, October.**



▲Dinky Toys No 418 Leyland Comet Wagon with hinged tailboard green cab and chassis, orange back, silver trim, mid-green hubs with grey treaded tyres. Excellent in good plus blue and white striped lift off lid box. **£140, Vectis, October.**



▲Dinky No 31d (453) Trojan "Beefy Oxo" Van blue body, silver trim, mid-blue ridged hubs. Good to good plus, unboxed. **£80, Vectis, October.**



▲Dinky Military No 665 Honest John Missile Launcher green including plastic hubs and rear platform, with white and black missile. Excellent in good yellow and red carded box. **£220, Vectis, October.**



▲Dinky pre-war 161 Mobile Anti-Aircraft Unit Set gloss green 6-wheeled truck with searchlight and green anti-aircraft gun. Fair to good in good plus presentation lift off lid box. **£380, Vectis, October.**



▲Dinky pre-war 151 "Royal Tank Corps" Medium Tank Set 151a Medium Tank with white triangles to turret, 151b 6-wheeled Covered Wagon, 151c Cooker Trailer and 151d Water Tank. Fair to good in fair to good blue lift off lid box. **£150, Vectis, October.**



▲French Dinky 571 Savieum Goelette Horse Box blue, off white roof, wood effect side panels, concave hubs. Good plus, unboxed. **£40, Vectis, October.**



▲French Dinky 566 Citroën Type H Police Van two-tone white, blue including concave hubs, yellow battery-operated roof light, silver trim with spare bulb in sealed bag, plus correct instruction leaflet. Good plus to excellent, unboxed. **£100, Vectis, October.**



▲French Dinky 587 Citroën Type H Philips Van two-tone yellow, silver, red concave hubs. Excellent, unboxed. **£100, Vectis, October.**



▲Dinky Toys No 261 Ford Taunus "Polizei" Car white, green doors, boot and bonnet, red interior. Excellent, unboxed. **£60, Vectis, October.**



▲Dinky Toys No 260 Volkswagen "Deutsche Bundespost" yellow body, pale grey interior, black bumpers, chrome spun hubs. Good Plus, unboxed. **£260, Vectis, October.**



▲Dinky Toys No 261 Volkswagen "Swiss PTT" Saloon yellow body, black chassis and wheelarches, off white interior. Good plus to excellent, unboxed. **£90, Vectis, October.**



▲Dinky Toys No 40d (152) Austin Devon Saloon two-tone cerise/green, light beige ridged hubs, silver trim, large baseplate lettering. Excellent, unboxed. **£150, Vectis, October.**



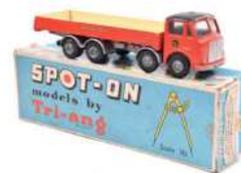
▲Dinky Toys No 268 Renault Dauphine Mini Cab red body, chrome spun hubs with black treaded tyres. Excellent, unboxed. **£120, Vectis, October.**



▲Dinky Toys No 66g U.S. Military Jeep drab green with U.S. white star. Boxed, one end-flap missing. Vehicle VGC, very minor marks. **£70, Wallis & Wallis, October.**



▲Dinky Toys No 533 Leyland Cement Wagon yellow with grey tyres. Boxed, minor wear/damage, with pen marking. With 'Hudson Dobson' American import label. **£80, Wallis & Wallis, October.**



▲Tri-ang Spot-on No 110/3 AEC Mammoth Major 8 with flat float and sides in red, cream and black British Road Services livery. Silver chassis with silver wheels and black tyres. Boxed, some wear/damage. Vehicle very good. **£170, Wallis & Wallis, October.**



▲Benbros Qualitoys Articulated Tanker light green tractor unit and red tanker with 'United Dairies' to one side. Fitted with black plastic one piece wheels. Boxed, a fine example with very minor wear. Vehicle very good. **£550, Wallis & Wallis, October.**



▲Benbros Qualitoys Articulated Low Loader light green tractor unit and red trailer, with black plastic one piece wheels. Complete with log load. Boxed, minor wear/creasing. Vehicle good. **£190, Wallis & Wallis, October.**



▲Morris & Stone Articulated Car Carrier orange with a Carrimore style car transporter trailer in light grey, complete with ramps. Boxed, age worn/damage to lid. Vehicle very good. **£220, Wallis & Wallis, October.**



▲ Benbros Qualitoys Caterpillar Bulldozer light metallic green green with red arms and blade, yellow wheels with damaged original rubber tracks. Complete with driver. Boxed, some wear, damage to one side end. Vehicle is good. **£170, Wallis & Wallis, October**



▲ Benbros Qualitoys AA Road Service Land Rover bright yellow with black roof, complete with roof sign, dropdown tailgate with opening hatch and opening driver and passenger doors. Yellow wheels with black rubber tyres. Good box, vehicle good to very good. **£220, Wallis & Wallis, October**



▲ Benbros Qualitoys 'Farm Equipment' Ferguson Tractor metallic green hammered enamel finish with red wheels, complete with driver. Boxed, a crisp example. Tractor very good to mint. **£170, Wallis & Wallis, October**



▲ Morestone Series Foden Heavy Duty Dump Truck orange cab and chassis, with tipping rear body in light grey, orange wheels with black tyres. In an exceptionally crisp original box. Vehicle good. **£300, Wallis & Wallis, October**



▲ Budgie Gerry Anderson 'Supercar' red and silver, complete with plastic canopy, pilot and often missing aerials to front and top. Boxed, minor wear. Car very good. **£480, Wallis & Wallis, October.**



▲ Matchbox Superfast No 22a Pontiac GP Coupe metallic dark purple body without silver trim, grey interior, gloss black base, hollow small diameter 5-spoke narrow wheels. Excellent in good plus "New" type G box. **£160, Vectis, October.**



▲ Matchbox Superfast 1970 copyright US issue Deluxe Collectors 72-car Carry Case with all inner trays present, in light blue. Good plus with some creasing & staining to illustration. **£60, Vectis, October.**



