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DIECAST COLLECTOR

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**YOUR SUBSCRIPTION,
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Turn to page 28 to find out more...

News & Events

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

NEW TOOLING IN DEVELOPMENT FROM CORGI

DESPITE the fact that many of Corgi's new model tooling projects are not marked as available for pre-order with the announcement of this first January to April 2022 range (see pages 22 to 26), they still underpin another significant year of investment in the Corgi range across the board. In line with the company's new range format, they will take their place in the range once they have advanced a little further and Corgi announces more information. The Aviation Archive range can boast the fact that no fewer than three exciting new tooling projects are already underway, each one with a huge part to play in the ongoing Corgi story. In the traditional collector scale of 1/72, there will be not one, but two beautiful new Spitfire models to grace the range, one an accurate representation of the widely used Mk.IX variant, with the other being a fascinating offshoot of this famous fighter.

It may come as something of a surprise to learn that the air ministry actually rejected proposal to produce a two seat training version of the Spitfire during the war, even though the fighter was crucial to Britain's fortunes in World War II and a constant supply of trained pilots to fly Spitfires was essential. It was left to the Russians to convert several of their Spitfires as two seat trainers, a move which finally resulted in a serious attempt in Britain to do the same, even though air ministry orders still were not forthcoming. It would be the Irish Air Corps who famously championed the two seat variant of this flying classic, but in recent years, the 'Spitfire for two' has enjoyed something of a renaissance. With members of the public now able to experience the thrill of flying in the world's most famous flying aeroplane, the Spitfire T.9 is now a common sight at airshows and often in the skies above us, when the latest lucky passenger is gaining their Spitfire wings on an experience flight. Indeed, many of the Spitfires currently under restoration are to T.9 configuration, as flying in a Spitfire is now an incredibly popular 'bucket list' experience and big business for their operators. Corgi is confident that this unusual variant of Spitfire will be a worthy addition to the Aviation Archive range.

In its growing range of 1/48 scale jets, Corgi is adding another aviation classic to its existing line up of Lightning, Phantom and Eurofighter Typhoon, in the shape of the much-loved British Aerospace Harrier GR.5/7/9 (McDonnell Douglas AV-8B Harrier II). An aircraft that represented the Royal Air Force in many a combat situation, the Harrier is a marvel of aviation engineering and its withdrawal from service in 2010 was met with public disbelief - surely this was the most flexible and therefore useful aircraft in RAF/RN inventory. A relatively diminutive aircraft when compared to the three types already in the Aviation Archive range, this model is being produced having already undertaken a LIDAR scan of a donor aircraft and will look magnificent when displayed with its Corgi 1/48 scale predecessors, especially when loaded down with a full stores fit.

It has definitely been a good couple of years for Vanguards collectors when it comes to new tooling investment and they will be pleased to hear that there will be no let-up in financial backing for the range during 2022. With four new tooling projects signed off for the coming year, Corgi has two models which will slot perfectly into existing collections, with the other two perhaps described as being slightly more ambitious additions, but hugely appealing nonetheless.

The Ford Cortina series of cars has to be considered amongst the



▲ The 2022 range will boast the inclusion on not one, but two new Spitfire models in 1/72nd scale, one being a T.9 variant - a Spitfire made for two.



▶ Although still at a relatively early stage in its development, Corgi has made available this 'first look' image of the SLA prototype model from its new Ford Cortina Mk.V tooling.

most recognisable vehicles to have ever appeared on Britain's roads. A car intended for the masses and to get British families on the road, the Mark I version of the Cortina was originally launched in late 1962 and would go on to become one of the most successful cars in Ford's impressive vehicle portfolio. Produced in five distinct marks over a twenty year production run, the final variant of this Ford classic, the Mark V, is the subject of Corgi's latest Vanguards new tooling project, bringing the story of this instantly recognisable family car to its diecast conclusion.

First announced in 1979, the angular and purposeful styling of the Cortina Mk.V could be seen in the driveways of homes the length and breadth of the country and would also become the vehicle of choice for Britain's army of travelling salespeople. More than 2.8 million Cortinas were sold during the car's 20-year production run and this Mark V series variant is as important to Corgi's Vanguards range as it was to the Ford Motor Company (in scale terms, of course).

This latest new tooling project is benefitting from Corgi's ability to conduct a highly accurate LIDAR scan of a donor vehicle at the Ford Heritage Centre from the very outset of the design process, with the actual car scanned destined to be the livery option selected for the initial release from this tooling. Carrying the registration GHK IY, this Cortina Crusader is actually the final one manufactured in Britain and makes for a fitting subject for the first release.

Bringing the history of Ford cars a little more up to date, Corgi's new Mk.III variant of the Focus model really does bring it into the territory of everyday Ford cars for the masses. Incorporating all the latest styling and technological innovations, the ethos behind the development of this car was that it should be a popular option in multiple markets all over the world, with minimal market differences making for a more streamlined manufacturing process. A car which has genuine widespread appeal, the Focus occupies a particularly competitive sector of the motoring market, one it shares with the likes of the Volkswagen Golf, Mazda 3 and Vauxhall Astra, however, whilst these are strong competitors, the Focus often heads the charts for both performance and desirability.

Joining the two famous Fords featured above, Corgi has two more new tooling projects that will introduce two slightly more unusual subjects to the Vanguards range in 2022, the stylish Ford Transit Custom and the muscular Ford Ranger Raptor. ■

MSMC CHRISTMAS MODEL



FOLLOWING a long-tradition, the Maidenhead Static Model Club again produced a new model for its members for Christmas 2021. The chosen model was an Austin Seven Mini based on the Spot-on model. It is finished in blue with a white roof, glazing and a white interior.

As it has been for everyone, this has been a difficult and unusual year, but the club has managed to continue with committee meetings and, more recently, small gatherings and the annual fish and chip supper, plus the Christmas dinner.

Let us hope that 2022 improves and we can get back to proper club nights and collecting which is what the club is all about. To find out more about the club, visit its official website at www.windsortoyfair.co.uk. ■

CORGI NO 261 RE-TOOLED AND AVAILABLE NOW FROM THE CORGI MODEL CLUB

WORKING closely with the production team at Hornby, the Corgi Model Club has completely re-tooled the iconic original model, from the ground up. This is something the club does for all its models, of course, but this one has reportedly been by far the most challenging yet.

A faithful recreation of the original, with all the working features of course, the model is much closer replication than the recent Corgi mainstream release. It comes packaged in a perfectly reproduced box and is accompanied by the same accessories as the 1960s release.

The model has been lovingly re-tooled 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. ■



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www.youtube.com/CollectorsClubofGB

Welcome

I know that, as a nation, we seem to have developed a reputation for having an aversion to change, but I've swapped my image for this column after what seems like quite some time! New year, new look I say. It gives a little glimpse into where I spend nearly every working hour these days, surrounded by plenty of diecastery to keep me visually entertained.

Plans are having to change on an almost daily basis too. I'd been leaving the booking of flights to and accommodation for the Nuremberg Toy Fair until the last possible moment, just in case. For once, I was right to do so, as news reached us just a couple of days before our print deadline that it would again be a digital event this year, with the Spielwarenmesse site closed to mitigate the spread of the Omicron variant in Germany.

I'm really missing it! I love Germany and I need my annual fix of diecast delights, mixed with the occasional Weißbier (after hours, of course) and a local sausage or two - it's the Wurst of times! I really should apologise for that terrible pun - but I won't.

Thankfully, these days, we have the wonders of the internet to come to the rescue. So we will still have our usual feast of new release announcements in the April issue, just served up in a slightly different way. And as an entrée (starter for our North American readers), we have some serious Corgi action for you. There's a preview of new tooling for later in the year on the page opposite, and then, on pages 22 to 26, Corgi's diecast blog guru, Michael Clegg, gives us a run through of what we can expect in terms of newness in the latest catalogue.

If this was a normal year (what's normal these days?), I'd be off to pack now, but at least I get to spend a little more time in my studio, surrounded by my favourite diecast inspirations. Every cloud...



▲ Rick Wilson, Editor

WRITE TO THE EDITOR...

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

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Collectors Club
OF GREAT BRITAIN

Diecast Collector is part of www.ccofgb.co.uk

N.A.B.C.C. CLUB MODEL ISSUED

THE first exclusive model for the recently-formed club for collectors of Brooklin Models, the North American Brooklin Collectors' Club (N.A.B.C.C.) has been released. It is the 1956 Buick Century Convertible, in authentic Dover White / Seminole Red, with both top-up and top-down options included, and is a limited production of 130 examples. Beautifully finished and detailed, it is a spectacular first club special. Suggestions for the 2022 model are currently being considered.

The club is currently administered online, mostly through Facebook, as part of the American O-Gauge (railway) Forum at <https://o-gaugeforum.com>, then select "Main North American Brooklin Collectors' Club Board". Members from the UK and Europe are welcome, and for more details, contact either the UK ambassador, Charles Barnett (email charles.barnett@virgin.net) or the Club Administrator, Brian Vail, direct via bv@fairpoint.net. ■



ANOTHER SWEDISH BEAUTY FROM DNA COLLECTIBLES



DNA COLLECTIBLES has announced the opening of pre-orders for its 1/18 scale resincast model of Volvo's 244 Turbo saloon. It will simultaneously be produced in four colourways, all as limited editions.

The Volvo 240 series was produced by the Swedish automaker between 1974 and 1993, over four different generations, and the Volvo 244 Turbo belongs to the third of these. The 240 series was designed in three model styles - saloon (244),

estaten (245), and coupé (242). The trend at that time was to fit a turbo to easily boost the performance of the cars, and this 4-cylinder, 2.1-litre Volvo 244 Turbo featured a Garrett turbocharger, giving an output of 155 hp.

Priced at £166.99 each, DNA's 1/18 scale Volvo 244 Turbo will be produced in four limited edition colours - Wine Red (499 pieces), Silver (399), Black (249) and Glacier Blue (249) - and each chassis will be individually numbered. Ready to ship during the fourth quarter of 2022, visit www.dnacollectibles.com for more information and to pre-order. ■

NEW FROM MODEL BUSES CREATIONS

MODEL Buses Collection & Iwan's Bus Bits announce the first three releases under the Model Buses Creations (MBC) brand. The stated aim of MBC, a partnership between Mark Oakley of Model Buses Collection and Iwan Jones of Iwan's Bus Bits, is to create highly-detailed model buses in miniature for collectors and enthusiasts across the UK and around the world.

The first release is a Britbus Leyland/Volvo Olympian, available for the first time in kit form, with the added option to choose either early Leyland or late Volvo versions, with parts for both included. Also included will be a set of waterslide transfers to add the finishing touches to your completed model in the livery of your choice. The model will be limited to 100 standard units worldwide, with an additional 50 special editions later on. Priced at £35.00 + delivery, this model is available now.

Coming soon will be BMC's second release - a very special commission in association with Stagecoach London and Macmillan Cancer Support, in partnership with Northcord Model Company. It's a very special edition of NMC's Alexander Dennis Enviro 400H MMC to commemorate a vehicle operated by Stagecoach London. This project will be raising funds for essential cancer care and support. The Model will reflect WLT 546 with the fleet number 10301 and, as you would expect from NMC, this highly detailed miniature example looks truly splendid. Limited to 504 Units worldwide, the model is due late in Q1, priced at £65.90 + delivery.

BMC's third release will be another Alexander Dennis Enviro 400H MMC, decorated in all over standard issue TFL red paint work with blue seating to the interior. The fully-assembled model will be finished without fleet, registration or destination details, to allow the collector to finish as they wish. Limited to 108 units worldwide, these are to be priced at £65.90 + delivery.

For further information, and to place an order, email mark@emporiumlondon.com. ■



MIGHTY LANCIA STRATOS FROM MINI GT

MINI GT has announced the first two releases from its much-anticipated 1/64 scale Lancia Stratos HF tooling. Resisting the temptation to lead with the iconic Alitalia-liveried rally cars, MINI GT is sticking with the Stradale (road-going) version for now, so the initial pair will be released in red or blue, both with gold-painted wheels.

MORE 1/64 FROM SCHUCO

CONTINUING the 1/64 theme, Schuco is expanding its range at this scale with no fewer than xxx new releases just confirmed in its 2022 catalogue. Starting with the BMW marque, a trio of new M3s will be joined by the same number of 2002s, and joining these will be another Citroën 2 CV, a pair of Land Rover Defenders, the Mercedes-AMG Vision (3 versions), Mercedes-Benz 200 (2), Mercedes-Benz 300 SL (2), Martini Racing Renntransporter, Porsche 911 Turbo/RSR (4), Porsche 911 GT2 (2), VW T1 (16), VW T2 (2), VW Golf Mk1 (4) and VK Käfer Beetle (8). Impressive!

WHAT'S NEW AND COMING SOON FROM AUTOPIIONEER

ATRIO of excellent 1/43 scale limited edition models is on its way from Autopioneer. Available now is the incredible 1972 MPV Tehran Type, a gift for Crown Prince Reza Pahlavi. It has an interesting back story to match its incredible looks. Also in the works are a 1955 Cadillac Die Valkyrie and a streamlined Opel Dörr & Schreck. Find out more at www.autopioneer.de.

POSTPONEMENTS AND CANCELLATIONS

THE global pandemic continues to wreak havoc with exhibition schedules, with the annual Spielwarenmesse now to run as a digital event once more and Retromobile postponed from 2-6 February until 16-20 March.

BRUMM CELEBRATES IT 50TH ANNIVERSARY IN 2022

THE popular Italian modelmaker, based at Oltrona di San Mamette, southwest of Lake Como, Italy, has been producing its famously 100% Italian-made models since 1972, so celebrates its 50 year milestone this year. The company's impressive range is regularly updated and it has earned a justified reputation for producing excellent quality and well-researched models at affordable prices. The current range can be viewed in detail at the company's website - www.brumm.it - and latest product information can be found on Facebook at www.facebook.com/BrummOfficialPage.



The John Garside Toy Collection

18 March 2022



Special Auction Services is very privileged to be offering the remarkable John Garside Toy Collection at auction: John was truly a legend in toy circles and a great friend to many. A stalwart member of the Maidenhead Static Model Club for decades and past organiser of the Windsor Swapmeet, few will forget the sight of John hurtling round the Montem Centre, cajoling the stall holders with his friendly banter. He took an idiosyncratic approach to collecting, avoiding the obvious, thus his focus was on such makes as CIJ, Gamda, River Series, Timpo, Milton, Maxwell, Nicky Toys, AR, Palitoy, Wend-Al and others. The auction will be an opportunity for collectors to bid for some extraordinary rarities amongst John's numerous treasures.

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

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WHAT'S new

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



COULD CORGI'S NEWLY-TOOLED AIRCRAFT CARRIER BE THE SAIL OF THE CENTURY?

1/1250 scale

CORGI

HMS Queen Elizabeth (R08), Queen Elizabeth-class aircraft carrier

PRICE: £62.99

REF NO: CC75000

www.corgi.co.uk

DATING back to 1999, when companies were first invited to tender, these hugely impressive vessels have been a long time coming, as has Corgi's model – it's been worth the wait though. On both counts.

Queen Elizabeth-class aircraft carriers are the largest and most advanced warships ever built for the Royal Navy. The first to be commissioned, this impressive

vessel is capable of carrying up to 40 aircraft and boasts state-of-the-art weaponry and communications systems.

They will be known as the U.K's flagships as they embark on many vital global deployments over the next 50 years. HMS Queen Elizabeth has already been accepted to the fleet, while HMS Prince of Wales has just been

commissioned. She is the largest and most powerful vessel ever constructed for the Royal Navy.

HMS Queen Elizabeth boasts five gyms, a chapel and a medical centre. The flight deck comes in at an enormous four acres and will be used to launch the fearsome new F-35 Lightning II Joint Strike Fighter. Four of these awesome fighter jets can be moved from the hangar to the flight deck in just one minute.

The ship's two propellers weigh 33 tonnes each. The powerplant behind them generates enough power to run 1,000 family cars. These carriers are 280 metres long, displace 65,000 tonnes in weight and have a top speed of over 25 knots. Carrying a crew of between 700 and 1,600 (when all 36 F-35s are on board), these mighty ships also will

carry four Merlin Helicopters. Although the size of the Queen Elizabeth class would enable it to accommodate most current and projected carrier-based fixed-wing aircraft, the lack of arresting gear means that, as initially completed, it is only capable of operating either STOVL aircraft, such as F-35 Lightning, tiltrotors such as the Osprey, or aircraft that do not require either catapult-assisted take-off or arrested recovery.

Corgi's excellent newly-tooled model, of which this is the first of two in this issue (see page 24 for the next release due soon), comes complete with a plastic diorama-like moulding, which the hull sits in very neatly, to add to the display options. The model's hull is flat-bottomed, should you choose to go for a 'ship-only' display. Even the outer packaging sleeve gets in on the act as an option.

At 1/1250 scale, this exceptionally detailed model is a remarkable addition to any collection. **DC**



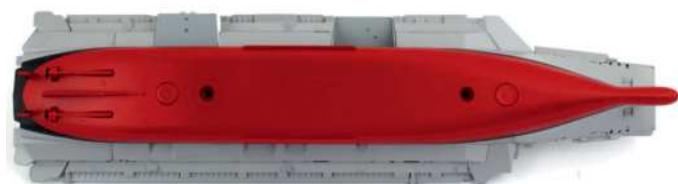
▲ Corgi's new aircraft carrier makes quite a statement, with F-35 Lightnings and Chinooks fixed to the decks.

THIS MONTH'S INDEPTH REVIEWS:

- 8** Corgi's newly-tooled HMS Queen Elizabeth.
- 12** Brooklin's NB Center Buick Wildcat.
- 13** AutoCult's Mercedes-Benz C 101 record breaker.
- 16** *EDITOR'S CHOICE* - Renntransporter by Schuco.



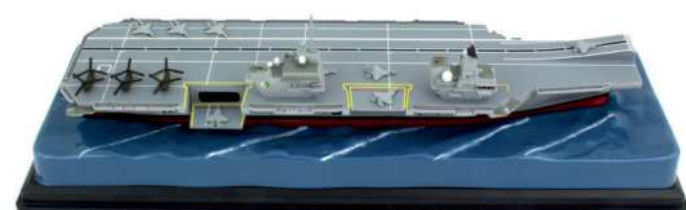
▲ The plastic F-35 Lightnings and Chinook replicas are tiny, but really add to the finished look.



▲ The model's hull features a flat bottom to facilitate stand alone display.



▲ The outer packaging sleeve has been really nicely designed, giving you another display option.



▲ A plastic-moulded plinth-topper adds to the dramatic effect - we particularly like the water lines that give the impression of movement.



KESS

Ferrari FX 1995 Sultan of Brunei Red

SCALE: 1/43 PRICE: £108.99

REF: 43056210

www.ayrey.co.uk

A sublime model of this rare and very attractive Ferrari, commissioned for the Sultan of Brunei. Exquisite finish throughout.



IXO

Marmon CHDT White 1980

SCALE: 1/43 PRICE: £35.99

REF: TR083

www.ayrey.co.uk

Another absolutely bargain of a release by Ixo in its truck range. Wonderfully finished with a good level of detail all over. Great graphics too.



CULT MODELS

Rover 3500 Vitesse - metallic silver

SCALE: 1/18 PRICE: £207.99

REF: CML101-3

www.ayrey.co.uk

Rover's SD1 is such an evocative design and it is beautifully recreated here. Detailing is truly excellent, with a very comfy-looking interior too, as they were.



AUTOART

Bugatti EB110 Le Mans 1994 #34

SCALE: 1/18 PRICE: £391.99

REF: 89417

www.ayrey.co.uk

A rare and very pleasing racing car that brought the Bugatti name back to Le Mans. Superbly modelled, with opening doors and removable nose panel.

New Models



CORGI

Curtiss P-40B Warhawk, 155/41-13317
Pearl Harbor 80th Anniversary

SCALE: 1/72 PRICE: £59.99 REF: AA28105

www.corgi.co.uk

Released to commemorate the 80th anniversary of Pearl Harbor, this latest version of its Curtiss Warhawk is a great replica by Corgi. With display stand.



CORGI

Mitsubishi Zero A6M Pearl Harbor
80th Anniversary

SCALE: 1/72 PRICE: £59.99 REF: AA33109

www.corgi.co.uk

Another commemorative Pearl Harbor release. The Zero was a fearsome opponent and is well-modelled. Optional undercarriage included.



IXO

MG Metro 6R4 #1 Scottish Rally 1991
Championship Winner Milne/Wilson

SCALE: 1/43 PRICE: £43.99 REF: RAC362

www.ayrey.co.uk

The mighty Metro 6R4 always makes for a dramatic model and Ixo's 1/43 replica is a corker. Great shape, superb finish and the simple graphics are well done.



IXO

MG Metro 6R4 #35 RAC Rally 1986
Rutherford/Harris

SCALE: 1/43 PRICE: £43.99 REF: RAC362B

www.ayrey.co.uk

Another excellent Metro 6R4 release from Ixo, with the slightly more complex graphics just as well applied. This one has the addition of a neat roof aerial.



SCHUCO

Case International 1455XL Tractor

SCALE: 1/87 PRICE: £16.99

REF: 452660800

www.schuco.de

Schuco's classic era tractor features glazed cab with wiper, driving mirrors and black interior. It has a front weight, fixed rear linkage and hook.



SCHUCO

Deutz Fahr 9340TTV Warrior Tractor

SCALE: 1/87 PRICE: £16.99

REF: 452662100

www.schuco.de

Good-looking tractor provided with front and rear linkages, lights, driving mirrors and glazed cab. Cab interior has seats, steering wheel and monitor detailed.



AUTOCULT

1947 Isotta-Fraschini 8C Monterosa
Zagato

SCALE: 1/43 PRICE: £110.00 REF: 05037

www.autocult.de

A large and expensive saloon, with its 3.4-litre engine at the rear. In two-tone blue, with light beige interior. A must for lovers of the unusual.



AVENUE 43

1956 Pegaso Z-103 Berlinetta

Panoramica - silver

SCALE: 1/43 PRICE: £110.00 REF: 60069

www.autocult.de

Terrific model of one of the last cars made by Pegaso, replicated very well. Interior is in Dark Red, and all the details are well-reproduced.

Vectis

Dinky 340 Land Rover - Sold For £440 December 2021

February 2022 Auction Dates

- Wednesday 16th - Specialist Diecast
- Thursday 17th - Specialist Diecast & Tinsplate Sale
- Friday 18th - Model Train Sale
- Tuesday 22nd - General Toy Sale
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GO WILD! TREAT YOURSELF TO A NEW MODEL BUICK FROM THE NB CENTER COLLECTION

1/43 scale

BROOKLIN MODELS

1967 Buick Wildcat 4-Door Hardtop

PRICE: £233.00

REF: NBC208

www.brooklinmodels.com

BUICK'S Wildcat first appeared as a fibreglass concept car in 1953. This was quickly followed by the Wildcat II concept in 1954. The Wildcat name would go on to appear on many Buick concept cars for decades to come.

The Buick Wildcat in production form was a full-size automobile that debuted in 1962 and remained in production through the 1970 model year. The 1967 Wildcats debuted on September 29, 1966, and remained the mid priced full-size car with the sporty

features. The body was shared with the mid-level LeSabre series of cars, but the Wildcat got its own trim and details.

Six standard Brooklin Models have received a super-detailing treatment. This one is the 1967 Buick Wildcat 4-Door Hardtop. It is beautifully finished in the same colour as the standard model (Burgundy Mist Poly with a satin, vinyl effect roof with maroon interior).

The additional detailing includes the fine bright scraping of the front, rear and side screen surrounds, quarter lights and

wheel arch edges. A Buick badging transfer is applied to the bonnet, with Wildcat badges on the rear wings and boot, also transfers. The radio aerial is fully extended and, unlike many aerials that are modelled, is quite rigid. The driver's door sports a rear view mirror. The only other extra detail readily visible from the outside is the interior rear view mirror.

Extensive door furniture makes for additional detail, including handles, winders, and even door lock buttons. On this NB Center Collection 'special', the fascia is represented by a plated insert.

A certificate signed by Brooklin Models Director, Simon Elford, plus a card signed by all those involved in production and distribution at Brooklin Models is included. The certificate and signed card

will only be included in the first fifty models of the production run.

The model comes in the first type flap design luxury box with the model displayed in a Perspex case, which does give it a special feel compared to the standard models. A full colour booklet is also included giving a potted history of the car, and specifications.

Although not readily different from the standard model, closer inspection does reveal the extra detail and gives the NB Center Collection Buick Wildcat that additional wow factor. It is a beautiful model, well executed and well presented.

The Buick, and the other models in the NB Center Collection, are available from the NB Center in Allenton, USA, or direct from Brooklin Models in the UK. **DC**



▲ Buick's 1967 Wildcat is a very attractive car and Brooklin's latest model release is a fitting tribute to its wonderful design. It looks perfect.



▲ The lines to the rear of the car are mesmeric, particularly in the evocative Burgundy Mist Poly - Brooklin has captured it beautifully - what a replica!



WIKING

Krampe Half-Pipe Tandem Axle Trailer

SCALE: 1/32 PRICE: £69.95

REF: 077854

www.wiking.de

Beautifully engineered metal trailer with floating drawbar, an adjustable stand and rams to tip the body and open the tailgate.



KESS

1957 Ferrari 410 Superamerica Series II

SCALE: 1/43 PRICE: £110.00 REF: 43056190

www.kessmodel.com

Another beauty with all the details there, including, unusually for the time, rear window wipers. Also available in Black, with limited production of 250 of each.

EVER WONDERED HOW THE C 111 PROGRAMME BEGAN? AUTOCULT PROVIDES THE ANSWER

1/43 scale

AUTOCULT

1969 Mercedes-Benz C 101

PRICE: £103.99

REF: 06049

www.ayrey.co.uk

THE story begins in 1961. At the management level of Mercedes-Benz, the new engine concept of the rotary piston engine was coming more and more to the fore.

Ultimately, Mercedes Benz decided to conclude a license agreement with Felix Wankel that allowed the use of his engine. Parallel to the research and development of the rotating combustion engine, the first thoughts came to fruition internally as to which cars, labelled with the star, should be equipped with the Wankel engine in the future. Although the Mercedes technicians mastered a number of technical hurdles and developed the concept well, they did not succeed in handling the major difficulties – ostensibly the high fuel consumption and the poor exhaust gas values.

