

PRICE GUIDE: LATEST AUCTION RESULTS

DIECAST

C O L L E C T O R

THE UK'S ONLY DIECAST MAGAZINE

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VILLENEUVE REMEMBERED

The F1 cars of Gilles, 40 years on from that fateful day



■ BMW 635 CSi

■ Sheerlines and Princesses

■ Fun Ho! Midgets British saloons

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LATEST NEW
MODELS
REVIEWED

» MATCHBOX'S BUDGET SUPER GTs

When the popular brand tried to compete with the influx of budget toys

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YOUR SUBSCRIPTION, YOUR WAY! SAVE 20%

Turn to page 7 to find out more...

News & Events

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

STAGECOACH LONDON IS NEXT FROM NORTHCORD



NORTHCORD Model Company has announced the release of UK6528, the sixth release of the 10.3 metre, 2-door casting of this distinctive, modern, double-decker in the United Kingdom. The sixth livery to be carried on the brand-new Alexander Dennis Enviro400H MMC model is Stagecoach London, produced in unique London red livery. UK6528 represents fleet number 11035 (SN18 KUB) that has 10.3 metre, dual-door bodywork and was new to Stagecoach London in 2018. 11035 has a Euro6 smart hybrid driveline, together with an innovative high resolution LED destination display. The model carries the roof fleet number SCG 11035. This bus is based at Stagecoach London's West Ham Garage where it operates on busy route 474 which runs between Canning Town and Manor Park.

Buses running on the streets of London used to have the traditional roller destination blinds in order to suit the complicated service network in the city. With the popularity of electronic destination blinds in other cities all over England, Scotland and Wales, London buses are keeping the roller sign until the introduction of high resolution LED signs produced by Hanover. With the significantly increased number of LEDs on the new signs, the text displayed appears as continuous screen printing, rather than as a dot matrix. The integrity of the chosen font is maintained and, even in poor weather conditions such as heavy rain, or in bright sunshine, the legibility of the sign remains excellent. The special, comprehensive high resolution LED destination blind is 100% reproduced onto the UK6528 model.

The Alexander Dennis Enviro400H MMC UK6528 is a one-piece casting whose clean lines accentuate the square-cornered, patented quick-release windows of the real bus and the livery application on which all logos and lettering are clearly legible. Another main feature on the UK6528 model is its individual tree protector at the front. The front dome on the model is significant, with curved windscreens on both upper deck and lower deck.

Northcord Model Company is also creating new design standards within the interior of both saloons. These features, inside the compartments, will represent the real, outstanding layout of the Enviro400 MMC, such as the extensive portrayal of handrails on upper deck and lower deck, etc. The brand new 10.9 metre Enviro400 MMC bus model is limited to 1,008 pieces worldwide.

For wholesale enquiries, contact John Ayrey's at www.ayrey.co.uk. And for retail purchases, contact your preferred Northward Model Company retailer. ■



LATEST VOLVO BY DNA IS ON ITS WAY

LOOKING stunning in silver, the soon-to-be-released limited edition (299 pieces) 1/18 scale Volvo V70 R P80, from DNA Collectibles will also be available in Saffron Gold (399), Red (299) and Black (299). Each model will be individually numbered, as usual.

This is DNA's fourth release of the V70, Volvo's successor to its hugely popular 850. The version modelled on this occasion will be the 1998 first generation. Each of the colourways will feature a fully-detailed interior in black, superbly-replicated alloy wheels and super-realistic light lenses.

Priced at just £150.99, and due to start shipping towards the end of the year, pre-orders can be placed now to ensure that you don't miss out on this exquisite model.

Visit the page on DNA's website for more information and images: <https://dnacollectibles.com/product/volvo-v70-r-p1-1-18/>. ■



2001 HONDA CIVIC TYPE-R HEADS UP PARAGON'S LATEST

EIGHT new releases are due in May from Paragon under its PARA64 banner. The latest additions to this exciting range of highly-detailed 1/64 scale diecasts include a pair of Honda's Civic Type-R EP3, in Nighthawk Black (above) or Championship White.

Also coming are the 1987 RUF CTR (Guards Red or Irish Green) and the 2018 Mercedes AMG GT 63 S in either silver or yellow. All of these road cars can be had in either left or right-hand-drive. Rounding out this new batch is a brace of 2021 Mercedes AMG GT3 Evo racers.

For wholesale enquiries, contact John Ayrey's (www.ayrey.co.uk), or contact your preferred retailer. ■

NEXT RELEASES FROM THE CORGI MODEL CLUB

THE Corgi Model Club has revealed the next wave of models planned for production. There are plenty more great models on this list! The Cadillac Ambulance is now included again, and, by special request, the club is doing its first police car, the very Z-Cars-esque Ford Zephyr. The new wave list is correct at 17th March, but is subject to the approval of the factory samples. Additionally, the list of models either released, or about to be, is as follows:

474 Wall's Ford Thames Ice Cream Van (pre-collection special release)

***339** 1967 Monte Carlo Winner BMC Mini Cooper S

***258** Saint's Volvo P1800

***330** Porsche Carrera 6

***155** Lotus-Climax Formula 1 Racing Car

***417** Land Rover Breakdown Truck

325 Ford Mustang Fastback 2+2 Competition Model

271 Ghia 5000 Mangusta with De Tomaso Chassis

224 Bentley Continental Sports Saloon

215S Ford Thunderbird Open Sports

261 James Bond's Aston Martin DB5

335 4.2 Litre Jaguar E-type 2+2

303S Mercedes-Benz 300SL Open Roadster

485 BMC Mini Countryman (with surfer figure)

*Some subscribers will have a different order for the first five models depending on which model they signed up with.

To find out more, visit the club's new-look website at www.corgimodelclub.com.

15	Oldsmobile Sheriff Car	Corgi 237
16	Triumph Herald Coupé	Corgi 231
17	Cadillac Superior Ambulance	Corgi 437
18	East African Safari Beetle (and Rhino!)	Corgi 256
19	Chevrolet Taxi Cab	Corgi 480
20	Citroen DS19 in Monte Carlo trim	Corgi 323
21	Land Rover Public Address Vehicle	Corgi 472
22	Chevrolet Corvettes Stingray	Corgi 337
23	Ford Zephyr Motorway Patrol	Corgi 419

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www.youtube.com/CollectorsClubofGB

Welcome

One trait that runs deep, through each and every one of us, is that we can't resist collecting stuff! For me, that extends well beyond diecasts and other models, as my library of books and magazine back issues will testify - all in the name of being useful as reference material, of course.

Those of you who are already familiar with the digital version of this magazine, through Pocketmags, may remember that, way back in December 2020, we set up *Complete Your Collection* on the platform, which essentially enables Pocketmags.com readers to buy past issues of their chosen magazine in bulk, from as little as £2 an issue, which represents around 60% off the cover price!

This concept makes it easy for readers to gain access to any issues that they are missing, or simply want to have to hand at all times on their electronic devices. This can prove to be particularly useful when out and about at toy fairs, swapmeets, club nights or on a purchasing trip, for example.

It's really easy to get started, even if you aren't already a Pocketmags account holder (it's free to set up, you just need to pay for any issues that you want access to). Once you're in, login to your account and click through to <https://pocketmags.com/membersarea/mylibrary> - there you can see any issues that you've already purchased, and these can then be viewed at leisure and wherever your portable device goes. That may well simply be your favourite armchair and, let's face it, that's a great place to start!

So, without further ado, I recommend that you settle down with a cup/glass of something pleasing, make yourself comfy and get clicking. There's probably only the 'same old, same old' on the telly anyway. Unless it's *Scouting for Toys*, which starts on the Yesterday channel on 31st March, of course.



▲ Rick Wilson, Editor

WRITE TO THE EDITOR...

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

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Collectors Club
OF GREAT BRITAIN

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AVIATION 72: NEW ARRIVALS DUE TO LAND

BRAND new, and due to arrive in the UK in May, is the latest from Aviation 72. Led by the much-admired Folland Gnat, a squadron of four long-awaited de Havilland Chipmunks is on its way as well.

Wearing a fully-camouflaged livery, as displayed at the Solent Sky Museum, the Folland Gnat F.1, registration XK740, is a popular exhibit, so this excellent model will be well received. The fourth release of Aviation 72's single-seater version of the Gnat, a fifth and sixth will follow soon, modelling an aircraft at the Yugoslav Air Force Museum and from RAF North Weald in 1963.

Accompanying the Gnat on its approach to the UK will be four Chipmunks. These were announced quite some time ago, but obvious global problems have intervened. The incredibly popular de Havilland trainer, which is also a much sought-after model type by Aviation 72, will be arriving in the colours of the Army Air Corps (AV7226016) and a trio of College of Air Training airframes (AV7226018, AV7226019 and AV7226020).

The Gnat is priced at £42.99 and the Chipmunks are £34.99 each. For wholesale enquiries, contact Cleveland's Diecast (www.clevelandsdiecast.co.uk), or your preferred retailer. ■



INNO64 GOES CAMP

INNO64 is really making a name for itself in the diorama game with the second release in its DIO64 series. Hot on the heels of its awesome LBWK Auto Salon Diorama (DIO64 - 001), comes this superb Car Camping Diorama Set (DIO64 - 002), complete with a 1/64 scale Toyota FJ60 Land Cruiser. ■



CHECK OUT TESCO'S NEW MATCHBOX

NEXT time you're at Tesco's, doing the weekly shop, make sure you swing by the toy section, because that's where the latest Matchbox releases can be found, usually right next to the Hot Wheels box (which is also worth a rummage through too, of course). Every so often, you'll find an absolute gem.

They might have plastic bases these days, but these marvellous models still have diecast bodies and this is one of the prettiest for a long time. The little-known 1949 Kurtis Sport Car is a real beauty and has quite a story behind it.

Designed by Frank Kurtis, based on a 1949 Ford chassis, only a handful were produced before the rights were sold on. It would soon reappear as the Muntz Jet and some elements of the design had links to the first Chevrolet Corvette.

At £1.25 each (or thereabouts), it's an absolute bargain, and might just get you excited about the prospect of going grocery shopping! ■



NEW STANDALONE RELEASES NOW AVAILABLE FROM THE CORGI MODEL CLUB

THE Corgi Model Club has now made all of its subscription models so far released available to buy without membership. The individual models will be priced accordingly – subscriber issues will always be cheaper. Initially, this new opportunity will still only be for UK customers, but the club will offer worldwide availability soon. To find out more, visit the club's excellent, new-look website at www.corgimodelclub.com.

MORE STUNNING SWEDISH BEAUTIES ARE ON THEIR WAY FROM DNA COLLECTIBLES

IN addition to the limited edition 1998 Volvo V70R detailed on page 4, which will be available in four colours, DNA Collectibles has confirmed another batch of stunning Swedes that will follow close behind. Ready to ship towards the end of the year, the classic Saab 900 Turbo saloon will also be available in four different limited edition colours. Find out more at www.dnacollectibles.com.