▲ Matchbox Superfast G-3 Racing Specials gift set Candy Purple No 5a Lotus Europa, metallic red No 20a Lamborghini Marzal, metallic green No 45a Ford Group 6, metallic magenta No 52a Dodge Charger, metallic gold No 56a BMC Pininfarina, metallic red No 68a Porsche 910, with original but discoloured unused label sheet. Near mint to mint in excellent plus window box complete with part of the factory shrink-wrap. **£380, Vectis, October.**



▲ Matchbox Superfast G-4 Commercial Truck gift set No 11a Mercedes Scaffold Truck complete with load, Regular Wheels 16d Case Bulldozer, No 21a Foden Concrete Mixer, No 47a DAF Tipper Container Truck, No 49a Mercedes Unimog, No 51a Pointer Tipper Truck, No 58a DAF Girder Truck complete with load, No 63a Dodge Crane Truck. Good plus to near in Fair form but G window box. **£120, Vectis, October.**



▲ Matchbox Superfast G-100 twin Thunderbolt Launcher gift set metallic bronze No 7b Hairy Hustler and metallic blue No 61a Blue Shark, plus twin Thunderbolt Launcher. Excellent in good box with instruction leaflet. **£30, Vectis, October.**



▲ Corgi Toys No 771 Whizzwheels Power Blaster Racing Speed Set with boxed lime green Adams Probe 16 and white Pininfarina cars, with applied. Cars near mint. Track contents complete and in mint to near mint condition. Attractive outer box in excellent condition. **£220, Vectis, November.**



▲ Corgi Toys No 1501 (Grand Prix Kit) Yardley McLaren partially made. Good plus in excellent carded box. Also includes some original Corgi accessories including cones and figures - good to good plus. **£50, Vectis, November.**



▲ Corgi GS30 "Grand Prix Kit" Gift Set three kits: 1500 Surtees TS9, 1501 Yardley McLaren and 1504 Lotus "John Player Special" - conditions mint including carded boxes. Also comes complete with assembled Surtees model finished in blue and white - excellent. All contained in a generally excellent presentation window box. **£190, Vectis, November.**



▲ Dinky Toys No 724 Sea King Helicopter two-tone white, blue, with red interior, mid-blue plastic blades and rotors, with white plastic space capsule. Good plus to excellent, inner pictorial stand is good to good plus, outer carded picture box is good. **£80, Vectis, November.**



▲ Dinky Toys No 728 RAF Dominie camouflage blue/wgreen with "RAF" roundels - Nmar Mintgp a Good Plus bubble pack. **£35, Vectis, November.**



▲ Dinky Toys No 736 Bundesmarine Sea King Helicopter grey, red with unapplied decal sheet and sonar device. Near mint in good plus bubble pack. Plus bubble pack (does have very light discolouration). **£70, Vectis, November.**

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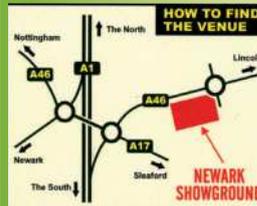
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- London, London Toy Soldier Show, 07540153368 or 01582 668411
- Maidstone, Maidstone Vintage Toy Fair, 01622 298159 or 01732 840787

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

- Shepton Mallet, Bulldog Fairs, 01373 452857

11 DECEMBER

- Gateshead, Jim Corr, 07504 035955

12 DECEMBER

- Stafford, BP Fairs, 01604 846688 or 07966527177

- Orpington, SRP Toy Fairs, 07739 998012

18 DECEMBER

- Kent, SRP Toy Fairs, 07739 998012

19 DECEMBER

- Coventry, BP Fairs, 01604 846688 or 07966527177

- Chelmsford, SRP Toy Fairs, 07739 998012

- Yorkshire, Steel Promotions, 0161 283 1255 or 0161 766 2012

27 DECEMBER

- Birmingham, BP Fairs, 01604 846688 or 07966527177

- Llandudno, Llandudno Toy & Train Fair, 01492 517004

28 DECEMBER

- Thornbury, Bulldog Fairs, 01373 452857

29 DECEMBER

- Bolton, BP Fairs, 01604 846688 or 07966527177

- Worthing, SRP Toy Fairs, 07739 998012

30 DECEMBER

- Doncaster, BP Fairs, 01604 846688 or 07966527177

- Rayleigh, SRP Toy Fairs, 07739 998012

31 DECEMBER

- Ditton, SRP Toy Fairs, 07739 998012

1 JANUARY

- Newark, J&J Fairs, 01522 880383

9 JANUARY

- Stafford, BP Fairs, 01604 846688 or 07966527177

- Spalding, J&J Fairs, 01522 880383

- Croydon, Croydon Aerodrome Military Aviation & Collectors Fair, 07973 885754

AUCTIONS

1 DECEMBER

- Stockton-on-Tees, Vectis, 01642 750616

2 DECEMBER

- Stockton-on-Tees, Vectis, 01642 750616
- Derby, Hansons Auctioneers, 01889 882397

3 DECEMBER

- Taunton, Greenslade Taylor Hunt, 01823 332525

4 DECEMBER

- Stafford, Hansons Auctioneers, 01889 882397

14 DECEMBER

- Newbury, Special Auction Services, 01635 580595

- Stockton-on-Tees, Vectis, 01642 750616

15 DECEMBER

- Stockton-on-Tees, Vectis, 01642 750616

16 DECEMBER

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17 DECEMBER

- Stockton-on-Tees, Vectis, 01642 750616

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

6 JANUARY

- Kent, C&T Auctioneers, 01233 510050

- Sheffield, Sheffield Auction Gallery, 0114 281 6161

11 JANUARY

- Stockton-on-Tees, Vectis, 01642 750616

12 JANUARY

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Rallying successes of the Mercedes 220SE

Andrew Ralston celebrates some vintage performances.

To help promote its new range of saloon cars, Mercedes-Benz entered the Rallye Monte Carlo in 1960, with a team of 220SE models. As usual, drivers had to contend with snow, fog and ice, but 38-year-old Walter Schock and 32-year-old Rolf Moll took first place in their Mercedes #128. That wasn't the only remarkable thing about the event, though. Mercedes also took second, third and fifth places - the first time a German marque had achieved such a result in the history of the rally.