At the end of 1968, the decision was made that the

new engine should be tested for the first time in a small sports car. The original project name was C 101, but due to an international agreement in favour of Peugeot, which had claimed all three-digit nomenclatures with a "0" as the central number, the project became known as C 111 – so now you know how that famous project started, with this 'basic' prototype.

The car was powered by

a three-disc engine with a displacement of 600cc each and a total output of 280 hp. Initially shaken down with rudimentary at Hockenheim in April 1969, for the first test drive proper, the team of engineers went back there three months later, with the car as it is modelled here.

AutoCult's resincast fills a gap in the timeline of the C 111 programme – all four production generations have already been crafted in 1/43, so now we have the full story available. It is, of course, an exquisite replica. AutoCult never let us down – the finish is excellent and the attention to detail is truly wonderful, with the finesse of the fins to the nose being a great example. Simply splendid. **DC**



▲ A simple rear was all that was required for the first tests. Complexity would follow later.



▲ Detailing is excellent and those intake fins on the nose deserve a special mention.



▲ The simple beauty of the C 101 (C 111) prototype is perfectly captured.



KESS

Ferrari 330 GT 2+2 - Gold Navarro Special 1966

SCALE: 1/43 PRICE: £104.99 REF: 43056111

www.ayrey.co.uk

Another rare Ferrari, modelled beautifully by Kess. Exquisite attention to detail and an absolutely perfect paint finish. What a gorgeous replica.



SCHUCO

2-axle Car Trailer

SCALE: 1/43 PRICE: £21.99

REF: 45 037 6500

www.ayrey.co.uk

A superb value trailer replica, perfect for adding to your 1/43 collection for extra display options. The ramps are removeable.

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New Models



CORGI

Ford Cortina Mk4 2.0 Ghia
Signal Orange

SCALE: 1/43 PRICE: £35.99 REF: VA11915

www.corgi.co.uk

Another great release by Corgi of its lovely Mk4 Cortina casting. Sumptuously finished in Signal Orange, complete with a realistic vinyl roof. Lovely.



MATRIX SCALE MODELS

Alfa Romeo B.A.T. 9 1955

SCALE: 1/18 PRICE: £297.99

REF: L0102-031

www.ayrey.co.uk

Incredible model of this equally amazing car. The outrageous styling is perfectly replicated and the finish and detailing is sublime throughout.



IXO

Ford Escort MkII RS 1800 #1 Acropolis
Rallye 1979 Waldegard/Thorszelius

SCALE: 1/18 PRICE: £79.99 REF: 18RMC071A

www.ayrey.co.uk

Ford's wonderful Escort MkII rally car, sporting the classic late-1970s Rothmans livery. An absolute belter - wonderfully finished and decorated.



IXO

Ford Escort MkII RS 1800 #7 Acropolis
Rallye 1979 Clark/Porter

SCALE: 1/18 PRICE: £79.99 REF: 18RMC071B

www.ayrey.co.uk

The sister car from the same rally and equally as well made. Excellent shape and well-replicated interior. Wheels and spotlights deserve special mention too.



ROS

Kuhn Espro 6000 RC Trained Drill

SCALE: 1/32 PRICE: 130.00 €

REF: 9401127

www.kuhn.com

Smart accurately detailed model with swinging drawbar, metering units, packer wheels, discs and coulters. It folds into the transport position on rams.



REPLACAGRI

Kuhn Optimor+ 303 Cultivator &
SH201 Seeder

SCALE: 1/32 PRICE: £42.65 REF: REP251

www.kuhn.com

Well-built and detailed model, with an adaptor allowing its fitting on both two and three-point linkages. Road warning boards and painted lights are detailed.



KESS

1955 Ferrari 410S Berlinetta by
Scaglietti

SCALE: 1/43 PRICE: £110.00 REF: 43056170

www.kessmodel.com

Excellent model of this brutal-looking coupé, with all the louvres, scoops and other details of the original. Also in Ivory, only 250 of each are being made.



MATRIX SCALE MODELS

1965 Ferrari Superfast - silver

SCALE: 1/43 PRICE: £110.00

REF: MX 40604 -054

www.matrixscalemodels.com

Matrix have done this Ferrari in red and in metallic light blue, but the silver suits the beautiful Pininfarina lines very well. Dark red interior and all the details.



CORGI
Land Rover Breakdown Truck
SCALE: 1/43 PRICE: £21.99
REF: RT41701S
www.corgi.co.uk

A splendid recreation of the original No 417S, complete with suspension (hence the "S"). A total 'blast from the past' - we absolutely love this! Excellent price too.



WHITEBOX
Saab 96 V4 Black 1970
SCALE: 1/24 PRICE: £30.99
REF: 124051
www.ayrey.co.uk

An absolutely beautiful replica, at a bargain price too. Sumptuous paint finish and the shape is totally spot on. Marvellous.

SCHUCO'S SMALL-SCALE RACING TRANSPORTER WINS IT FOR ME

1/64 scale

SCHUCO
Mercedes-Benz O317 Renntransporter "Porsche"
PRICE: £41.99 REF: 45 202 6100

www.ayrey.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

MY relationship with anything to do with historic motorsport from the 1960s has been well-documented amongst these pages, but when it comes to Porsche, I tend to lose all self control. When the company upped its game considerably in the late-'60s, it commissioned three of these wonderful vehicles to transport its beautiful racing sports cars

to and from European circuits.

Using a Mercedes-Benz O317 high-floor bus chassis – chosen for the structural integrity of its design and self-supporting construction – one at a time, each of the three was passed to Robert Schenk, whose bodywork company built them up. They were a huge success and were seen around many of the racing circuits of Europe for several decades, passing

through various owners' hands in a variety of liveries. But this is how they all looked when built. Two of the three survive and they are truly an incredible vehicle to behold.

Schuco has already modelled these vehicles in 1/43 and 1/18 scales (it's massive!), but now we have it in 1/64, which pleases me greatly, as I have quite a collection at this scale, which is making a real comeback.

This is still a good-sized model and is beautifully miniaturised, with a marvellous paint job and graphic scheme. The big surprise for me was that I didn't realise that the rear doors would open at this scale – display options aplenty now!

I really love this little beauty, and I'm tempted to get another two! **DC**



▲ Schuco has already released this beauty in bigger scales, and it works really well at 1/64 too - it still makes for a good-sized model.



▲ Surprise! I genuinely didn't expect the rear doors to be openable, but they are. Time to source a suitable pair of companion cars for display.

We really want your feedback! Do you agree with the Editor's Choice? Let us know your thoughts about this and the other releases at deareditor@warnersgroup.co.uk

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Please contact **Oliver Leggett** via OLeggett@lsk.co.uk or call **01284 748623**



Lightweights

Back in January and July 2021, Stephen Paul Hardy reviewed the latest releases in GT Spirit's growing 1/18 scale documentation of the Porsche 911 story. It's time for an update...

In *Racing Tales* (January 2021 issue), I looked in detail at GT Spirit's then recently-released Carrera RS 3.6 Club Sport (GT060) and its must-have display companion, the 911 2.8 RSR Street (GT106). Both had their roots in Porsche's longstanding interest in the development of lightened versions based on series production models intended, specifically, for motorsport use that dates right back to the early 1950s. So now we have two more recent releases from GT Spirit that add a lot more weight (no pun intended) to that coverage of the production history of the 911 lightweights.

PORSCHE 911 SC/RS (954) - 1984 (GT320)

At first glance this, one of the very latest GT Spirit releases on the 911 theme, may look unassuming or even perhaps an identity mishmash. It is, however, a superbly authentic representation of a disparate and very serious part of Porsche's development of the G series 911 model for motorsport use – a model that, until fairly recently, seemed virtually unknown and overlooked. Development was initiated after Porsche's 1983 Rallye Monte-Carlo participation, with a proposal that a short run of 20 cars be configured for road and (primarily) rally use. With just 20+1 examples built by the Porsche Motorsports

▲ Two more recent releases from GT Spirit that add to GT Spirit's coverage of the production history of the 911 lightweights.



▲ A distinct benefit of the Grand Prix White paintwork, is that it provides an excellent background against which the detail of the interior really stands out.

department in Weissach, in 1984, to satisfy the FIA's Group B competition homologation rules, this was indeed a low-volume production model.

One was retained by Porsche, now part of its Museum collection, whilst the other 20 went were sold directly to motorsport customers. Of these, five were sponsored by Rothmans and retained by the factory for works competition. This came about after Rothmans terminated its relationship with Opel at the end of the 1983 season and wanted to expand its sponsorship of the highly successful Porsche 956 endurance programme to include rallying. Indeed it was Rothmans interest in expanding its relationship with Porsche that gave additional impetus to the development of the 911 SC/RS – development that followed in the tracks of the 911 "F" series based Carrera RS and RSR from a decade earlier.

Introduced in 1984, with the outgoing contemporary 911 SC as its starting point, the SC/RS badging embraced the car's Carrera heritage through the "SC" (Super Carrera), combined with its intended motorsport use through the "RS" (Rennsport). Preparation of the cars involved a (very) long list of modifications that entailed the wide ranging sourcing of parts from across Porsche's contemporary manufacturing output, including front brakes from the 917. Weighing in at just 1,057 kg and powered by a



▲ Just seven years separates the 'newer' of these two, but this design is still over three decades old.



▲ What very readily distinguishes the Carrera 4 'Leichtbau' from the RS, are the sliding panel Plexiglas door windows.

3.0-litre, air-cooled, flat-six engine, delivering 255 bhp @ 7000 rpm, the power to weight ratio of the SC/RS meant that it could achieve 0-62 mph in 5.3 seconds and a top speed of 158 mph (255 km/h). Preparation that resulted in a very much lightened 911, with a frontal look that fairly resoundingly masked its "G" series 911SC origins thanks to a specially-prepared front panel section merged with the wide turbo-look body sections and spoiler all so perfectly captured on GT Spirit's resincast 1/18th replica.

Whilst its white, rather than traditional black, finish to the centres of the Fuchs alloys now, in retrospect, looks distinctly mid-80s influenced, the matching deep gloss white paintwork of the body is also totally authentic. All 21 cars of the SC/RS production run were painted white in a deliberate move to give Porsche's motorsport customers a blank canvas onto which sponsorship liveries could be easily and quickly applied.

In conclusion, another beautiful model from GT Spirit that totally captures the look and feel of a truly rare 911 lightweight.

PORSCHE 911 (964) CARRERA 4 LIGHTWEIGHT - 1991 (GT319)

Moving on then, to just seven years later, but staying with Porsche's Weissach Customer Racing Department, brings us to the next generation of 911 lightweight - or 'Leichtbau' - produced also in similarly small numbers to the SC/RS with just 22 examples in 1991. Unlike the SC/RS, however, the extensive modifications that included the body shell being re-welded to RS specifications, fitting of aluminium doors and front bonnet, a fibreglass engine



▲ With clean crisp mouldings, high quality finish and superb detail, both these Lightweights are yet again great examples of why GT Spirit has such a dedicated collector following.



▲ The SC/RS features a black edge to the rear spoiler, helping to tell the two apart.



▲ Recaro racing seats with Sabelt harnesses were installed, together with many other lightweight fittings.



▲ Excellent detail to the heated rear screen elements.

▼ Another benefit of the white paint is how well the 964's front fog light, indicators and side markers are set off by it.

lid and Plexiglas windows with sliding panels, did nothing to disguise the Carrera 4 RS hereditary.

Just one issue hangs over this equally superb model from GT Spirit - should its display companion be the white SC/RS or the red Carrera RS 3.6 Club Sport (GT060) of 1992 that I reviewed in the January 2021 issue? Certainly the pair of white lightweights make a perfect pair - but there again so do the two 964s.

A distinct benefit of the model's Grand Prix White paintwork, is that it provides an excellent background against which the detail of the interior really stands out. An interior in which the carpet and insulation were deleted and into which factory Recaro racing seats with Sabelt harnesses were installed, together with many other lightweight fittings, including RS style door cards.

What very readily distinguishes the Carrera 4 'Leichtbau' from the RS, are the sliding panel Plexiglas door windows. And whilst of course GT Spirit's model cannot depict the fact that this version of the Carrera 4 had the adjustable four-wheel drive system from the 953 Paris-Dakar car to transmit the power from the 265bhp RS-specification 3.6-litre air-cooled, flat-six engine to the road, the model just exudes the feeling of that potential.

Although challenging to capture in the photoshoot, another undoubtable benefit of the white paintwork is just how well the 964's characteristic bumper-mounted front fog light, indicators and side markers are set off by it - as is the classic Porsche shield bonnet badging.

With clean crisp mouldings, high quality finish and superb detail, both these Lightweights are yet again great examples of why GT Spirit has such a dedicated collector following. **DC**



Powerful pony

In the August 2021 issue, Stephen Paul Hardy reviewed some of Solido's contemporary American muscle cars. Now he turns to one of GT Spirit's latest takes on the theme.

Unboxing GT Spirit's recently-released 1/18 resincast Mach 1 (GT 351) reveals the model finished in sumptuous, flawless deep red paintwork. Authentically-detailed, it features trim that pays homage to the original 1969 Mustang Mach 1. Externally, this includes the black bonnet centre panel, side lines and Mach 1 badging, whilst internally includes the immediately noticeable spherical 'ivory' gearshift knob.

At the tail end, the two sets of large diameter, chrome-trimmed twin exhaust pipes are a reminder that the current Mach 1 is powered by a 5.0-litre V8 petrol engine, delivering 454bhp, enabling a declared top speed of 166mph and 0-62mph acceleration of 4.8 seconds. Although by current European standards, these statistics aren't particularly earth-shattering, the Mustang Mach 1 is nevertheless still a pretty powerful pony and epitomises contemporary American muscle cars. In historical terms, time will tell, but currently it looks as if this may be the swansong of the powerful petrol engined Mustangs as Ford, like many other manufacturers, increasingly looks towards electric propulsion. For UK buyers, incidentally, the Mach 1's place in the new car market is clearly assigned by the list price of upwards of £55k.

► Close examination shows that the Mustang's body style comprises numerous compound curves and diverging/converging lines, made even more complex by the flared wide-style wheel arches.



▲ A heavyweight model - both in terms of resin bulk and intensity of subject portrayal - it sits well on its large, black alloys.



▲ The two sets of large diameter, twin exhaust pipes are a reminder of the Mach 1's power.



▲ The iconic Mustang grille badging, set in an intimidating grille and spoiler arrangement.

To European eyes, Stateside automotive styling has moved on a long way from the succession of bland and ostentatiously bling-laden eras of the twentieth century. Although, at first glance, the current Mustang's body style appears fairly predictable, closer examination shows that it comprises numerous compound curves and diverging/converging lines, made even more complex by the flared wide-style wheel arches. GT Spirit has captured all of these facets of the styling in a clean way, with neat insertion of detailing. As with the Focus RS reviewed opposite, this is particularly evident at the front and tail ends in the side marker lights, LED dominated headlights, reversing light and classic Mustang evoking tail lights. The iconic Mustang radiator grille badging continues its long tradition now set in a rather intimidating looking frontal styling grille and spoiler arrangement that totally merges ultra modern with a twist of past generations. Scale modelled representation of which begs some close inspection to fully appreciate the detail that has been incorporated in it.

A heavyweight model - both in terms of resin bulk and intensity of subject portrayal - it sits well on its large, black alloys exuding an impatience to be unleashed and out on the track or inter-state highway.



Sharp Focus

OttOmobile's Ford brand collection is growing steadily. Its latest addition is an absolute gem, as Stephen Paul Hardy finds out.



▲ A very sharp example of just how charismatic 1/18 scale resin cast scale models can be.

OttOmobile's recently released Ford Focus Mk.2 RS (OT381) is an absolute stunner, and a very sharp example of just how charismatic 1/18 scale resin cast scale models can be. Now into its fourth generation, after being introduced in 1998 as a replacement for the Escort series, Ford intended the Focus to be a universal 'worldwide' model. As a result it was, in many respects, a rather ubiquitous, amorphous, design. It is therefore pleasantly surprising just how attractive this model is. It helps, of course, that the subject is the upmarket RS version Focus, the specification of which lifted the car significantly above the far more mundane family shopping versions.

Resplendent in immaculate Ultimate Green paintwork, of which the pearl effect finish is really impressive, and so attractively accented by the black RS trim, the sculptured lines of the bodykit panels of course enhance the opportunities for the paintwork to catch the light and, in doing so, further lift the whole appeal of the model. Although the tailgate and rear side windows are given authentic levels of tinting, the clear glazing of the deep raked windscreen and door windows allows plenty of light into the interior. This then affords ample opportunity for the lime green and black upholstery to very visibly further accent



▲ At the tail end, that signature tailgate spoiler and matching high gloss black under bumper panel complete the accenting.



▲ The under bumper panel gives a very solid visual setting for the large bore, chromed tipped, exhaust pipes.

▼ Although the tailgate and rear side windows are given authentic levels of tinting, the clear glazing of the deep raked windscreen and door windows allows plenty of light into the interior.

the model. In addition, the fully detailed dashboard, controls and door panels are far more visible than on many models.

Whilst the side view of OttOmobile's second generation RS draws the eye to the crisply detailed alloys and bodykit panels, the front and rear does the same to some very sharp detailing. At both full and three-quarters frontal views, the high gloss of the chin grille, upper radiator grille and door mirrors contrast really well with the matt black of the wiper blades, scuttle and dash top. That chin grille arrangement is particularly well modelled, complete with fine meshwork. Crystal clear front light lenses cover the sort of complex design lighting units now common on the majority of modern cars. These, and the fog lights below them, are fully detailed and look superb, even under the scrutiny of close-up photography.

At the tail end, that signature tailgate spoiler and matching high gloss black under bumper panel complete the accenting. Whilst the rear spoiler and black rear window lead the eye to the high set rear light units, the under bumper panel gives a very solid visual setting for the large bore, chromed tipped, exhaust pipes. The inset red-lensed rear foglight is very neatly modelled, as are the period fashionable white-lensed high set rear lights and matching reversing lamp, the red edging to each is exceptionally cleanly modelled. All in all a real visual treat. **DC**



▲ That chin grille arrangement is particularly well modelled, complete with fine meshwork.

New from Corgi for 2022

Corgi's own diecast blog specialist, **Michael Clegg**, details all the highlights from the company's new range catalogue.



It has become something of an early year tradition for Corgi fans that our return to work following the Christmas holiday season is eased somewhat by the knowledge that the latest model range will be unveiled just days into the New Year. This year, that date was 10th January, however, this year, things were a little bit different.

Our on-line Christmas advent activities gave prior notification of our range frequency changes for 2022, but if you didn't see those then it might come as something of a surprise, so we are going to take this opportunity to position things from our perspective. We felt these changes would allow the Corgi brand to be more flexible and to provide greater clarity with regard to realistic anticipated release dates for our models.

The new range launch format is to have three announcements/range launches each year, with the models announced in each covering four monthly release blocks. Our intention is that, barring unforeseen production or shipping difficulties, all the models announced in each respective range have a realistic chance of being released during the period covered by the catalogue in which they appear. This was intended to provide collectors with greater release clarity and remove the situation where a great new tooling project announced at the beginning of one year didn't actually arrive in our warehouse until the end of the following year. We all know that delays are part and parcel of the manufacturing process and there are few guarantees around this, however, we hope that this change will mitigate the frustration of waiting long periods for the new models you are most looking forward to collecting actually being released.

That being said, we are not going to keep information regarding the new tooling projects we are currently working on secret from our collectors, as confirmed by the first few pages of the latest catalogue, in fact, we are probably going to be even more open with you than we have been

▲ January to April 2022 catalogue cover.



▲ AA27206 Avro Vulcan B2 XM597 Black Buck 6.



▲ AA27707 North American P51D Mustang Detroit Miss.



▲ AA28901 Bristol Beaufort MkI N1016 OV-X.



▲ AA39504 Short Stirling Gremlin Teaser.

in the past. The only thing is that by the time the model takes its place in a particular range, details will be much more robust and we will be able to provide collectors with a clearer expectation of its anticipated release date. In essence, we have our annual release schedule in place, just like the other Hornby brands, it's just that we are releasing ours in four-monthly blocks, rather than all at once. The analogy is that three new cars are already in the Corgi showroom, it's just that two of them still have their covers on.

So without further ado, here are the details of all the models due within the next few months. After that, I finish with news of exciting new tooling projects currently in the works.

AA27206 AVRO VULCAN B2 XM597 BLACK BUCK 6 Expected April 2022

• 1/72 scale • £239.99

As the world watched, Britain launched audacious strike attacks, known as 'Black Buck' raids, against occupying Argentinean forces in the Falkland Islands. On the night of 30th April/1st May 1982, 'Operation Black Buck 1' saw Vulcan XM607 bomb the runway at Port Stanley. At that time, this was the longest range bombing mission ever attempted.

A later mission, 'Black Buck 6', was mounted in an attempt to take out Argentinean anti-aircraft radar installations on the Falkland Islands and would see Avro Vulcan B.2 XM597 equipped with four AGM-45 'Shrike' missiles for the task. The Shrike missiles are a first for a 1/72 scale Corgi Vulcan release.

AA27707 NORTH AMERICAN P51D MUSTANG "DETROIT MISS" Expected March 2022

• 1/72 scale • £59.99

Urban L. Drew and his personal P-51D Mustang "Detroit Miss" lead a fighter protection flight



▲ CC12841 Coca-Cola Classic Truck.



▲ CC60113 British Churchill Mk.IV Tank, 'To Catch a Tiger'.

covering a deep penetration bombing raid into Germany on 7th October 1944 and was one of only three USAAF pilots to have encountered the new Messerschmitt Me262 jet fighter during a combat mission over enemy territory. In May 1983, Urban L. Drew was awarded the Air Force Cross, in recognition of his wartime service and status as an air ace.

**AA28901 BRISTOL BEAUFORT MK.I,
N1016 OV-X, F/O KENNETH CAMPBELL,
RAF NO.22 SQUADRON, ST EVAL,
CORNWALL, 6TH APRIL 1941**
Expected February 2022

• 1/72 scale • £84.99

The protection of Britain's sea lanes during World War II was a crucial battle which had to be won. Throughout the first few months of conflict, the German capital ship Gneisenau and her sister vessel Scharnhorst were posing a serious threat and on receiving news that the ships had entered Brest harbour to undergo repairs in late March 1941, the RAF immediately planned raids intended to destroy, or at least damage the ships. On Sunday 6th April 1941, Bristol Beaufort Mk.I N1016 took off from RAF St. Eval in Cornwall and headed for a rallying point off the coast of France, close to the entrance to the harbour. The lone attack was successful, but at the cost of the lives of Pilot Flying Officer Kenneth Campbell and his crew.

**AA39504 SHORT STIRLING "GREMLIN
TEASER"**

Expected April 2022

• 1/72 scale • £174.99

Stirling Mk.III LJ542 sported a rather unusual and elaborate nose artwork called "The Gremlin Teaser". This featured a pin-up girl wearing what



▲ CC08401 James Bond Triumph Scrambler 1200 from *No Time to Die*.

appear to be strap-on angel wings, the inference thought to be that this angelic figure was flying in defiance of evil, in this age-old wartime struggle of good against evil. The Stirling's huge bomb bay allowed the aircraft to carry three times as many bombs as the Vickers Wellington and almost nine times the weight carried by a Bristol Blenheim. This aircraft would see 60 operations, particularly around the time of D-Day, confusing enemy defences in advance of the Allied invasion.

**CC08401 JAMES BOND TRIUMPH
SCRAMBLER 1200 - NO TIME TO DIE**
Expected Summer 2022

• 1/12 scale • £84.99

Celebrating the release of the latest movie in the James Bond franchise, *No Time to Die*, Corgi, in collaboration with EON Productions, are proud to unveil the James Bond Triumph Scrambler 1200. This exciting highly-detailed motorcycle replica is a must have for any Bond fan's collection. Originally announced at 1/24 scale, that version was cancelled and has been replaced with this much larger incarnation, allowing for an incredible level of detail to be incorporated, complete with working suspension and accurately-replicated bike stand for realistic display.

CC12841 COCA-COLA CLASSIC TRUCK
Expected February 2022

• 1/50 scale • £119.99

Featuring striking branding that is recognisable the world over, this iconic Coca-Cola truck is ready to refresh your collection. This highly-detailed model is scaled at 1/50 and measures over 30 centimetres in length, featuring moving parts and removable mirrors and aerials. Corgi is proud to work with Coca-Cola to bring a range of the highest-quality die-cast models to the Coca-Cola and model collectables market. This range of models, all iconic in their own right, are liveried in symbols of this world-famous brand from over a century of its history.

**CC51032 M4A1 SHERMAN BEUTE PANZER
(TROPHY TANK)**

Expected February 2022

• £59.99

Capturing a fully working example of the enemy's

2022 MODEL ANNOUNCEMENTS

▼ CC51032 M4A1 Sherman
Beute Panzer (Trophy Tank).



▼ CC60516 Panzerkampfwagen
VI Tiger Ausf E (Early
production), 'Tiger 131'.



latest battle tank is a situation that was highly-prized by all the combatant nations during World War II, allowing its capabilities to be assessed and to ascertain the most effective ways of destroying them. This particular early Sherman tank was captured by 1st Company, 501st Heavy Tank Battalion in Tunisia, during operations to counter the Anglo-American invasion of French North Africa in late 1942 and must have looked rather conspicuous parked amongst the German Tiger 1 and Panzer III tanks which were heading towards the fighting. The fascinating hand-painted warning on the side of the Sherman is basically warning German troops not to remove any items from the enemy tank, as it has been commandeered by German Military High Command and is destined to be sent back to Germany for test and evaluation.

CC60113 BRITISH CHURCHILL MK.IV TANK, 'TO CATCH A TIGER' Expected February 2022

• £59.99

Elements of the 48th Royal Tank Regiment were the first Allied units to come up against the German Tigers and it would not be long before its Churchills started to fall victim to the 88mm guns of the new German tank - Allied military planners were desperate to get their hands on a Tiger and they wouldn't have to wait long. Following heroic actions by troops of the 2nd Battalion, Sherwood Foresters, a Tiger had its turret disabled during fighting at Guriat el Atach and was abandoned almost intact by its crew. The Foresters had to repel numerous enemy counterattacks over the next couple of days, but were determined to hold on to their trophy. Relieved by strong reinforcements two days later, they had presented the British with a most valuable prize, the first complete example of a German Tiger tank.