HARRY POTTER AND HAGRID TAKE TO THE SKIES ON CORGI'S FLYING MOTORCYCLE AT LAST

ANNOUNCED in 2020, and originally planned to be just the motorcycle and sidecar, Corgi's superb new addition to its Harry Potter range has entered the final stages of production. After originally revealed in the 2020 catalogue and range launch, the decision was made to go the extra mile and add character figurines to the combo. Employing the services of a professional model sculptor, a large-scale version of each character was made, then scaled down to suit the size of the production version. Scheduled for release during the summer, priced at £35.99, pre-orders can be placed now, with your preferred retailer, or direct from the manufacturer at www.corgi.co.uk.

NEW 2022 CATALOGUE NOW AVAILABLE AT STEVE FLOWERS' MODEL SUPPLIES

THE new Model Supplies catalogue is now available, priced at just £4.00, including UK mainland postage.

Contact details are as follows:
Steve Flowers Model Supplies Ltd
25 Pennant Close
Glenfield
Leicester, LE3 8LL.

Email: info@model-supplies.co.uk
Website: www.model-supplies.co.uk
Telephone: 0116 2332288

We will bring you more information about three great new additions to the range, with photos, in the next issue.

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Go to: pktmags.com/dcc-22



**Saving is based on UK annual Direct Debit rate and is subject to change.
For overseas subscription pricing visit ccofgb.uk/dcc-mysub22*

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.



GET ON BOARD WITH THIS OMNIDEKKA MODELS EXCLUSIVE BY CORGI PREMIUMS

1/76 scale

CORGI (COMMISSIONED BY OMNIDEKKA MODELS)

Optare Solo - Epsom Coaches - route K5 to Morden

PRICE: £25.00

REF NO: CP44101B

www.omnidekkamodels.com

WHEN Leyland closed its Charles H Roe vehicle bodywork building business in Leeds during 1984, former plant director Russell Richardson and many redundant employees formed Optare in February 1985 backed by the West Yorkshire Enterprise Board, carrying on the work that Roe had previously undertaken.

Optare began its introduction of low-floor buses in the UK in 1995 with the launch of the Optare Excel full-sized single decker. Then in 1997 the minibus/midibus Solo was launched with its unique design of a front axle forward of the door, allowing a low-floor layout in a very short bus – it also came equipped with kneeling suspension for even greater access. Its styling and innovation led to a Millennium Products award and the Queen's Award for Innovation. The Solo name is a play on its low-floor status, the manufacturer marketing its vehicle as having

an entrance that is "so low" to the floor, at just 200mm.

The Solo came in four lengths, ranging from 7.8m (designated M780) to 9.9m (M990) and two widths – 2.336m (available on the M780, M850 and M920) and 2.466m (M850, M920 and M990). When a restyled "SR" version was launched in 2007, this was originally planned as a supplement to the original model and production

continued together until early 2012. At the beginning of 2008, to mark the 10th anniversary of the Solo, a revamped futuristic front end was offered and was to be named the Solo+, but poor market responses led to this proposal never making it past the prototype stage.

The magnificently different-looking Optare Solo took the market by storm when it was launched in 1997 and proved instantly popular with both operators and passengers alike. When, after over 14 years of production and nearly 4,000 examples sold, the original Solo was retired in favour of its premium evolution version, the replacement Solo SR was unmodelled until a few years ago, when Jotus released a trio

of exquisite resincast bus models in the eye-catching livery of Arriva's Sherwood Shuttle.

In terms of diecast models, only one manufacturer has produced models of the original Solo. Corgi released its first casting from its new Optare Solo tooling in early 1999. Appropriately the first livery it chose to model, Wilts & Dorset, was also the first customer to take delivery of the real bus. Corgi chose to model the M850 length variant and no doubt this was a good decision as the M850 was very widely used, affording Corgi an excellent choice of liveries for its future releases.

Independent bus model specialist, Omnidekka Models, regularly commissions



► The Optare Solo looks gorgeous in this simple all-over red and the excellent interior is easily visible.

THIS MONTH'S INDEPTH REVIEWS:

8 Optare Solo by Corgi with Omnidekka Models

12 Bburago's pair of 2021 F1 season Ferrari SF21

13 Volvo C-303 Paris-Dakar 1983 from AutoCult

16 *EDITOR'S CHOICE* - Mini GT's Mazda MX-5



▲ Panel detailing is spot on and the glazing is neatly marked up. The recessed destination box is cleverly replicated too and the wheel detail is crisp, adding to the realism of the model overall.



▲ The simple rear end is just as perfectly finished too, with the attention to the lights being particularly pleasing. Everything is as it should be and the model represents truly stunning value.

established bus model manufacturers to make exclusive models. On this occasion, the company chose Corgi for obvious reasons – it already had existing tooling. Designed and manufactured in collaboration with Corgi Premiums, the specialist arm that produces commissions, this is a truly delightful model, carrying on the fabulous line of releases by its parent company.

The model is sumptuously finished in the always evocative LT red, even though the bus is operated by Epsom Coaches.

The route between Morden and Ham skirts the outer edges of London boroughs, being very much at the top end of Surrey.

And on the subject of the other end of the route, there is a second model, No CP44101A, carrying the same route number, but with Ham as its destination. Both models are equally as wonderful, of course, and represent stunning value at just £25.00 each. But, if you buy both, it's only £48.00 in total.

How does that expression go about two buses coming along at once? **DC**



SCHUCO
Mercedes-Benz 300 SL "Edition 2022"

SCALE: 1/64 PRICE: 10.00 €

REF: 45 203 3100

www.schuco.de

A super and special 2022 edition of Schuco's Paper Box Edition Merc 300 SL. Adorned with special graphics that announce "I still play with cars!"



CORGI
Vickers Wellington Ward VC

SCALE: 1/72 PRICE: £132.99

REF: AA34812

www.corgi.co.uk

Another great version of Corgi's stunning Wellington bomber. Stunning finish and detailing, featuring various display options and a sturdy stand.



TINY
Mini Cooper Rally #177 China

SCALE: 1/50 PRICE: £14.99

REF: TNY CN64010

www.ayrey.co.uk

Left-hand-drive 'China' version of this iconic Mini Cooper, with opening doors and bonnet. Also available in right-hand-drive as TNY 64546. Superb.



JOHNNY LIGHTNING
Aston Martin DB5 - No Time to Die (shot up version)

SCALE: 1/64 PRICE: £13.00 REF: JLPCC04-6

www.clevelandsdiecast.co.uk

Replicating the now famous scene where 007's DB5 gets shot at and banged up, this diminutive replica makes for a fun addition to your James Bond collection.

New Models



KES
1949 Triumph Roadster open - grey
SCALE: 1/43 **PRICE:** £104.99
REF: KES 43057000
www.ayrey.co.uk

Stunning rendition of this most attractive of early post-war roadsters. Great detailing throughout, especially to the opened boot.



AVIATION 72
Folland Gnat F.1 XK740 - Solent Sky Museum
SCALE: 1/72 **PRICE:** £42.99 **REF:** AV7228006
www.clevelandsdiecast.co.uk

Great replica of this much-admired aircraft in preservation at the Solent Sky Museum. Wonderful finish and good detailing, complete with stand.



MINI GT
Porsche 911 (992) Carrera S Guards Red
SCALE: 1/64 **PRICE:** £12.59 **REF:** MGT00283-L
www.clevelandsdiecast.co.uk

Super replica by Mini GT of this attractive sports car. Excellent finish and detail. Also available in right-hand-drive as MGT00283-R.



KES
1949 Triumph Roadster closed - red
SCALE: 1/43 **PRICE:** £104.99
REF: KES 43057001
www.ayrey.co.uk

The 'top up' version, depicted in a sumptuous dark shade of red. Excellent detailing again and the tan interior shows up the interior very well indeed.



WIKING
Case IH 1455XL Tractor
SCALE: 1/32 **PRICE:** £93.95
REF: 077861
www.wiking.de

Featuring detachable front weight, steerable wheels, opening bonnet and access to the cab, this offers good display choices. Two exhausts supplied.



BBURAGO
F1 Mercedes AMG W12 E-Performance Valtteri Bottas
SCALE: 1/43 **PRICE:** £19.99 **REF:** B18-38058B
www.oneforfun.com

The sister car to the Lewis Hamilton version reviewed last month. With driver figure and markings for Valtteri Bottas. Another super-value model.



MAISTO
2020 Ford Mustang Shelby GT500
SCALE: 1/24 **PRICE:** £14.99
REF: M31532
www.oneforfun.com

Orange version of the model reviewed last month. The vibrant paint finish is excellent and the model features opening doors. We love it!



WIKING
Chevrolet John Deere Truck and Semi- Trailer
SCALE: 1/87 **PRICE:** £20.25 **REF:** 052103
www.wiking.de

Moulded in plastic the Chevrolet truck has glazed windows and painted lights. The detachable trailer cover sports John Deere parts decals.

Vectis

April 2022 Auction Dates

Tuesday 12th April - Specialist Diecast Sale

Wednesday 20th April - Matchbox Models of Yesteryear Sale

Thursday 21st April - Dolls & Teddy Bear Sale

Friday 22nd April - Model Train Sale

Tuesday 26th April - General Toy Sale

Wednesday 27th April - Matchbox Sale

Thursday 28th April - TV & Film Related Sale

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



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BBURAGO'S BRACE OF 2021 F1 FERRARIS MAKES FOR A GREAT TEAM OFF TRACK TOO

1/18 scale

BBURAGO

F1 2021 SF21 Ferrari - Charles Leclerc (#16) and Carlos Sainz Jr. (#55)

PRICE: £74.99 each

REF: B18-1680gL (Leclerc) & B18-1680gS (Sainz)

www.oneforfun.com

FERRARI'S 2021 season SF21 was designed as an evolution of its predecessor, the SF1000. The team's Head of Chassis Design, Enrico Cardile, said that the aerodynamics on the SF21 underwent a "radical" revision with two goals in mind given that the 2021 rules cut downforce around the car's floor and rear wheels.

Having made its debut in

Bahrain, development of the car ended after the Azerbaijan Grand Prix, as Ferrari switched its attention to the car's successor.

Now available in 1/18 scale too, in addition to the 1/43 scale version reviewed in the March issue, these larger-scale versions come with more detail, of course. Bburago's brace of beauties proudly wear Ferrari's

famous racing red in a matt finish, and the body graphics are all there, plus the 'hand-painted-look' race numbers. Detailing is very good and the models represent excellent value, with driver figures included.

The graphics on both Leclerc's and Sainz's helmets are simply stunning. The same can be said for the various sponsor logos that adorn the car - the edges are beautifully crisp.

The body is diecast and the front and rear wings, undertray and suspension components are moulded plastic. The finishing touch is the very realistic feel and look of the Pirelli tyres, with markings denoting tyre type correctly replicated and placed too. Suspension detail

is good and the incredibly complex wing elements are well represented.

Don't just buy one, why not splash out and get both? They look absolutely superb 'racing' together, don't you think? **DC**



▲ The Ferraris were certainly one of the more attractive 2021 season designs, and look great when viewed from above too.



▲ Both SF21s look superb, battling it out side-by-side.



▲ The graphics on both of the drivers' crash helmets are outstanding - this is Carlos Sainz Jr's. Nice detailing on the steering wheel and Halo device too.