This Mercedes victory has provided inspiration for several model manufacturers recently. Vitesse, a brand that originated in Portugal, first produced winning car #128 in a limited edition of 5,000 and later in an edition of 3,500, this time in a diorama box with a snowy backdrop and a direction sign. The Schock/Moll car has also been modelled in 1/43 scale by Ixo for Altaya and by Spark. Additionally, there is a smaller 1/90 Schuco Piccolo, produced in several variants including the 1960 winning car, made as a special issue of 1,000 for the 2000 Techno Classica classic car show in Essen, Germany.

The 220SE competed in the Monte until 1964, but was not an outright winner again, though there were some significant category wins, notably in 1963 and 1964, when the Coupe des Dames was lifted by the Swedish driver Ewy Rosqvist and her co-drivers.

But Ewy Rosqvist's most significant achievement at the wheel of a 220SE occurred not on the Monte Carlo, but in the Touring Car Grand Prix of Argentina in 1963. She won all six stages of the event, set a new average speed record and arrived at the finish three hours before any of her competitors. Interviewed about her success, she commented that "they said I could never finish, so I finished first." She gave up competitive rallying in 1967, but continued to work for Mercedes as a test driver and a guide at the company's museum.

Ewy's winning Argentinian car #711 was modelled by Matchbox in 2019, and the story



▲ The later Vitesse release of the Monte-winning 220, complete with rally stage diorama base.



▲ Matchbox packaging highlights the success of Swedish driver, Ewy Rosqvist.

associated with the model is almost as interesting as that of the real car. In an effort to move away from the outdated "toy cars for boys and dolls for girls" stereotype, the backing card of the model highlights the success of Rosqvist as a female rally driver and Mattel (the parent company of Matchbox) has promoted the model in an innovative way as part of the company's 'Dream Gap' project, a charitable foundation designed to "remove barriers that prevent girls reaching their potential". Before it went on sale officially in 2020, thousands of samples of the Matchbox model were given away to girls in primary schools and, as a result of this initiative, the reputation of the Swedish driver is now known in much wider circles than those of motoring enthusiasts.

So, if you'd like your daughter to share your enthusiasm for model cars, this might be the place to start! Matchbox toys don't seem to be as widely distributed as Mattel's other brand, Hot Wheels, in British outlets, but the one shown here was purchased in Tesco for only £1. DC

Dear Editor...

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



DIORAMA WITH ADDED DRAMA

FURTHER to the letter from Ian Morton in the December edition, I thought that he and others might be interested in my attempt at a diorama for Corgi, Dinky and other cars and vehicles using the excellent Kingsway model of a car showroom. I decided to create a car park opposite it as illustrated so as to display even more cars and I just had to include a London RT and an East Kent Leyland coach - not an A.E.C. as I have changed the radiator. I can strongly recommend Kingsway kits both in O and OO scales.

Peter Sidgwick, Hednesford

ED Nice work, Peter! That Kingsway kit is a popular one and always looks great. I love the addition of the car park and pavements - really adds to the feel and brings it to life.

FURTHER VOTES FOR DIORAMAS

I was about to write asking you to compliment David Busfield on another great diorama backing his June 2021 article when I found another diorama of his in the July edition. Great stuff, I love dioramas as they put a more realistic feeling to the vehicles. July was a bonus edition for me with another diorama article, *Garage Moderne* by Mike Pigott. For a bit of back-peddalling, I remember David Busfield's diorama article back in February 2019 covering the Dinky Toys Road Rollers too. More dioramas please!

John Comber, Melbourne, Australia

ED Hi John, many thanks for your praises. I'm very much a fan of dioramas and using props to add life to photos of models too. I have plenty to share myself, so will make sure we get more into future issues.

MYSTERIOUS STRIPTEASER

I bought a copy of *Diecast Collector* magazine, May 2020, issue 271. On page 7 there is a picture of a Mini Estate in yellow, orange and blue, with small front wheels and large rear wheels, and a sticker that says "Strip-teaser". Please can you tell me more about the vehicle, proper name for the vehicle, who made it and the year it was made, plus more pictures?

Alan Martin, Whatton



ED Hi Alan, it's a most interesting model as I remember looking into that at the time. It's a complete one-off, pre-production prototype stock car Mini by Corgi Toys. The page you refer to is an advert from Vectis Auctions. The model featured in one of its sales, on 27th April 2020 as Lot 888. Described as being from Marcel Van Cleemput's old collection, and never having gone into production (obviously), it came complete with a framed monochrome photograph of the real car in action. Blasting past its pre-sale estimate, it sold for £1,800. A little history about the real car - it started life as a humble Mini van but was heavily modified in the early 1970s and fitted with a Jaguar 3.8-litre straight six, but retained its steel body, albeit fitted with a one-piece fibreglass flip-front. The prototype model was clearly made using a Corgi Toys No 448 Austin Mini Van using parts (wheels and exhausts) from No 166 Organ Grinder Dragster. I've been tempted, ever since I saw the same advert as you, to have a go at making one. I've added it to the *Workbench* list.

AIRBRUSHING EXPERIENCE

I am just reading through the December edition and have spotted in your *Workbench* section that you have purchased a Humbrol air brush kit "after years of working with rattle spray cans". I too have purchased a Humbrol air brush for exactly the same reasons and I wondered if you would include in your next article how you got on with it. I feel that there will be many others out there who are at the same stage in their modeling lives and would benefit from the shared experience of dipping a toe into the airbrush world. Last week I tried to have a practice with my airbrush, I connected the compressed air can to the airbrush as directed and got it to work, but then when disconnecting from the compressed air can, I found that the valve on the top of the can seemed to be permanently opened so all the air has escaped and the can is now empty! Has the same happened to you? Or was it just my inexperience that caused that? Now I have been pricing up compressors or even these 'all-in-one' hand-held air brushes and battery compressors, rather than purchasing another air can. Also do you understand how and even if you have to dilute different types of paint, i.e. enamel versus acrylic and what ratio of dilution? I am sure this would be a fascinating and helpful article to those of us going 'rattle can free'.

Jason Heath, email

ED Hi Jason, glad to hear that I'm in good company on my learning curve. You might have already noticed that the *Workbench* pages (usually on 44 and 45) are missing in this issue. Don't worry, it's only down to the lack of time I've had over the past month, but that will change for the next issue and I fully intend to share my airbrushing experiences along the way.