CC60516 PANZERKAMPFWAGEN VI TIGER AUSF E (EARLY PRODUCTION), 'TIGER 131'

Expected March 2022

• £59.99

Built at the Henschel tank works in Kassel during February 1943, Panzerkampfwagen VI Tiger Ausf E 'Tiger 131' was destined to be one of only a small number of Tiger tanks sent by Hitler to bolster the



▲ CC75001 HMS Prince of Wales
(R09), Queen Elizabeth-class
aircraft carrier.

increasingly desperate situation in North Africa, reinforcing the famous Afrika Korps. Assigned to the 504th Heavy Tank Battalion, the Tiger was prepared for immediate combat operations and as it was destined to be the commander's tank of the 3rd platoon, was adorned with the red turret number 131. Tiger 131 was the first German Tiger tank to be captured intact by Allied forces during World War II and, in the years that followed, would go on to be regarded as the most famous individual tank in the world.

CC75001 HMS PRINCE OF WALES (R09), QUEEN ELIZABETH-CLASS AIRCRAFT CARRIER

Expected Spring 2022

• £62.99

One of the largest and most powerful vessels ever constructed for the Royal Navy, this awe-inspiring warship, with state-of-the-art weaponry and communications systems, can carry up to 40 aircraft including the fearsome new F-35 Lightning II Joint Strike Fighter. Its sister ship HMS Queen Elizabeth (already released by Corgi as CC75000 - reviewed on pages 8 and 9 of this issue) has already been accepted into the fleet and is ready to embark on many vital global deployments for the next 50 years. Carrying a crew of between 700 and 1,600 (when all 36 F-35s are on board), these mighty ships also will carry four Merlin helicopters. Six

▼ OM46317 AEC RM – Blackpool Transport, Pontins.



▼ OM46318 AEC RM 1000th Routemaster.



UK shipyards were involved in the construction and, during this, 250,000 kilometres of electrical cable was installed on each one.

OM46317 AEC RM – BLACKPOOL TRANSPORT, PONTINS

Expected April 2022

• £46.99

The AEC RM – Blackpool Transport, Pontins is a highly detailed 1/76 scale Routemaster, based on RM 848, which served both London and Blackpool. RM 848 was new to London Transport (LT) in 1961, based initially at Edmonton garage, later moving to Wood Green. This bus was withdrawn by London Transport in 1985 and sold to Blackpool Transport in 1986. One of the thirteen Routemasters bought by Blackpool Transport, it was renumbered 522 and originally liveried with the Travel Card 3 Tram livery, it was allocated to route 12, then 55. In 1989, the route was changed to number 40, starting at Blackpool Tower, and was extended to serve Pontin's Holiday Camp. Between 1991 and 1993 it was painted with the all over Pontin's advertisement. Withdrawn in 1994, it was sold to Reading Mainline in 1997. In 2000 it was sold back to LT for refurbishment and ran until 2005, when it was re-registered and sold into private ownership.

OM46318 AEC RM 1000th ROUTEMASTER

Expected April 2022

• £46.99

RM1000 was delivered to London Transport in October 1961, as the 1000th Routemaster to be built, and thereafter was maintained in top condition for exhibition use with minimal normal service. Today it is looked after by the RM1000 Preservation Group. The model proudly wears 'advertisements' marking its special status.

VA11014 FORD ESCORT MK3 XR3i - SUNBURST RED

Expected Spring 2022

• £35.99

Ford launched the Mk3 Escort range in 1980. Project Erika, as it was known during development, heralded a new start for a model range that had been one of the UK's best-selling cars since its launch in 1968. The XR3i modelled was purchased from Brockholes Motor Company, Huddersfield, on March 1st, 1983. On December 9th, 2007, the car's third and current owner, Nottinghamshire-based mechanic Phil Haywood, purchased the then 64,000-mile XR3i. In 2009, he stripped it for a concours restoration to original specification. This included a full respray and having all the zinc components replated. He also stripped the engine, checked the components, and found it only needed new gaskets. The restored car won the XR Owners Club's National Day Concours in 2010, 2011 and 2012 and has featured in classic car magazines.

▼ VA11014 Ford Escort Mk3 XR3i - Sunburst Red.





▲ VA14502 Volkswagen Campervan Type 2 (T1), Palm Green and Sand Green.



▲ A14900 Ford RS2000.



▲ VA14902 RS2000 X Pack - Venetian Red.

VA12416 FORD GRANADA MK2 2.8 INJECTION SPORT, CARDINAL RED

Expected April 2022

• £35.99

This Ford Granada Mk2 (Series 2) was ordered in this striking specification by Ford dealers R. C. Edmondson, Spalding, Lincolnshire, to be displayed at a local motor show. Registered in June 1983, and used initially as a demonstrator, it was then sold to a local farmer, once the dealership had finished with it, who kept the car for over ten years. Current owner, Tim Brown, used to deliver to Naylor's farm in his job as an HGV driver. Bought for him as a surprise by his wife, Tina, and father, the family used it regularly until a change in circumstances forced a regretful sale in 2010. Less than two years later, Tim and Tina were able to buy the car back and totally restored it in 2014. It remains one of the most admired cars in the Granada Drivers Guild.

VA14502 VOLKSWAGEN CAMPERVAN TYPE 2 (T1), PALM GREEN AND SAND GREEN

Expected April 2022

• £35.99

The 1957 Type 2 modelled was imported from a dry climate in the US in 2010 and, because of this, was virtually rust free making it a fantastic prospect for the high-standard UK restoration it received. It was later upgraded by Type 2 Detectives who fitted a rebuilt 1600 Twin Port engine, running on twin Weber carburettors, a dual circuit braking system utilising front discs, a Gene Berg quick shifter and Fuchs alloy wheels. A bespoke new interior was then built by well-known Kent-based VW Type 2 specialist UK Sports Cars, who sold the vehicle to the current owner. He is a lifelong VW enthusiast who uses it regularly for touring and attending model flying events in both the UK and Europe.

VA14900 FORD RS2000

Expected Spring 2022

• £35.99

The Mk1 Escort RS2000 had proven to be a huge hit, especially in the UK, and showed the potential of the idea, so Ford took the Mk2 RS2000 up market, positioning it as the performance car every young professional needed. A new deformable polyurethane nose transformed its look and gave it a distinctive, more glamorous identity, but it was practical as well, reducing drag. Announced at the 1975 Geneva Motor Show, the RS2000 became the best-selling RS Escort ever made with over 23,000 being produced at Ford's Saarlouis plant in Germany before production ceased in July 1980.

VA14902 RS2000 X PACK - VENETIAN RED

Expected Spring 2022

• £35.99

Ford's AVO plant, which had been created to build short runs of limited-edition cars, was mothballed in 1975 but the company still wanted to offer enthusiasts the option to build the RS Escort of their dreams. Thus, the customer or dealer-fit Series X modifications were developed. The Series X tuning parts catalogue addressed every area of the car, engine, brakes, suspension and bodystyling, but customers could pick the components that they wanted or, more pertinently, could afford. Six X-pack RS2000s were built by Ford's engineers at Aveley using the full body kit, which was made for the company by Fibresports of Essex.

NEW TOOLING PROJECTS

Corgi has also confirmed some exciting new tooling projects, currently in development. See the news section (page 4) for details. The company has also teased models from an exciting new entertainment franchise. **DC**

FURTHER READING

More information and pre-ordering details can be found at www.corgi.co.uk, as can many more of Michael's excellent Diecast Diaries blog posts.



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Remembering Rovers

John Tailby takes a drive down Memory Lane, guided by his models of the marque.

The last Rover I had was a 2001 vintage 75, which I owned for over 10 years until 2019. Major MOT failure plus other engine faults brought it to the end of the road after 17 years and 140,000 miles.

I was a member of the Rover 75 and MG ZT Owners Club. When I joined, the club looked back in its records and found that my car, a 2-litre CDT Club SE model, was built on the 23/08/2001 in Copper Leaf Red with Ash Grey upholstery. On that day, 192 cars were made and mine was the 73rd off the production line.

Over time, I have collected models of all Rovers, especially 75s, and others that I have owned or admired. The closest replica of my car is a German Schuco model, albeit a left-hand-drive example, with blank number plates. The colour is Copper Leaf Red with Sandstone interior, from the year 2000 Rover dealership range. It has excellent detail inside and out, chrome wing mirrors indicate top of the range, and black painted sills indicate Cowley built or an early Longbridge example.

BMW sold Rover to The Phoenix Group and, in 2004, the 75 was facelifted and the MG ZT, which used the same body, was introduced. I have several models of these because Corgi Vandards made them in 1/43 scale. They were released in 2005 having been featured in its July to December 2004 catalogue, in British Racing Green (VA 09200), Firefrost Red (VA 09201), Black Pearl (VA 09202) and White Gold (VA 09203). MG ZTs were released at the same time in Trophy Blue (VA 09300) and Solar Red (VA 09303).

These were made in China, but are equal in quality to the Schuco and, this time, RHD in the same 1/43 scale, with appropriate number plates. Sadly the models only represented full size models for a couple of

▲ Corgi Vandards released a quartet of Rover 75s in 2005.



▲ Vandards July to December 2004 catalogue cover.



▲ A page full of Rover/MG releases!

months because, in April 2005, MG Rover suspended production and called in the receivers. This was the end of Rover production in Britain, which had begun before World War II.

It is still possible to look back at the history of Rover in model form and I have recently been admiring some of the favourites from my own collection. Going back once more to the 75, the car was introduced by the BMW-owned company to replace the 800 and Honda-inspired 600 models. I had the 600. Competition was expected from the Jaguar X-Type, which was being developed at the same time – the launch date of the 75 was brought forward so it would be first in the showrooms. There were four engine options – three K-Series petrol engines (1.8, 2.0 and 2.5 litres) and a 2-litre BMW Diesel).

Its 'retro' styling was inspired by the P5 3-litre, made from 1958 to 1973. Styling cues included the side profile and the body to glass proportions of the doors, the chrome detailing (especially the number plate plinth), and the solid look of the interior and the individual rear seats. The 75 was described by Autocar magazine, in 2012, as Rover's Junior Bentley. The P5 3-litre will be best remembered by many as a ministerial car, and one very much appreciated by royalty.

For years P5s would be seen on news bulletins, in Downing St or at Buckingham Palace, and the Queen was frequently seen driving around Windsor in what was reported to be her favourite car. Corgi Vandards produced a special edition replica of the actual car used by the Queen (VA 06909). The Vandards model is in a detailed, authentic black livery with fitted wing mirrors, and comes mounted in its own plastic display case.

The included collector's card gives all of the details: "Rover 3 litre MKII Saloon (P5). Delivered directly

CLASSIC CARS

1



2



3



4



Four Rover models by Vanguards at 1/43 scale - 1 Vanguards VA 09200 - Rover 75 in British Racing Green; 2 Vanguards VA 09201 - Rover 75 in Firefrost Red; 3 Vanguards VA 09203 - Rover 75 in White Gold; 4 Vanguards VA 09202 - Rover 75 in Black Pearl - all announced in the July to December 2004 catalogue and actually released in 2005.

from Rover to the Royal Mews at Buckingham Palace in 1963 this standard specification automatic P5 was used by Her Majesty the Queen as her personal car and was based wherever the Queen was in residence. Lacking the seatbelts of later cars, I55 HYU has grey leather upholstery and is one of a number of P5s used by The Royal Family who obviously much admired their build quality and elegantly understated David Bache styling, as they continued the model long after production had ceased." Regularly serviced by the staff at the Royal Mews, Buckingham Palace, the car covered 62,194 miles before being retired to the museum at Sandringham.

In 1967, the P5 was fitted with the now legendary derivative of the Buick V8, to become the 3.5 litre P5B (B for Buick). Packing 184 bhp, the engine was a perfect fit under the bonnet, it was also fitted to the 3-litre coupe, which was introduced in 1962 with a lowered roofline, two-tone paintwork and four individual seats. In 2002, Lledo Vanguards produced the P5 MkII in Stone Grey and Juniper Green, in the previous shoebox-type packaging, with separate wing mirrors. Tri-ang Spot-on cars were made to a constant 1/42 scale and No 157 in the range was the P5, introduced in 1961. This was replaced in 1963 with 157 5L, which featured working headlights.

The P5's successor, the P6 Rover 2000, was launched in 1963 and produced until 1977. Such was the popularity of the P5 that it stayed in production until 1973, alongside the P6. The 2000 had a sleek and stylish body and was a decade ahead of its time in terms of crash safety. The 2000 engine gained more power later with the addition of the 2000 TC version and 2200, I had the 2200 model.

Lledo Vanguards, designed and built in England, released the Rover 2000 in red, in 1998, as VA 27000. The early style box with inner packaging included a sheet of separate stickers, including 16 different number plates, also RAC, AA and GB badges.



▲ Schuco 1/43 scale Rover 75 in Copper Leaf Red.



▲ Vanguards captured the 75's 'retro' styling very nicely.

► Released at the same time as its 75s, Vanguards also produced a pair of MG ZTs - VA 09300 in Trophy Blue and VA 09303 in Solar Red.

A special, limited edition Rover 2000 TC model, No 0361, of which only 1250 made were issued, was made for the International Lledo Show at the Heritage Motor Centre, Gaydon on Sunday 12th September 1999. In 1/43 scale, this lovely ivory model with chrome trim bears the registration DHV 338D, with beige interior. It is mounted on a black plinth enclosed in a plastic display case.

In 2000, Vanguards tooling dies were altered to produce the Rover 3500 V8, with bonnet bulges and under front bumper air intake. The first release was in 2001, No VA 06500, in almond with dark brown roof. Now produced in China, the shoe box style packaging included a collector's card and a replica tax disc, issued in Reading, for Rover 3500 V8 1963, registration KXC 955M.

Going back to 1963, Corgi Toys were quick to make a model of the recently released Rover 2000, No 252A, made between 1963 and 1966. It had a metallic blue body with red interior and featured working suspension, it also had 'Trans-o-lite' twin headlights – an ingenious system whereby light coming into a panel in the rear window was transmitted to the headlight, making them appear to be on. The same idea was used for No 322A Rover 2000 rally car. In metallic maroon, with a white roof, it was made in 1965 until 1966. It had rally stickers and, as well as twin headlights, it has two extra jewelled driving lights.



5



6



7



8



5 Corgi Vanguards VA 06909 - HM The Queen's car, reported to be her favourite car and now retired to the museum at Sandringham; **6** Lledo Vanguards VA 27000 Rover P6 in red; **7** Vanguards VA 06500 Rover P6 3500 V8, released in 2001; **8** the author's favourite Corgi, No 275A, featuring removable wheels thanks to the Golden Jacks system, and a spare wheel on the bootlid.

My favourite Corgi is its Rover 2000 TC No 275A, with many special features. Made between 1968 and 1970, it has a metallic Olive Green body, with amber window, screen and roof light. It has cast wheels, including a spare that is housed in a plastic cover on the boot lid (this was the idea on many real cars to make more room in the boot). The chromed front included four jewelled headlights. The model also incorporated 'Golden Jacks', a clever system that allowed all four wheels to be removed when the jack levers were lowered to support the car.

Now under the auspices of British Leyland, BL Specialist Division Project Number SD1, better known as the Rover 3500, was built between 1976 and 1986, and was voted Car of the Year in 1977. The Rover SD1 Vanden Plas EF1 was launched in 1985 and replicated by Vanguards as No VA 09000. It featured in its 2004 January to June catalogue. A beautiful model of this sporty hatchback.

The final Dinky Toys catalogue, in 1979, featured the Hong Kong-sourced model Rover SD1 3500 in white. The scale model had a black plastic base and metal towing hook, plastic wheels with opening front doors and tailgate, and stick on number plates. The cardboard window box, with cellophane front, featured other Leyland Car models on the back. It was one of the last cars from Dinky Toys before production ceased.

Also in 1979, Corgi Toys brought out No 338



▲ A pair of P5s: Tri-ang Spot-on No 157 (1/42 scale, left) and Lledo Vanguards VA 06900 (1/43).



▲ No 0361, created for the International Lledo Show at the Heritage Motor Centre, Gaydon, in 1999.

Rover 3500 in metallic blue with brown interior. It had opening front doors, tailgate and bonnet, revealing a detailed engine. With black plastic base and towing hook it was slightly larger than the Dinky, at 5 1/2 inches long. The cardboard window box features a picture of the real car in yellow.

Last but not least, Corgi made a very small two-inch long Rover 3500 model in maroon with black plastic base and plastic wheels. Made in Great Britain, it was presented as a Family Day Souvenir from Austin Rover Cowley Operations in 1984.

When I bought my Rover 75, 2001 vintage, I knew that it was named after the first Rover 75 of 1949. It was Rover's policy at that time to name cars according to the horsepower of the engine, hence 75.

Code-named P4, this Rover had a fresh new modern body compared with pre-war cars and was inspired by the American Studebaker, seen by Rover's Chief Designer on a research trip. Dinky Toys made a model of the Studebaker Land Cruiser from 1954 to 1959, No 172, and by comparing this with No 156 Dinky Rover 75 1951-60, I can see a resemblance.

The P4 Rover 75 had two headlamps, plus a fog lamp in the centre of the grille, earning it the name of 'cyclops' after the storm deity of Greek mythology. This





▲ A trio of vintage Corgi Rover 2000 releases - (from the left) No 252A in metallic blue, with Trans-o-lite headlights, No 322A rally car and No 275A with many special features and an attractive sunroof panel.



▲ Left to right: Dinky No 36d Rover Steamlined Saloon, No 156 Rover 75 and the style-inspiring No 172 Studebaker.



▲ Dinky Toys Rover 75 trio, in two-tone green, off-white and maroon.



▲ Corgi (left) and Dinky versions of the Rover SD1, both with opening features and released in 1979.

feature proved unsuccessful and was discontinued in 1952. Several models used the P4 body from 1949 to 1963. From 1959, four models remained – the 60, 75, 90 and 105. Rover's 80 appeared from 1960 to 1962 and, in 1963, the 95 and the 110 (6-cylinder) models were the last.

In about 1968, my dad bought a 110 model, which I inherited. He was an engineer and appreciated the quality of workmanship and the strength of the separate chassis. The engine featured overhead inlet and side exhaust valves carried over from pre-war days. Up to this point, P4 bodies were steel with aluminium doors, bonnet and boot lids, but the 110 was all steel construction.

This brings my Rover ownership full circle, and P4 models are well represented in my collection. The earliest Rover 75 by Dinky Toys was made between 1951 and 1960, it started as No 140b and was numbered 156 in 1954. At four inches long, it has cast body and wheel hubs, and a black sheet metal base with "Dinky Toys Made in England Rover 75 Meccano Ltd" imprinted on the base. Made in several colours, I have white, maroon and two tone green.

Corgi made a Rover 90, No 204M, from 1956–1959 in green at four inches long. M denotes a flywheel motor.

Budgie Miniatures No 19, made from 1957–1970, is 2 ½ inches long, in green. It has a cast body, wheels and black base. Letters on the base read "Made in England, Rover 105 Rovermatic No 19", Rovermatic was an automatic version, discontinued in 1959.

Until 1996, the only P4 models, as far as I know, were vintage ones produced at the same time as the real cars, then came Lledo Vanguards, built to a very high standard in England in 1/43 scale, with separate wing mirrors and a selection of suitable stick-on number plates. No VA19000, in maroon with chrome trim, is an early example of the Rover P4.



▲ Another Vanguards catalogue page full of Rovers, from the first half of 2004.



▲ Lledo Vanguards Rover P4, No VA 19000, in maroon with chrome trim.



▲ Two-inch 1984 Cowley Operations Family Day Souvenir, by Corgi.



▲ The attractive Earls Court Motor Show Diorama, CD 1002, by Vanguards.

▼ Corgi Toys No 204M Rover 90 (M denotes a mechanical 'flywheel' motor inside) alongside the smaller Budgie Rover 105 No 19.

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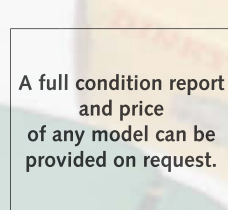
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Fiat 130 Coupé

Kevin Brock celebrates five decades since the launch of this classic Italian beauty.



Watching an episode of *Salvage Hunters Classic Cars* on television recently, featuring the restoration of a Fiat 130 Coupé, brought two things to mind. One was the fact that it has just celebrated its 50th birthday, the other was the models I have of it in my collection. Apart from a couple of very hard to find resin models from small firms, there are really only two diecast options which are easily obtainable, Guisval's offering from the 1970s and Starline's from about ten years ago.

Fiat launched the 130 Coupé at the Geneva show, in March 1971, as a sporty alternative to its rather dowdy, range-topping luxury 4-door 130 Saloon, which had been on sale from 1969 and was not doing particularly well in the marketplace, where it was up against the likes of Mercedes, BMW and Jaguar. The 130 Saloon was an in-house design, but Fiat chose to give responsibility for the coupé version to design house Pininfarina, which had been responsible for successful sports cars such as the 124 Spider for Fiat before. It was totally different to the saloon in every way. Apart from losing two doors, it had no visual link with its sibling at all, or any other Fiat model for that matter. It came from the pen of Paolo Martin at Pininfarina, who produced a beautifully elegant design that was visually striking then, and still is today, 50 years on. It had an Aurelio Lampredi designed 3,235cc V6, an engine designed specifically for the 130 pair and not used in any other Fiat model. There is a common myth that this is the same engine as used in the Fiat and Ferrari Dino, but it's not, it's just designed by the same guy. This was mated to a 3-speed auto or a 5-speed manual transmission, although the majority came with the auto box, which suited the car more. This unit gave the large coupé a top speed of 116 mph, with a 0-60 time of 10.6 seconds, not bad at the time. Unfortunately, the coupé wasn't a strong seller either, with just 4,491 built by the time production ended, at Pininfarina's factory, in 1977. A rare car then, and an even rarer one today, hence its classic status and rising prices.

▲ Fiat 130 Coupé press photo in period.

THE MODELS

Spanish firm Guisval's 130 Coupé appeared just as the real car was nearing the end of its production run. I remember reading about it when Reg Miles reviewed it in the July 1977 issue of *Scale Models* and getting very excited. However, Guisval models were impossible to buy in the UK in those days and I didn't manage to add it to my collection until the late 1980s, when I chanced upon one at a Maidstone toy fair. Guisval decided on the rather obscure scale of 1/37 for its coupé, but this larger scale suits the model. No 110 is a lovely, chunky and heavy diecast, so typical of the time, with a solid metal baseplate – no plastic here. The casting is very simple, but accurate, capturing the look of the car, especially around the front end with its wide slab headlights and slim grille. The overall proportions are spot on and the slightly larger than normal scale helps emphasise the fact that this was a large car in its day. Curiously, the baseplate

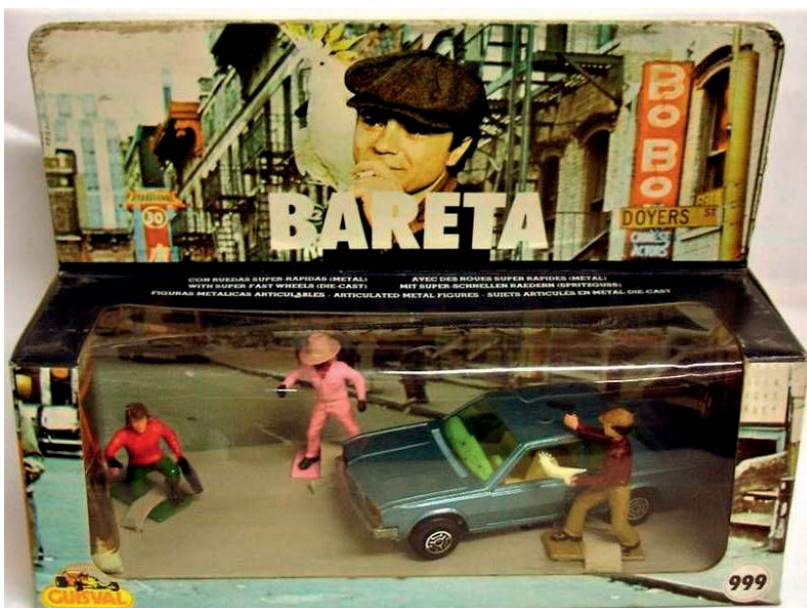


▲ Mystery shooter in Guisval's 130.

▶ Guisval 1/37 scale Fiat 130.

▼ Both versions of the green Guisval 130 Coupé.





1 Baseplate of Guisval's 130; 2 The 'Baretta' Fiat 130; 3 Rare Guisval No 999 'Baretta' gift set.

just has Fiat 130, not Coupé, as does all the packaging. As this model is a product of the 1970s, it naturally has the standard Whizzwheels-style wheels, but they do actually suit it, and as it was meant to be a toy after all, they do fit with the feel of the casting, even if they make it sit a little high. At least Guisval made an effort to replicate the pattern of the original wheel, which did change ever so slightly on later models. They're certainly freewheeling as on some shelves in my cabinet that aren't exactly level, these 130 models are always rolling forward! To my knowledge, Guisval released this model in a total of seven different versions, possibly eight, six of which I can show here.

It first appeared in a metallic light green, not a Fiat paint colour, but pleasing all the same. Interestingly, the accurate headlights are in yellow plastic, which isn't used anywhere else on the model as the lights are not part of the same moulding as the glazing in the usual way. The glazing has a green tint which shows up more as the interior is white, as in all the other versions that followed. At the time, this was the only model available of the 130 Coupé, so I wasn't complaining, even if the slightly awkward size prevented me from slotting it into my line up. I have another one the same colour, but with a black bonnet stripe and a driver figure who is leaning out of the window with a gun, though my slightly playworn example has the end of the gun broken off. I'd always wondered why my first green one had a hole in the driver's seat, the same interior was used for the 'mystery shooter' as well. I was told by a collector friend that this particular version was from the 'Baretta' gift set, and that some versions of the model also have bullet hole stickers on the rear window! However, I then discovered that the 'Baretta' set featured a metallic light blue 130 Coupe, and the green version with the gun toting driver was No 110 in the Serie Escorpion range. This was a range of models in window boxes with 'Super Rápidos' on the header card, but no mention of the model, apart from Fiat 130 on one box end.