BRITAINS

Claas Disco 3600FC Mower

SCALE: 1/32 **PRICE:** £20.99

REF: 43302

www.britainsfarmtoys.co.uk

Britains' newly-tooled, well-built metal and plastic mower has folding warning boards and a freely rotating conditioning rotor.



CORGI

Consolidated PB5 Catalina Pearl Harbor 80th Anniversary

SCALE: 1/72 **PRICE:** £119.99 **REF:** AA36112

www.corgi.co.uk

Totally stunning model of the mighty Catalina, commemorating the 80th anniversary of Pearl Harbor. Exquisite throughout with plenty of features.

AUTOCULT GETS INTO OFF-ROAD RALLY RACING WITH ITS MIGHTILY IMPRESSIVE VOLVO

1/43 scale

AUTOCULT

Volvo C-303 'Paris-Dakar' 1983

PRICE: £112.99

REF: 07022

www.ayrey.co.uk

ANYONE who used a car in the gruelling Paris to Dakar long-distance rally raid that had not been produced in three years must have been quite convinced of its reliability and quality. In the end this 'old' Volvo truck won its class – making for nothing less than a sporting sensation. This is exactly what happened to the Volvo factory team in the 1983 event, the fifth running of this now legendary race.

The basis of the sporting success was the Volvo Type C-303 – an all-wheel-drive, two-axle vehicle from the C-300 family, whose origins dated back to the late 1960s. Series production began in 1974 and ended in 1980, after the Volvo factory had produced nearly 8,000 units.

On January 20th, 1983, the worldwide press agencies reported that the Swedish Volvo factory team, with driver Hasse Henriksson, co-driver Sture Bernharsson, and mechanic John Granäng, finished first on the Paris-Dakar in the "light

trucks up to 10 tons" class. Overall, the trio took 20th place and among all participating trucks, they ranked second. Back then, this result could not be overestimated, simply because the fifth edition of the long-distance rally through the African continent passed the almost endless and dreaded Ténéré Desert for the first time.

The winning car was technically very close to the series production that had ended three years earlier. The Volvo mechanics only added an 80 gallon fuel tank, a roll bar that was welded to the outside of the body, and additional headlights. The engine was modified to operate on low octane gasoline and additional instruments were added to the cockpit – there were no more additional changes.

This truly magnificent performance demands an equally impressive model and, with AutoCult of course, this was always going to be the case. A true winner that really commands attention. **DC**



▲ The Volvo C-300 series origins can be clearly seen here, as it only received a few modifications before the event – the most noticeable, apart from the livery, being the roll cage welded to the outside of the body.



▲ Simple lines, but highly effective. This incredible 'old' Volvo was punching way above its weight and won its class, finishing 2nd in the trucks category and 20th overall.



AVENUE 43

Wartburg 313/2 Sport - yellow

SCALE: 1/43 PRICE: £104.99

REF: AVE 60072

www.ayrey.co.uk

What a wonderful replica of this rarely seen car. Yellow is always a tricky colour to reproduce on models, but this is absolutely perfect. A real delight.



BRITAINS

Claas Disco 1100C Mower

SCALE: 1/32 PRICE: £31.99

REF: 43303

www.britainsfarmtoys.co.uk

Smart rear mounted mower folds on twin rams. It features drive shafts, road signage, disc mower beds and freely rotating conditioning rotors.



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OO Gauge (1:76 Scale)

Base Toys - Buses



B108A Bristol Lodekka LD1 Closed Platform Short Radiator "Bristol Omnibus Co." 418 to Bristol (circa 1957-1972) (RRP £21.99) **BARGAIN** £13

Corgi - Trams

NEW



CC43515 Blackpool 'Balloon' double deck tram - Coca Cola **NEW** £41

NEW



CC44013 Blackpool 'Brush Railcoach' single deck tram - Coca Cola **NEW** £41

EFE - Buses



38119 Bristol VRT BR Engineering Training Bus (RRP £37.50) **BARGAIN** £27

Northcord Model Company - Buses



UK0063 ADL Enviro400 MMC - "Ensignbus" £51



UK6519 ADL Enviro400 MMC - "Stagecoach Oxford Gold" £51



UK6513 ADL Enviro400 MMC - "Stagecoach South" £51



UK6521 ADL Enviro400 MMC - "Xplore Dundee" £51

Oxford Diecast - Cars



76SET69 3 Piece Ford Capri Set Mk1/Mk2/Mk3 £17



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

NEW



76MINGT006 Mini 1275GT Teal Blue **NEW** £5.50

Public Service vehicles



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



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

Commercial vehicles



76DXF002 DAF XF Euro 6 curtainside - "Wreford's Transport" £22



76CUS001 Ford Transit Custom AA £6.50



76TPU005 Ford Transit Dropside White £12



76FT002 Ford Transit van low roof "Royal Mail" £6



76LRL006 Land Rover - "Fred Dibnah - Steeplejack" £6

NEW



76SNG001 Scania S Series Highline Fridge Whitelink Seafoods **NEW** £24.50



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



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

Farming and construction



76SET76 JCB 3 piece anniversary set £59.50



76LDL001 JCB 531 70 Loadall JCB £18.50



763CX004 JCB Eco Backhoe Loader £21

Military ground vehicles



76AEC020 AEC Matador Tripoli Libya Artillery Tractor **NEW** £11.50



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



76QLD007 Bedford QLD RAF 2nd Tactical A F-84 Grp1944 £13.50



76LRF0004 Land Rover FC GS No27 Squadron RAF Leuchars £11

NEW



76LRF0003 Land Rover FC Signals 4th Armoured Brigade Operation Granby 1990 **NEW** £11

Motorcycles & Scooters



76SC001 Scooter in Blue/White £5

1:72 Scale

Corgi - Aircraft - military



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

Oxford Diecast - Aircraft - military



AC102 DH Mosquito - 23 Squadron RAF 1943 £16.50

1:50 Scale

Cararama - Commercial vehicles



CR049 Stepped curtain side trailer in white **NEW** £14



CR050 Volvo FH12 cab in white **NEW** £13

Corgi - Commercial vehicles



CC99203 Edward Stobart 1954-2011 Commemorative Set (Scania 4 Series Curtainside and Scania 111 Tractor Unit) (RRP £124.99) **BARGAIN** £83

O Gauge (1:43 Scale)

Cararama - Commercial vehicles



462150 VW Minibus - white **NEW** £9

Corgi - Public Service vehicles



VA13901 Jaguar XJ6 Series 2 4.2-litre - Avon & Somerset Constabulary £32.50

Ixo Models - Buses



IXO-BUS030 AEC Regent III 'London Transport' **NEW** £51

New Models



WHITEBOX
Trabant P 50 - white/blue
SCALE: 1/24 **PRICE:** £32.99
REF: WHI 124091
www.ayrey.co.uk

Wonderful replica of the super-cute Trabant P 50. Excellent value and great finish throughout. The lines are perfectly captured and the overall finish is lovely.



ERA CAR
Volkswagen Caddy Maxi - London Police
SCALE: 1/64 **PRICE:** £15.29
REF: ECW21CAMRN51
www.clevelandsdiecast.co.uk

Marvellous quality replica featuring opening tailgate and bonnet. And as this is a Police Dog Unit vehicle, it comes complete with a very special cargo.



ERA CAR
Mercedes-Benz G63 6x6 Buffalo
SCALE: 1/64 **PRICE:** £16.19
REF: ECMB216X6RF63
www.clevelandsdiecast.co.uk

Superb small-scale model of the mighty G-Wagen in 6-wheel format. Special 'Buffalo' edition features opening doors, roof adornment and fuel cans.



WHITEBOX
1989 Škoda Favorit - red
SCALE: 1/24 **PRICE:** £32.99
REF: WHI 124092
www.ayrey.co.uk

Another great value 1/24 scale replica from WhiteBox, this time of the classic late-'80s Škoda Favorit. Lovely finish throughout, with a neat interior.



BRITAINS
John Deere 3140 2WD Tractor
SCALE: 1/32 **PRICE:** £27.99
REF: 43327
www.britainsfarmtoys.co.uk

For John Deere fans, Britains now offers its classic 3140 tractor with two-wheel drive. The tractor also now sports a front weight.



MAISTO
Lamborghini V12 Vision GT
SCALE: 1/18 **PRICE:** £44.99
REF: M36454
www.oneforfun.com

Truly 'out of this world' styling. Starting out as a car in the Gran Turismo video game, this model features opening engine cover and cockpit. Stunning.



BBURAGO
Ferrari Signature Monza SP-1
SCALE: 1/18 **PRICE:** £69.99
REF: B18-16909
www.oneforfun.com

Another version of the incredible SP-1, this time in Maranello Red, featuring Italian flag striping. The driver's door opens too. Bellissimo!



BRITAINS
JCB 75th Anniversary Loadall
SCALE: 1/32 **PRICE:** £38.00
REF: 43317
www.britainsfarmtoys.co.uk

Sporting special decals, this special edition marks JCB's 75th anniversary. It's supplied with three attachments, has a detachable cab and working boom.



BBURAGO
Porsche 911 RSR GT
SCALE: 1/24 PRICE: £17.99
REF: B18-28013

www.oneforfun.com

Stunning value and excellent budget replica of Porsche's mighty GT racer. The simple, but eye-catching livery is very well done. Features opening doors too.



INNO64
997 LBWK Jaden C. Sunflowers
SCALE: 1/64 PRICE: £31.00
REF: IN64-997LB-JCSF

www.clevelandsdiecast.co.uk

A spectacular replication - just check out the printing! The top end of the 1/64 scale market is well-served by Inno64. Top notch with some lovely detailing.

GET READY FOR SUMMER WITH MINI GT'S SPORTY MAZDAS

1/64 scale

MINI GT

Mazda Miata MX-5 (LHD) & Eunos Roadster (RHD)

PRICE: £12.59 each REF: MGT00288-L & MGT00298-R

www.clevelandsdiecast.co.uk

DIECAST
COLLECTOR
EDITOR'S
CHOICE

WHEN the Mazda MX-5 burst onto the scene in 1989, at the Chicago Auto Show, who could have predicted how popular this cute little roadster would turn out to be? Now in its fourth generation (since 2015), the 1 million production mark was passed on 22 April 2016, so it will be well beyond that by now.

It was launched at a time when the small roadster had virtually disappeared

from car dealership showrooms around the world, so its easy to see why car purchasers took to this marvellous automobile in droves.

The naming conventions can appear a little confusing, as the car is marketed as the Eunos Roadster in its native Japan (right-hand-drive) and the Mazda MX-5 Miata in North America (left-hand-drive) - and these are the two versions Mini GT has produced. But, of course, we know it in the UK

simply as the Mazda MX-5.

With its near perfect front/rear balance, this makes the car really fun to drive - easy to induce oversteer, but just as easy to control. Perfect for track day enthusiasts and amateur racers, as well as being huge fun to drive on the open roads.

Mini GT's marvellous 1/64 scale replica is a real beauty and the black interior is superbly replicated at this scale too (most important with the top down!). Interestingly, there are

'top up' versions currently in production, and these can be pre-ordered now if you're tempted by these too (MGT00361-L and MGT00362-R). These will feature the headlights in 'popped-up' mode, adding extra visual appeal.