MATCHBOX MIX-UPS

I got the latest edition of the magazine and was reading about the #17 Superfast feature, sadly it has a few errors in it. You say that the Horsebox came out with a green side door, none of the issues had that it was always grey, the box picture showed that, even the regular wheels issue was grey, you also said that there were only two colour changes, but there was a third with orange cab, cream back and brown door as the last release, other variations of mixed colours have been listed but may be one off mix-ups. On the first bus issue you state it is based on a Leland Titan, it is actually a Damiler Fleetline made specially for London, they were classed as a DMS, and were called The Londoner, the second issue was indeed a Leyland Titan. I used to be a big collector of 1-75 but sold my collection many years ago. Hopefully this info will be useful. On another note did you ever get anywhere with a Fiveways Wilf bus you were hoping to make up, sadly the bus no longer operates.

Mike Cheeseman, Brighton

ED Hi Mike, great to hear from you. Hope you are well and those Brighton buses are behaving themselves. Good spot on all of the Superfast slip-ups – the buses are unforgivable, given my London bus-riding days in my youth. In haste, I misread my notes regarding the buses, but as for the Horsebox, I'm not sure where the green door bit came from! The Fiveways Wilf bus project got shelved, I'm afraid, as on closer inspection I'd bitten off more than I could chew. I still have the models and all the photos, so may well revisit this project one day. I haven't forgotten the promise of one for you if I ever do.

BROOKLIN CORRECTION

I must apologise to your readers for the 'typo' in my Brooklin article in the December 2021 issue. The Tucker 48 was tested at 115/120mph, depending on which source one uses. Tucker tested the cars at the Indy 500 circuit where they circulated at speeds in the upper nineties on endurance runs, and, no doubt, top speed was tested there too.

Ian Artus, email

ED Hi Ian, many thanks for the correction, it's much appreciated. I have to confess that I failed to pick up on this at the time.



VAUXHALL VIVA HC IN 1/43 SCALE AT LAST

INTRIGUED by the letters about a 1/43 scale model of the HC Vauxhall Viva, I thought I would send some photos of an attempt I made. I have models of all the cars I have owned. Some proved to be a challenge as no models were available. My attempt was made from a Vanguard's model of an HB Viva and it was just a case of filing the side windows and Coke-bottle rear wing, enlarging the rear window, reshaping the rear lights, grille and front indicators. It's not perfect, but fills the gap until something better comes along.

Pete Paine, Farnham

ED Wow! That looks superb, Pete! I'd say that definitely fills the gap – great work, sir.



FRUSTRATING FATIGUE

PLEASE find attached photos of two (Chevrolet) Monza GTs. No 88 is by Tekno & No 69 (obviously from slightly modified molds) by Pilen. Both have opening cockpit canopies and headlamp covers, the Tekno also has front wheels that steer and an opening engine cover. The Pilen is showing signs of metal fatigue in the white part of the model - I quickly checked some other Pilen's and they all appear okay - has anyone else experienced this? Whilst the Pilen appears beyond saving, it can at least donate its wheels to the Tekno which is missing one, but does anyone know how to remove the baseplate on the Tekno? There are no visible screws (or rivets), unlike the Pilen.

Maurice Westlake, email

ED Nice models! Shame that Pilen is suffering. I have a couple of similarly-aged Pilen's, but both are still excellent, so it's an odd one. I'm not sure about removing the Tekno baseplate though. With no obvious screws or rivets, I would imagine there is a clip that needs releasing. Does anyone have experience with Tekno baseplates?



MORE BIZARRE BATMOBILES

I thought the bizarre Batmobiles article was great (October 2021 issue), it reminded me of some oddball batmobiles I created myself, using a Bond Bug, a Minissima and one I bought (a Mini Van). I've enclosed a picture in the hope you can print it in the magazine.

D Rouse, email

ED Good work, Mr Rouse, and thanks for sharing with us. I'm sure the article's author, Mike Pigott, will be impressed too.

MINT ISSUE 1

I have the first edition of Diecast Collector in mint condition, with a red VW Beetle by Lledo still attached. If any reader would like to purchase this, then I'm more than happy to let it go to a new home.

Mike Reid, Whalley

ED Hello Mike, ah yes, our first issue. There were two versions of the Beetle, yellow being the rarer colour, but with the original still attached on yours, that would surely be of interest. If anyone would like to be put in touch with Mike for this, drop me a line at the email near the top of page 82.

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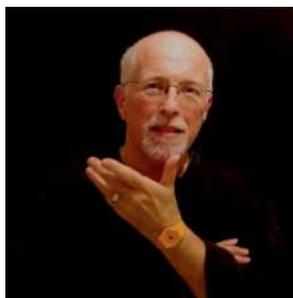
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Cast-iron evidence

Well diecast-mazac evidence, at least, that led **Stephen Paul Hardy** to solve a mystery by following in **Poirot et al's** footsteps.



▲ Stephen Paul Hardy.



▲ The keys to solving a mystery: 1950s Moko Lesney Matchbox diecasts!

One of the threads of research that I regularly get involved with is dating photographs by reference to the, then new, cars captured in the images. Today I ended up finding this way of searching for clues applied, in a roundabout scale model sort of way, to a piece of non-automotive research. By pure chance and after putting together a two part feature for our sister publication, *Collectors Gazette*, I made a discovery that threw more light on the subject just as Part 2 was going through the publication process (yes, it invariably happens like that). A discovery made in a small folded leaflet with A5-sized facing pages in a cache of parts and literature that arrived from the Netherlands yesterday.

I knew from previous research that the product range in question had a finite Dutch production end date of 1960, but only anecdotal evidence of the preceding manufacturing period that had, hitherto, been an unsolved mystery. In the cache were leaflets from the promotion of the product range. Frustratingly undated, the information they revealed extended to not much more than the name of the product's manufacturer and distribution agent (neither

of which threw up anything in internet searches) and how the scope the toy could be extended with accessory packs.