Baretta was an American detective series, which was ran for 82 episodes from 1975 to 1978 starring Robert Blake as police detective Tony Baretta. He drove a light blue 1966 Chevrolet Impala 4-door that he nicknamed 'The Blue Ghost'. I don't recall it being shown in the UK, but I'm assuming the series was popular in Spain as Guisval obviously thought that they could get away with quite a lot of artistic licence and issue this set, hoping people wouldn't notice that the light blue Impala had been replaced with a light blue Fiat 130 Coupé! The set, No 999, also featured plastic figures of the other main characters in the series, including Baretta with Fred, his pet cockatoo(!), his partner Billy Truman and his informant Rooster, even though these are way out of scale with the Fiat. It seems they've used scenes from the series on the box artwork, but spelt Baretta with only one 't'. This is now an exceptionally rare model in mint boxed form. At a recent Sandown toy fair I spotted one, the only one I've ever seen in fact, for an eye watering £340. The blue 130 by itself appears now and then

▼ 1/37 scale Guisval Fiat 130 'Policia'.





at toyfairs and on ebay, but the reason I think boxed ones are so rare is because the back of the sizeable box features artwork of a life size revolver and Police warrant card which kids could cut out and pretend they were Tony Baretta... different times!

I do have a light blue one, which when I bought it, I didn't realise it was the 'Baretta' car. The only difference to the green one is that it has a bare metal base which gives it a silver grille as it's part of the same casting, light blue glazing instead of green and a slightly different wheel design.

Spanish model makers seem to love their police cars and so it was inevitable that the 130 would end up in dark green and white Policia colours, however unlikely a real version would have been. This version, also listed as No 110, came out a year later and gains a red roof light and what I assume are sirens/loud speakers either side, though on my example one has broken off. The coupé would certainly have made a great police pursuit vehicle. I have an Italian model list from the time that shows that there was

4 Starline's 1/43 scale 130 Coupé in two colourways.

5 Starline's 130 Coupé features superb body shape replication both front and back.

6 Thirty years separates these two models.

7 Rear treatments of both Starline and Guisval models.

▼ **Guisval's 130 Coupé Rallye, showing the impressive spotlights and front spoiler.**



an Ambulance version, also with the 110 catalogue number, but I've never seen any evidence that this model was actually produced.

Guisval No 143, a 130 'Rallye' is another unlikely use of the casting, though this model looks great in orange with rally trim. It came in a plastic case, as with the smaller Guisvals, and with large blue spoilers front and rear, a bank of spotlights on the grille and colourful sponsorship decals – it certainly looks the part. I would really like to know if anybody was brave enough to rally one in the day, or now for that matter, as it would probably qualify for classic rally status. Last of the Guisval 130 range is the taxi version, No 125, which appeared in the Coleccion Escorpion range in card window boxes, in 1978. The casting is identical to the others but gains a taxi sign on the roof, a chequered bonnet stripe and "TAXI" graphics on the doors. Glazing colour is a brighter green, which goes well with the vibrant yellow paintwork. Not sure what city it's meant to be from, but it's highly unlikely that any cabby chose one over a SEAT or Renault saloon of the day. This is another smart looking model and looks great with the other ones in the range. One strange feature is that the back of the box features a photo of a racing Porsche 911, perhaps another model in the series. There is also a very smart white version of the taxi with the same roof sign but with a blue side stripe instead of the bonnet stripe and different TAXI graphics on the doors, catalogue number No 103.

Starline's more regular 1/43 offering appeared about ten years ago and filled a gap in a lot of collections, especially of those who collect Fiats. It's a lovely model with near perfect proportions and great detailing. It was released in black, silver, metallic dark red, metallic blue and gun metal, all paint colours of the actual car and it looks great in all of them. The exterior has all the small features that are unique to this car, like the laurel leaf Fiat badge on the grille and the small Pininfarina badges on the flanks. Starline has captured the frontal aspect of the coupé well, with its vast headlights and slim grille, the equally large rear



lights are also done well and all the Fiat badges are featured on the bootlid. My favourite parts of this model are the beautifully replicated wheels and two-spoke sports steering wheel with tiny blue Fiat badge in its centre. The only jarring aspect of this otherwise perfect model are the ugly oversize windscreen wipers, a common problem with 1/43 diecasts. A gun metal colour version of this model was also issued as No 66 in Hachette's Auto Italiane partwork, and as No 5 in its Fiat Story Collection, identifiable by a lack of number plates. Starline also issued the coupé's saloon sibling and they make a fine pair in the cabinet.

I've always thought it strange that, at the time of the 130 Coupé being on sale, no Italian company made a model of it, diecast or plastic. Here was a stunning looking car at the top of Fiat's range, and yet Mercury, Politoys, Mebetoys and Pocher all ignored it. Pocher did make a large 1/12 publicity plastic model of the 130 Saloon, as did Mercury in 1/43, but no contemporary Italian model appeared of the coupé. Before the Starline appeared, there was an obscure resin 1/43 replica by small Italian firm, BO-G, but I've never managed to obtain one. The same goes for the 1/43 version from Replicar, who also made very nice models of the Opera 4-door prototype, and the Maremma estate prototypes which Pininfarina came up with in 1974, but Fiat ignored. The excellent Quattroruotine book, *Modellini* Fiat lists these models as current and easy to find, but they're really not. On the extremely rare occasions they do surface, they're also very expensive. Over the years, I have only ever seen a couple on ebay, both of which were scary prices, the same goes for Replicar's 130 Saloon too. As I was putting the finishing touches to this article I had a quick look on ebay and found a 1/43 130 Coupe by a company called DSM, which was new to



me. On closer inspection it turns out to be a Starline model with more detail applied such as photo-etched windscreen wipers and a reworked interior.

Fiat's beautiful 130 Coupé was unjustly ignored in its day by the motoring world, and is only now gaining recognition as a serious classic car among enthusiasts. Perhaps it's also time to appreciate the diecast models of it too. **DC**

MORE ON THE FIAT 130

Another Diecast Collector contributor, David Lynn, has also written an article, covering both the 130 saloon and the coupé, which complements these pages nicely. Watch out for this coming to a future issue soon.

1/37 scale Guisval Fiat 130 Taxi.

I've always thought it strange that, at the time of the 130 Coupé being on sale, no Italian company made a model of it, diecast or plastic. Here was a stunning looking car at the top of Fiat's range, and yet Mercury, Politoys, Mebetoys and Pocher all ignored it. Pocher did make a large 1/12 publicity plastic model of the 130 Saloon, as did Mercury in 1/43, but no contemporary Italian model appeared of the coupé.



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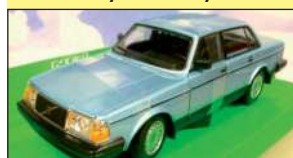


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Peugeot 404

David Lynn partakes of some vintage French style.

Peugeot produces some fairly bland car ranges today, although it is beginning to recover some individuality after two decades of design mediocrity. The corporate giant is also responsible for Citroën and the more recently acquired European arms of General Motor's Vauxhall and Opel brands. This has submerged its previous reputation, earned during the second half of the 20th century, as a consistently innovative creator of several ranges of well-regarded and desirable cars. Previous articles on these pages have covered the achingly beautiful Pininfarina-styled 504 coupé and convertible and the focus now is the earlier 404 range that, during the 1960s, consolidated Peugeot's transition into the dynamic innovator it became for the rest of the century.

Following World War II, Peugeot had re-established itself with the rugged 203 range and the 403 family, which inaugurated the tradition of Pininfarina-styled elegance across a selection of different body types. The 404 saloon arrived in 1960 with clear stylistic similarities to other Pininfarina projects for BMC and Lancia. In 1962 this was joined by an elegant Break (estate), the gorgeous coupé and cabriolet twins, and a utilitarian pickup. Over 1.8 million 404s were manufactured in France until 1975, with a further million produced by factories elsewhere in Europe and across Africa, South America, Canada and Australia until 1991.

The mainstay 1,618cc engine and staid body gave little hint of Peugeot's intentions to pioneer a suite of technological innovations. Kugelfischer fuel injection was offered on top versions from 1962 as one of the earliest mass-production uses of this technique, alongside a 404 diesel which was possibly the first serious attempt to adapt these engines to suit mainstream customers

▲ A group of five fine examples of Peugeot's Pininfarina-styled classic - two saloons, two coupés and a cabriolet.

instead of previously focussing on commercial and taxi usage. An extensive hierarchy of trims soon emerged, from a basic 1.5 litre to more exotic Super Luxe and Grand Touring versions and a metal sunroof was offered. Despite regular detail updates, visible changes only involved rubber insets on the over-riders from 1964 and the early rectangular all-white front sidelights changing to a white/orange split in 1966.

There has been a huge choice of model offerings over the years, with Norev (initially in plastic), Vitesse, and Dinky France among the best known. There was even a 1/66 saloon from Lone Star Impy at one stage, with opening boot, bonnet, front doors and sunroof.

Both saloons and estates were well represented and, more recently, several partworks have added to the mix, particularly for taxis around the world and some retail issues with Solido branding, plus there have been several retro Atlas Dinky revivals produced by Norev and Tour de France cycle race team cars sprouting lots of added fixtures. My models start with a recent dark red Norev saloon issued as a Peugeot dealership promotional

▼ The Cabriolet oozes classic style and is wonderfully replicated here by Minichamps.





alongside the usual retail distribution. The 842 KG 25 plates were issued in early 1966 in the Doubs département and match the single colour rectangular front sidelights. With much chrome trim, small bumps for roof-rack sockets and a sunroof, this is probably a Super Luxe, the bright beige interior shows a lot of detail, the headlights are yellow-tinted in the old French style, and the result is an elegantly attractive model.

The 404 enjoyed a successful endurance rally career, achieving four victories on the East African Safari Rally with the Kenyan pairing of Nick Nowicki and Paddy Cliff winning in 1963 and 1968, in both cases regarded as the severest EAS events due to monsoon flooding (only seven cars finished each time). Victories in 1966 – the first EAS win by a fuel-injected car – and 1967 were achieved by the Tanzanian crew of Bert Shankland and Chris Rothwell, and the latter is shown here with a recent Norev, again with a wealth of precise detail. This includes raised suspension, mudflaps, the customary EAS scuttle searchlight to deter wildlife, and boot handles for rocking the car out of mudholes, although the 1967 event became one of the driest ever. The casting has lost the sunroof and roof-rack sockets, the correct split front sidelights and rubber insets on the over-riders are included, and the interior is well detailed with two spare wheels replacing the rear seat.

The pinnacle of the 404 range came in 1961–62 when the Cabriolet and then Coupé were unveiled, with exotic Pininfarina styling recycled from his Ferrari 250 GTE coupé and completely divorced from the saloon. A complicated production arrangement saw assembled 404 floorpans sent by rail to Pininfarina's Turin factory, where bodywork was fitted and painted, and the interiors installed. These were then returned to the Sochaux factory to receive the powertrains. This to-and-froing meant a very expensive final cost, with only 17,223 built when production ended in 1969, and combined with mediocre Italian steel for the bodywork means

▲ Coupés both, by Minichamps on the left and Norev on the right.



▲ Norev 404 saloons, with East African Safari version to the fore.



▲ The incredible record-breaking 404 monoposto diesel.
Photo: Peugeot Média

there are only about 2,200 known survivors today, about 13% of production.

The main period diecast seems to have been the Dinky France cabriolet with early round sidelights and opening doors, and recently recreated by Norev for Atlas Dinky in several colours. Norev itself produced plastic versions in the 1960s and currently offers several coupés and cabriolets with the 1967 grille/lights in both 1/43 and 1/18, including the pictured black coupé. Minichamps joined the party in 2007 within its sequence of sporty Peugeots.

Both Minichamps are well produced with much detail and basically just look right. Fortunately Minichamps still fitted numberplates in those days, and neat touches include the “F” touring sticker in the coupé’s rear window, the carefully highlighted painted dashboard segments on the cabriolet and the front sidelight split. The newer Norev has a clumsily squashed roof outline which skews its appearance and incorrect completely orange front sidelights, but other detail is excellent with perfectly defined wheel covers, an attractive blue interior, and its black livery works better than the bland cream of the Minichamps coupé.

An unusual postscript came with the 404 Diesel Streamline, a monoposto diesel coupé designed to set new world records and to challenge Mercedes’ profile as diesel pioneers. This was taken to the Montlhéry Autodrome in June 1965 with a 2,163 cc engine and completed 5,000 km (3,100 miles) at an average of 99 mph over 72 hours. The following month it returned with a 1948 cc engine and broke the 100 mph threshold over 11,000 km (6,835 miles), and across both runs set 40 new diesel records. Finished in bright French Blue with a distinctive streamlined skeleton cabin for the driver and panelling over the passenger side, plus stacked front lights, the record car is now displayed at Peugeot’s Museum of Adventure. Several models of this car have emerged over the years, with recent issues in 1/18 by Spark and 1/43 from Norev. **DC**



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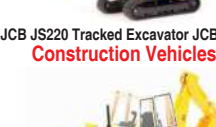
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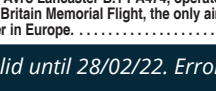
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VA14700 Triumph TR6 Damson£32.50



VA13905 Jaguar XJ6 Series 2 4p2Litre Strathclyde Police £32.50



43AM2002 Aston Martin DB4GT Zagato 2 VEV (Jim Clark Goodwood 1961). . .£21



43RUB004 Austin Rubb Black. . . .£17



43LR010 RAF Police Akrotiri Land Rover Lightweight .£14.50



French fancy

Rick Wilson came across an interesting sports car, whilst at Le Mans in 2017, investigated more, found an Altaya 1/43 scale partwork release, and then OttOmobile announced a stunning 1/18 model in 2021.



I like to think of myself as fairly knowledgeable when it comes to older cars. But when I was taking a stroll around a special event in the village of Arnage, near Le Mans, on the rest day before the 2017 running of the famous 24 Hours, I spotted a rather attractive little sports car that I'd never seen before. In fact it wasn't just one, there were five of these fanciful little beauties. I had my laptop with me back at the campsite, so when I returned, I did a little research and found out as much as I could about this fascinating little French manufacturer and its hugely impressive little car – the Jidé 1600.

JIDÉ'S HISTORY

Jacques Durand began by making small petrol engines for scale model cars during the post-war period. He then moved on to designing real cars for several manufacturers. Durand then decided to branch out on his own, setting up his own business. Taking his initials, the company name came about by simply combining the French pronunciation of the letters, J and D – zhee-day. So that is how you say "Jidé"!

Durand stated that he took inspiration from the Renault Alpine, Lamborghini Miura and the powerful Ford GT40, which had just won the 24 Hours of Le Mans for four years on the trot. He sought to create his new sports coupe by synthesising design

▲ Altaya partwork 1/43 scale diecast with OttOmobile's recent, stunning 1/18 resincast.



▲ A line up of five Jidé 1600s at 'Arnage dans la Course' as part of the Le Mans 24 Hours, in June 2017.



▲ This Motul-branded example is well-known in historic rallying circles.

elements of these. With its mid-mounted engine, excellent handling and competitiveness in terms of performance, Durand's lightweight fibreglass-bodied design (between 600 and 700 kg) behaved like a go kart.

Without the budget of the big manufacturers of the time, Durand lent his cars to a few drivers in exchange for a little publicity. So, in September 1969, a Jidé was entered in the famous Tour de France car race, with Pierre Madelaine and Patrick Champin, a French Formula 3 driver at the time. They didn't finish, but it was still good publicity for the brand, and very quickly the small sports coupé attracted the attention of other well-respected French drivers, like Jannick Auxemery, Jean Ragnotti and Michel Robini.

A few months later, at the 1970 Paris Motor Show, the car was shown to the public, who were very optimistic. Jacques Durand returned home with a pretty full order book, with hopes of bringing his small 'garage' brand up to a more competitive and industrial level.

The diminutive Jidé successfully passed all of the necessary safety certification – frontal impact, impact on the steering column, handling, braking and even the strength of the seat belt anchorage points. It proved to be a very safe car, despite its very small size – just 3.5 metres long and 1 metre high.

The pace of manufacture in Durand's modest

► Altaya's partwork came with an evocative monochrome photo background.



▲ OttOmobile has recreated the Jidé's unique styling beautifully.

workshop at Avenue Maison Dieu in Chatillon-sur-Thouet was just one car a week. Each Jidé took 300 hours with a team of 10 people to finish. A choice of engines was available – either 1,600cc or 1,300cc – and each car was supplied in kit form to finish at home, saving the purchaser Ffr.10,000. The kit consisted of a polyester and fibreglass coupé body and Renault front suspension units. The customer also had to source the power unit and transmission. Suitable engines were the Renault R8, R8S or R8 Gordini. With an auxiliary chassis, the Jidé could take the Renault R12 Gordini or R16TS engine. To complement the passenger car production, Durand also created a competition version of the Jidé 1600.

These competition versions, powered by the fuel-injected, Gordini-tuned 1,600cc engine, achieved a number of sporting successes, led by Jannick Auxemery and Jean Ragnotti. They both finished seventh in the very testing Critérium des Cévennes in 1971 (#57, Auxemery) and 1972 (#14, Ragnotti).

THE MODELS

My first acquisition, just a few days after I got back from Le Mans in 2017, was the cute little 1/43 scale partwork from Altaya. The model was released as No 21 in its Marques disparues et modèles prestigieux series. It's a neat model, capturing the quirky looks of the diminutive Jidé well.

OttOmobile released its stunning 1/18 scale



▲ A good amount of detail to the rear deck, with wonderfully crisp graphics.

▼ The Jidé 1600 has a spiritual bond (and shares several parts) with Renault's R8 Gordini.

resincast (OT287), of the 7th place finisher at the 1972 Critérium des Cévennes, during 2021. Issued as one of the OttOmobile Club releases, this means that it is strictly a limited edition (2,000) and these quite often sell out very quickly, as was the case with this Jidé. It's easy to see why – the execution of the styling is sublime, and the graphics – simple, but evocative – are perfectly recreated. The gold panel on the nose really commands attention and the blue paintwork is flawless. My only gripe is that the shade of blue is a tiny bit too turquoise, although it's always tricky to be 100% sure, but period photographs show the car in a very slightly more pale blue look. Certainly the restored car, on which this model was presumably based, wears a very slightly paler blue. I can't really complain, though, as this is such a lovely model of this rare car, and it's an absolute joy having it on prominent display – it's certainly already proved to be quite a conversation piece.

The OttOmobile Club was created to give its loyal customers members priority to reserve models before they were made available in the on-line shop, but limited to two examples of each model per person. Registration is free and does not commit you in any way – it is simply a service that OttOmobile gives to its clients. Find out more at www.club-ottomobile.com. **DC**



More Royal miniatures

Mike Pigott concludes his series on this quality Swiss diecast range, as we look at the last models made by Rextoys, as well as the models that were proposed but never produced.

In our previous issue, we looked at Rextoys, a company founded in 1989 by Count Giansanto Coluzzi of Switzerland. Rextoys were high quality models of prestigious cars that had not been previously reproduced.

The first model in the range was the luxurious Cadillac Sixteen, which was produced in various different body styles. This was followed by the Chrysler Airflow, which was only available as a four-door saloon. These early Rextoys were made in Portugal by the manufacturer of Vitesse models.

MADE IN FRANCE

After a few years, Count Coluzzi stood down from directing the Rextoys concern, and handed over the day-to-day running of the business to Jean Claude Fournet from Paris. Fournet cut ties with Vitesse, and instead outsourced production to a company in Vagney, North-West France. This firm was CEF, which produced hand-built military, emergency and commercial vehicles sold under the Replex brand. Rextoys inner packaging was now very similar to Replex; cars were screwed to a light grey base with a thick clear cover.

ROLLS-ROYCE PHANTOM IV

The first release under the new arrangement was the only post-war car from Rextoys – the extremely rare and prestigious Rolls-Royce Phantom IV. The Phantom IV was a very large and luxurious chauffeur-driven limousine that was only made available to Royalty and heads of state.

The Phantom IV was originally meant to be a one-off car. After the war, Rolls-Royce believed that the market for large, chauffeur-driven cars had declined, and concentrated on smaller, driver-operated cars that shared components with its sister marque, Bentley. However, after Prince Philip test-drove a powerful Bentley with a straight-eight motor, he and his wife (then Princess Elizabeth) put in an order for a Rolls-Royce limousine with a similar power plant. Rolls-Royce accepted the



▲ **Rolls-Royce Phantom IV - Queen Elizabeth.**



▲ **The Rolls-Royce convertible was shown as a photo in the brochure, which probably convinced many people that it was produced - but it wasn't.**



▲ **Ford Sedan Delivery.**

order, as the company was eager to take the Royal Warrant away from Daimler. The car was made to the highest standards, and was largely built by hand. The straight-eight engine was very powerful, but was geared to travel at low speeds over long distances for ceremonies and parades. Further orders were received, but because the Phantom IV was so expensive and time-consuming to build, the company stipulated that it would only be sold to Royals or heads of state. Seventeen examples were produced between 1950 and 1956. While Rolls-Royce was very selective about the status of people to which it would sell Phantom IVs, the company wasn't so choosy about the morals of who it would sell to – it was quite happy to supply dictators such as General Franco of Spain and the Shah of Iran.

REXTOYS ROLLS-ROYCES

The second Rextoys brochure illustrated a series of seven Rolls-Royce Phantoms that were scheduled for production. These were the limousines of HM Queen Elizabeth, the Emir of Kuwait, the Duke of Gloucester, Princess Elizabeth, Princess Margaret, and the King of Spain, plus an open-top car also used by the King of Spain. A subsequent catalogue replaced the car of Princess Margaret with that of Princess Marina, Duchess of Kent. Ultimately, only four of these were actually produced – these being those of Queen Elizabeth, the Emir of Kuwait, the King of Spain, and Princess Marina. The convertible was not produced (possibly because of the lacklustre Cadillac open-tops), and presumably permission was not granted by the owners of the other three cars. No figurines were included this time, which was probably just as well.

The model Rolls-Royces were large and



extremely heavy – very similar to white metal items. They were also very expensive, priced at £35 each – a substantial price in the 1990s. What was most impressive was the high diecast content – the grilles, headlights, hood ornaments and even the interiors were metal. In fact, the only parts that weren't diecast were the windows, tyres, dashboards and steering wheels! The cars modelled were all based on cars with coachwork by H. J. Mulliner, so all had the same basic shape, although there were some subtle differences such as fender-mounted spare wheels and side window profiles, which were reproduced using dies with interchangeable parts. The windows were improved, with some chrome frames and there was a dividing window between the driving and rear compartments. However, the plated parts were again in a dull, pewter-like finish, which did not look right, particularly for the grilles which should have had a shiny mirror-finish.

• **HM QUEEN ELIZABETH II** – This was the first Phantom IV produced, as ordered by Princess Elizabeth and Prince Philip in 1950. Initially the car was painted green, but when Princess Elizabeth was crowned Queen in 1952, the vehicle was repainted in the royal colours of claret and black, becoming her official state car. This car is still in use and was most recently used at the wedding of Prince Harry and Meghan. The car was painted the correct claret colour, with black fenders and silver stripes along the waistline. There was a covered spare wheel mounted on each front fender. The wheels were two-tone black and claret with chrome hubs. The front seats were painted blue, while the rear compartment had sofa-type seats and was finished in beige. A small sunroof was fitted over the rear seats. The grille,



▲ Rolls-Royce Phantom IV - Princess Marina.



▲ Rolls-Royce Phantom IV - Emir of Kuwait



▲ Ford Station Wagon.

RALLYE MONTE-CARLO WINNERS – PART 2



1

headlights, driving lights and sub-chassis were all plated, as was the bonnet mascot, which was not the usual 'Spirit of Ecstasy', but a 'St George and Dragon' ornament used on the Queen's cars. There were no number plate mountings on the front bumper or boot, as the Queen doesn't need them. Small royal crests were printed on the rear doors, and there was a small blue light on the leading edge of the roof.

• **PRINCESS MARINA, DUCHESS OF KENT** – Princess Marina was a Greek princess and a cousin of Prince Philip, who married the Queen's uncle Prince George, Duke of Kent. She was very popular with the public and carried out a wide range of official duties. In 1954 she bought a Rolls-Royce Phantom IV similar to the Queen's. The Rextoys model is also similar, but has subtle differences; there are no fender-mounted spares, and the rear side windows have a more angled shape. The car is painted very dark blue, with silver and blue wheel hubs. The interior is beige, and has a different type of rear seating, like a pair of armchairs. Number plate mountings are fitted at front and rear, and there is a blue light on the roof. A 'Spirit of Ecstasy' mascot is mounted over the grille, although this is a 'kneeling' variant used on the Phantom IV.

• **EMIR OF KUWAIT** – This car was built for Abdullah III, Emir of Kuwait, in 1955. He was obviously a man of good taste, as his car was painted in the most delightful two-tone colour scheme of pale green over dark green. He also had a second Phantom IV in two-tone silver over gold, which unfortunately Rextoys didn't reproduce. The model is largely similar to that of Princess Marina, although with squared rear side windows, and uses the same rear seats. However, the two greens, plus a light green interior, makes for a much more eye-catching appearance.

• **KING OF SPAIN** – This name is slightly misleading, as this car was actually ordered by Spanish dictator General Franco, and only passed to King Juan Carlos after Franco's death in 1975 when the monarchy was restored. The car was one of three Phantoms sent to Spain in 1952 – two bullet-proof limousines and an open top convertible. The model was black with a beige interior and was largely similar to Princess Marina's car, except that it had



2

1 Packard Super Eight.

2 Fordor Touring Sedan.



▲ While the Packard Sedan made it into production, the other body styles didn't - including a very nice station wagon.



▲ The 1938 Buick Century was so close to being produced, but it never happened - it would have been a spectacular wave of models.

► The Convertible was the only version of the Ford V8 that wasn't produced.

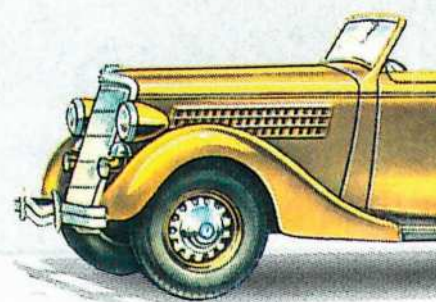
a fender-mounted spare wheel on the driver's side only, and no roof lamp.

It's surprising that the car for Princess Elizabeth was not produced, as this would have just involved painting the Queen's car dark green – it was the same car. Princess Margaret's car was just like Marina's but black, while the Duke of Gloucester's car was black with red side panels and two uncovered spare wheels on the fenders.

1935 FORD MODEL 48 V-8

The Ford Model 48 was a development of the Model B, and for 1935 featured improvements including a streamlined grille, flowing fenders, and forward-hinged front doors. The car was reasonably priced and fitted with a powerful V-8 engine; as a result, it was the top-selling car in America.