It's a cracking little model and, at this price, why not treat yourself to both? For those of us without access to a real one, this could be the next best thing. **DC**



▲ This view shows off the neatly replicated interiors in both LHD and RHD.

◀ Mini GT has captured the cheekiness of the superb classic Mazda/Eunos roadster perfectly.

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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Shades of green

Solido's recently released pair of 1/18 scale diecast Renault 4CV models have been eagerly awaited and, as **Stephen Paul Hardy** discovered, their arrival was like a breath of Spring.

Anounced last year as part of Solido's ambitious program of totally new 1/18 toolings (Racing into 2021, April 2021 issue) the first pair of very attractive and evocative Renault 4CV models have finally arrived in the marketplace. Originally conceived and designed covertly by Renault engineers during World War II, and with a post war development history caught up in circumstances surrounding the nationalisation of the company in January 1945, the 4CV's public debut finally came at the 1946 Paris Motor Show. Series production commenced in August 1947 and ran until July 1961. During its production life, the 4CV achieved fame as the first French car to sell over a million examples and attracted the affectionate nickname "quatre pattes" ("four paws").

This pair of first issue version 4CVs from Solido come, by chance, in refreshing seasonal shades of green. More variations, hinted at by the pre-production samples shown last year, are certain to follow.

RENAULT 4CV CONVERTIBLE – 1951 (S1806601)

The short-lived, but now much sought after, Découvrable body style makes for a really super model. Resplendent in Vert Ardennes metallic paintwork with contrasting beige dashboard, interior and (folded) fabric of the convertible roof, it really looks the part. These 4CVs show how much attention

▲ **Totally new 1/18 tooling for Solido's latest, very successful, trip into Classic Car territory with a pair of fifties-evocative 4CVs.**



▲ **Subtly attractive and carefully detailed, the saloon really conveys that '50s feel...**



▲ **... as does its companion convertible, with a very nicely-modelled, folded cloth roof and whitewall tyres.**

and investment Solido are putting into its new products. Whilst this was really beginning to show last year, these Renaults display the next level in Solido's tackling of classic subjects. The degree of detailing for models in the market sector they are aimed at is just delightful. On this version, for example, the texture of the folded cloth roof and its carriage frame is commendable, as are the white wall tyres that further enhance the chrome-detailed two-tone wheels shared by its companion.

RENAULT 4CV SALOON – 1955 (S1806602)

Subtly attractive in its Vert D'Eau paintwork, red upholstery and ivory dashboard, the interior of the saloon is almost as accessible to view as that of the convertible's, thanks to the 4CVs 'suicide' front doors. These hang on Solido's new generation of door hinges, which are admirably discrete and, at the same time, deserve careful handling of the opening doors. From the dummy grilles (which differ appropriately according to manufacturing year between the two models) back to the tail end, a lot of careful attention has been given to the chrome and silver painted trim items, including that of beading strip between the rear wings and bodywork and discrete highlighting on the rear light clusters.

An uplifting duo of new models that I look forward to seeing further versions of in due course – including the roof rack-equipped saloon as displayed by one of the pre-production samples shown to us last year. **DC**

Shades of grey

Representational models have long been a part of the diecast collecting scene, but as Stephen Paul Hardy finds out, it can be a subject shrouded in shades of grey.

One of Germany's largest scale model car outlets has recently released an exclusive 500 pieces version of Minichamps' 1/43 early series Porsche 911 in Schiefergrau 615 (Slate Grey) – a colour that has become something of a cult following choice.

This following has been engendered by just 3 minutes 40 seconds of the haunting early morning opening sequence to the 1971 film *Le Mans*, with racing driver Michael Delaney (Steve McQueen) driving his Porsche 911S. The actual car used for that sequence was a special order model with a list of factory options that included US-specification compliance, a steel sunroof, rare factory-installed air-conditioning, muffler apron, tinted glass, Blaupunkt radio, extensive internal and external luxury trim, and front fog lamps with the then French-requirement yellow lenses. It was ordered in June 1970 and delivered by Porsche directly to the film location, on Stuttgart licence plates S-B279. Its Slate Grey paint colour was part of the special order package because it had been dropped by Porsche the previous year.

Now, whilst the recent Minichamps model is not marketed as a representation of that now much coveted *Le Mans* sequence 911, the 1/43 Schuco version announced for 2022 release (probably in June) – and our featured cover star last month – certainly is. Interestingly, Schuco released the same



▲ Minichamps has now produced quite a number of limited edition colour versions on the 911 theme.



▲ Although the base model was a '64, Minichamps has varied the model year represented by changing the detailing...



▲ ... as demonstrated here for one of the most sought after versions of the 'F' series, the 911S, introduced for '67.

model in 2020 as a 1,000pcs exclusive edition for the same scale model outlet that offered that recent Slate Grey Minichamps 911. The only difference between the two Schucos is that the 2022 version comes accompanied by a McQueen character figure. Two years ago, that same retail outlet also released a limited 500pcs Norev version in 1/18 and currently stocks a 1/24 WhiteBox offering on the same theme.

Of all these Slate Grey 911s marketed as “*Le Mans*” versions, the Schuco is the closest to being more than just a representation model of the car in the film but it – and all the others – falls far short of being a fully and authentically detailed miniaturisation of it. Whilst all are painted Slate Grey and carry the S-B279 Stuttgart licence plate, only the WhiteBox model sports the distinctive yellow lensed front fog lights. None of them though have US market ‘upright-lensed’ headlights that were noticeably different to the European market versions, on account of their much deeper chromed trim rings, and none have the steel sunroof that was so distinctive when open thanks to its brightwork wind deflector. There is, I think, an opening for an enterprising manufacturer to deliver a version that not only properly replicates a 1970 model 911S, but one that includes all the idiosyncratic details of the original S-B279 car in black and white clarity rather than shades of grey interpretation. **DC**

► The iconic Fuchs alloys, introduced with the 911S and with black accent infill for 1968 onwards, combined with Schiefergrau suggest this version as a '68 or '69 911.



Night eyes



After being impressed by OttOmobile's previous Subaru Impreza release, Stephen Paul Hardy finds himself dazzled by its latest.

Following on from OttOmobile's release last year of Russell Brookes' Andrews-sponsored Vauxhall Chevette Gr.B from the 1983 RAC Rally (OT370), comes its latest offering that will again be of particular interest to British Rallying fans. Carrying registration plate X20XRT, it models Richard Burns' WRC Subaru Impreza WRX STI (OT391) in which, on Sunday 25 November 2001, he became the first Englishman to win the World Rally Championship.

As well as being a fabulous model, it is also a rather poignant one in that just four years to the day after winning the WRC, Burns passed away at the age of only 34 years old, from a brain tumour. His untimely death prematurely ended a dramatic career in rallying during which many of his successes had been with the Subaru Rally Team – firstly between 1993 and 1995, then again between 1999 and 2001. Throughout that time, Richard Burns' co-driver was Robert Reid – a partnership that kicked off in 1991 when they participated in their first WRC rally together.

Instantly recognisable in its yellow livery over

▲ **Evocative and poignant:** Richard Burns' WRC Subaru Impreza WRX STI is superbly replicated in 1/18 by OttOmobile.



▲ **OttOmobile's modelling of the Impreza in night mode, with its HELLA laden light pods, is, without pun intended, brilliant.**



▲ **Is it the livery or the profile that screams "Subaru Impreza" loudest? Or the sound you imagine you can hear?**

metallic blue paintwork with gold wheels, this was the image that inspired a generation of Subaru rally fans – and several generations of road going Imprezas. What I really like about this latest version from OttOmobile is the fact that it is modelled in night-driving mode with a full set of lamp pods kitted out with HELLA lighting, with the distinctive blue and silver logo clearly visible in every light. Whilst perhaps not so romantically charismatic as the traditional bank of auxiliary lighting typical of previous generation rally cars, the pod systems enabled teams to quickly and (reasonably) easily mount/dismount the additional lighting as stages of a rally required. The way that the whole set-up has been modelled is totally consistent with OttOmobile's track record for quality and finish of detail. In doing so, OttOmobile has delivered a model that not only looks amazing, but portrays a particular era in rallying history fully kitted out for night stages. The model's hallmark Subaru metallic blue paint is, as we would expect, flawless and has a beautiful depth of sparkle and gloss to it. The overlying Subaru Rally Team and sponsor decals are similarly impressive, all present and authentic – and it comes as a pleasant surprise to be reviewing a model that carries UK registration plates.

Full interior detail includes roll cage, harnesses and fire extinguishers, with the same exacting attention to detail as the modelling of the car's exterior. Surely a Rally or Subaru fan's 'must-have' this model is also a lasting memorial to Richard Burns who, by rights, should have still been with us notching up successes in a career much longer than it was. **DC**

◀ **Not many OttOmobile models carry a UK registration plate, but many rally fans will instantly recognise X20 SRT as one of the plates forever associated with Richard Burns.**





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BMW's luxury sports coupé

In the late 1970s, BMW decided to enter a new market sector, with a new car. **Francisco Mota** tells the story of the 635 CSI and gathers a collection of 1/43 scale replicas that illustrates the course of this seminal model.

Photos: João Carlos Oliveira

In the early 1970s, BMW's 3.0 CSL sports coupé attracted drivers in search of a stylish and sporty, two-door high-end car. This generation of sports coupé, (internal code E9) proved to be a magnificent all-rounder, a car at ease both in city traffic and in cross-continent travelling. It also formed the basis for several racing versions that were victorious in different racing series around the globe. The 3.0 CSL had a clear emphasis on its sports attitude, something that pleased many buyers, but left others

wanting for a more refined and luxurious offer from BMW.

The company was aware of this and started work on its next generation of big-sized sports coupé. The brand's success in the US market led to local buyers asking for a more luxurious two-door model.

The technical basis for the new model was easy to find in the new 5-Series (internal code E12), the first of a series that lasts until today. It offered a remarkably sporty chassis for such a big saloon, at the



▲ From the left, we have Alpina B7 Mirage cabrio (Avenue 43), M635 CSI (Minichamps) and 635 CSi Gr.A (Spark).

time, featuring independent suspension all-round – MacPherson struts at the front and semi-trailing arms at the rear, with coil springs and torsion bar stabilisers. This platform also guaranteed the new 6-Series had higher levels of spaciousness and comfort inside the 2+2 cabin, compared with its predecessor.

By the mid-seventies, passive safety was already an important issue and the new platform was one of the best in the industry. Comprehensive crash-tests, and a big investment in computer-aided calculation and analysis, gave BMW a leading role in this field, surpassing many international standards. One detail that shows how much BMW was devoted to increased safety in its cars was the return of a proper roof ‘B-pillar’ that was absent from the previous coupé. With all the windows down, this gave a nice feeling of driving almost an open top car. However, it was fundamental to increase passive safety – BMW would give the new B-pillar a matt black finish to disguise it.

BRACQ VERSUS GIUGIARO

The new platform came with a relatively recent family of in-line six cylinder petrol engines, first seen in 1968. The 3.0-litre engine was renowned for its flexibility, silky power development, smoothness and longevity. The 6-Series cars would start with a carburettor-fed version, but would soon receive fuel injection and bigger capacity versions.