Then I realised that one of the two photographs in the leaflet included a diecast toy car that, from childhood days, I immediately recognised as the Moko Lesney Matchbox 57a Wolseley 1500. Scanning and then enlarging the photo quickly confirmed the other three as contemporary Matchbox toys also. I reasoned that if I could pinpoint the release dates of each model it might help me date the leaflet. As so often the case I started at the wrong end of the trail working from left to right across the photo with the result that the Matchbox toys (and first release dates) were No 39a Ford Zodiac convertible (1957), No 25a Bedford Van 12cwt (1956), No 57a Wolseley 1500 (1958) and No 65a Jaguar 3.4l (1959).

The Jag proved to be the clincher - if the leaflet had to be pre-1960 and the Jag was introduced in 1959, the leaflet had to date from 1959. Mystery solved and previous anecdotal evidence validated all in one quick piece of research based on diecast toys from my childhood. **DC**

NEXT MONTH

February 2022
Issue 292

Classic Royal Mail vans by Corgi

A short-lived series of promotional commercial vehicles from 10 years ago.



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

PLUS...

- Rallye Monte Carlo winners
- Rextoys part 1
- Covered wagons by Dinky part 1
- Peugeot 203 Dillman
- Size Matters part 28
- Collecting by numbers – Superfast #19
- Workbench
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7 DAYS EARLIER on 28th December at www.pocketmags.com/diecast-collector

Blue not-remembered hills

Brian Gower finds inspiration in the rear end of a Morris Marina.

When I was six, or perhaps seven, I became a Rupert Bear fan, a habit I gladly passed on to my step-daughter. I received a Rupert annual every Christmas and often derived more pleasure from that than from the toys I was given. Please bear in mind that this was just before I became a fan of diecast motor vehicles.

With this happy start in life, joining Rupert and his friends in rural adventuring with his occasional holidays by the sea as a bonus, you might be forgiven for assuming that where we now live, half way up the side of a tranquil valley, should suit me better than any other possible environment; we did, after all, choose it.

If I walk alongside the hedge in the meadow next to us and look down beyond the lower fields, what I will see could easily be Rupert's Nutwood; a thick and ancient oak-wood where the Professor's house and the little Chinese girl's miniature palace might be found. Past the wood, the land climbs again with fields making harlequin patterns until they are halted by more woodland. Further away still are hills with bright triangular glimpses of the sea and, yes, at certain times of the day, the hills are indeed blue, but I don't remember them.

What I remember are streets and houses, small gardens with trains running behind them; a scrubby common boasting a shallow pond and smooth expanses of green bordered by roads. Not quite London, but a long way from what I can gaze at now. It is breathtakingly beautiful here and yet I can't quite grasp it as reality, because it has nothing to do with me, if you see what I mean. I have lived in several places, but my moves have always been within concentric circles of known and familiar parts of London.

Last week, when I was looking through a book of photographs taken in part of Greater London some fifty years ago, Wifey said "You seem happier in the past." I explained as well as I could that I wasn't actually happier in the past, it's just that the past is what produced me. I am an accumulation of sundry bits and pieces of location and experience that made sense to me and enabled me to find my way about and feel comfortable, whereas, "I'm a stranger here, Ma'am".

You must have noticed that many of the models I buy reflect this rear-view mirror approach to life. Sometimes I surprise myself by what comes bobbing gaily up to the surface when I reacquaint myself with a half-forgotten diecast. Do you know that feeling when a particular kind of day, the light or the smell after rain, will take you back to a specific day on a particular street? Nothing special or dramatic, just



▲ Morris Marina 1.8TC, usually to be seen in white.

▶ Just how many memories can come out of the boot of an old Morris Marina?



being there. When that happens to me now, it is like a message from a different world. So, apart from all the other reasons for collecting, recapturing part of ourselves would seem to be, at least for some of us, a vital element.

Now, I don't know what the back end of a Marina does for you, but it takes me to London's Portobello Road in early Saturday morning sunshine, with that nicely-shaped boot open and cases of antique jewellery being unloaded onto our stall, often with the help of some eager dealers. Eager to the point of squabbling.

Most of the business was carried out between 7.30 and 9am. The rush being over, I would move the car to nearby Powys Square, where it would sit in the shade while we enjoyed the slow sociability of the hours left before we would pack up. Notting Hill was still quiet and, in some parts, scruffy then, eminently suitable for the filming of "Performance". (James Fox as an unlikely, but convincing hoodlum - Mick Jagger as more or less himself and an immaculate Rover P5B saloon, if you ever get the chance to see it.)

So there we are. A whole chunk of West London and an excellent film retrieved from the boot of an unremarkable Morris Marina and, even without all that, it's a very good model. I always fancied the 1.8 TC, usually to be seen in white. Remember that? **DC**

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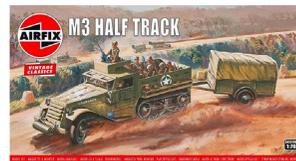
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76FT1006 Ford Transit Mk1 Marley £6



76FT1002 Ford Transit Mk1 Post Office Telephones £6



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76FT005 Ford Transit van high top LWB "Network Rail" £6



76FT001 Ford Transit van medium height roof in plain white. £6



76KRS002 Konecranes Reach Stacker (for freight containers) "W H Malcolm". Fully posable . . . £23



76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully posable . . . £25



76KRS004 Konecranes Reach Stacker NATO Green £23



76DEF007 Land Rover Defender "British Rail" . £5.50



OR76ROR003 Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorised . . £6.50



OR76ROR001 Land Rover Defender 110 posable rail wheels - "Railtrack" - non-motorised . . . £6.50



76DEF015 Land Rover Defender LWB Hard Back RAC £5.50



76LR3S007 Land Rover Series 3 SWB Station Wagon HM Coastguard £5.50



76LAN180001 Land Rover Series I 80 Sage green (HUE). £5.50



76LAN2014 Land Rover Series II Hard Back British Railways £5.50



76LAN2013 Land Rover Series II Station Wagon Shell/BP £5.50



76LAN2009 Land Rover Series II Tow Truck Bronze Green £5.50



76TX5001 LEVC Electric Taxi Black £6



76LTR002 Leyland Car Transporter "Post Office" £11



76LO001 Leyland Octopus trailer - "Tesco" £13.50



76LW002 Living Wagon Pickfords £10



76LW003 Living Wagon Tarmac £11



76MH008 Mechanical Horse box van in Southern Railways £9.50



76MH003 Mechanical horse flatbed trailer "GWR" . £9.50



76MH007 Mechanical Horse flatbed trailer in "Pickfords" £9.50



76MB007 Mercedes Actros GSC Curtainside McGawn Bros £23



76MB011 Mercedes Actros GSC Curtainside R T Keedwell. £23



76MB003 Mercedes Actros GSC Flatbed Trailer J R Adams. £23

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76MSV001 Mercedes Sprinter Van "Stobart Air" . . .£7