It's something of a mystery as to why the Ford V-8 was included in the Rextoys range, given the company's aim of producing models of the world's most glamorous cars. The Ford was one of the cheapest cars on the market, and was not particularly prestigious or luxurious. However, it was an important classic car that hadn't been previously modelled. It turned out to be a good choice, as the models proved to be big sellers, especially in the



Cabriolet
Convertible coupe
Cabriolet
Cabriolet



◀ Packard Police Car.

USA. As with the Cadillac, the Ford models all used the same chassis and wings, with different body shell castings. Ford models were fitted with a plated sub-chassis, which included the bumpers, cross-frame, and drive shafts, under an additional black metal base which incorporated the running boards. Other common components were the grille with hood ornament, headlights with chromed lenses, horns, rear light stalks, and spoked wheels.

There were four body styles released – a four-door saloon (called the Fordor), a five-window coupe, a woody station wagon and a delivery van. A fifth variant, a convertible, was shown in the brochure but was not produced. The Ford models returned to having plastic interiors, and each type had a different moulding. As was the fashion of the time, most cars were painted in conservative shades but fitted with brightly coloured wheels. The bonnet louvers were highlighted in silver, and the tail lights were touch in with red paint.

• **FORDOR TOURING SEDAN** – As the name suggests, this was a four-door saloon – the two-door version (not modelled) was called the ‘Tudor’. It appears to be based on the Fordor Deluxe, as it has an external boot lid and rear seat

armrests. An enclosed spare wheel is mounted on the boot, and there is a textured black panel on the roof representing a fabric roof. The Fordor was produced in several colours including beige, brown, grey and black, with red wheels. There were also a number of service liveries, including police, fire brigade, taxi, US Army and a black US Navy vehicle. An interesting example was produced for the French market, a 1935 Matford in black with whitewall tyres. In France, Fords were initially produced in partnership with local company Mathis, and sold under the Matford brand.

• **FIVE-WINDOW SPORTS COUPE** –

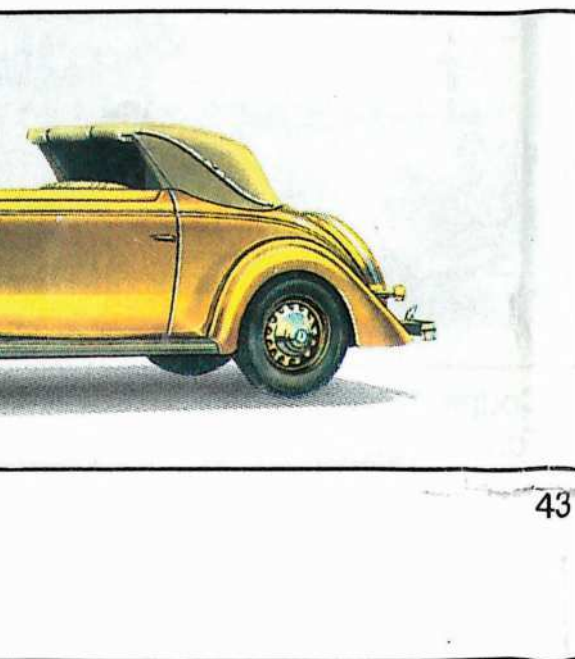
The cheapest enclosed car in the Ford range, it featured an optional wind-down rear window for communicating with passengers in the rear dickey seat. The model featured a covered rear wheel mounted behind the non-opening rumble seat. It had a small imitation fabric roof and, like all the Fords, a plated windscreen surround with a single wiper. It was produced in olive green, black, cream and light brown, with red or light green wheels. There was also a police car, and a fire chief’s car with a bell mounted on the front bumper.

• **STATION WAGON** –

The Station Wagon was so named because they were originally used by hotels and resorts to collect guests from the train station. At this time, they were very much specialised vehicles, and featured hand-built wooden bodies. The Station Wagon was the most expensive enclosed car in the Ford range. The Rextoys model was very accurate, and featured correct horizontal planking. The imitation wood sides and tailgate were separate diecast parts riveted together, and painted light tan. The textured roof was painted black, and was also a separate metal part. The model was produced with the bonnet and wings in either light brown, red, black and cream, with either red or green wheels. There was also a US Army version in all-over olive green.

• **SEDAN DELIVERY** –

Sedan Delivery is the American name for a small panel van based on a car chassis. This was the only commercial vehicle in the Rextoys range, and proved extremely popular, as collecting model vans in colourful liveries was very popular in the 1990s. The van featured a full-length body with closed sides and a single side-hinged rear



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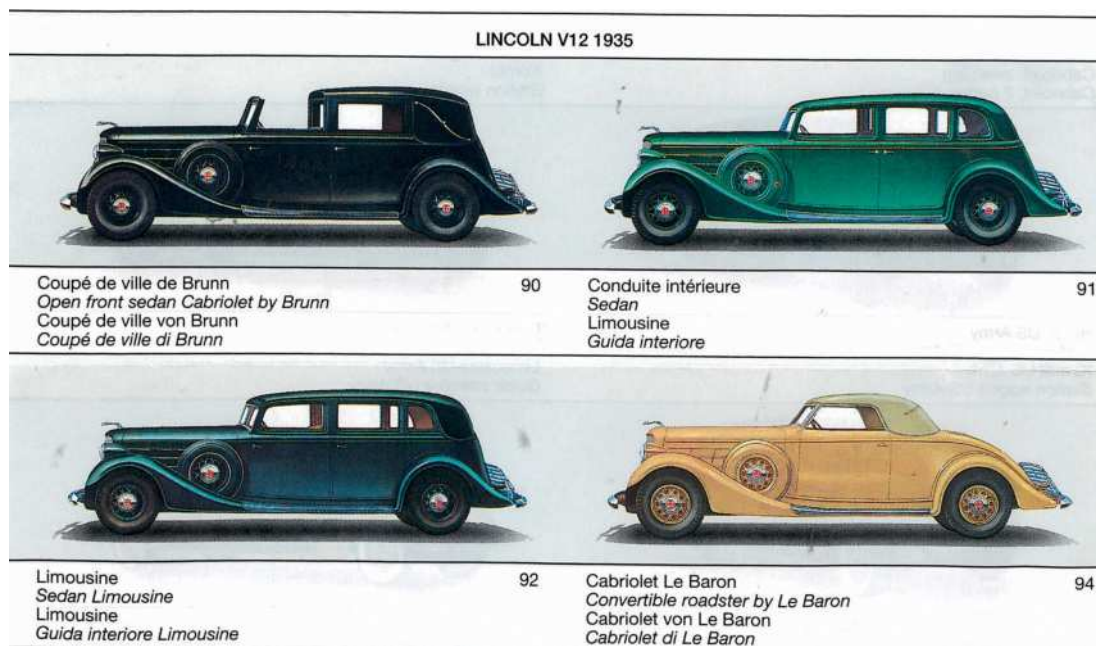
IN THE SPOTLIGHT – REXTOYS PART 2

► Four impressive Lincoln models were also planned, but weren't to be.

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Rextoys catalogues revealed an ambitious release programme, much of which was never realised. Although early publicity announced a number of British and Continental cars as upcoming models, the Rolls-Royces were the only European cars produced; Bentley, Mercedes-Benz, Bugatti, Isotta Fraschini and Hispano Suiza models never actually reached the drawing board.

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door, plus an imitation fabric roof. Unsurprisingly, a large number of American and international liveries were produced, including Ford in blue, Texaco in red, Nestle in cream over red, Bell Telephone in green, and Michelin in brown, complete with a Bibendum figure on the roof. There was also a white ambulance, and an olive green military ambulance. All decals were in the form of water-slide transfers.

1940 PACKARD SUPER EIGHT

The Packard Motor Car Company was founded in 1899, and soon developed a reputation for luxurious and finely engineered cars. Packards were expensive, but were the best-selling luxury cars in America during the 1920s, competing mainly with Cadillac and Pierce-Arrow. To avoid going bankrupt during the Great Depression, Packard switched to producing more affordable cars, and because these proved more profitable than luxury models, Packard moved down-market, although prestigious models such as the Super Eight remained in production until 1942. After the war, Packard was slow to introduce a new-look model, and lost ground to the larger auto manufacturers. The company merged with Studebaker in 1954, and the marque was phased out in 1958.

The 1940 Packard Super Eight was an ideal choice for the Rextoys range, as it was an extremely prestigious car that had not previously been modelled. In fact, there have been very few model Packards over the years. The Rextoys model appears to be based on the top-of-the-line Super Eight One-Eighty, although this is not easy to ascertain as all big Packards had very similar styling. The One-Eighty was not only extremely luxurious, but also very innovative; it was the first production car to have air-conditioning and power windows.

The Packard Super Eight was probably the finest of the Rextoys models. It looked more like a top quality diecast vehicle rather than a white metal one, and possibly the use of very shiny plated parts helped. It featured a diecast body, diecast chassis with prominent fenders, a plated sub-chassis plus a matt black base insert which incorporated the running

boards. The headlights, grille, air intakes and bonnet vents were plated inserts, as was the tiny 'flying swan' hood ornament. A folded luggage rack and number plate were fitted at rear. The wheels were particularly nice, and consisted of four components; a metal hub, body-coloured rim, and a two-part tyre with a whitewall inner section and black tread. The interior was well-detailed plastic, and the windows featured a chrome-framed split windscreen and rear quarterlights. Although Rextoys had plans for a range of body styles, only one type was produced – the Touring Sedan. However, there were two distinct versions: one with fender-mounted spare wheels and one without. The civilian version was produced in black, blue, maroon, cream and dark green, and usually featured the spare wheels. There were also some service vehicles released, including a fire chief car, a black and white police car, taxis in yellow or green, and a US Army staff car in olive green. The police and taxi models did not have the fender-mounted spares.

The Rextoys brochure showed a number of proposed body styles for the Packard, including a Town Car, Club Coupe, Four-door Convertible Sedan, Convertible Coupe, and a Station Wagon. Ultimately, none of these were ever produced, which was disappointing as they would probably been excellent models. The Packard was again made in France, and came in a new compact box with a black plinth and a large 'Rextoys' logo.

THE END OF REXTOYS

The last Packard models were produced in 2001, but from that point on there were no further releases. Reportedly, Count Coluzzi and Mr Fournet had a falling-out, possibly caused by Fournet having an investment bank invest capital in Rextoys. Legal action followed, resulting in much of the existing tooling being impounded. It is likely that Rextoys was losing money, as European manufacture was much more expensive than production in the Far East, where most competing lines were made. Also, Rextoys flooded the market with too many different body styles, colours and liveries at once. I



▲ Later style Rextoys box

suspect that Count Coluzzi banked on collectors buying one of every variation, as was the case with Matchbox Models of Yesteryears, but Yesteryears were considerably cheaper than Rextoys, and were released less frequently. The collectible diecast market was booming in the 1990s, and with so much choice around, collectors were less likely to buy multiple versions of the same model. I recall in the mid-to-late 1990s seeing piles of Rextoys at toy fairs being dumped on the market for only £10 each. I bought the Chrysler plus several Cadillacs and Fords at these knock-down prices. Also, during the '90s the quality of diecast vehicles improved dramatically, with existing companies like Minichamps and Vitesse getting better, and new companies like AUTOart and Detail Cars entering the market with super-detailed models. While Rextoys were still solidly made and well finished, they lacked the extra detailing of these new models. The company was wound up in 2004.

REXTOYS THAT NEVER WERE

Rextoys catalogues revealed an ambitious release programme, much of which was never realised. Although early publicity announced a number of British and Continental cars as upcoming models, the Rolls-Royces were the only European cars produced; Bentley, Mercedes-Benz, Bugatti, Isotta Fraschini and Hispano Suiza models never actually reached the drawing board. In fact, all of the proposed releases shown in the third edition brochure were pre-war American cars; possibly because the USA was a lucrative market, but also because classic American cars were neglected by other manufacturers.

The model that was intended for production after the Packard was a 1938 Buick Century. The masters for this model were finished, and production was in the process of being arranged in China when the legal battle over Rextoys started. As a result, the model was never put into production. This was a great disappointment, as the Buick Century was an impressive car, and if manufactured to the same calibre as the Packard, would have been a great model. There were five proposed body styles: Touring Sedan,



▲ The 1937 Chevrolet was a missed opportunity, with the Sport Sedan shown here in various service liveries.



▲ The Pierce-Arrow range would have made great models - although even if Rextoys had survived it's unlikely the Travelodge Caravan would have been made.



▲ This series of Auburns could have been very impressive replicas of an infrequently-modelled marque.

Coupe, Streamline Sport Sedan, Convertible Coupe, and Convertible Streamline Sport Phaeton (a four-door convertible).

Also planned was another handsome pre-war car, the 1937 Chevrolet, in four versions: Sport Sedan, Sport Coupe, Convertible Coupe, and - surprisingly - Pick-up. The 1935 V-12 Lincoln was proposed in Coupe de Ville, Sedan, Limousine, and Convertible Roadster forms. Pierce-Arrow cars of 1936 were shown in Sedan, Coupe, Town Car, Convertible Sedan-Phaeton, and Convertible Coupe-Roadster styles. Pierce-Arrow also produced mobile homes, and a 'Travelodge' Caravan was shown in the catalogue; even if Rextoys had survived, I doubt this model would have seen the light of day. Finally, the last marque shown in the brochure was the 1935 Auburn, in Sedan, Coupe, Phaeton and Convertible versions. Some of these unproduced items would have made great models, and unfortunately none of them have (to date) been manufactured in diecast.

COLLECTING REXTOYS

Rextoys were made in large numbers, and can usually be picked up for not much more than the original cost in the 1990s - most of the Ford, Chrysler and Cadillac models can still be bought for around £20 each. The police, fire, military and taxi liveried versions seem less popular than the civilian cars, and can sometimes be found at even lower prices. The Packard seems less common, and tends to sell for around £30. However, the Rolls-Royce models were produced in smaller numbers, and sold at a much higher price. As a result, they are less common, and can sell for up to £60 each. And remember, only four of the seven planned Rolls-Royces were actually produced. A number of sources list the Rolls-Royce convertible as having been released... it wasn't!

Rextoys was a noble attempt to 'up the game' of model car quality, both in terms of the high diecast metal content, and the inspired choice of subject matter. In this regard the company was largely successful. **DC**

Tomica buses

Alex Crawford gets on board with Tomica's Limited Vintage series.



Most collectors will be familiar with Tomica, launched in 1970 by Eijiro Tomiyama's Tomy Kogyo company of Japan on the wave of Matchbox and Hot Wheels' mid-century international success. Similar to earlier Matchbox cars, in the sense that models were replicas of often mundane street vehicles, the original Tomica range would go from offering domestic Japanese cars to the international 'pocket cars' series in 1976, featuring now very desirable American and European toy cars to expand global reach.

Tomica's history in international markets has been patchy, but in its homeland success continued. The company saw the opportunity for an adult-oriented series and launched its first Tomica Limited Vintage (TLV) models in 2004, based on Japanese cars from the 1950s and 1960s. In addition to this celebration of Showa era motoring, TLV-N, with the N standing for "neo", would come along in 2006. The addition of neo denotes vehicles hailing from the 1970s to the modern day.

Scale accuracy among TLV models has taken on legendary status in online collector circles. Each model is advertised as accurate 1/64 scale. Indeed, it has been postulated that the design team at Tomytec will only release a new model if it has the car in its studio and is able to measure out every micron by hand. Colours and liveries are accurate and, in the case of buses, commercially licensed by Japan's plethora of municipal and commercial bus and rail operators.



▲ All Tomica Limited Vintage models come packaged in a cardboard box.

The result is the ability to create painstakingly accurate scenes of Japanese motoring (and often European – someone at TLV seems to like Italian and German cars) from the last few decades, and the ability to compare – perhaps, in fact, the only time it will ever be possible for some people to compare – exactly how a Ferrari F40 or a classic Porsche 911 would look when parked beside the Imperial Japanese household's Nissan limousine or a Showa era truck.

Naturally, much of the most spectacular work by TLV and TLV-N is not in the exotic, but in its consistent and faithful releases of Japanese city buses. The company has released historic Hino and Isuzu buses, as well as the second generation of the two models built under the Hino Isuzu J-Bus joint venture – the single-decker Isuzu Erga and its rebadged Hino variant. While the buses are not to be seen on British roads, the buses are ubiquitous in Japan and their miniature equivalents are relatively easy to attain for collectors who know where to look. Buying them offers a window into the world and history of public transport in the land of the rising sun.

THE JAPANESE STORY

The first of the historic buses released in the range was the LV-23a (with the suffix "a" representing the first release, "b" the second, and so on) Hino RB10 "Blue Ribbon" in the Tokyo Metropolitan Bureau of Transportation's Toei Bus livery in February



2006. The Blue Ribbon, which lends its name to a number of different generations, has its origins in 1953 according to Hino Global, with the type BD10 being Japan's first centre under-floor engine bus. The RB10 was released from 1961, this time as a rear-engine model. Leaf suspension was standard for city operations, though a touring variant, the RB10-P, offered air suspension.

Keihan Bus livery would accompany the first Toei livery in the same month of 2006, representing buses of the Keihan Electric Railway company, servicing Osaka and Kyoto, Shiga Prefecture. This was followed by Keio Dentetsu Bus livery in March, of the Keio Electric Railway of Fuchu, Tokyo, and in August the Hiroshima Dentetsu Bus livery of the Hiroshima Electric Railway.

Pictured here is the attractive Fujikyuko or Fuji Express livery. Fujikyuko still operates buses in the same moss green colour to this day – the horizontal green stripes are said to evoke the forest spread at the foot of Mount Fuji. The TLV model then went on a hiatus, until two Tokyu line liveries, one older, one newer, represent the last versions of the classic Hino TLV has produced in 2013. An interesting quirk of the model is that it features side-facing benches inside.

LV-N09a Isuzu BU04 was released in January 2008. The BU-series of bus emerged in 1972, hence its designation as a “neo” model. Available as body on chassis with three different engine outputs, a number of body manufacturers were responsible

▲ LV-N245a demonstrates the headlight change on the newer model.



▲ Time to reflect on Tomica's excellent casting.

▼ Scale accuracy is taken to extremes with Tomica Limited Vintage.

for models delivered throughout the country, with our variant being the product of Kawasaki heavy industries. The BU series would be replaced by the integral Isuzu C in 1980.

In its first guise, the model wore Kokusai Kogyo livery – an operator that runs fixed bus routes in Tokyo and Saitama Prefecture – and came accompanied at the same time by a second livery (pictured), in Iwateken Kotsu livery. Founded in 1976, Iwateken Kotsu is headquartered in Morioka City, capital of Iwate Prefecture, and operates buses throughout most regions south of the city.

Just four more colour schemes came along for this old-school model. That included a more modern Toei Bus livery in green, cream and orange in September 2008, as well as the blue and white Toei Bus livery (as seen on the first Hino RB10) in



PUBLIC SERVICE VEHICLES



Hino Blue Ribbon in Fuji Express livery. Fujikyuko still operates buses in the same moss green colour to this day.



LV-N155b Hino Blue Ribbon wearing red and white Kanto bus livery.



Blue and white liveried Isuzu Erga is the bus to Nagoya Port.



Vintage Iwateken Kotsu-liveried Isuzu BU04. Iwateken Kotsu operates buses around Morioka City.

January 2009.

The Isuzu's last releases, in a similar pattern to the Hino, would be two Nagoya Municipal Bus liveries – again, one newer, one older – in February 2010 and February 2012 respectively.

Livery changes are not the only notable detail which change with the buses. LV-23b, in Keihan Bus livery, pays attention to the unique specification for the front and rear doors required in the Kansai region, and as such comes with swing doors moulded into the rear portion of the bus, rather than the sliding door standard on every other release.

INTO THE MODERN ERA

Representing Japanese buses in the modern era are the low-floor Isuzu Erga and Hino Blue Ribbon of the J-Bus joint venture. You would be forgiven for thinking both were the same vehicle at a casual glance, and indeed the Blue Ribbon built after 2004 represents little more than a rebadged Isuzu Erga.

The first Isuzu Erga to appear, LV-N139a, arrived in February 2017 and was issued in green and white Kokusai Kogyo livery. LV-N139b joined in March 2017 in green and white Hiroshima Electric Railway Bus livery. It was accompanied by the orange LV-N139c Tobu Bus, of Saitama Prefecture. LV-N139d, in the red and orange livery of Shinkai Bus in subtropical Himeji, Hyogo Prefecture, arrived in November 2017. In March 2018, along came a red, white and blue-liveried Keihin Express Bus. JR Kanto Bus, which offers express routes connecting Japan, was represented with LV-N139f in June 2018.

The final four releases included the Tokyo Metropolitan Bureau of Transportation liveried LV-N139g, released in December 2018; LV-N139h (pictured) and LV-N139i, two Nagoya city liveries released in May and June 2020, and express bus provider Seibu Bus with LV-N139j. An eleventh



▲ Hino Blue Ribbon in Fuji Express livery from the rear.



▲ Kanto Bus LV-N155b Hino Blue Ribbon rear three-quarter view.



▲ Iwateken Kotsu-liveried Isuzu BU04 rear view.

version of this casting, LV-N139k, carrying the two-tone blue livery of the Sendai City Transportation Bureau, is due to be released in February 2022.

Accompanying the Isuzu Erga are three models of the Hino Blue Ribbon. First released as LV-N155a in July 2017 in cream and blue Yokohama City Transportation Bureau livery, it would be followed in September 2019 by LV-N155b with red and white Kanto bus livery and LV-N155c in the rather plain modern Keio Dentetsu Bus livery in May 2021.

The Isuzu Erga would reappear in August 2021 in the striking orange livery of Tokai Bus, a sightseeing bus familiar to visitors of the Izu peninsula and with Ito Station upon its destination board. This model was released under a new designation, LV-N245a.



Isuzu Erga Tokai Bus, a sightseeing bus used by visitors to the mountainous Izu peninsula.



A casting alteration around the headlight explains the new number – a change over to LED headlights on the real-life model are replicated in the miniature. That same change affected the sister Hino, and a recast Blue Ribbon model will debut in January 2022 as LV-N253a, wearing white, red and blue Tokyu Bus livery.

JAPANESE QUALITY

When it comes to vehicle quality, the work of Tomytec must be seen in person to be appreciated. Being larger models in the Tomica Limited Vintage range, metal bases are sacrificed for plastic, and sprung suspension standard on most smaller passenger car models is missing, made up for with additional detail on the base.

Rubber tyres all roll smoothly, with dual wheels on the rear axles. Application of paint and decals stands up to the closest scrutiny, though the details on the wheels could appreciate more love – painted wheel nuts would go a long way to making the wheels look more realistic.

English typeface, Japanese characters, and pictorial signage are crisp and visible even when covering the smallest detail – from a disabled

passenger sign to a sticker for the emergency exit. There is no sign of bleeding on any of the multi-tone paint schemes. Inside, passenger handrails on the modern buses are painted orange, with seats, floors and the entrance floor painted separately. The drivers' dash is cast in detail. Examination of the interior specification of the modern buses is where the subtle differences in layout between the Hino and Isuzu can be noticed.

Headlight lenses and bumpers are all separate moulded pieces, and on the classic models, you are treated to separate plastic indicator lenses. Most buses come with some plastic accessory that it is up to the modeller to attach – mirrors in the case of the modern buses, turn signals for the Hino RB10. Windscreen wipers are cast into the windshields, except in the case of the Isuzu BU04, where they are seemingly cast as part of the body. Destination boards front and rear are reproduced with remarkable beauty.

In only four models, Tomytec has managed to offer a wonderful snapshot into Japanese public transport for foreign onlookers. No doubt it offers an even deeper trip into a nostalgic world for those who live there. **DC**

◀ Isuzu Erga Tokai Bus, a sightseeing bus used by visitors to the mountainous Izu peninsula.



▲ Isuzu Erga Tokai Bus rear view.



▲ Isuzu Erga Tokai Bus front view.

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Being larger models in the Tomica Limited Vintage range, metal bases are sacrificed for plastic, and sprung suspension standard on most smaller passenger car models is missing, made up for with additional detail on the base.

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Entering the modern age

The best rally in the world became of age in the nineties and lost none of its fame as a result. **Francisco Mota** brings the story up to the present day, completing his 1/43 scale model collection. **Photos: João Carlos Oliveira**



▲ Three eras of Rallye Monte-Carlo winners, from the left: Mitsubishi Lancer Evo VI, 1999 (Ixo), Toyota Yaris WRC 2021 (Spark) and Citroën Xsara WRC 2004 (Vitesse Sunstar).

Last month we started a 1/43 scale model collection of all the Rallye Monte-Carlo winners, since the World Rally Championship started, in 1973. All the most important rally cars that make up the WRC's history have won the Monte-Carlo, as we saw.

From the legendary Alpine A110 to the iconic Lancia HF Stratos, Fiat 131 Abarth, Porsche 911, Renault 5 Turbo, Audi Quattro, Peugeot 205 T16 and all the Lancia Delta HF generations won the most famous rally in the world at least once. That was before the regulations changed to the Group A era, when Toyota's Celica GT4 followed in the footsteps of the mighty Delta, and before cars like the Ford Escort RS Cosworth and Subaru Impreza took first place in the principality.

The 1997 edition marked a significant change in the Monte-Carlo rally structure. As with all other WRC events, the three-day format had to be followed by the Automobile Club de Monaco organisers too, even if they were not very happy about it. The traditional concentration-run was abolished and the final night stages, taking some of the rally's special magic away.

The other big change, that year, was related to the new generation rally cars. There was a new set of WRC technical regulations, replacing the Group A cars. Suddenly, any car maker that wanted to enter the WRC could pick any production car from its back catalogue and install a 2.0-litre turbo engine and four-wheel-drive. This was the end of the 'homologation specials', because they weren't needed anymore. The first car that won the Monte-Carlo under the new WRC regulations was the Subaru Impreza WRC97, as we saw last month.

NEW AGE RALLY CARS

The following year saw Toyota coming back with a new car, the Corolla WRC hatchback. This was one of the first cars specifically built to the WRC rules, as Toyota had no 4WD Corolla on sale. Carlos Sainz took first place, beating Ford and Mitsubishi, who had converted Group A cars to the new rules. This was also the year when new tyre rules were applied, limiting the number of tyres each driver could use during the event. Tyre choice was no longer the exclusive responsibility of driver and team, as it was forbidden to change tyres before every special stage. Ixo supplied our first scale model for this part. It is a diecast released in period, around twenty years ago, however it still looks



RALLYE MONTE-CARLO WINNERS – PART 2



▲ Toyota Corolla WRC was one of the first cars made under new regulations. Ixo made a very nice scale model of the 1998 winner.