In the styling department, the new sports luxury coupé was a complete departure from the previous model. At the start of the project, BMW decided to



▲ Crossed spoke wheels look great on the 635 CSI.



▲ Double exhaust pipes under the rear bumper.

▲ Front and rear views of two colours used by Minichamps for its 635 CSI diecast models – a set of parts that has been used by this German model maker for many versions of this superbly stylish automobile.

BMW 635 CSI



have two design teams working in parallel. One was the in-house team, led by famous designer Paul Bracq, the other was the well-known Italdesign Italian design studio, led by Giorgio Giugiaro.

After both teams presented their proposals, BMW's management decided to give the go-ahead to the internal team. Bracq's design concept was strongly based on the 1972 BMW Turbo concept-car, with a new interpretation of the same nose design. Glass area was generous and the side view identified the car immediately as a BMW. The roof 'C-pillar' line was one of those details. BMW's management considered Giugiaro's proposal too radical and too far from the company's design language, however the Italian contribution probably gave extra motivation to the in-house team.

The 6-Series (internal code E24) was one of the highlights of the 1976 Geneva Motor Show, and was an immediate success with its modern styling, luxurious cabin and some new features. One of those was the centre console slightly tilted to the driver, an ergonomic solution that can be found in BMW's models until this day. Steering wheel had height adjustment and the cabin felt more luxurious than the previous 3.0 CSL model.

The engine range offered 6-cylinder options only, starting with the carburettor-fed 630 CS (3.0-litre, 185 bhp) and the fuel-injected 633 CSI (3.2-litre, 197 bhp) for the first production year. In 1978, BMW introduced the 635 CSI (3.5-litre) with a detuned version of the original M1 mid-engined supercar. It delivered 218 bhp and was followed by the new entry version 628 CSI (2.8-litre, 184 bhp).

Due to relatively small production volumes, the new model was produced outside BMW, at least in the first two years. The job was commissioned to the famous German coachbuilder, Karmann, located in the city of Osnabrück. They received the complete platform components and engines from BMW and were responsible for producing the body and doing the final assembly. When sales volumes increased, BMW transferred the 6-Series production to its Dingolfing plant.

The 6-Series was a sales hit, in its segment, even if it was more expensive than other rivals in the market. But none was able to offer such a complete package of performance, refinement and comfort. Maybe to answer the expectations of owners of the previous 3.0 CSL, that felt the old car was sportier, BMW launched an even more powerful version in the M635 CSI. In the 1983 Frankfurt Motor Show the new version was

▲ Alpina produced just one take on the 635 CSI, the B7 Alpina Turbo - available as a coupé (Spark) or a very exclusive cabrio (Avenue 43).



▲ Alpina logo and green stripes were *de rigueur* for any Alpina car.



▲ The cabin interior is very well reproduced in the open top Alpina.



▲ The Group 2 version had wide wheel arch extensions.

▼ The first important win for the 635 CSI, was the 1981 ETCC for Group 2 cars.



unveiled. This time, the M88/3 engine had all the features that could be found in the M1 and power went up to 286 bhp.

The 6-Series stayed in production for 14 consecutive years, more than any other model made by BMW. Total production reached 86,216, with the 635 CSI being the best-seller with 51,056, including 5,855 units for the M635 CSI.

RACING LIFE

After the numerous race wins for the E9 coupé, including the extreme 'Batmobile' version, the new 635 CSI took some time before it achieved on-track success. It all started under the FIA (the sports governing body) European Group 2 formula, in 1980. The following year, BMW supported the BMW Italia team, sponsored by Enny leather goods and prepared by Eggenberger, in Switzerland. Together, they won the 1981 European Touring Car Championship, with drivers Umberto Grano and Helmut Kelleners. When the technical regulations changed to the new Group A rules, the championship became much more disputed, however, the 635 CSI was made competitive to the new rules, even against cars like the TWR Jaguar XJS V12, Volvo 240 Turbo and TWR Rover SD1 Vitesse. From 1983, when the Group A specification was homologated, the car was able to give Dieter Quester another ETCC title with the Schnitzer-entered car. It



▶ Two further champions - on the left the 1984 DTM winner, on the right the 1983 ETCC Gr.A title car, both by Minichamps.

▶ The DTM and Gr.A racers looked great from the rear too - a sight commonly seen by their respective competitors.



▶ X-ray livery looked unique on the mid-eighties 635 CSI works cars.



▶ BBS stickers over the headlamps on the DTM car.



▶ Jägermeister was one of the most famous sponsors to adorn the 635 CSI body.

was the 13th European touring car championship won by BMW. Other relevant wins for the 635 CSI were in the Belgian Spa 24 hours endurance race, where it grabbed first place on three occasions – 1983, 1985 and 1986, when the 635 CSI gave BMW a final ETCC title.

The sports luxury coupé also did well in other international and national races, for example the Macau Guia race. It was also the weapon of choice for several privateer teams, becoming a common sight in many Group A races around the world. From the start of Group A rules, BMW never tried to bend the rules and kept the car as close to the street version as was enforced by regulations. Maximum power from the atmospheric, single-camshaft 3.3-litre engine was in the region of 285 bhp, compared to the 218 bhp streetcar. This would never be enough to beat cars like the Volvo 240 Turbo or the 3.5-litre Rover SD1 Vitesse, but teams running the car and supported by BMW were very well-organised and the car had excellent reliability, even when driven at 10/10s by some of the fastest young drivers of the time, like F1 aces Gerhard Berger and Stefan Bellof.

SCALE MODELS

Our search for BMW 635 CSI 1/43 replicas resulted in a small collection of recent models, produced by the 'usual suspects' Minichamps and Spark. But there are

▼ AUTOart (left) and Minichamps (right) both modelled the Jägermeister-sponsored car and there are many differences between those two.



also examples by other model makers, like AUTOart and AutoCult/Avenue 43.

The first pair of models we have are BMW M 635 CSI streetcars, in two different colourways – a very elegant dark metallic Bordeaux Red and a more sporty metallic blue. The first one was purchased from a dealer a few years ago, when BMW commissioned Minichamps to model some of its most relevant classic cars. It was sold in one of those black plastic flip 'magic' boxes. The other is an older dealer version, sold in a conventional Minichamps box, with a BMW outer card sleeve. These two diecasts look very similar, even if only the blue model is marked as a M635 CSI, while the other is supposed to be a 'regular' 635 CSI. Both models look great, the original shape is very well-replicated, there are thin chromed lines around the side windows and front grille, plus chromed bumpers. The crossed spoke wheel rims are very close to the real ones and the stance of both models is very realistic indeed. The same can be said about the cabin, where we can find a detailed dash reproduction and sports seats. Both models have the iconic rear black spoiler on top of the trunk lid, and centrally positioned and slightly tilted double exhaust.

The second pair of street cars are very interesting. Even if they have BMW logos in the usual places, they are both cars sold at the time by Alpina. The white coupé is a 1985 B7 Turbo and the black convertible is a B7 Mirage Classic, made the same year. Alpina has a long story of producing high performance BMW-based cars since 1965. The production is partially made by BMW, and local authorities consider Alpina a carmaker. In the mid-eighties Alpina fitted a turbocharger to the 635 CSI engine and power was up to 326 bhp. Visible changes to the base car were limited to four multispoke wheel rims, in an Alpina registered design, plus some blue and green stripes along the sides and front bumper. All easily reproduced by

Spark on the white coupé. The black cabrio is an AutoCult/Avenue 43 scale model that keeps the same wheel styling but lacks the colourful side stripes. The biggest difference is obviously the open body, a body style that BMW never made for the 635 CSI. The job was nicely done by Alpina and AutoCult reproduced it very well. The cabin looks superb, featuring a detailed dash and even four seat belts.

BMW 635 CSI

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RACING SCALE MODELS

The first racing 635 CSI we found is the 1981 ETCC title winner, the Group 2 car with flared wings and wide crossed spoke silver rims. This white and green model is different from the others in that it is much wider. It also features double side exhaust pipes and a pair of fuel fillers in the boot lid. The front spoiler is also much wider than the other racing 635 CSIs. This is a Spark-built resincast, made exclusively for a German model shop, so it is not so easy to find. The cockpit has all the expected details of a racing car from the early eighties.

The next pair of racing 635 CSIs includes two champions. The iconic "Genuine BMW Parts" model reproduces the 1983 ETCC title winner, driven by Dieter Quester. This diecast is completely covered in decals, giving it a brilliant X-Ray effect. The decal positioning is of a very high quality for an industrial diecast. The model itself uses most of the parts from the streetcar featured above. The biggest differences are the golden crossed spoke wheel rims with central lock and Dunlop marked tyres. The cabin is painted white with a black roll cage, racing seat, fire extinguisher and a nice gear knob painted white, as was usual with Schnitzer racing cars, as this was. If you only have room for a racing BMW 635 CSI, this is probably the one to have. Our example was bought many years ago at a BMW dealer, however, Minichamps also launched it in its standard series.

The second 635 CSI painted with BMW colours, albeit in a totally different design, is the second champion. The Gubin Sport-sponsored car was driven by Strycek to win the first edition of the DTM touring car championship. The set of parts is the same as in the previous model – Minichamps only removed the roof aerial, which was not used in DTM sprint races.

The next pair brings together two interpretations of the same car, by different model makers. Both models replicate the Jägermeister-sponsored orange 635 CSI that raced in the 1984 ETCC. They are both diecasts – #36 is by Minichamps and reproduces the car as raced by the Walter Brun and Harald Gröhs, in the Monza round of the championship, and #6 is by AUTOart, reproducing an unidentified race in

1984, as a car driven by Hans Stuck. Side by side, each model maker has a different take on the 635 CSI's overall shape. Minichamps scale model is wider, lower and featuring smaller wheels and looks more realistic. AUTOart's scale model has some better details, such as the chrome-framed front grille, window surrounds and fuel filler on the boot lid. However, where this model really beats the opposition is in having an opening bonnet that shows a very good reproduction of the in-line six-cylinder engine.

The next pair of racing 6-Series are made by Spark and reproduce two cigarette-sponsored cars. The red and white is the Marlboro car that Hans Stuck drove to victory in Macau's 1983 Guia race for touring cars. The second scale model is a black and gold JPS-sponsored version, driven in Australia's 1984 Bathurst race by Denny Hulme and Leopold von Bayern. The Marlboro car comes with the stickers in a bag for the collector to apply. The JPS car comes with the complete livery. Both look gorgeous and have some differences – the red and white car features heat extractors on the front wheels, while the black and gold one has fog lights in the front spoiler.

The last pair reproduces two cars entered in the Spa 24 hours, the classic endurance race that, for many years, was reserved for touring cars. Both models are by Spark and both have their logos supplied separately for the collector to apply them, due to anti-tobacco laws. Both models also feature different wheel rims design, however, car with race number 21 has those painted red, while in the other one, wheels are white. Looking carefully, we can see small square lamps in the front spoiler, one painted blue, the other seems white. Those were used at night to identify each car from the pits. Car number 21 is a Bastos-sponsored Juma Team-entered car that won the race in 1983, with drivers Tassin, Hahne and Heyer. Number 23 is a Belga-sponsored car that raced in 1985 and was driven by Winkelhock, Regout and Gartner.