76MSV002 Mercedes Sprinter Van "Stobart Rail" . .£6.50



76MSV004 Mercedes Sprinter van white . . £6.50



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



76TR016 Mobile Trailer "Pop-tastic Popcorn" . £10



76MM061 Morris 1000 Post Office Telephones Yellow £5.50



76MM015 Morris Minor van 'Royal Mail' . . . £5.50



76SH003 Pat Collins Highwayman Ballast & Low Loader £12



76REL001 Reliant Regal Supervan AA £5.50



76RAB007 Scammell Scarab Flatbed Trailer "Post Office Supplies Dept." £9.50



76RAB001 Scammell Scarab van trailer "British Railways" £9.50



76RAB009 Scammell Scarab Van Trailer in Railfreight Yellow. £9.50



76SST007 Scammell Showtrac & Dodgem Trailer Arnold Bros. £17



76SST006 Scammell Showtrac Anderton & Rowland - John Bull £11



76SC110001 Scania 110 Flatbed "BRS" £16



76SC110002 Scania 110 Flatbed Trailer 'BRS' . £16



76S143003 Scania 113 40ft Curtainside Gallacher Bros £20.50



76S143002 Scania 113 Tipper Reids of Minishant £20.50



76STOB019 Scania 143 Curtainside (comes in white box) £20



76S94002 Scania 94D Curtainside 'H E Payne' £15.50



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



76SCT006 Scania Car Transporter - ECM £31.50



76SCT003 Scania Car Transporter Woodside Motorfreight Ltd £31.50



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



76SCL004 Scania Crane Lorry Galt Transport . £16.50

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76SCT002 Scania Evo6 Car Transporter Quinns £31.50



76SHL15WF Scania Highline Walking Floor - 'Stobart - William Buick' £19.50



761RZ004 Scania Irizar PB "Eddie Stobart" . £19



76TCAB004CC Scania T Cab box trailer "Coca Cola - Father Christmas" £21.50



76DBU002 Scania Topline Drawbar A. Pettifor & Son £28



76SCA03REC Scania Topline recovery truck white **NEW** £20.50



76SD002 Shelvoke & Drewry Dustcart "County Borough of West Bromwich" £11.50



76SD003 Shelvoke & Drewry Dustcart "Manchester Corp. Cleansing Dept" £11.50



76SD001 Shelvoke & Drewry Dustcart "West Lothian" .£8



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76SDF001 Shelvoke & Drewry Freightlifter British Rail (Western) £12



76SDF003 Shelvoke & Drewry Freightlifter British Rail (Yellow) £12



76SDF004 Shelvoke & Drewry Freightlifter BRS .. £12



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76STOB004 Stobart AEC Ergo Tipper £11



76STOB002 Stobart Scania Topline £18



76SET09 Taxi 3 vehicle set FX4, TX4 & Austin. . . . £14



76TX4004 TX4 Taxi "Dial A Cab" £5.50



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76VOL08REC Volvo FH Boniface Recovery Truck Manchetts. £20.50



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76SC110004 Walls Ice Cream Scania 110 40ft Box Trailer. £17



76WB002 Water Bowser green £7.50



76WM005 Whitby Mondial Ice Cream Vincos. £6
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76SET36 3 Piece Farm Trailers £16



76TK006 Bedford TK Horsebox in green/brown £9



76TEA002 Ferguson TEA 20 Tractor "Grey & Red" £5



76TEA001 Ferguson TEA 20 Tractor in grey. £5



76FMT001 Field Marshall Tractor in Marshall green £5.50



76TRAC004 Fordson Tractor "Matt Grey" . . . £5



76PL001 Fowler Plough Blue Red. £9



763CX001 JCB 3CX Eco Backhoe Loader JCB £21



76LDL001 JCB 531 70 Loadall JCB. £18.50



763CX004 JCB Eco Backhoe Loader £21



76JS002 JCB JS220 - Commemorative Silver Millionth Machine built. £21



76JS001 JCB JS220 Tracked Excavator JCB £21



76ML1001 JCB Major Loader Mk1 Excavator JCB £22



76FARM001 Livestock trailer from 76SET12 triple set. £5.50



76MF001 Massey Ferguson 135 in Red . . £5.50



76MF004 Massey Ferguson Open Yellow . £5.50



76MF002 Massey Ferguson tractor - Yellow. .£5.50
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76JXC003 JCB Backhoe Loader -1980s . . . £21
Military ground vehicles



76AEC010 AEC Matador Artillery Tractor Royal Navy. £11.50



76AEC011 AEC Matador Flatbed RAF Blue .£11.50



76TIL001 Austin Tilly 9th Survey Regiment RA. £5.50



76MWD007 Bedford MWD 2 Corps 1/7th Middlesex Regiment - France 1940. £6

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76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair Salvage Unit Tunisia 1943 ... £15.50



76BD024 Bedford OX Queen Mary Trailer RAF Blue ... £15.50



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76QLB003 Bedford QLB Light AA Reg.12 Corps Germany 1945 ... £13.50



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76QLR001 Bedford QLR 1st Infantry Div - UK 1942 ... £13.50



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76DBT001 David Brown Tractor - RAF olive .£5.50



76SET65 Bloodhound Missile Set ... £24.50



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76CHT004 Churchill Tank 6th Guards Brigade 1943. £12