◀ Lowered suspension and wide tyres: Ixo reproduced the Corolla in dry tarmac specification.

good, when we look at it in detail. Studying pictures from 1998, the body shapes and lines are very close to the real car's. Large tarmac six-spoke wheels have disc brakes inside and make the model look wide and lowered. Tyre tread also looks very realistic, considering the rules of the day. The rear wing is a good replica of the one developed in Toyota's wind tunnel in Germany. There are a lot of small details, like a pair of aerials on the roof, each side of a central cockpit air intake. Both doors have windows down, so we can peak inside and see all the typical rally components, such as racing seats with harnesses, roll-cage, dash with small dials, spare wheel, fire extinguisher and other smaller details. A very nice diecast indeed, one that captures the essence of the real car.

Mitsubishi had such a strong Group A car in the Lancer Evolution VI that it just kept evolving it. It was more than enough for Mäkinen and Risto to win three consecutive Monte-Carlo editions, from 1999 to 2001, driving the red and white Marlboro-sponsored rally car. In reality, the sponsor name was only allowed when the car was driven inside Monaco, not on French soil, and all the scale models reflect that, missing the logos.

The first scale model was sourced from Ixo, the second is a closely-related model by sister brand Skid and the 2001 winner is an AUTOart scale model. They are all diecasts and all look very close to the original cars. The 1999 car features five-spoke wheels and has the best-looking roof aerials. The following season's Evo has a very nice reproduction of the intercooler, behind the front grille. The third car features a slightly different livery, with a white front bumper. AUTOart produced a great replica, with nicely finished cockpit



▲ Wheel rims have disc brakes inside.



▲ Marlboro sponsored Mitsubishi, but was not allowed to show its logo on French soil.



▲ Rear wing on the Lancer Evo VI looks great on the model by Skid.

and its trademark turning front wheels.

Mäkinen changed teams for the 2002 season, leaving Mitsubishi for Subaru, but that did not change his Monte-Carlo performance, winning the event for a fourth consecutive time. However, that was after Sébastien Loeb was penalised due to an irregular tyre change that took his Citroën from first to second in the final standings. Ixo reproduced the Impreza WRC 2002, the four-door version with those miniature headlamps inside a black frame. The livery is the traditional metallic blue with day-glo painted sponsors and golden wheels. Probably not the best-looking Impreza of them all, but a nice replica with great details, like the front grille and silver TV camera on the roof. The windows are down, allowing a good view inside a very well-finished cabin, complete with body colour roll-bar.

LOEB STARTS TO WIN

After failing to win the 2002 edition, Loeb and Elena took the Citroën Xsara WRC to victory for the following three years. In 2003, Citroën secured a 1-2-3 finish with its dream team – Loeb, McRae and Sainz. The following year, Loeb was again the first to arrive at Monaco, Citroën beating sister brand Peugeot and Ford. Loeb's hat-trick came in 2005, when his Michelin tyres performed better than the Pirellis, as used by rival teams. He finished this edition with an advantage of almost three minutes to second-placed Gardemeister, in a Ford Focus RS WRC 04.

To fill these three places in the collection, we went back to Ixo, for the 2003 and 2005 winners. Both diecasts share the same set of parts, with some detail



▲ Mitsubishi won for three consecutive years, from 1999 to 2001. Left to right, we have scale models from Ixo, Skid and AUTOart.

▼ Makinen took a fourth win in a row, in 2002, when he changed teams from Mitsubishi to Subaru. Ixo made a very good replica of his Impreza WRC.



▲ Focus WRC06 won for Ford, ten years after the Escort RS Cosworth. Citroën C4 WRC was the perfect tool for Loeb's fifth win. Models by Ixo.

changes to the sponsor's location on the body and a different arrangement of the multiple roof aerials. The 2005 car also features a light pod on the bonnet, with four extra spotlights. Both models look very realistic, with its lowered suspension and small rear view mirrors. The 2004 model was made by Vitesse Sunstar and looks very similar to Ixo's item. However, it has some relevant differences, namely an opening bonnet that reveals a nice reproduction of Citroën's in-line four-cylinder turbo engine. This scale model also features figures for Loeb and Elena, but might not be to everyone's taste.

Loeb almost won again the following year, driving a privately-entered Citroën Xsara WRC. The works team was absent from the WRC for the year, busy working on the following rally car, the C4 WRC. French semi-privateer Kronos Team was in charge of defending the brand's colours, that had changed from red to blue. Unfortunately, Loeb crashed on the final stage of leg one and was the first driver to benefit from the new Super Rally rules, where a team could repair a car after retiring and come back the following day, adding a time penalty. Kronos and Loeb did that and the French driver finished in second place, beaten only by Grönholm's Ford Focus RS WRC06. This was the first time Ford had won the Monte-Carlo in ten years and Ixo made a very nice homage to this, releasing a great-looking diecast. The model features the rear wing design that made this Focus WRC generation look unique, plus a very nicely done livery, with Castrol and BP colours. This time, door windows are in closed position, but we still can look inside the cabin and see many details.



▲ The 2002 Impreza was probably not the best looking of them all, but Ixo made a good job of it.



▲ Ixo released both Citroën C4 WRC winners, this is the 2017 victor.



▲ Close up on the 2003-winning Xsara WRC.

The model sits low on its large diameter wheels, with tarmac specification suspension, just like the real car. For the following two seasons, things went back to normal and Loeb/Elena were back to the highest podium place, driving the new Citroën C4 WRC. In 2007, the team finished 1-2 with Sordo/Martí finishing in second place. The following year, Loeb won over half the special stages showing the C4 WRC was a winning machine, even with the new control tyres, supplied to every team by Pirelli. Ixo released this pair of diecasts with its renowned quality. The C4 WRC was still painted red and white for these two events, before a new sponsor arrived.

The models look great, with that double-glassed rear hatch and a very nice rear wing. All of this is well represented in Ixo's pair of diecasts, as are perfectly designed wheel rims and rear view mirrors. For the 2008 winner, Ixo reproduced the bonnet light pod with four extra spotlights, plus another pair positioned lower in the front bumper. It makes the model look great and is a reminder of the return of night stages in Monte-Carlo.

INCREDIBLE! THE MONTE IS OUT OF WRC

In the last year of the decade, a series of disagreements between the ACM, the WRC promoter and the FIA led to the Rallye Monte-Carlo been thrown out of the WRC calendar to become round one of the IRC, the European championship. How something like this happened is hard to believe, even today.

Obviously, WRC cars were not allowed in the IRC that was run with S2000 class cars, with naturally aspirated engines and less sophisticated suspension and transmission. This did not prevent several top drivers looking for a suitable car to enter the Monte-Carlo, Sébastien Ogier was one of them, driving a Peugeot



▲ Citroën won three times with the Xsara WRC.

RALLYE MONTE-CARLO WINNERS – PART 2



▲ For three years, the Monte-Carlo was out of the WRC and part of the IRC. Peugeot and Ford won with S2000 regulation cars: 207 and Fiesta. Models by Ixo.

207 S2000 and winning the rally for the first time. For the following two years, the rally was kept in the IRC series and Ford chose the 2010 edition to debut its Fiesta S2000, driven by its WRC lead star Mikko Hirvonen. The Finn won the event after Ogier had some mechanical troubles. Peugeot was back to first place the following year, with French driver Bryan Bouffier taking the 207 S2000 to victory in the Monte-Carlo centenary edition. There are not so many 1/43 replicas of this IRC era in the Monte-Carlo, however, Ixo didn't fail to release all three, so the winners collection has no gaps. The two Peugeots share the same set of parts, but the liveries make them look very different. Ogier's car was sponsored by BF Goodrich and looks very original with white tracks over a base blue colour. Bouffier's car has a more conventional livery, with French national colours. The Fiesta S2000 looks even better, with more radical shapes, compared to the standard road car. All three cars have smaller rear wings than WRC cars, as per the regulations, and several roof aerials. All have door windows open, so we can look inside the cockpits.

The Monte-Carlo was back to the WRC calendar in 2012, featuring a new generation of WRC rally cars. Sébastien Loeb and Daniel Elena were again driving for Citroën, this time with a DS3 WRC, when the DS badge still was a model in the Citroën range and not yet an independent brand. Loeb dominated the event and left Dani Sordo's Mini JCW WRC in second place. For the following year, the French driver was again driving a Citroën DS3 WRC and he beat Sébastien Ogier, now driving for Volkswagen. This was the year Loeb announced his part-time retirement. He would tackle only a few rallies along the season. For this pair of DS3s we have another Ixo diecast, for the 2012 version and a resincast by Spark, for the 2013 winner. Having both side-by-side, the Red Bull sponsored Ixo model and the Abu Dhabi Spark example, it's difficult to decide which is best. Ixo fitted mud flaps behind all four wheels and much thinner roof aerials. Spark has better rear wing and rear lamps. Both look terrific and show just how close a diecast can be to the best resincast. Loeb won the Monte-Carlo seven times, a record that nobody though could be broken.

OGIER'S DOMINANCE

Of course, the second Sébastien had other ideas and started to show them the following season taking the VW Polo WRC to its first Monte-Carlo victory. It's



another opportunity for Ixo to show its art with a great diecast, painted white with blue and grey stripes. The model features four extra spotlights on the bonnet, replicating the Polo as it was rallied by Ogier in night stages. This was only the first WRC win for Ogier and the Polo in the event. Two more would follow in 2015 and 2016, in both occasions with a new dark blue livery for the Polo. In 2015, Loeb was back from his WTCC commitments and back to the DS3, but nothing could stop Volkswagen, that claimed the first three positions.

Ogier closed his hat-trick of wins with the VW Polo in 2016, leading a 1-2 finish. Spark produced both Polos as resincasts and they really look superb. Not only the boxy shape of the car gives the standard Polo a great stance, but also the livery is a real explosion of blue and white. Details that grab the eye are things like the multiplane rear wing, dark grey wheel rims, headlamps with LED details and the front bumper design.

VW retired from WRC at the end of 2016 and Ogier found a new home with M-Sport and the new Ford Fiesta WRC. The Monte-Carlo was the debut for a new generation of rally cars. One with much more emphasis on aerodynamics that brought back memories of the 1980s Group B monsters. The new cars were faster than the previous year and the Fiesta was as fast, or indeed faster, than the opposition from Toyota, Hyundai and Citroën. This was the tool Ogier needed,

▲ The IRC years, easy to spot due to the much less aggressive rear end aerodynamics.



▲ Citroën's third wave of wins came with the 2012 and 2013 DS3 WRC, the first is a Spark model, the second an Ixo release.



▲ Rear wing on the 2012 DS3 looks very realistic.

▼ VW and Ogier dominated the Monte-Carlo from 2014 to 2016. The oldest model is a diecast by Ixo, the other two are resincasts by Spark. All look superb.



▼ The last three wins have been taken by three different brands: Citroën C3 WRC (2019), Hyundai i20 Coupé WRC (2020) and Toyota Yaris WRC (2021). The first pair is by Ixo, the other is by Spark.



he bagged another win in 2017 and would repeat the feat the following season, still driving the Fiesta and beating the competition by a margin of more than one minute. Both Ixo and Spark reproduced this pair of Fiestas – we chose one of each: Ixo, for the 2017 car and Spark, for the 2018 victor. Again, looking at both scale models it's difficult to elect the best replica. Both share the same precision in detail, and this generation of WRC cars had plenty in the shape of small wings and winglets, air scoops and a prominent air extractor under the rear bumper. Due to shorter windows, it became more difficult to look inside the cockpits. However, if you look closely you can see the new safety seats, with pronounced 'ears' to protect both driver's and co-driver's heads, in case of side impact.

After two years rallying against his first WRC team, Citroën convinced Ogier back to the fold in 2019 and he promptly gave them something to celebrate. Citroën recorded its 100th WRC win in the year of the company's centenary. This was Ogier's seventh Monte-Carlo win, equalling Sébastien Loeb's record. However, this was the closest win ever in the history of the rally. Second placed Belgian Thierry Neuville, driving a Hyundai i20 Coupé WRC, finished only 2.2 seconds behind Ogier. Our scale model for this year is supplied by Ixo and looks as astonishing as any other modern WRC piece from this model maker. Look closely and you can find a base pattern in the livery, with small old-style Citroën logos. The double plane rear wing

looks as big as the real thing and the front end is as menacing as something from a Marvel movie.

Citroën announced it was retiring from the WRC at the end of 2019, so Ogier signed a contract with Toyota to drive the Yaris WRC from 2020, however, he was not able to deliver a record eight win in Monte-Carlo that year. The honors went to Thierry Neuville, after years of trying. He was just too fast in the last day of the event and deserved to win. Ixo made another great looking Monte-Carlo winner, full of interesting features, starting with the light-blue and day-glo red livery. Headlamps get a little of that red too. Rear view mirrors have an aerodynamic base and the rear extractor looks as effective as on a racing car's.

Ogier got his record eighth Monte-Carlo win with the Toyota Yaris WRC in 2021. The rally was held without spectators, due to the pandemic, but that made no difference to the French driver who led his team-mate Elfyn Evans to a 1-2 at the finish line. Toyota was back at winning ways in Monte-Carlo since 1998's Carlos Sainz win. Ogier also won his eighth WRC title at season's end, but he's still one behind Loeb, here. Our last scale model comes from Spark and features a lot of astonishing details, like carbon fibre surfaces for the rear wing and other smaller parts. There are sculpted profiles under the doors and the most elaborated rear wing. It is incredible how a vulgar looking standard car like the road going Yaris could be transformed into something as wild as this WRC version.

In the end, this was the magic of the fastest rally cars that have ever raced. A new era is starting with this year's Monte-Carlo rally. Cars now have a hybrid system that promises to make them cleaner. The three manufacturers involved in WRC accepted the new rules, in fact, they demanded the change so they could justify staying in this discipline. One thing is for sure, the next scale model in this collection will be a completely new car, and surely Ixo and Spark are already studying how to model the new age rally cars. For the Rallye Monte-Carlo, a new era is just beginning. **DC**

1 The Ford Fiesta WRC 2017 won with Ogier, eleven years after the Focus. Model by Ixo.

2 Ford Fiesta WRC 2018 won again with Ogier, this time we have a resincast by Spark.



▲ Hyundai i20 Coupé 2020 rear wing, as modelled by Ixo.



▲ Front winglets on the 2019 Citroën C3 WRC by Ixo.



▲ Details on the 2017 Fiesta WRC front end, by Ixo.



▲ Extreme rear view of Ixo's 2021 Toyota Yaris WRC.



Knock on wood

Paul Brent Adams finds a 'wooden' model on a diecast hunt



It might look like carved wood, but this recent Hot Wheels model is actually a normal die-cast. It certainly caught my eye on a recent model hunt, and I snapped it up. So what is the story behind this strange little fellow?

Pixar (now owned by Disney) has been making computer animated movies since 1995 – *Toy Story* being its first feature film. A delivery truck, from the fictional Pizza Planet chain, appears in the movie – and it has made at least a cameo appearance in most Pixar movies ever since. It was even seen in *Brave* (2012), despite the fact that the film is set in medieval Scotland. The truck appears as a small, wooden replica on the workbench of the witch in the film, who also likes wood carving. Clearly, being a witch, she can see into the future, and was therefore able to carve an accurate model of the truck.

Hot Wheels released a model of the regular Pizza Planet Truck as part of its premium Replica Entertainment line (devoted mainly to film and TV models) in 2019, and again in 2020 (see the page opposite). Several batches, usually five models to a batch, are released each year. The initial version was in the standard Pizza Planet colour scheme of yellow with a white rear body, a red and white rocket atop the cab, and a weathered finish. Being part of the Replica Entertainment range, the model has both a metal body, and metal baseplate; detailed Real Rider wheels; and extensive tampon printing. It is also considerably more expensive than regular Hot Wheels mainline models.

The *Brave* version is part of the 2021 range. The card shows a scene from the film, with the witch working on a carving, with the Pizza Planet truck by her side – proving that the model is screen-accurate. The copyright date on the back of the card is 2020.

The model itself has been given a beautiful, and very realistic 'wooden' finish, so it matches the carving seen in the film. The overall finish is a light, golden brown, with darker brown lines representing the grain of the wood. This covers the whole of the model, including the windows, and even the baseplate. The plastic tyres

▲ The truck is basically a pick-up, with a topper covering the rear bed. A Pizza Planet rocketship sits atop the cab.



▲ The Hot Wheels Pizza Planet Truck on its card, with the witch from the film *Brave* at work on another carving.

1 The wood grain effect is applied all over the model, except for the wheels. There are no other markings.

2 The wood grain is even applied to the detailed baseplate.



▲ The model, showing its beautifully applied 'wood grain' finish. Only the wheels and tyres lack a simulated grain.



1



2

and wheel centres are a matching golden brown. There are no markings other than the wood grain.

Overall length is 69 mm, and it weighs an impressive 60 grams. Baseplate markings include the name Pizza Planet Truck, © Disney/Pixar, © 2018 Mattel, the Hot Wheels ribbon, and "made in THAILAND".

The Pizza Planet Truck also appeared in the animated movie *Cars* (2006) and its sequels, the truck being named Todd. Mattel produced a die-cast model of this version in its *Cars* range. These are sold as Disney/Pixar models, with only a discrete Mattel name on the cards – they are not Hot Wheels models. There have been a number of other toy versions of the truck, in different sizes, often in plastic. A cracking little model, and great fun. **DC**

Premium *Toy Story*

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



Being a parent to two young children in the 1990s meant that I was fully exposed to the delights of the original Disney/Pixar *Toy Story* movie. Many, many times over. And being an enthusiastic Hot Wheels collector, I quickly snapped up the two recent, excellent Hot Wheels Premium releases of the film's two star cars.

Hot Wheels Premium models might be a few pounds more expensive than the mainstream range that you'll find in most supermarkets, but they are certainly worth the extra cash as the detail and quality is much greater. Getting the special "Real Riders" sub-branding, the packaging also bears reference to the model being "METAL/METAL", which means that it features both a diecast body and a diecast base.

When Paul Brent Adams sent me the article that you see on the opposite page, it seemed the perfect time to share these miniature marvels alongside it. And, of course, I had to buy the model that he featured too (thank you for the excuse, Paul!). I won't go into great detail about the Pizza Planet Truck, as Paul has already done that bit for me, other than to say that this is the original release that he refers to on page 62, as it appeared in the movie.

So focusing now on RC Car (or "RC" as it was simply referred to in the film), it wears the correct lime green, with colourful three-

▲ The pair of Mark Jones-designed Hot Wheels Premiums from the *Toy Story* movie – RC Car and Pizza Planet Truck.

► Comparing the two versions of Pizza Planet Truck – the original movie version on top of the 'wooden' *Brave* release, as detailed by Paul Brent Adams on the page opposite.

tone blue 'splash' markings and captures the film star's looks very well, right down to the bug-eye headlights. At first glance, it appears to be based upon the 2010 RC To Go release, but this is a much improved design, with the wheels being a marked improvement in particular. It also features the aerial that was missing from the first release.

Both RC Car and Pizza Planet Truck were designed by Hot Wheels design legend, Mark Jones. He has worked for Mattel since 1986 and currently serves as a project manager and as the lead designer for the Hot Wheels Premium ranges. Mark began working for Hot Wheels in 1993, moving to Tyco in 2009 and then sister brand Matchbox, designing the Real Working Rigs and Sky Busters lines.

He returned to Hot Wheels in 2015 and has been designing cars for them since. Jones also designed the CM6 wheel, which would be used in a number of speciality ranges, such as the Ferrari Racer, Speed Machines and AcceleRacers series. When I was researching this short article, like when I delved into the portfolio of Ryu Asada for my recent two-part tribute, I was quite surprised to discover how many of Mark's Hot Wheels designs that I already have in my collection. A future spotlight article, for sure... **DC**

Superfast 1969-1982

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

No.
20



Number 20 is one of the most interesting numbers in terms of the Lesney Superfast years, despite it comprising only two castings. The first 1969 catalogue had Chevrolet Impala Taxi in the number 20 slot, but a second catalogue was issued, partway through the year, announcing the new Superfast range. Lamborghini Marzal was one of the very first batch of three to hit the shops, and was in fact the very first Superfast that I bought, aged 5. Replaced in 1975 by Police Patrol, this then outlived the Lesney years and continued way beyond

LAMBORGHINI MARZAL

Catalogue: 1969 (2nd)-74

Box Styles: F, G, H, I

The original Marzal was a one-off concept car, designed by Bertone on a Lamborghini Miura chassis, with large gull wing doors. Like No 5 Lotus

▲ **Lamborghini Marzal and Police Patrol** – with their relevant initial release boxes to the rear.

Europa, introduced at the same time in 1969, it was very popular with toy manufacturers, and was also modelled by Dinky, Mercury and Politoys, among others. Some early models can be found with No 2 racing labels on the bonnets – these were only found in the G-3 Racing Specials Superset.

The real Marzal was silver, but Matchbox chose to model it in a luscious metallic dark red. It has an off-white interior, amber windows and an unpainted metal base. Like the Lotus, early versions had narrow wheels, but the base was later modified to allow thicker wheels. Early examples had flared front and squared rear wheel arches, but these were later modified to accommodate the bigger wheels.

In 1971, the Marzal was painted in pink and this could range from Hot Pink to more of an orangey salmon shade. This continued across the transition to wider wheels and modified arches. For 1972, a short run of Marzals was produced in yellow, and



used exclusively in the B-r-r-oom stick set. This was a plastic handle attached to a length of elastic that supposedly let you "steer your car by remote control". It wasn't a massive success so, as a result, the yellow version is quite hard to find.

POLICE PATROL Range: Rola-matics Catalogue: 1975-82 Box Styles: J

Police Patrol is very obviously a Range Rover, in all but name, and was a Rola-matics release from the outset. Its working feature is a rotating part under a clear dome on the roof to simulate the flashing light of the real thing. Despite not being very convincing (it was a nice idea though) this proved to be an incredibly popular model and it is the only one of the Rola-matics range that survived beyond the Lesney days, lasting up to and including the 1985 catalogue,



▲ At the back, Police Patrol in "Two Packs" ambulance guise, plus the three later issue Lamborghini Marzal box styles. To the fore, three Marzal colour variations (note the changes to the wheelarches needed for the later, wider wheels), and a myriad of Police Patrol variations.



▲ Lamborghini Marzal was the model supplied with the short-lived Sooper Dooper Hooper Looper set. This example is still sealed in the inner pack, exactly as it left the factory over 50 years ago.



▲ I couldn't resist creating a Code 3 of the Marzal to replicate the real one-off car, in silver with a chrome-effect interior. Also shown are two Police Patrol Code 3s, using original, previously-unused genuine Lesney stickers to turn them into fire and ambulance service vehicles.

and was produced in a wide range of colour schemes. The windows were frosted to disguise the fact that there was no interior, just a series of gears to rotate the light.

Early versions came in white with an orange stripe label along the side, looking like a generic UK police car. The base and grille were unpainted, although the interior was orange (or occasionally yellow), which was an unusual choice given that British police vehicles had blue lamps. In 1976, it was included in the Construction Site gift set, painted orange with a "Site Engineer" sticker on each door. The orange-bodied version then made it into the main range, sporting Police or Ambulance stickers. It was also briefly used in the Two-Pack series as a military ambulance, painted olive drab with a Red Cross label on each side and can also be found in this body colour with Police or "A" labelling.

In 1981 a special version was made for the French market to commemorate the rugged Paris-Dakar Rally and painted mid-blue with a yellow label reading "Securite - Rallye Paris - Dakar 81". Later, in 1981, Police Patrol was given a new look for the 1-75 range, albeit still white, but with a black chassis, blue interior and a new side label with red and yellow stripes over a chequerboard pattern. Also in 1981, the colour scheme for the USA market changed to a blue-on-white County sheriff livery, although it kept the unpainted base.

Beyond Lesney, it was recoloured again in 1983 as another Paris-Dakar security vehicle, this time in metallic beige with red inner workings. This version was not exclusive to France, and it soldiered on in this colour until late 1985, when it was the last Rola-Matics remaining in the range. However, this wasn't the last livery – for the Japanese range, for 1984, it was painted in Tokyo Police colours of black and white, with Japanese lettering on the doors and a stylised chrysanthemum on the bonnet. **DC**



Does it actually matter?

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

Well, this is nearly the end of Size Matters. Himself in charge who rather unwisely once said “run it until we run out of ideas” has allowed this final dip into the photo file. Actually more a case of use up a few of the fun images that did not quite make it first time round for whatever reason. This is very much a few personal choices based around scale, of course.

I've never been an avid collector by brand of model or marque of vehicle, but do have a soft spot for bringing together contemporary and compatible items from different sources. So the first thing to do here is thank a veritable legion of like-minded folk for the unstinting loan of items, and for Roger Wynn Studios for doing them justice, often at short notice.

Tunnel vision can be a wise move to attempt to keep things under control, but a little thinking outside the box is actually a good survival technique in any field of endeavour. There are a whole raft of collectors that specialise in major public exhibitions and anything to do with them. A big-time favourite is, of course, the Festival of Britain, and there are legions of ‘stuff’ to

▲ Three collectables from a very popular theme, but not one heavily endowed with models. The Oxford DH.88 Comet is the key one and the Classix Ford Thames van the surprise. The latter was nearly missed first time around, saved by a correspondent who also provided the nearby image. The real Comet was superficially restored and displayed in the Transport Pavilion. The scale difference here between it at 1/72 and the van's 1/76 can surely be best ignored. The third item, the backdrop, is the contemporary one - it's part of an *Eagle* comic centre spread cut-away.



▲ Larger scale coaches and buses have never been plentiful. When Conrad, in Germany, produced this 1/43 scale 1938 Mercedes-Benz post-bus in the 1980s, it caused quite a stir. The Vitesse Mercedes 170 van from a few years later seemed a perfect scale match and particularly emphasises the model bus's 30 cm length.



▲ Source for a wonderfully authentic model. It looks to be a brand new vehicle with its 1950 registration. Perhaps the site behind is still being cleared - there is a huge towed diesel compressor back left.



▲ The Bedfords came before the Scania that's for sure, but they are not so far apart as might be guessed. The Tekno artic looks pretty good in its 1/50 scale alongside the c1960 Corgi vans, despite the latter being credited as 1/44 in the Great Book. However the vans are actually slightly shorter and narrower than the otherwise very similar Dinky versions, which are listed as 1/48 scale! Which way whatever, but the more recent Corgi Classics 1/43 versions are very noticeably larger than both, as they should be, and would not suit here at all.