There are other scale models available, for example, Minichamps in its Maxichamps series has some other colours available for the streetcar and there are also further racing cars that can be found. So, a fine collection on this gorgeous car can easily be built. Now, it's up to you. **DC**

1 Marlboro and JPS-sponsored cars add colour to the 635 CSI collection.

2 Both models by Spark, and both look very high quality products.

3 Bastos and Belga were sponsors that could be seen in Spa 24 hours race. Logos are supplied separately.

4 Lowered suspensions and side exhaust pipes make the 635 CSI look as menacing as possible under the Group A rules.



▲ Double fuel filler caps on the rear boot lid.



▲ Black rear wing was more for show than 'go'.



▲ Wide tyres and rims are perfectly reproduced by Spark.



Diecast Gems



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36f Salmson 4 seater Dark Green A—A **£190**
39b Oldsmobile Black Rare. Early model. Thin axles. B+ **£350**
39c Lincoln Zephyr Grey Black smooth wheels. Early model. B+ **£300**
39f Studebaker Midnight Blue & Black Wheels. A- **£150**
106 Austin Atlantic Black & Red Scarce no silver to radiator. A/B-B+ **£260**
140a Austin Atlantic Light Blue/Dk Blue & Cream Wheels UB. **£140**
154 Hillman Minx Butterscotch & Tan Wheels A—A Mod & Box **£280**
181 V.W. Beetle RAF Blue & Silver spun wheels. A—A Mod & Box **£160**
417 Leyland Stake Lorry Violet Blue/Yellow & Red wheels A—A/B+ **£245**
418 Leyland Comet wagon Green & Orange & Green Wheels Rare rivet back. A/B+ **£450**
513 Guy Tailboard Rare colour. French Blue & Orange back & Blue Wheels. A/B+-A- **£575**
513 Guy Tailboard Violet Blue & Orange & Blue Wheels. A/B **£190**
521 Bedford Artic Lorry Brick Red & Black Wheels. Very Scarce. A—A/A- **£385**
522 Big Bedford Lorry Pink & Cream & Cream wheels. Rarest colour. A-/A- **£2250**
532 Leyland Comet Wagon Dark Blue/Mid Blue & Mid Bl wheels. A-/A- **£260**
563 Heavy Tractor Rare Col Dark Blue & Blue Wheels (Superb) Green Treads. A/B+ **£550**
902 Foden 2nd Cab Flat truck Yellow/Green & Grn Whls. V Scarce. Superb. A—A/B+ **£1600**
917 Mercedes Truck Rare Promotional. Henry Johnson. White Box. A/B-B+ **£460**



Grading guide

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

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Flat out all the time



One of the most talented drivers in Formula 1's history left us far too soon, during qualifying for the Belgian Grand Prix, at Zolder, on 8th May 1982. **Rick Wilson** remembers that tragic day only far too well, but also the amazing years before.

Born in Quebec, Canada, to Seville and Georgette Villeneuve, on 18th January 1950, Joseph Gilles Henri Villeneuve was an enthusiast of fast cars and driving from a very early age. A champion snowmobile racer in his native country, his ability to throw a car into a corner and react accordingly, snowmobile style, is in stark contrast to the modern-day drivers who largely cut their teeth in go karts.

Gilles married Joann Barthe when he was 20, and they had two children – Jacques (yes, THAT Jacques Villeneuve) and Mélanie. Jacques was named after Gilles' brother, who was also a racing driver of fair note – I saw him race at Le Mans in 1983.

During the mid-seventies, Gilles was making a name for himself in Formula Atlantic. He won his first Atlantic race in 1975, at Gimli Motorsport Park in heavy rain. For 1976, teamed with Chris Harrison's Ecurie Canada and factory March race engineer Ray Wardell, driving a March 76B. He dominated the season by winning all but one of the races and taking the US and Canadian titles. He won the Canadian championship again in 1977.

▲ Three of Gilles' Ferraris – 1982 126 C2 (left), 1978 312 T3 (centre) and 1981 126 CK (right).

Inset Villeneuve's 1977 rides – Ferrari 312 T2 (left, Canadian Grand Prix) and his first ever F1 car, the ageing McLaren M23 (British Grand Prix). Aftermarket Marlboro markings for the McLaren are by Scott Dunbar's Grand Prix Decals.

But, by then, Gilles had already had his first taste of Formula 1. Villeneuve had impressed future World Champion James Hunt by beating him, and several other Grand Prix stars, in a non-championship Formula Atlantic race at Trois-Rivières in 1976. Hunt's McLaren team offered Villeneuve a Formula 1 deal for up to five races in a third car during the 1977 season.

1977 – MCLAREN M23 #40 AND FERRARI 312T2 #21 (CANADA) #11 (JAPAN)

Villeneuve made his Formula 1 race debut at the 1977 British Grand Prix, where he qualified 9th in McLaren's old M23, wearing race number 40, separating regular drivers Hunt and Jochen Mass, who were driving newer M26s. In the race he set fifth fastest lap and finished 11th after being delayed for two laps by a faulty temperature gauge.

Despite this, after the race at Silverstone, McLaren's experienced team manager, Teddy Mayer, decided not to continue with Villeneuve for the following year. His explanation was that Villeneuve



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"was looking as though he might be a bit expensive" and that Patrick Tambay, the team's eventual choice for 1978, was showing similar promise.

Rumours then began to circulate that Villeneuve was one of several drivers of interest to Enzo Ferrari. In August 1977 he flew to Italy to meet Enzo Ferrari, who said that he was immediately reminded of the great Tazio Nuvolari. Ferrari was satisfied with Villeneuve's promise after a session at Ferrari's Fiorano test track and Villeneuve signed to drive for Ferrari in the last two races of the 1977 season and the full 1978 season. Villeneuve later remarked that: "If someone said to me that you can have three wishes, my first would have been to get into racing, my second to be in Formula 1, my third to drive for Ferrari."

Villeneuve's arrival coincided with Niki Lauda quitting the team at the penultimate race of the 1977 season, the Canadian Grand Prix at Mosport Park near Toronto, having already clinched his second championship with the Italian team. Villeneuve retired from his home race, driving number 21, after sliding off the track on another competitor's oil, although he was classified in 12th place. He also raced in the last race of that season, the Japanese Grand Prix at the Fuji Speedway, near Tokyo, driving number 11, having taken that number over from Lauda. Gilles retired on lap five when he tried to outbrake the Tyrrell P34 of Ronnie Peterson. The pair touched and Villeneuve's Ferrari became airborne. It landed on a group of spectators watching the race from a prohibited area, killing one spectator and a race marshal and injuring seven people. After an investigation into the incident no blame was apportioned.

Both the models I have of this pair are relatively recent 1/43 scale partworks from the DeAgostini Formula 1 Collection. The McLaren comes devoid of the Marlboro sponsorship, so it was Scott Dunbar's excellent Grand Prix Decals to the rescue again here (www.facebook.com/GrandPrixDecals). To my knowledge, no models exist of Villeneuve's ill-fated Japanese GP car, and rightly so, if that is the case. Interestingly, it was the only time that he drove with the number 11.

1978 – FERRARI 312T2 #12 AND FERRARI 312T3 #12

Villeneuve started his first full Formula 1 season in the previous year's car, but from the third race of the



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1 For 1979, the Ferrari had been updated to the T4. Three wins for both Gilles and his team mate, Jody Scheckter – the South African taking the title from our Canadian hero by just four points.

2 A disastrous season in 1980 – the updated T5 proved uncompetitive.



▲ The 1978 season saw Gilles driving a Ferrari 312 T3 from the third race onwards.



▲ Gilles famously tried to return to the pits for repairs after his left rear tyre exploded during the final laps of the 1979 Dutch Grand Prix. Another epic Brumm release.

championship onwards, he had the newer T3. Still paired with Carlos Reutemann as a team mate (now in #11), Villeneuve drove car #12. Both drivers were struggling with the team's switch to Michelin tyres and took a while to become competitive.

This was also the season that Colin Chapman's genius saw his Lotus 78 and 79 designs fully exploiting aerodynamics and 'ground-effect' downforce, dominating the championship. The Lotus drivers, Mario Andretti and Ronnie Peterson, won eight of the 16 races (six and two wins respectively). Sadly, the season was marred by the death of Peterson, succumbing to injuries sustained during a mass crash at the start of the Italian Grand Prix.

Reutemann wrestled his Ferrari to four victories, despite the car's design and tyre deficiencies. But when it came to the last race of the season, at Villeneuve's 'home' race in Canada, the local lad was victorious at the new Île Notre-Dame Circuit, Montréal.

Quartzo released a 1/43 scale model of the 312 T3, celebrating Villeneuve's first win. The model even features a driver figure, with our hero's now trademark helmet design nicely replicated.

1979 – FERRARI 312T3 #12 AND FERRARI 312T4 #12

The domination of the Lotus 79 in 1978 meant that all the teams had to build new 'ground-effect' cars for the 1979 season. Reutemann had moved to Lotus, taking over from Peterson. Villeneuve remained in #12 and was now joined by Jody Scheckter. The pair endured two races with the old T3 before the team's new T4 arrived, again for the third race of the season.

Aerodynamic tweaks and a few other design changes made the T4 instantly competitive, Villeneuve winning first time out, in South Africa. For the following race, the US Grand Prix West, held on the streets of Long Beach, in California, Villeneuve achieved the 'perfect weekend' of pole position, race win and fastest race lap.

The racing world was finally beginning to see the Canadian's incredible talent. Villeneuve would win one more race this year – the season finale at Watkins Glen for the US Grand Prix. Scheckter also won three races, pipping Villeneuve to the title by just four points thanks to his other results being better.

For the T4 models, we turn to Brumm this time.

GILLES VILLENEUVE – 40 YEARS ON



The proudly-Italian manufacturer (deservedly so, as it still makes all of its models entirely in Italy to this very day) has quite a back catalogue of Villeneuve's cars from the T4 onwards. It is also great at producing special versions to commemorate specific events. Two such occasions worth of particular note during the 1979 season are the duel between Villeneuve and René Arnoux over the closing laps of the French Grand Prix, at Dijon. Swapping places, including overtaking around the outside of corners, the pair, who had become great friends, were banging wheels and properly scrapping over second place. Villeneuve won the battle, if not the race. Brumm collaborated with Spark (who produced Arnoux's Renault, to release a special set.

The other special, again from Brumm, depicted the race that probably cost Villeneuve the title when he had to retire from the Dutch Grand Prix with a broken rear wheel. Villeneuve was running second (having led) when his left rear tyre exploded. He famously drove almost an entire lap on three wheels at speed, in an attempt to return to the pits for repairs, to no avail.

1980 – FERRARI 312T5 #2

After such a successful season, and starting 1980 with the upgraded T5 from the first race, Scheckter and Villeneuve were tipped to be frontrunners again. But the new design proved to be way behind the leaps that other teams had made, and the pair endured a torrid season, with very little to show for their efforts.

Having retired from the first race of the season, in Argentina, Villeneuve was at least classified for the next round in Brazil, but in a lowly 16th place. Nevertheless, Brumm released a very pleasing replica of his car from this race. And that's about all we can say for this season, apart from the glimmer of hope shown by testing the next season's design, the 126 CK, during practice for the Italian Grand Prix, in the hands of Villeneuve. Again, Brumm steps up here and produced a fabulous set with Villeneuve in the 126 CK alongside Scheckter in the T5.