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



76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 ... £23



76WOT003 Ford WOT 1 Crash Tender RAF Bomber Command ... £13.50



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) ... £13.50



76WOT002 Ford WOT1 Crash Tender RAF Catterick (Red) ... £13.50



76JCX002 JCB 3CX (1980s) Army ... £18.50



76LRL002 Land Rover 1/2 Ton Lightweight Military Police ... £6



76DEF003 Land Rover Defender Military .. £5.50



76LRFCA003 Land Rover FC Ambulance 24 Field Ambulance, Bosnia ... £11



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



76LRFCA001 Land Rover FC Ambulance Gulf War Operation Granby 1991 ... £11



76LRFCS001 Land Rover FC Signals Nato Green Camouflage ... £11



76LAN180004 Land Rover Series 1 80" Canvas RAF ... £5.50



76LR3S004 Land Rover Series III SWB Canvas - Royal Navy ... £5.50



76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" ... £12

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Sqn, Waddington Wing, 1975..... £180

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RAF No.247 Squadron, Battle of Britain. ... £45



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Off William 'Cherry' Vale, RAF 80 Sqn, Maleme,
Crete, 1941 £39



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



AA33620 Panavia Tornado GR.4 ZG775 IX Squadron
- Retirement Scheme - RAF Marham March 2019 .£72

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Oxford Diecast - Aircraft - civil



72DR011 DH Dragon Rapide ZK-AHS-Mokai- NAC . £29
Aircraft - military



72AO001 Airspeed Oxford MP425/G-AITB (RAF
Museum Hendon)..... £29



72AA002 Avro Anson Mk1 217 Sqn RAF Coastal
Command £29



72AA003 Avro Anson Mk1 No.9 Flying Training
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AC082 Brewster Buffalo USS Saratoga 1939£13.50



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72DV005 DH104 Devon WB534 RAF Transport Command £29.50



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NEW



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43AMV003 Aston Martin Vanquish Coupe Quantum Silver £21



43AMV002 Aston Martin Vanquish Coupe Selene Bronze. £21



43AHT002 Austin Heavy Twelve in maroon . . . £20



43AP007 Austin Princess in Late Black . . . £20



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43ASS006 Austin Seven RN saloon light grey . . . £15.50



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43BCF002 Bentley S1 Continental Fastback in dawn blue £20



43BCF003 Bentley S1 Continental in Olympic white £20



43DS004 Daimler DS420 Limo in Claret/Black (Queen Mother)..... £20



43DS006 Daimler DS420 Limousine in black £20



43FDE015 Ford 400E Rediffusion..... £13



43CCC001A Ford Cortina MkII Crayford Convertible Blue Mink Roof Up..... £22.50



43CCC001B Ford Cortina MkII Crayford Convertible in Blue Mink (Roof Down) . . £22.50



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



43HT002 Healey Tickford in black.....£20



43HPL001 Humber Pullman in black/burgundy (Rothchild).....£20



43JAG5003 Jaguar MkV Closed Dark Blue/Tan...£21



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43JAGV12002 Jaguar V12 E Type Coupe Primrose Yellow £20



43XK150008 Jaguar XK150 Roadster Carmen Red . £21



43XK150009 Jaguar XK150 Roadster Indigo Blue... £21



43JI006 Jensen Interceptor Mk2 in Silver Grey £20



43JI008 Jensen Interceptor MkII Oakland Green .£20



43JUP001 Jowett Jupiter SA Green £21



43LR3S003 Land Rover Series III SWB Canvas Mid Grey£14.50



43TIC001 Land Rover Tickford Two Tone Green.... £21



43LE005 Lotus Elan + 2 Bahama Yellow ... £20



43LE002 Lotus Elan Plus 2 Lagon blue & silver£20



43LE001 Lotus Elan Plus2..... £20



43MGZ001 MGZA Magnette in red £20



43R25002 Rolls Royce 25/30 - Thrupp & Maberley Green..... £21



43R25001 Rolls Royce 25/30 - Thrupp & Maberley Burgundy.....£21



43RRC002 Rolls Royce Corniche Conv. (Closed) Persian Sand £21



43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black £21



43RRP3002 Rolls Royce Phantom III SdV HJ Mulliner Fawn/Black £21



43RRP5001 Rolls Royce Phantom V James Young Navy Silver £21



43RSC002 Rolls Royce Silver Cloud I black £21



43RSC001 Rolls Royce Silver Cloud I Sand/Sable £21



43EMP001 Rolls Royce Silver Cloud/Hooper Empress Brown/Cream £21



43EMP002 Rolls Royce silver cloud/hooper empress two tone blue £21



43ST004 Sunbeam Talbot 90 MkI Satin Bronze . £19.50



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43LR2AS001 Land Rover Series IIA SWB Hard Top Royal Mail Post Brehinol £14.50



43TX5002 LEVC TX Taxi - Tupelo Red £14



43TX5001 London TX5 Taxi black..... £14



43WM001 Mondial Ice Cream Van "Walls Ice Cream, Whitby"..... £14.50



43WM008 Whitby Mondial Ice Cream Van Mr Whippy. £14.50

Military ground vehicles



43LRL007 Land Rover Lightweight Canvas RAF Police..... £14.50



43LRL008 Land Rover Lightweight Gulf War .. £14.50



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1:36 Scale

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NEW



CC85935 London taxi - "Can't buy me love" NEW £19

NEW



CC85934 London taxi - "I want to hold your hand" NEW £19

NEW



CC85936 London taxi - "Yellow Submarine / Elanor Rigby" NEW £19

1:18 Scale

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18HE001 Heinkel Trojan RHD Roman Blue. £25.50



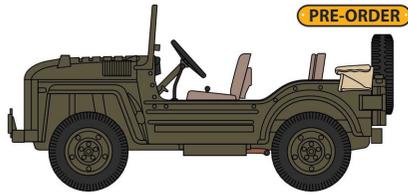
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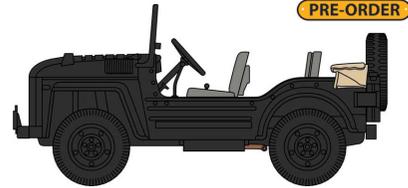
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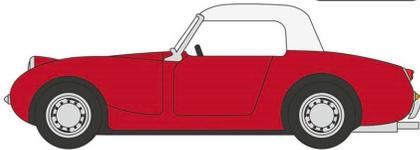
76AC001 Austin Champ 4th RHAR 7th Arm Div Germany 1957 £6