▲ Railway-liveried model vehicles have always been popular - witness the considerable fleet of Corgi Classics British Railways vehicles of recent years. Pre-war, Dinky did the 'big four' railway companies nicely, and so did Minic tinplate for that matter. In the 1950s, just about everybody had a go at a British Railways vehicle. However, French Dinky beat us all to it with a basic Ford SNCF covered lorry in 1949. They then did it again in 1952 with a Panhard articulated vehicle - it is seen here with our effort from the following year, the Hindle Smart electric, plus an enthusiast's authentic flat bed version. Things got much better with Spot-on's 1960 Thames Trader (the authentic style container is retro modern), its large 1/42 scale being great for putting alongside French Dinky's Unic from just a few years later, in 1966. This was, nearly unbelievably for us over here, to true 1/43 scale - Meccano France had decided to use the scale for all new vehicle models. Nice one. Had it noticed Spot-on?



▲ Decades apart, but a near identical scale and common purpose. The Spot-on Austin artic is from the early 1960s and, at the time, this was a model of a contemporary vehicle of the well-known marque. The Morris LD150 van by Vitesse now represents, some 50 or so years later, a heritage livery. The two were made for each other, pity re the delay.



▲ Another favourite for slightly different reasons. One marque of vehicle, five brands of toy manufacturer, nearly a common scale and an even more affordable market sector. Nearly all the Renault R5 saloons are from the Matchbox 1-75 range, just one, top right in metallic blue is from Siku. The small van hails from Majorette and the larger Savien artic. is by Solido. Most will recognise the Corgi Superhailer Volvo transporter. And the scale, let's say, circa 1/64 (ish).



▲ One of the writer's favourites, unusual nearly unique vehicles to a common and recognised scale and part of a somewhat more affordable range. It gets better today, three gone but not forgotten marques - AEC, Foden and Seddon. I almost hope the modern fashion for 1/76 scale does not extend this far.

be had. But, restrict this to just models associated with this 1951 event and 'spend, spend, spend' is very high impossible. Me thinks himself in charge may like the pocket money result herewith.

Some great ideas have come from unexpected sources. Enter the bus enthusiast, actually not much of a collector, who pointed in the direction of the then near impossible dream - a model bus in 1/43 scale. Better still, a huge bonneted Mercedes 'beast'. Strangely, I've always had a liking for continental-bonneted commercials, but know not why. Better again, a postal vehicle - what's not to like? Some other pairings from across the years, even decades apart, are here to amuse - as somebody once said, the sum is far more attractive than the individual parts.

Most toy and model car collectors specialise, but nearly all will own up to a soft spot for models of unusual vehicles. Often, these are not related to their main interest. Fortunately diecast manufacturers had, at times, similar moments of distraction. How about Matchbox's BP Supertanker, Dinky's Holland Coachcraft van and Spot-on's Mulliner coach. Master of this niche market, at least some decades back, does however seem to fall fairly and squarely at Budgie's door. Its scales were variable and sometimes its modelling was even more so, but it could be in a class of its own. Necessarily, its larger commercials were kept to a smaller scale, fortunately it nearly always used the same scale for these and included some almost unique vehicles into the bargain. Even with today's virtual avalanche of product to 1/76 (or 00) scale, most still remain unique.

The writer has always had a healthy interest in the accessories, something that today, at last, gets its fair share of attention. Spot-on is a personal favourite for that reason alone - one scale for everything, and that did mean everything. Hence my involvement in, once again, putting together the Spot-on scenic layout first built nearly ten years ago for The Ultimate Book of Spot-on Ltd. All 18 feet of it are now part of a new permanent exhibition within Wimborne Model Town, itself already a major Dorset attraction. **DC**

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RRDK01 - BMW 2800 CS Roskilde Ring 1972 - 1:43 RRAL113 Audi Sport Quattro Portugal Rally 85 - 1:43 DSN12 - Opel Kadett GTE Tour de Corse 76 - 1:43



MODEL-CAR
GROUP



MODEL-CAR
GROUP

18264 - Ford Granada MKII 2.8 Injection 1981 - 1:18

18263 - Ford Granada MKII 2.8 Injection 1981 - 1:18



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43000301 Alfa Romeo 6C 1750 GTC 1931 - 1:43

43056000 Ferrari 275 GTB4 1967 - 1:43

43056132 Ferrari 410 Superamerica 1958 - 1:43

WHITEBOX

WHITEBOX



Deco - sample not final

124098 - Skoda 110R 1971
1:24

124094 - Opel Corsa A SR 1985
1:18

124095 - Opel Manta A GTE
Black Magic - 1:24

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◀ Dinky Supertoys Shell-BP Fuel Tanker (No 944) with its box.

Shell-BP fuel tanker

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

The early tankers were lorries carrying large drums for the fuel. Today, there are purpose-built tankers with specialised bodies and tanks delivering petrol and diesel to garages and fuel depots. The Dinky Toys range included a number of diecast tankers and the Dinky Supertoys series had the famous Foden tankers with petrol advertising on the tinplate tank bodies.

In the 1960s, a more modern tanker joined the Dinky Supertoys range as the Shell-BP Fuel Tanker (No 944) in July 1963. This used the chassis and cab from the Leyland Octopus Wagon (No 934), but was fitted with a plastic tank screwed to the chassis. The *Meccano Magazine* of that month's advert says "In real life huge fuel tankers can be seen everywhere, therefore no miniature collection should be without one". In the *Dinky Toys News* it states that "Naturally, our miniature does not hold any fuel, but you may be interested to learn that the prototype is capable of holding anything up to 4,000 gallons".

The model has a grey chassis and the cab is in two-tone white and yellow, as is the plastic tank body. The cab also has glazing, but no plastic interior, and there is silver detailing for the radiator, headlights and front bumper. The wheels are in grey plastic, but some versions have white, black or red ones. There is also a tinplate tow hook at the back. The Shell and BP logos in their appropriate colours are on labels affixed to the sides and rear of the tank body. It was sold in yellow, illustrated card lift-off lid boxes, end flap boxes and yellow and gold Visi-Pacs before deletion in 1970. The model could also accompany the Dinky Toys Shell or BP Petrol Pump Stations (Nos 782 and 783).

During its production, a promotional model was produced for the Corn Products Company under the



▲ Dinky Supertoys Shell-BP Fuel Tanker as a promotional for the Corn Products Company with the plain box. Photo: Vectis



▲ Dinky Toys 1966 catalogue, showing the lower half in a more orange colour.

FURTHER INFO

A variety of Dinky Toys tankers have always been of great interest to collectors and appear occasionally in the DTCA Journal with photographs. You can find out more or join by visiting the website www.dtcawebsite.com

name of 'Sweeteners for Industry'. The model is in white with a black chassis and white plastic wheels. The tank body carries black labels with "Sweeteners for Industry" in white lettering. The model was produced for the company to give away as gifts to customers of the company and to promote its products. The company also states that 550 were produced and the model was supplied in a plain white top card lift-off lid box, identical in size to the Dinky Toys box and using a yellow base.

The name Leyland was the amalgamation of the Lancashire Steam Motors and Leyland-Crossley companies in 1907. The first eight-wheel wagons, named the Octopus, appeared in 1935. The name re-appeared in 1948 alongside the Comet, Beaver, Hippo and Steer models. The Leyland trucks had a gross weight of 24 tons and were diesel-powered, with a Leyland engine. According to the Toyman article in the *Meccano Magazine*, the Dinky Toys model is based on the Leyland chassis with the tank bodywork produced by Alfred Miles Limited of Brockworth, Gloucestershire. He also says that he saw one these tankers at Liverpool Airport. **DC**



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1929-35 Mercedes-Benz G3A
Kfz. 70 Wermacht truck



1980 Chevrolet Corvette
America sedan



1971 Trident Venturer Coupe



1946 Invicta Black Prince
saloon by Charlesworth



1929-35 Mercedes-Benz G3A
Kfz. 70 Afrika Korps truck



1980 Chevrolet Corvette
America sedan



1934-41 Adler Trumpf Junior
4-door sedan



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



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



1947 HRG 1500 sport roadster



1947 HRG 1500 sport roadster



1977 Lincoln Continental
Mark V Coloma pickup



1977 Lincoln Continental
Mark V Coloma pickup



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Pulling power

Rick Wilson remembers a pair of eye-catching adverts that helped get him hooked on Superfasts, over 50 years ago.

In 1969, when the Superfast range was launched by Matchbox, I was just five years old. Any impressionable youngster would surely have fallen for the same temptation that I did. The appeal of those early castings was made all the more irresistible by the advertising bombardment within the pages of my favourite comics.

The first three releases to sport the new, snazzy wheelsets – No 56 BMC Pininfarina, No 5 Lotus Europa and No 20 Lamborghini Marzal – were all beautifully made, with opening doors on two of them (the look of the Marzal was enough on its own in my eyes), so resistance was useless.

Just a few months later, and with plenty of Superfast track now acquired, I was again powerless to resist another advert, nestling within the pages of *The Victor*. There, racing along the very same track that I had at home, was a pair of pretty accurate representations of real late-1960s racing cars – the Ford F3L (No 45 Ford Group 6) and Porsche 910 (No 68).

It has to be said that this pairing, in particular, went a long way towards starting the fire within me that led to my fascination with endurance racing, with many laps of the living room carpet under my belt 'driving' these two for hours on end (with appropriate noises, of course). Two years later, when

▲ That very first advert, from 1969, responsible for drawing me into the world of Matchbox Superfast.

▼ Mighty racers both, on that amazing yellow track that accounted for so much of my pocket money in 1970.

Steve McQueen's movie *Le Mans* came out, I was absolutely mesmerised by the race, and have been ever since.

It didn't matter to me that the colours weren't like the real cars back then, but it does now, so there will be some Code 3s produced at some point in the near future.

See, it all started with that simple, but effective half page in a mere comic. It properly pulled me in and cast a spell. Power is everything! **DC**



AUCTION NEWS

BIDDERS WERE IN SEVENTH HEAVEN FOR THE PRIVATE COLLECTIONS SALE

THE specialist sale held at Vectis Auctions on the 11th of January featured no fewer than seven private owner collections. The Forest Collection included boxed and unboxed Dinky models, Corgi, including rare issues and gift sets, and TV-related items. The Northumberland Collection featured Triang Spot-on plus Dinky and Corgi, and further Corgi models were included in The Hebburn Collection. The Jaguar Collection comprised a range of Dinky No 219 Jaguar models and The Tees Valley Collection Part 2 included Harry Potter memorabilia, including Lego sets and diecast vehicles, further TV & Film-related models, Dinky, Triang Minic, Britains, French Dinky military models, Corgi, Matchbox Superfast and Regular Wheels, and trains. Part 3 of The Devonshire Collection featured

further Corgi and Dinky models, Corgi Whizzwheels, Dinky aircraft, plus Hot Wheels and Triang Spot-on. The final collection came from an ex-shop stock collection of Dinky.

There was certainly plenty of interest from bidders online and several items reached values way beyond their respective estimates.

One auction in particular that created quite a stir with its hammer price and then rather a lot of discussion on social media in the aftermath, was the very rare, yellow Corgi 'Touring Secours' Land Rover.

For images and more complete descriptions, turn the page to our usual Price Guide section, on pages 74 to 77. Here is just a small sample of the highlights:

• **Lot 116 Corgi Toys No 416 Land Rover "TS Touring Secours".**

Estimate: £ 700 - £800 Sold For: £2,600

• **Lot 554 Dinky No 398 Farm Equipment Gift Set**

Estimate: £400 - £500 Sold For: £1,200

• **Lot 84 Corgi Toys No 205 Riley Pathfinder Saloon**

Estimate: £ 300 - £400 Sold For: £1,200

• **Lot 114 Corgi Toys GS38 Rallye Monte Carlo Gift Set**

Estimate: £700 - £800 Sold For: £1,200

• **Lot 105 Corgi Toys No 419 Ford Zephyr Motorway Patrol.**

Estimate: £300 - £400 Sold For: £1,100 ■

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

ebay WATCH



DATE: 4th January 2022

TITLE: James Bond Corgi limited edition attache case with 8 chrome cars

SOLD FOR: £186.50

BIDS: 16

James Bond 007 eight car limited edition chrome collection in an attache case. The combination locks are in perfect working order and currently set at 007. Some of the cars have moving parts and weapons which are still sealed in their bags. Cars in mint condition and only taken out of the case to take these photographs. Attache case in good condition, although there is a slight dent on the top. Comes with a set of eight cards with information of each car and film.



DATE: 17th January 2022

TITLE: Rare Promotional Gold Chrome Dinky Toys No 135 Triumph 2000

SOLD FOR: £216.02

BIDS: 5

In perfect working order and good overall condition - item has been fully tested, it is fully operational and it functions as intended. The item has some signs of cosmetic wear. There are areas where the paint has aged, as one would expect on a vintage model car. The paint is largely intact, however, there are a few light scratches to parts of it. The opening mechanisms on the boot and the hood both operate nicely. No box is included with this listing.



DATE: 8th January 2022

TITLE: Matchbox Models of Yesteryear Ford Model T Van Hoover blue.

SOLD FOR: £231.87

BIDS: 13

Unlike its orange coloured counterpart, this is a very rare limited edition version of a Ford Model T Van, depicting 75 years of Hoover. This model was issued to employees of Hoover and limited to 500 copies only. This model is number 60 as confirmed on the included certificate. The van is finished in blue, with a white roof, gold wheels and windscreen surround. Tyres are black and in good condition. Underside is black. In perfect condition.



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BHM MAJESTY CLASSICS: MC 10 1966 SUPER MINX MK IV 6-LIGHT, WHITE OR BLUE £89.99 EACH



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PriceGuide

67
AUCTION
PRICES
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Welcome to our regular **Price Guide** section where we highlight a variety of collectables that have been sold through auction houses during recent months.

Toy Collectors Price Guide 2022 - Order your copy today by calling 01778 392480, or go online to ccofgb.uk/dcc-tcp2022



▲Corgi Toys No 290 Kojak Buick Sedan with both figures and the self-adhesive Police badge still inside. Mint in good box. **Sold for £65, British Toy Auctions, December.**



▲Corgi No 1376 Starksy & Hutch Duo Pack later modified larger car with blacked out windows, twin aerials and 4 spoke wheels, smaller Juniors car has the later grey bumpers. Mint in fair box. **Sold for £50, British Toy Auctions, December.**



▲Dinky Toys No 532 Leyland Comet Wagon with hinged tailboard in dark blue with mid blue back and red hubs. Near mint in very good box, with internal packing piece. **Sold for £90, British Toy Auctions, December.**



▲Dinky Toys No 752 Goods Yard Crane yellow crane on blue base. Near mint in very good box. **Sold for £50, British Toy Auctions, December.**



▲Dinky Toys No 101 Thunderbirds 2 & 4 green Thunderbird 2 with Thunderbird 4 inside the pod. Very good on very good inner packing piece in very good outer box. **Sold for £260, British Toy Auctions, December.**



▲Dinky Toys No 100 Lady Penelope's Rolls Royce FAB 1 in pink with Parker and Lady Penelope figures with a missile and 4x harpoons, canopy and Flying Lady mascot intact. Very good on good inner packaging piece in very good box. **Sold for £120, British Toy Auctions, December.**



▲Tri-ang Spot-on No 265 Bedford Tonibell Ice Cream Van blue with ice cream seller intact. Very good in good box. **Sold for £140, British Toy Auctions, December.**



▲Corgi Toys Gift Set 21 ERF Dropside Lorry with Platform Trailer and Milk churn Lloa turquoise blue cab, chassis and trailer chassis with white load areas to both. Very good on good inner plinth in very good outer box. **Sold for £150, British Toy Auctions, December.**



▲Matchbox M-9 Major Pack Hendrickson Inter-State Double Freighter in Cooper-Jarrett livery blue tractor unit with silver bodies. Fair in good box. **Sold for £30, British Toy Auctions, December.**



▲Corgi Toys Major No 1142 Holmes Ford Wrecker red and white with 2x mechanic figures and instruction sheet. Very good in good inner polystyrene tray and fair outer box. **Sold for £50, British Toy Auctions, December.**



▲Tri-ang Spot-on No 289 Morris Minor 1000 blue with red interior. Mint in very good box. **Sold for £70, Wallis & Wallis, December.**



▲Tri-ang Spot-on No 274 Morris 1100 with canoe on roof, in blue with red interior. Mint in very good box. **Sold for £130, Wallis & Wallis, December.**



▲Tri-ang Spot-on No 166 Renault Floride convertible blue with red interior. Mint in very good box. **Sold for £140, Wallis & Wallis, December.**



▲Dinky Toys No 24a Ambulance dark grey body with red crosses to side panels, criss-cross red open chassis, Bentley style grille, open side and rear windows and white tyres. Very good, unboxed. **Sold for £340, Wallis & Wallis, December.**



▲Dinky Toys No 22b Closed Sports Coupe yellow body with green roof and mudguards, original paint appears to have been varnished, marked Hornby Series Meccano LTD Liverpool cast into lead body, solid metal gold colour wheels/tyre castings with tin radiator surround. Quite good to good, unboxed. **Sold for £280, Wallis & Wallis, December.**



▲Corgi Major Toys Farming Models Gift Set No 22 comprising Series 2 Land Rover LWB, Fordson Power Major tractor with plough, Massey Ferguson 65 Tractor with shovel, Massey Ferguson Combine Harvester, 4-Wheel Trailer, milk churns, single axle tipping trailer, plus accessories. Good to very good, boxed. **Sold for £480, Wallis & Wallis, December.**



▲Corgi Toys Gift Set No 13 Fordson Power Major Tractor & Four Furrow Plough mid-blue with orange wheels and black tyres, with driver, plough in mid-blue with plated blades. Very good, on good insert, in good box, complete with instructions. **Sold for £100, Wallis & Wallis, December.**



▲Corgi Toys No 261 James Bond's Aston Martin DB5 from 'Goldfinger' metallic gold with red interior, all functions in working order and figures present. Very good, on very good insert, in very good box, complete with 'Top Secret' instructions, but no badge. **Sold for £170, Wallis & Wallis, December.**



▲Corgi Toys No 391 Whizzwheels James Bond 'Diamonds Are Forever' Ford Mustang Mach 1 red with black bonnet panel, creamy yellow interior, first type wheels, with white base. Very good in very good box. **Sold for £130, Wallis & Wallis, December.**



▲Corgi Toys No 336 James Bond Toyota 2000GT white with black interior, with both figures. Very good in good box with graffiti – no display insert. **Sold for £70, Wallis & Wallis, December.**



▲Corgi Toys No 930 Drax Jet Ranger from 'Moonraker' white helicopter with 'Drax Airlines' stickers, 9x rockets still attached to sprues. Very good to mint in very good box. **Sold for £65, Wallis & Wallis, December.**



▲Corgi Toys No 258 The Saint's Volvo P1800 white with black/white logo to bonnet, with red interior. Very good in good box. **Sold for £100, Wallis & Wallis, December.**



▲Corgi Toys No 267 Batmobile 2nd issue with gloss black paint, with Batwheels and thick rubber tyres, complete with both figures, all three actions working – chain slasher, rocket tubes and exhaust flame. Very good in very good box, but no paperwork, badge or rockets. **Sold for £150, Wallis & Wallis, December.**



▲Corgi Toys No 266 Chitty Chitty Bang Bang 1967 issue with original figures and both front and rear wings. Very good to mint. Good box with inner cloud packing. **Sold for £85, Wallis & Wallis, December.**



▲Corgi Toys No 339 1967 Monte-Carlo Winner B.M.C. Mini-Cooper 'S' red with white roof, with rack and spare wheels, RN177, red interior, 'LBL 6D' registration numbers, with smooth dished wheels. Boxed, Very good to mint in good label-adapted box, complete with leaflet. **Sold for £120, Wallis & Wallis, December.**



▲Corgi Toys No 256 Volkswagen 1200 East African Safari orange with sticker to bonnet, RN18, light brown interior, plated parts including chassis, dished spun wheels with black tyres, with rhino. Very good to mint in good box with insert. **Sold for £70, Wallis & Wallis, December.**



▲Corgi Toys No 38 Mini 1000 Camping Set Mini in cream with red interior, tent in blue and orange, blue recliner with two figures and BBQ. Very good to mint in very good window box. **Sold for £95, Wallis & Wallis, December.**



▲Dinky Toys No 201 Racing Cars Presentation Set comprising No 240 Cooper, No 241 Lotus, No 242 Ferrari and No 243 BRM with 4x figures. Excellent to near mint, on excellent inner pictorial stand in good outer yellow and red presentation window box. **Sold for £580, Vectis, January.**



▲Corgi Toys No 508 Commer "Holiday Camp Special" orange and white, white interior, silver trim, spun hubs, green plastic tarpaulin with correct luggage cases. Excellent plus, unboxed. **Sold for £80, Vectis, January.**



▲Corgi Toys Major No 1130 Bedford TK "Chipperfields Circus" Horse Transporter red cab with lemon interior, silver trim, spun hubs, trailer finished in red, with blue plastic upper, spun hubs, 6 grey horses. Excellent, unboxed. **Sold for £90, Vectis, January.**



▲Corgi Toys No 479 Commer "Samuelson Film Service Limited" Camera Vehicle blue and white, spun hubs, with camera and cameraman figure and rare white interior. Excellent, unboxed. **Sold for £60, Vectis, January.**



▲Dinky No 398 Farm Equipment Gift Set including Massey Ferguson Tractor, trailer, manure spreader, hay rake and plough. Excellent to excellent plus on good plus inner carded tray in good presentation box. **Sold for £1200, Vectis, January.**



▲Corgi Toys No 416 Land Rover "TS Touring Secours" very rare variation in yellow, including metal tilt, grey plastic aerial, flat spun hubs, metal tow hook with original "TS Touring Secours" pin badge. Near mint in excellent box with "Touring Secours" flash. **Sold for £2600, Vectis, January.**



▲Corgi Toys No 205 Riley Pathfinder Saloon blue body, silver trim, flat spun hubs, rare variation without mechanical motor. Near mint in excellent plus blue and yellow carded picture box with collectors club folded leaflet. **Sold for £1200, Vectis, January.**



▲Corgi Toys GS38 Rallye Monte Carlo Gift Set red BMC Mini Cooper S #52 with white roof, metallic maroon Rover 2000 #136 with white roof and pale blue Citroen DS19 #75 with white roof. Excellent plus to near mint, excellent plus inner pictorial stand and good plus outer blue and yellow carded picture box. **Sold for £1200, Vectis, January.**



▲Corgi Toys No 419 Ford Zephyr Motorway Patrol rare "Rijkspolitie" issue, in white with red interior, small blue roof light, grey plastic aerial, flat spun hubs, with front and rear decals. Near mint in good plus blue and yellow carded picture box, with correct inner packing piece and collectors club folded leaflet. **Sold for £1100, Vectis, January.**



▲Dinky Toys No 122 Volvo 265 DL Estate pre-production in dark blue, with brown interior, Speedwheels and black plastic base. Good, unboxed. **Sold for £140, British Toy Auctions, January.**



▲Corgi Toys Constructor Set No 24 includes two cab/chassis units (one red, one white), with four interchangeable bodies, together with a plastic milkman figure, milk load and bench. Very good in good to very good inner polystyrene tray with fair plus yellow and blue picture lift-off-lid box. **Sold for £55, British Toy Auctions, January.**



▲Corgi Toys Gift Set No 13 Fordson Power Major Tractor and Four Furrow Plough includes a blue Fordson Major tractor with orange hubs and plastic driver figure, with a blue and silver four furrow plough. Excellent on a fair plus inner tray in fair yellow and blue card box. **Sold for £110, British Toy Auctions, January.**



▲Corgi Toys No 475 Citroën Safari '1964 Olympic Winter Sports' in off-white, with red roof rack holding four yellow skis and three yellow ski poles, brown dashboard and rear seats with green front seats, with skier figure and Olympic decal to bonnet. Very good in fair box. **Sold for £60, British Toy Auctions, January.**



▲Corgi Toys No 33 Heinkel Economy Car metallic blue, with flat spun hubs, and lemon interior with silver steering. Mint in fair to fair plus blue and yellow picture box. **Sold for £95, British Toy Auctions, January.**



▲Corgi Toys No 503 'Chipperfields Circus' Giraffe Transporter red Bedford TK cab/chassis, blue plastic rear body, with spun wheels and two plastic giraffe figures. Mint in good yellow and blue picture box with original inner packing piece. **Sold for £45, British Toy Auctions, January.**



▲Corgi Toys No 107 Batboat and Trailer in black, 1st issue tin tail fin and tin lithograph rear deck, light blue windscreen, chrome dashboard, flame stickers to hull, with plastic Batman and Robin figures, gold trailer with the plastic trailer coupling. Very good to excellent with extra Robin figure in good pictorial box. **Sold for £180, British Toy Auctions, January.**



▲Corgi Toys No 336 James Bonds Toyota 2000GT from 'You Only Live Twice' white with red aerial, two plastic figures and rocket launchers in boot. Near mint on excellent plus pictorial inner stand containing an opened 'Secret Instructions' packet and instruction sheet together with five loose yellow missiles in excellent blue and yellow picture box. **Sold for £200, British Toy Auctions, January.**



▲Corgi Toys No 1126 Ecurie Ecosse Racing Car Transporter metallic light blue body, red lettering, silver ramps, with spun hubs, and brown plastic interior. Near mint with poor inner packing piece in poor to fair yellow and blue picture box. **Sold for £95, British Toy Auctions, January.**



▲Hot Wheels Redline Custom Mustang 1967-dated Hong Kong-made in purple Spectraflame finish with original tin plate Collector's Button, wide rear wheels and narrow front wheels, and dark interior. Good, unboxed. **Sold for £110, British Toy Auctions, January.**



▲Dinky Toys No 360 'Space: 1999' Eagle Freighter 2nd issue in white with red plastic exhausts. Excellent on excellent plinth with excellent plastic bubble top. **Sold for £160, Sheffield Auction Gallery, January.**



▲Dinky Toys No 352 Ed Strakers Car from 'UFO' gold livery, blue interior. Good in good box. **Sold for £55, Sheffield Auction Gallery, January.**



▲Dinky Toys No 102 Joe's Car from Gerry Andersons 'Joe 90' automatic opening wings and extending tail fins, battery operated flashing engine exhaust, metallic aqua green body. Mint on near mint inner plinth in very good outer box, with instruction leaflet and two inner packing pieces. **Sold for £720, C&T Auctioneers, January.**