▲ An epic duel between Villeneuve (Ferrari 312 T4 by Brumm) and Arnoux (Renault RE20 by Spark) took place during the final laps of the 1979 French Grand Prix. Brumm released a special set in collaboration with Spark.



▲ Celebrating Villeneuve's six GP wins – another commemorative release by Brumm.



▲ Special Brumm set to mark Villeneuve's 1km sprint win against an F-104 fighter jet in November 1981 – note the removed rear wing to reduce straight line drag).



1981 – FERRARI 126 CK #27

Villeneuve's car now wore number 27, taking over the slot vacated by Alan Jones's Williams, because he was running #1 as the reigning World Champion. Villeneuve's team mate was now Didier Pironi, who had moved from Ligier. The new turbocharged design (a first for Ferrari) was certainly much faster than the ageing 312 T series, but the aerodynamics were poor in comparison to its rivals, so technical circuits were a nightmare, but when passing was difficult, if Villeneuve could get in front, he might be able to keep his rivals behind him. That was exactly what happened at both Monaco, and then Jarama for the Spanish Grand Prix. The first five cars were running nose to tail for the closing laps, with nobody able to improve their places. Villeneuve won, and just 1.24 seconds covered the first five places. It would turn out to be Villeneuve's last win.



◀ A glimmer of hope for the following season emerged when the new 126 CK was driven by Villeneuve (left) during practice for the 1980 Italian Grand Prix. Set by Brumm.



▲ A trio of models of Villeneuve's 1982 126 C2 – US West GP at Long Beach with the controversial rear wing (left), San Marino with bodywork removed (centre) and San Marino in race trim. All by Brumm.

In terms of 1/43 scale replicas, here we have a pair from Brumm that celebrate Villeneuve's two 1981 race wins, plus another DeAgostini partwork, and a super-detailed offering from GP Replicas. Brumm also commemorates an event that the CK took part in – a race with an F-104 fighter jet! Racing against each other from a standing start at the Istrana military base, in Italy, at the end of the year. Villeneuve narrowly beat the jet over the 1km test, thanks largely to the removal of the rear wing to reduce drag.

1982 – FERRARI 126 C2 #27

Famous designer, Harvey Postlethwaite had transformed the 126 C design into an absolute



▲ DeAgostini 126 CK partwork release in front of the super-detailed version by GP Replicas (available through John Ayrey's – www.ayrey.co.uk).



▲ Brumm released this set of Villeneuve and Pironi at the 1982 San Marino Grand Prix, Gilles' last race.



▲ Leaving the pits for the very last time, at Zolder for Belgian Grand Prix final qualifying on the 8th May 1982. A very poignant model by Brumm.



▲ Gilles' 1981 Monaco-winning 126 CK, by Brumm.

beauty. Not only that, it was faster and had much-improved downforce. Paired again with Didier Pironi, the pair looked set to take the championship by storm.

The season started with an early race retirement for Villeneuve in South Africa, then retired whilst leading in Brazil. At Long Beach, for round 3, Villeneuve finished 3rd, but Tyrrell protested the Ferrari's innovative double rear wing (to maximise downforce on the twisty street circuit) and Villeneuve was disqualified.

For round four, at San Marino, a reduced field took the start due to a huge row between some of the drivers and the sport's governing body. Villeneuve was leading when a misunderstanding of a team pit signal led to him slowing over the last few laps to conserve fuel, assuming Pironi was doing the same, but the Frenchman stole the lead to win. Villeneuve was understandably furious and vowed never to speak to his team mate again.

During practice for the following race, at Zolder, in Belgium, determined to be ahead of Pironi on the grid, on his last qualifying lap, Villeneuve misjudged passing Jochen Mass's slower March and the Ferrari was thrown into the air, crashing heavily. Villeneuve was thrown from the car, still strapped to his seat, and suffered a fatal fracture to his neck. An incredibly tragic end for such an amazingly talented driver. I remember watching it on TV only too well, sadly.

Brumm has released plenty of 126 C2 replicas, representing both drivers' cars. Villeneuve's infamous Long Beach car displays nicely alongside a bodywork-off version, revealing the car's monocoque chassis, and his San Marino car. Two other special packs by Brumm depict the Villeneuve/Pironi battle at San Marino (with Villeneuve ahead) and the moment Gilles left a pit lane for the last time, at Zolder.

I'll close with something Gilles famously said once, during an interview. "I will drive flat out all the time ... I love racing." And therein lies a clue as to why he didn't lift off when passing Mass's slower March that sad, sad day in May 1982. **DC**

Austin's luxury post-war saloons

David Lynn picks up the story of these classic vehicles from where he left off in the March 2018 issue.

In the early 1970s, BMW's 3.0 CSL sports coupé attracted drivers in search of a stylish and sporty, two-door high-end car. This generation of sports coupé, (internal code E9) proved to be a magnificent all-rounder, a car at ease both in city traffic and in cross-continent travelling. It also formed the basis for several racing versions that were victorious in different racing series around the globe. The 3.0 CSL had a clear emphasis on its sports attitude, something that pleased many buyers, but left others wanting for a more refined and luxurious offer from BMW.

Following collection themes can become a fluid process, both for the personal adventure of discovering particular models and choosing subsequent trails, and because the unpredictability of model releases across different manufacturers keeps creating new linkages. In the case of Austin's big post-war saloons and its Vanden Plas offshoot, which culminated in the 4-litre Limousine, my starting point was an unexpected pair of twin releases from Norev and Atlas Editions depicting a one-off Belgian coachbuilt 4-door cabriolet based on a 1949 Austin A125 Sheerline saloon. Unravelling that story set more hares running into the undergrowth and the basis of this sequel emerged.

Although the focus is now the Vanden Plas elements, the story of the coachbuilt Sheerline by the Brussels firm of Vesters & Neirinck can be completed with the discovery of a model of the stunning 1948 Delahaye Type 175 S Roadster from Saoutchik that inspired it. This was commissioned by

an extrovert English, Paris-based millionaire and later owned by the actress, Diana Dors. It was a fantastic showpiece and one of the ultimate examples of styling flamboyance ever made; Spark's depiction in resin (S2708, apparently by "Soutchick") is a gorgeous tribute with some wonderfully intricate detailing. Hopefully the pictures avoid the need to invent further superlatives, although it is noticeable when placing the models together that Spark's idea of 1/43 is smaller than Norev's and consequently diminishes its magnificence to some extent.

The Belgian Sheerline has practical compromises for road use, but clearly shows the source of its inspiration through its overall shape along with fixture detailing such as the bumpers, front lights and grille, and even the dashboard. The blue and cream livery of the Atlas partworks edition emphasises the comparison even further, while there are also uncanny similarities with Austin's A40 Somerset (1952) and A70 Hereford (1950), which both echo Saoutchik themes for the front grille, lights, flowing winglines and bulging rear arches.

The Sheerline saloon was launched in 1947 in an





attempt to create a 'poor man's Bentley', initially as the A110 [DS1] to reflect the nominal horsepower of its 3.5 litre straight six, but only 12 were made before it became the A125 with 4 litres. It was designed and built in-house by Austin with about 9000 Longbridge-built examples until production finished in 1954, including a long wheelbase limousine from 1949. The parallel Vanden Plas strand - a subsidiary of Austin since 1946 - began with the Princess [DS2] as the A120 (32 made) and A135 upgrade, with twin carburettors providing the extra titular bhp; VdP's own styling had more flowing but heavier lines and was handbuilt in its London works. The Princess sequence continued with the 1950 A135 MkII [DS3] as modelled by Matrix and two further Mk's trickled out until 1959. It also span off a new strand, in 1952, as the Princess 4-Litre Limousine [DS6 and successors] based on the LWB Sheerline chassis; this was initially badged Austin, then simply Princess in 1957 and finally Vanden Plas in 1960, until production ended in 1968, and is the basis of Oxford's range of ten limousines and hearses.

The Matrix Princess A135 Mk.II (MX42101-

▲ **The complete line up of 13 Austin and Vanden Plas Sheerlines and Princesses.**

021, edition size 408) is a gorgeous resin model of what was a fairly frumpy car, with extravagant body flourishes countered by a stingy cabin with small windows and thick pillars, undersized wheels with exaggerated spats at the rear, and a generally incongruous set of proportions. The glossy metallic paint gives it a presence which more conventional colours such as grey, silver or black would not provide. As usual with Matrix, the detailing is excellent, with all the chrome fittings precisely included, a delicate 'Winged A' mascot, very exact lights, grille and badging, and a nice interior with wood trim and bright blue upholstery. It is an expensive choice, although can be found online with some reductions, but the standard of execution is very high. Its AUS 135 registration is symbolic, but the livery matches HPO 594, a January 1951 example advertised some years ago in North Yorkshire; this was a one owner and low mileage car, until 1997, and may be the best original unrestored survivor. However its subsequent history suggests a bumpier ride, with several owners, a sequence of colour changes from an original grey to white for wedding car use before its blue

Stunning Delahaye Saoutchik,
by Spark.



transformation, and being re-registered from ABB 2 to its current plate from a DVLA reissue series.

The final batch of models comprises seven Princess 4-Litre Limousines and three hearses from Oxford Diecast; this has to be prefaced by some 'rivet-counting' discussion, partly because the full-size cars had some ambiguous/duplicated nomenclature during three main titular phases and several small detail changes, which are not fully recorded during the production run from 1952 to 1969, and because Oxford specifically set out to provide what it called early, middle and late versions, each with detail differentiation. However, while Oxford created a largely correct sequencing, its separations are out of kilter with the wider nomenclature.

With the A135 Princess saloon sequence well underway, Vanden Plas developed the long wheelbase 4-Litre Limousine [DM4], using the chassis from Austin's Sheerline LWB Limousine [DM1] with new bodywork from the front and rear of the Princess saloon book-ending a significantly taller and longer cabin. This was launched at the 1952 Earls Court Motor Show, and the then Princess Elizabeth ordered the first two off the production line as state cars ahead of her coronation the following June.

September 1953 brought a styling update with a more prominent and single panel front grille of vertical bars within a single surround which remained in the body colour, and matches an update on the Princess saloons; there was also a small change to the rear lights. The A135 element of the name was

dropped so the recognised title became Austin Princess 4-Litre Limousine; there was also an LWB 'saloon' variant [DS6] without the central division.

Several changes were made in September 1956, including the removal of all Austin referencing to leave the name as just Princess 4-Litre Limousine. A significant bodywork change was the replacement of the body-colour C-pillar (behind the rear door but forward of the third side window) with thinner chrome-plated trim, the grille surround now became chrome-plated, the rear spats were reduced to partially expose the wheels, a chromed P logo appeared on the bootlid and in the hubcap centres, the Winged A mascot was replaced by a coronet badge, chrome wheel trim rings were added, and there was a new doubled vertical rear light arrangement.

The June 1960 renaming to Vanden Plas Princess 4-Litre Limousine avoided any visual changes, and apart from replacing the antiquated central bonnet hinging with scuttle hinges in 1965, nothing else significant seems to have happened until production ended in 1969 and its replacement by the Daimler DS420 Limousine, also built by Vanden Plas.