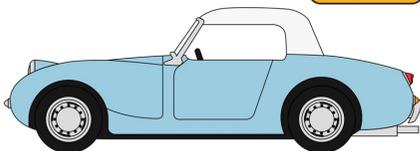
76AC003 Austin Champ Royal Military Police Berlin 1954 £6



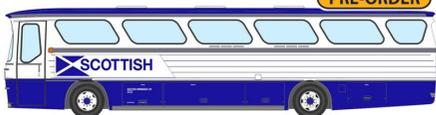
76ACD001 AEC 690 Dumper Truck Wimpey £19



76AHF001 Austin Healey Frogeye Sprite Cherry Red..... £5.50



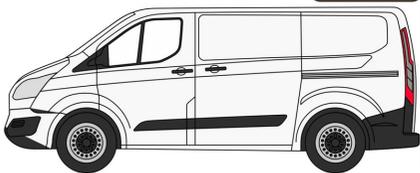
76AHF002 Austin Healey Frogeye Sprite Iris Blue/OEW £5.50



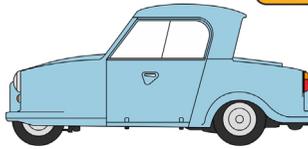
76AMT001 Alexander M Type Scottish. . £18.50



76CUS001 Ford Transit Custom AA £6



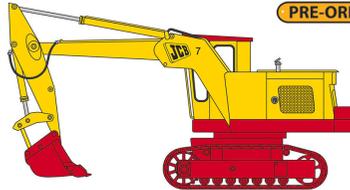
76CUS002 Ford Transit Custom White..... £6



76INV001 AC Invacar Pale Blue..... £5.50



76SRH001 Scania R Series Highline Box Trailer Stobart..... £21



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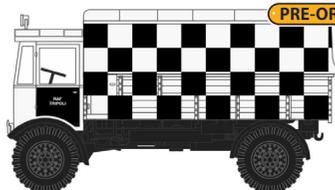
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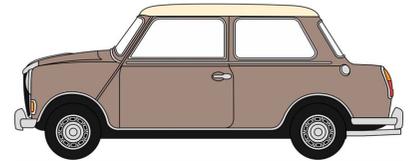
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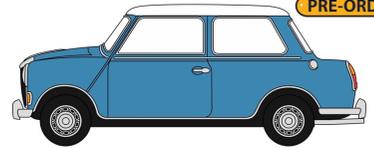
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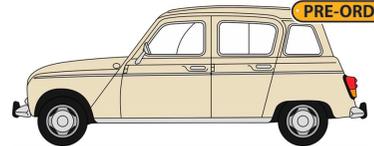
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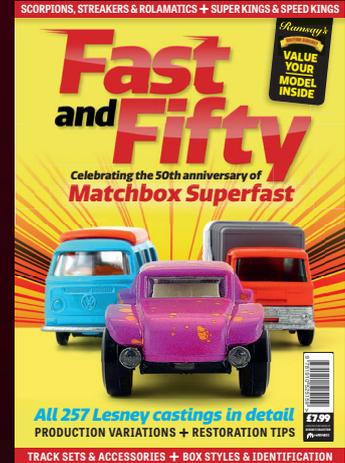
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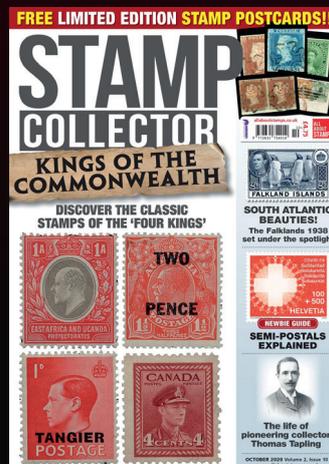
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The Battle of Britain

IN COLOUR

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This 164-page special collector's edition commemorates the 80th Anniversary of the momentous Battle of Britain, making it the perfect gift for any aviation or Battle of Britain enthusiast.

THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

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

As for the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. It was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of the BEF, a large Air Component was supplemented by an Advanced Air Striking Force. In total, however, air forces amounted to 22 squadrons, many of which were Hawker Hurricanes, compared to the RAF force in France comprised largely of light bombers and Army Co-operation squadrons. Eventually, however, the 'Staring' became the 'Misting'.

On 10 May 1940, German forces launched the first all-out assault on France and the Low Countries and what followed in Belgium, the Netherlands etc, was the complete collapse of these countries under the overwhelming might of German military power. Across France, German forces rolled inexorably towards the English Channel and while the French and British tried desperately to stem the advance, the situation steadily grew more bleak.

Predicted Catastrophe
When the fighting had broken out in France, it was clear that the RAF Air Component was in almost certain peril, and it was known that to continue

BACKGROUND TO BATTLE



THE RAF FIGHTER PILOT



Left: A Hurricane of 501 Squadron on the ground in an operations base at Bournemouth, France, May 1940. An RAF Hurricane High Dive Bomber in action against further waves of the German High Dive Bombers by landing pilot Major P. J. B. Smith in a Spitfire at Fathia, Tunisia.

Right: An RAF Hurricane of 501 Squadron on the ground in an operations base at Bournemouth, France, May 1940. An RAF Hurricane High Dive Bomber in action against further waves of the German High Dive Bombers by landing pilot Major P. J. B. Smith in a Spitfire at Fathia, Tunisia.



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ment not afraid that they were either low on fuel, however, a sudden jangling of the high-toned rudder control cables. Sometimes, in intense combat, other times, it called pilots to readiness, and then in those punishing hours, the pilot was to be seen on the wing, the aircraft was already rolling, and the engine was already running.

On the order to scramble, there was a mad rush by pilots to their allocated aircraft where the filter and riggers were ready to help by the pilot, and the filter on the outside of the engine. Having found the cockpit, the pilot would then be greeted by a number of cables, buttons, pushers, and switches, all of which were to be used to control the aircraft. The pilot would then be greeted by a number of cables, buttons, pushers, and switches, all of which were to be used to control the aircraft. The pilot would then be greeted by a number of cables, buttons, pushers, and switches, all of which were to be used to control the aircraft.

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