▲Dinky Toys No 100 Lady Penelope's FAB 1 from 'Thunderbirds' pink body, early issue with pink flashes on plastic sliding roof, spun detailed wheel hubs, with Lady Penelope and Parker figures, with paper number plates and flying lady motif to front, plus four rear harpoons & rocket still in packet. Mint on excellent inner plinth, in excellent outer box. **Sold for £800, C&T Auctioneers, January.**



▲Corgi Toys No 803 The Beatles Yellow Submarine yellow and white, red hatches, with figures of John, Paul, Ringo and George. Near mint, unboxed. **Sold for £75, C&T Auctioneers, January.**



▲Corgi Toys No 497 'The Man From Uncle' Thrush Buster Oldsmobile white body, metal spot lights, cast wheels, replacement Waverly ring. Very good with inner white packing card on excellent inner plinth in good outer box. **Sold for £320, C&T Auctioneers, January.**



▲Corgi Toys No 292 'Starsky & Hutch' Ford Torino red/white, 4-spoked wheels, 3 figures. Mint although one figure has been re-glued to its stand, good outer window display box. **Sold for £90, C&T Auctioneers, January.**



▲Corgi Toys No 277 'The Monkees' Monkeemobile red body, white roof, cast wheels, with figures of Mike, Mikey, Davey & Pete. Near mint in excellent window box, with Corgi club leaflet. **Sold for £140, C&T Auctioneers, January.**



▲Corgi Toys No 268 The Green Hornet 'Black Beauty' Crime Fighting Car gloss black body, spun wheel hubs, with sealed instructions complete with rockets and spinners. Near mint on excellent inner plinth in excellent outer box, with excellent inner white card packing, plus Corgi club leaflet. **Sold for £440, C&T Auctioneers, January.**



▲Corgi Toys No 258 The Saint's Volvo P1800 white body, red interior, spun wheel hubs, blue bonnet label. Near mint in excellent yellow and blue illustrated box, with Corgi Collectors Club leaflet. **Sold for £400, C&T Auctioneers, January.**



▲Corgi Toys The Avengers Gift Set No 40 containing scarce Steed's Bentley in green, with red wire wheels and Emma Peel's white Lotus Elan S2, cast wheel hubs, with original John Steed and Emma Peel figures and 3x umbrellas. Near mint to mint, with excellent inner white card packing on excellent inner plinth, in excellent outer box. **Sold for £660, C&T Auctioneers, January.**



▲Dinky Toys No 110 Aston Martin DB3 Sports Car pale green body, red interior and ridged hubs with smooth tyres, white driver figure and steering wheel, silver trim, RN22 to sides. Excellent plus in good plus to excellent yellow and red carded picture box. **Sold for £340, Vectis, January.**



▲Dinky Toys No 111 Triumph TR2 Sports Car turquoise body, red interior and ridged hubs with smooth tyres, white driver figure and steering wheel, silver trim, RN25 to front wings and bonnet. Excellent plus in excellent box. **Sold for £200, Vectis, January.**



▲Dinky Toys No 114 Triumph Spitfire Sports Car red body, cream interior with correct plastic driver figure, silver trim, red spun hubs with black treaded tyres. Excellent plus in near mint yellow and red carded picture box. **Sold for £140, Vectis, January.**



▲Dinky Toys No 156 Rover 75 Saloon cream body, silver trim, mid-blue ridged hubs with black smooth tyres. Near mint in near mint yellow and red carded picture box, with correct clear colour spot. **Sold for £220, Vectis, January.**



▲Dinky Toys No 182 Porsche 356A Coupe cream body, silver trim, mid-blue ridged hubs with black treaded tyres. Excellent plus in near mint yellow and red carded picture box. **Sold for £140, Vectis, January.**



▲Dinky Toys No 230 Talbot Lago Racing Car mid-blue, chrome spun hubs with grey treaded tyres, yellow RN4, white driver figure, silver trim and side exhaust. Near mint in good plus yellow and red carded picture box. **Sold for £160, Vectis, January.**



▲Dinky Toys No 231 (23n) Maserati Racing Car red including ridged hubs with grey treaded tyres, white RN9, driver figure and front flash, silver trim and side exhaust. Excellent plus in good plus to excellent yellow and red carded picture box with harder to find dual-numbered end flaps. **Sold for £130, Vectis, January.**



▲Dinky Toys No 233 Cooper Bristol Racing Car green body, red plastic hubs with grey treaded tyres, white RN6 and driver figure, silver trim and side exhaust. Excellent plus in near mint yellow and red carded picture box. **Sold for £140, Vectis, January.**



▲Dinky Toys No 235 HWM Racing Car light green, mid-green ridged hubs with grey treaded tyres, yellow RN7, white driver figure, silver trim. Good plus to excellent in good plus yellow and red carded picture box. **Sold for £120, Vectis, January.**



▲Dinky Toys No 239 Vanwall Racing Car green, cast spun hubs, yellow driver figure, silver side exhaust, RN35 to rear sides and front. Excellent plus in excellent correct late issue yellow and red carded picture box. **Sold for £280, Vectis, January.**

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TOYFAIR TIMES

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- Malvern, Bulldog Fairs, 01373 452857

- Rayleigh, SRP Toy Fairs, 07739 998012

10 FEBRUARY

- Theydon Bois, Joe Lock, 07866 641215

13 FEBRUARY

- Bolton, BP Fairs, 01604 846688 or 07966 527177

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

- Orpington, SRP Toy Fairs, 07739 998012

15 FEBRUARY

- Elsecar, Newcomen Fairs, 01226 744425

19 FEBRUARY

- Maidstone, Maidstone Vintage Toy Fair, 01622 298159 or 01732 840787

- Llangollen, Chris Dyer Fairs, 07966 694579 or 01643 702757

20 FEBRUARY

- Worthing, SRP Toy Fairs, 07739 998012

- Doncaster, BP Fairs, 01604 846688 or 07966 527177

- Exeter, Bulldog Fairs, 01373 452857

22 FEBRUARY

- West Kingsdown, SRP Toy Fairs, 07739 998012

26 FEBRUARY

- Sandown Park, BP Fairs, 01604 846688 or 07966 527177

27 FEBRUARY

- St Ives, J&J Fairs, 01522 880383

5 MARCH

- Herne Bay, SRP Toy Fairs, 07739 998012

6 MARCH

- Lincolnshire, J&J Fairs, 01522 880383

- Suffolk, ~~CANCELLED~~ Stowmarket Railway Club, 01449 72698

AUCTIONS

14 FEBRUARY

- Lewes, Wallis & Wallis, 01273 480208

16 FEBRUARY

- Kent, C&T Auctioneers, 01233 510050

- Stockton-on-Tees, Vectis, 01642 750616

17 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

18 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

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

22 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

23 FEBRUARY

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24 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

28 FEBRUARY

- Stockton-on-Tees, Vectis, 01642 750616

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Caravan by Jouets Ador

Andrew Ralston prepares to go on holiday in France.

Plenty of different methods of motorising model cars have been tried. Clockwork motors were the first to catch on, and these were followed in turn by electrically-driven cars, with the batteries kept in a hand-held control box. However, these methods were best suited to tinsplate and, later, plastic cars. Motorising a Dinky-sized diecast is quite another matter, the two main problems being the weight or the toy in relation to its dimensions, and the difficulty of fitting a power unit inside such a small body shell. But some manufacturers did manage it, perhaps the most successful being Prämata of Germany, with a small series of heavy cast models with powerful clockwork motors – popular for a time in the early 1950s.

A novel approach to this problem comes from a little-known French maker, Jouets Ador, who were based in the town of Poitiers in the 1950s. Rather than try to put a mechanism inside a car, Ador's idea was to make a model caravan containing an electric motor, with a long metal strip at the front onto which the car could be fitted via clips adjustable in length. Like other remote-control toys of the era, the combined car and caravan is attached via a cable to a red plastic box containing the batteries. This ingenious idea means that, as the manufacturer put it, "you can motorise all your miniature cars".

Judging by the number of surviving examples (in France, at least) the idea went down well, and the toy trade seemed to like it too, as the toy

► Set with hand controller, caravan and Citroën Traction Avant by JRD.



▲ Box illustrations shows boys happily playing with their Ador caravan and a variety of period diecasts.

▼ Box art was part of the attraction of the Ador set.



was awarded an 'Oscar du Jouet' in 1958. In spite of that success, it appears the caravan was Ador's only venture into the model car field.

The caravan was marketed in a variety of ways, the cheapest consisting of a box containing caravan and controller only. There were also sets with three alternative plastic bodies for the caravan, and a car, usually either a JRD Citroën Traction Avant or a CIJ Chrysler Windsor. Ador seems to have had a working relationship with these diecast makers, for one box illustration shows two boys playing with their caravan sets hooked onto a variety of CIJ/JRD models, of which the Renault 1000kg Police van, the Citroën Traction and (possibly) the CIJ Panhard Dyna can be identified, though the quality of the photo is rather indistinct.

Like so many toys of the era, the packaging is colourful and quite elaborate, and the set shown here comes in a blue and yellow box with fold-up lid and the various items held on an inner display tray. An accompanying leaflet explains how to attach the car and operate the control box. The standard caravan is usually cream and has dark blue tinted windows to hide the innards, but in the sets with alternative bodies it has been seen in yellow, fawn, grey, green or blue.

The Miniabloc caravan is primarily a novelty which a child could not resist playing with, rather than a collectable model, and as a result most surviving examples are well-used, often displaying cracks around the plastic caravan body where it screws onto the chassis. And, of course, most of these toys were sold in France so they rarely turn up in the UK. **DC**

ACKNOWLEDGEMENTS

• Photos kindly supplied by ajouetparisien.com, Montrouge, France.

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.

MINICHAMPS FORD KA MEMORIES

I'D like to tell all your readers about your great kindness to me after the sudden death of my beloved wife Patricia after 52 very happy years together. They might remember a letter regarding our romantic meetings at Victoria Coach Station when we were courting and the model I made during the first lockdown depicting the two of us meeting there, with my Austin A35 van parked nearby. You kindly published my letter and a picture of the model in the October and November 2020 issues of the magazine. My wife and I were delighted about this as it served as a further reminder of those happy times in 1971 and 1972. Foolishly I failed to keep the magazines and when, last August, my wife suffered a fatal heart attack, I was desperate to get hold of copies of the letter and pictures as printed in the letters pages. I contacted you and, in double-quick time, you sent me the two relevant page PDFs, together with some very kind words - the speed of your response and those kind words were very much appreciated. Now I have a second request, again die cast related. I have recently disposed of my wife's little red first-generation Ford Ka, a vehicle to which she was very attached, but one which had failed its MOT and was no longer of any use to me. It went to a local scrapyard and the £200 it realised was shared between my four grand kids. Now I and they are very keen to source a first generation red Minichamps Ford Ka. I wonder if any of your readers might be in possession of one and be prepared to sell it to me for whatever is the going rate. Here's hoping there is someone out there who could supply me with one so that I can keep it as reminder of the full-sized car which she so loved and enjoyed to drive.

Peter Sidgwick, email

ED Thanks for your kind words, it is nice to be able to help, especially in such sad times. A quick scan on ebay has brought up nothing yet, but I've saved the search for alerts and will let you know if we get any success here. In the meantime, if anyone else could help out, please, that would be amazing.

SPOT-ON OBSERVATIONS

AN excellent article on Spot-on models in the December 2021 issue, but I am surprised that there was no reference to the Jones Crane (Spot-on No 117), a really impressive model with the jib up and jacks out, with a load attached. I wonder if any of the real cranes are around still around, possibly in scrap yards? I am also surprised that the bulldozer is now very rare. I had both of the above models for my birthday in 1962. I only have the Spot-on trucks now, not in very good condition as they were played with around the garden and in the sand pit. I think most of my model cars & trucks (Dinky Corgi & Spot-on) went to the Air Cadets in Crawley.

John Jervis, West Sussex

ED Ah yes, that familiar reason for childhood toys being no longer in our possession - nearly all of mine went to Queen Mary's Hospital in Sidcup, Kent. Regarding the crane omission, I'm sure it was because Ann was rather restricted to those models in David Carter's collection, and was guided by his commentary.



COLLECTING TASTES AND ALTERNATIVES

I am an avid and eager reader of Diecast Collector. I collect any model that takes my eye in any scale. My collection is 200+ pieces and is quite diverse. I am very keen on American models of vintage recovery trucks by First Gear and also American Drag Racing diecasts in many scales. Vintage boxed Corgis/Dinkys are also a passion, most of which I would have had as a boy, and sought out again in later life. High detail 1/18 and 1/43 scale racing cars are another addition, along with racing car transporters. My main point in contacting you is that I also love to collect high detail slot racing models, which I never race and only collect for their incredible detail, accuracy and finish. These models are all 1/32 or 1/24 and are, in my opinion great value for money. The slot guides are easily removed, if desired, and display superbly. This might be something to feature in the future, with the addition of some movie based models being released, I think the appeal is getting stronger to the general collector. I have 55+ in my collection and counting. Finally I often see new release models in the magazine, which could be anything in any scale, but the appeal is so great, I have to order one - the latest being the fantastic Manchetts recovery truck.

Andrew Moyes, Stowmarket

ED Hi Andrew, many thanks for sharing the images of your fabulous collection - it seems we share many similar collecting tastes. Your point about slot cars is a very interesting one, and I do have a fair few of these too, although I hadn't thought about removing the slot guides - I simply display them on some old Scalextric track on my shelves. It's a tricky area to move into for the magazine though, given that the materials are a little too far removed from the diecast remit. Resincasts and white metal handbuilt are more aligned with our subject matter, as they are complete models. I'd be interested to hear other readers' thoughts on this matter.

VW CAMPER QUERY

I see from the February issue that Corgi has launched a VW Campervan Type 2. My daughter has fond memories of her grandfather's VW Campervan, which is somewhat an earlier model. I have been scouring the internet to see if anyone has produced a model of the VW Campervan Dormobile conversion based on the 1970 /71 model in either white/pastel white preferably in 1/43 scale, but would be interested in any other scale too.

Martin Jones, email

ED Many thanks for getting in touch, Martin. As there have been so many subtle (and some not so subtle!) variations made on the Type 2 Camper over the decades, would you happen to have a photo or two that would help make sure we find you the correct one? There have been so many models made over the years, I'm sure there must be one to suit out there.



MARZAL MODELLING MADNESS

THE reference to the Lamborghini Marzal in issue 288 (November 2021), struck a chord and opened the age old authenticity can of worms. Few things get me hot under the collar quicker than seeing models of a car in a myriad of colours, all of which are wrong, although I should add that I'm referring in particular to types such as concept cars of which only one was ever produced. The Marzal is a case in point, but there have been numerous others, for example the 1968 Alfa Romeo Carabo. The Alan Mann Racing Ford F3L from 1968 is another one that fell foul of overly zealous model manufacturers. I've written before in these pages and in the former Model Collector about it, so for those who may not have seen my previous correspondence, I'll re-iterate. The Marzal was first shown to the public at the Geneva Motor Show in 1967 and also appeared at London's Earls Court Motor Show that year. The car was driven on the parade lap of the 1967 Monaco Grand Prix by the late Prince Rainier of Monaco, accompanied by his wife, Grace Kelly. Designed by Marcello Gandini at Bertone, it was a styling exercise not intended for production, but some of its styling cues would be clearly seen in the more familiar Espada. It was powered by a rear-mounted transverse 2-litre V6 engine, which effectively was a four litre Lamborghini V12 cut in half. This one off project was painted silver, although due to whatever shade of light was available at the time photographs were taken, it usually appears to be white. The rear engine cover detailing, albeit in different styles, would later be seen on the Carabo, the 1970 Boss Mustang and the Fiat X1/9 of 1972. The Marzal sold at auction in 2011 for 1.5m euros. The car is still in existence. I was advised during a visit to the factory in 2019 that the car had been on display in the museum the week before. The Lamborghini Marzal never was day-glo pink, yellow, green or all the colours of the rainbow with a red interior. The Carabo and F3L were green and red and gold respectively. If collectors are happy with those, that's fine, it's a personal thing, each to their own. Were they ever supposed to be collectors models or toys? Maybe I would be bothered if I hadn't seen the real thing. The manufacturer of the model I have is unknown, but I suspect it may be a Polistil. As good as it is, it still has one minor flaw. The seats and interior on the actual car were a sort of 'chrome silver' leather, on the model they're light grey, but that's nit picking. Pictures of the car can easily be found on the internet. Whatever it is, it's a fine model of the type of car so familiar from the Italian styling houses back then.

Mick Haven, email

ED I totally agree, Mick. I'm very keen to have models in authentic colour schemes, and your message is very timely – you may have already spotted my Code 3 Superfast Marzal on page 65, in silver with the chrome-effect interior. My other authenticity pet peeve is when manufacturers clearly don't research original cars properly and get graphics wrong, particularly racing cars. Too often these days, a laziness creeps in and restored cars are used as reference points rather than digging back to source original images. This can range from missing or incorrectly-replicated graphics, through to the wrong font being used for sponsor logos – Rothmans and Martini seem to be regularly recreated badly, either because the vehicle has been restored poorly, or the model manufacturer has rushed things. Thankfully, there are many that take the time to do the job properly.

PAINT PROBLEMS

REGARDING Robert Walker's letter about the paint finish issues on his Oxford Diecast Austin Princess, I've not had any issues with Oxfords myself, but, as I've mentioned previously (a few years ago now), some modern diecasts have had pretty awful paint issues. Minichamps models are particularly bad – I've got a number of models that have slight micro-blistering, which isn't too bad, but a couple of them have ended up with paint that has an almost orange peel texture. I have an Audi V8 that looks like a maroon Jaffa! Norev can also be quite bad, Corgi Vanguards is another case in point although it's only certain models (vermillion Austin Princess, Green Hillman Avenger GLS to name two). I've got a Tosa Toyota Century that has had the paint blow up like the Minichamps Audi and a few Ebbros which have micro-blistering. Funnily enough, Ixo is really good, no issues to speak of – the Altaya/DeAgostini partwork models are all fine bearing in mind they're at the cheaper end, and Greenlights are usually fine as well. Resin models are completely unaffected, so it's only the metal diecast mazak models it seems to happen to. My models are in glass fronted cabinets, out of the sun. Our house is centrally-heated and has triple glazing, so we don't have damp issues, yet it still seems to make no difference, certain models will just have paint problems. As I've said previously, the new paints are much less toxic than the old ones, but this seems to be at the expense of being far less durable.

Alex Marsden, email

ED Ah yes, I remember those conversations and letters. Amazingly, I haven't had any problems whatsoever with my thousands of models, new or old – most of which are stored in plastic containers in an unheated environment in an outbuilding, but even the ones in the house and office are fine. Odd.



VINTAGE RACERS AND DISTORTED BASES

REFERRING to your Texaco Scorchers article (January 2022 issue), Zylmex Dart Wheels also came in boxes with a photo of the car on the front and all eight on the back – see photo. No 7 is a 1966 McLaren M2B. This was raced with both Serenissima and Ford V8 engines – Politoys modelled both in its Penny series. The Ford was a modified Indy engine reduced from 4.2 to 3 litres. The Ford (Cosworth) DFV was not introduced until 1967 when it was only available to Lotus, in 1968 it was available to all teams. Thanks for mentioning the fatigued Pilen – I also enclose a photo of the Mini Dinky MGB with its bulging baseplate.

Maurice Westlake, email

ED Zylmex is another manufacturer whose products had passed me by until relatively recently. I found the whole Texaco Scorchers range to be most interesting, despite the visual simplification of the subjects. The shot of the MGB (not shown here) with its distorted baseplate is most interesting – I wonder how that came about?

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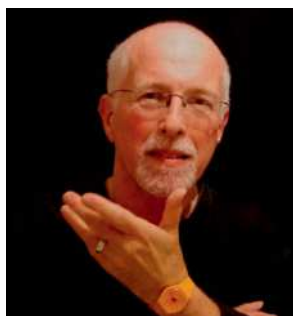
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Getting hooked

Lightning never strikes the same place twice, but after a second surprise package within months, Stephen Paul Hardy senses he might be in danger.



▲ Stephen Paul Hardy.

That subject of retro reissues, replicas and partworks releases keeps raising its head. Out of all of them I have become aware that sub-consciously the one slowly working its way in and tugging hard at my nostalgic senses is the current Corgi Model Club series. I suspect that the steady stream of enthusiastic support that the models have enjoyed through this magazine, the MAR Online reviews and various social media postings have all leant weight to the weakening of resolve.

It hasn't been the individual subject matter of each successive reissue, but the overwhelming sense of nostalgia for the delight of the original models. I came close to weakening with the replica of Corgi Toys #224 Bentley Continental Sports Saloon by H.J. Mulliner. What averted the temptation was the reissue colour combination of green over cream. For me, that scheme just didn't come close to the original I had for my 7th birthday in black and silver set off to perfection in my young mind with its 'jewelled' headlights and tail lights. I have

scanned the announced listing of future issues and felt smug that no trap was visible on the horizon. Well, at least I found no hint of a certain red East African Safari Beetle complete with its gorgeous American (aka 'towel rail') bumpers or of a transolite equipped 'Toblerone' VW T1.

Then another of those delightful surprise packages arrived in the post wrapped in the way that invariably hints that it has been done up by someone well versed in mailing treasure of one sort or another. In this case, it was from a very good friend who knows more about the nuts and bolts of successive Land Rover generations than I know about comparable Volkswagen ones. The gift was a delightful surprise, but after actually handling the contents and winding up the winch cable, I am seriously worried that the intimate, tactile experience may have finally pushed me into getting hooked. **DC**



NEXT MONTH

April 2022
Issue 294

2022 model range announcements

It's toy fair season, so we'll bring you the pick of the crop and news of the 2022 releases from the leading manufacturers



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

PLUS...

- Porsche winners at the Daytona 24 Hours
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Abandoning Edward the Bear

Brian Gower confronts a harrowing past experience.

I am ashamed to tell you this. I don't even like thinking about it. Knowing that we all drop friends, forget past kindnesses and behave carelessly, doesn't help. I could have done better.

It was a blue-sky-and-blissful summer morning when I pulled out of our side entrance in my newly-oiled maroon pedal-car, looking forward to a cruise around the houses. The sun had warmed both seat and steering-wheel, and the bonnet shone. Unusually, I had a passenger. Edward Bear was almost as big as I was, so could sit beside me very sensibly without sliding around on his furry bottom.

I had covered a hundred yards of pavement without mowing down the milkman, despite several chances, and was about to execute a swift right turn into a side alley, when my friend Philip appeared in front of me, asking for a 'go'. Explaining that I had scarcely got going myself, but reluctant to leave him without transport, I offered Philip a lift. What about Edward? Edward was left in some long grass by a garden wall while Philip squeezed in beside me and shared the pedals for stage two of the circuit. What happened next is lost to me, but, during the evening, my big sister asked me where Edward was. Horrors! I had forgotten him. Worse – Edward was her bear. I ran out, down the road to the garden wall and the long grass where Edward wasn't. There was a hollow where he had been, but nothing more.

Years later, it occurred to me that Philip might have taken Edward home with him. My friends

▲ Dinky Volkswagen Karmann Ghia, saved and restored by Steve Flowers Model Supplies.



▲ An Austin Maestro peeks out from the undergrowth attempting to reclaim it.

were not all trustworthy, but, in truth, anyone could have picked him up. Who wouldn't?

I am pleased to say that I have never abandoned a car. I tried to donate one once to a charity that accepted roadworthy cars for young mechanics to work on and race in, but the council found it first and removed it without telling me.

The industrial estate close to where I grew up used to be a popular place for dumping cars – Vauxhalls and Fords – only ten years old, but already rusting. They made excellent subjects for grainy black-and-white photography along with the sodden mattresses and snarling guard dogs. The countryside hides its discarded cars. We used to come across them when walking the dogs. Stroll along a track and there they would be, sinking into the ground and embraced by foliage. The Maestro seemed fairly sound but someone had tired of it, possibly the same person who once lived in the caravan that we also found abandoned. Where did he go? More tempting to rescue was a Jaguar Mk VII, rolled backwards down a steep bank, forty years before the trees grew above it, putting it beyond help. Easier to rescue, because already found by Steve Flowers, was the Dinky Volkswagen Karmann Ghia, now restored to fresh condition and identical to one I bought long ago from a small cycle shop in Mitcham, then left behind with all the rest when I thought myself grown up. I know better now. **DC**

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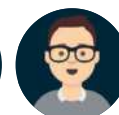
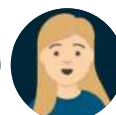
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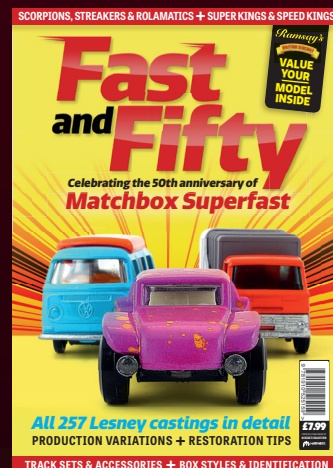
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The Battle of Britain

IN COLOUR



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THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

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

As for the outbreak of war in September 1939, there followed eight months of what became known as the 'Phoney War'. It was clear that large-scale fighting would ultimately follow, and a British Expeditionary Force was sent to France before the end of that year. As part of the BEF, a large Air Component was supplemented by an Advanced Air Brigade. In total, there are forces amounted to six squadrons, six of which were Hawker Hurricane fighters, and four were Spitfires. The remainder of the RAF force in France comprised largely light bombers and Army Co-operation squadrons. Eventually, however, the 'sitting' became the 'fighting'.

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

Predicted Catastrophe
When the fighting had broken out in France, the BEF's Air Component were in almost certain trouble, and it was not to be long before they were to be sent to the Channel, and then to the sea.

BACKGROUND TO BATTLE

Left: A Hurricane of 501 Squadron, sent to France for an operational sortie at Bethune, France, May 1940. An RAF Hurricane High Dive bomber, sent to France for an operational sortie, against further wave of the German High Dive bomber. The Hurricane was sent to France to bolster a battle against the High Dive bomber.



THE RAF FIGHTER PILOT



Right: As the anticipated approach of German military might advanced across Europe, the steady stream of Hurricane bombers sent to France to bolster a battle against the High Dive bomber.

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THE RAF FIGHTER PILOT



After pilot concentrated on what was going on in their cockpit, the Hurricane High Dive bomber, sent to France for an operational sortie, against further wave of the German High Dive bomber. The Hurricane was sent to France to bolster a battle against the High Dive bomber.

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