Oxford's account of the sequence was outlined in a detailed chart in the June 2010 (#126) edition of the Globe collector club magazine. The separation into early ("Austin, 1952-53"), middle ("Austin, 1953-58") and late ("VdP, 1958-68") gives far more specific observed differences than any other source discovered so far, and is valid in terms of the release programme and the incorporated differentiation discussed below.

No.	Oxford description	Colour	Plates	Spats	C-pillar	Flying A mascot
AP001	Early	Black	LWO 1	Closed	Body colour	Y
AP001a	Early ("Light Variant")	Black	LWO 1	Closed	Body colour	Y
AP002	Mid	Scarlet	(none)	Closed	Body colour	Y
AP003	Late	Carlton Grey over light grey	7228 PF	Open	Chrome	N
AP004	Royal family (= Late)	Black over Claret	NGN 1	Open	Chrome	N
AP005	Late	Maroon over Old English White	667 FGK	Open	Chrome	N
AP006	Late	Moondust Silver	575 DLD	Open	Chrome	N
AP007	Late	Black	FGO 586C	Open	Chrome	N



▲ Spark Delahaye (front) alongside the Norev Cabriolet.



▲ Comparing the same two cars from a rear three-quarter angle.

▼ Hearse versus limousine - Oxford Diecast style.





Austin Sheerline A135 trio, by Matrix and Norev.



Three variations on a colour scheme theme.

However, Oxford misread the evidence in some respects such as the middle period should end in 1956 rather than 1958, and its claim that the chromed P boot logo was ever present. All models were released as “Austin Princess”, although this only applies to the single releases under each of their early and mid designations; the other five limousines and all hearses should have been titled Vanden Plas without an Austin reference. That said, Oxford’s analysis is a fascinating collation of detailed investigation and clearly pursued further than necessary in terms of what can actually be depicted on a 1/43 model. One visual change, which eluded both Oxford’s and my attempts, is the front sidelights changing from white to orange – all that can be said is that it clearly happened at some point.

The seven Limousines are detailed in the accompanying table; the main batch of six was released in 2009-10, with the seventh appearing in 2015.

AP001 with LWO 1 plates depicts one of the Austin pair ordered by Princess Elizabeth in October 1952 as the first two examples produced, although the plate itself is slightly puzzling as a June 1953 Monmouthshire combination which now sits on a 2014 BMW Mini. Oxford has produced an exact depiction of the initial version, with the carry-over grille as seen on the Matrix Princess saloon, closed spats, the Flying A mascot, thick and body colour C-pillars and the earliest format of front and rear lights in a minimal configuration, again matching the blue Matrix saloon. This is unique in the series for its front grille and absence of front sidelights on the front wing front edge, although the latter were added for a reissued batch (AP001a) listed as the “Light Variant”. The only error is the inclusion of the chrome P logo on the boot.



▲ Matrix A135 versus Oxford 'early'.



▲ Comparing 'early' and 'late', by Oxford Diecast.



▲ Oxford Diecast 'mid' to the front, and a 'late' to the rear.

AP002 is another unique depiction, both as Oxford’s only ‘mid’ variant and for being the scarlet Austin (chassis 10749) produced for the Shaikh of Qatar in 1954, with all brightwork plated in 22-carat gold; he also ordered one in pink, which sadly has never been modelled. Oxford faithfully incorporated the newer format grille and correct at this stage body colour surround, and the intermediate format of rear lights adding single round lights on the rear panel. The body colour C-pillar, full spats and Flying A mascot are correctly carried over, and the lack of number plates is authentic, although again the P logo on the boot is wrong.

The remaining AP003 to 007 releases all fall within Oxford’s “late” category and share the same dating attributes, which applied in real life from 1956 to the Princess and then Vanden Plas cars, with Oxford’s choice of liveries placing them all in the VdP phase. So the common modifications compared to the “mid” AP002 are a plated grille surround, reduced rear spats, a casting change to allow plated C-pillar inserts, vertically doubled rear lights, plated wheel trim rings, and the removal of the Flying A mascot.

AP003 comes in an elegant two-tone grey scheme with a late 1963 Surrey plate, but no other information about the car was found. AP004 returns to the royal theme as one of two put into storage when production ended in 1969 until delivered to the Royal Mews in 1972 for use by junior royals on official engagements; they were painted in the customary royal claret over black and had the shield mount above the windscreen as shown. NGN 1 was a 1952 London plate and is now on display at Sandringham, and was being used by Princess Anne in March 1974 when she was the target of a botched kidnap attempt in the Mall when her bodyguard and chauffeur were both shot and injured. The royal loyalty to these Limousines is an interesting tangent, with three batches ordered altogether, and a wry foot-note that this stored pair until 1972 reflected a reluctance to switch to the successor Daimler DS420s.

AP005 in maroon over cream is another elegant combination, and makes a neat pairing with the similar scheme on the second Belgian Sheerline limousine released in Norev’s retail range. It has a 1961 London plate, although DVLA data suggests it was a 1963 car which has been SORN since 2010. AP006 in





silver shows a 1961 example now used as a wedding rental in Bridgwater, Somerset and is appropriately gaudy with whitewalls. Finally AP007 is another black example, depicting FGO 586C, a VIP rental frequently used by the Beatles and appears in their Magical Mystery Tour film. It was later bought by a Beatles collector in Arizona, but stolen in the mid-1980s and never seen again. This release appeared several years after the others, and is unique for having large printed orange front sidelights instead of plastic inserts.

Oxford also issued three Princess hearses in 2013, following its successful batch of Daimler DS420 hearses, and all three come from the same "late" Vanden Plas phase without casting or fittings differences. Many firms offered Princess-based hearses, including Charlesworth, Alpe & Saunders, Woodall Nicholson, Simpson & Slater, Dottridge Brothers, Aulliner, Jones Bros, and Wilcox. While Oxford has not identified the coachbuilders, my best guess is that this pillarless 4-door with extended rear wings was one of the styles offered by Thomas Startin, a long-standing Austin dealership in Birmingham, who also created many special body Austins, including vans, ambulances and other hearses.

APH001 in all black depicts UVX 24F, with a 1968 Essex plate and, according to DVLA data, is still around. APH002 in all-white is a scheme which Oxford describe as popular for West Indian funerals. DLM 519C was a 1965 London plate and has been untaxed since 1989, so probably scrapped. APH003's black over silver livery is probably the most interesting, although the significance of KCP 262G, registered in Halifax between November 1968 and March 1969 is unknown.

This is an excellent group of models painstakingly executed to depict specific cars and fully reflect sequences of detail differentiation. Each offers something to study and absorb, particularly for the fixtures of the hearses. They are also well made to accommodate handling – no bits fell off during their unpacking for photography despite some intricate fittings – as well as being easily found and affordable today.

This completes the rollcall of known 1/43 Sheerline and Princess models, and, as the chronology shows, there are many gaps. While, in some cases, full-

size production only reached a few hundred examples and left little to remember them for, there are some intriguing possibilities for future models. The initial Sheerlines are not particularly memorable, although when Spa Croft Models recently announced several suggested 1950s–60s British models in a survey for potential production in white metal by Lansdowne Models, it included an A125 Sheerline. If anything emerges from that exercise, it could develop an interesting derivative as the Sheerline-based 1954 Austin Gas Turbine Car with an extended nose, sets of bonnet vents and slightly sinister black livery. This one-off experiment attempted to rival the headlines Rover received for their series of JET turbine prototypes, but was shelved after its only major public appearance in the 1955 Austin Golden Jubilee festival at Longbridge and a private demonstration for Prince Philip, a consistent Sheerline fan.

The first three Marks of the A135 Princess saloon were broadly similar, apart from differences in side window profile, the height and curvature of the front wing outlines and the Mk3 adopting the later grille format, so Matrix's Mk.II probably represents them adequately. There was also an early Vanden Plas design study for a Princess 2-door Drophead Coupé with bulky but flowing lines, although in practice there may be insufficient archive pictures and information to make this a practical option. However the Mk.IV [DS7] was extensively restyled with sleeker outlines and more contemporary proportions to create probably the most elegant Princess variant, although only about 200 were made from 1956–59.

Finally there were some Princess 4-Litre Limousine Landaulettes, mainly created for royal family use and Commonwealth heads of state. One source says only 18 of these imposing conversions were made, but is unclear if this was just the later Vanden Plas-badged era or includes all phases back to 1952. The Queen had several over the years, which were frequently transported on the Royal Yacht Britannia for her state visits to Commonwealth countries and British territories, with a wealth of archive material available for these historically significant events. In practice, the viability of these ideas would probably depend on niche opportunities through partwork series or resins, but the results could be fascinating if anyone felt brave enough. **DC**

▲ All three types of Oxford Diecast releases. From the left, 'early', 'mid' and 'late'.



▲ Oxford's Royal 'late', in black over claret.



▲ Hearse in white, by Oxford Diecast.



▲ All three Oxford Diecasts hearses.

The first three Marks of the A135 Princess saloon were broadly similar, apart from differences in side window profile, the height and curvature of the front wing outlines.

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DSN21 - GRD S73 3rd Villa do Conde 1973
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RRBE36 - Ford Sierra XR 4X4 4th Boucles de Spa
1988 Mark Lovell/Terry Harryman
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RRIR09 - BMW 2002ti 7th Circuit of Ireland 1975
Brian Nelson/Drexel Gillespie
1:43

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Mini Cooper S BMC, RAC Rally 1965
1:18



18RMC075A - Ford Escort MK1 RS
1600 Safari Rally 1973
1:18

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18RMC076A - Ford Escort RS
Cosworth Rally San Remo 1996
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▼ The five Corgi Land Rovers that will be transformed into cargo for the works transporter.



Bye-bye, Land Rovers

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

I've taken a slightly different approach this month. Whilst these five fabulous Landies are most definitely part of my collection, they have been procured for one purpose, and one purpose only. To be stripped and remodelled for a project that has been sitting on my workbench for a very long time – eight years in fact!

Rewinding back to the May 2014 issue, Brian Salter shared some of his car transporter in his article "Sentenced to Transportation", on pages 42 to 45. The header image portrayed one of Brian's clever creations, comprising several Corgi donors and some cunningly-fashioned extras.

I'll save all the details of the transporter itself, as

▼ Brian Salter's finished masterpiece – I hope I can get somewhere close to this standard.



▲ Complete with boxes, it almost seems wrong to strip back and remodel these – but it will definitely be worth it.

well as the modifications to the Land Rovers, for a future *Workbench* article. For now, I will focus on the models that will be transformed for the project. Brian and I discussed this at length, way back in 2014, and he kindly provided me with the kit of extra parts necessary to complete it, as well as the models needed. The cab unit was easy enough, but I misheard the instructions about the Landies and promptly went about sourcing five vintage Corgi Toys scrappers, only to be told recently by Brian that I'd got that bit wrong. It's actually more recent Corgi Classics castings that are best suited. Off I trotted to ebay again.

Now the problem with buying these later versions is that most of them are in mint condition. It seems such a shame to use these, but as they are all still plentiful and can be picked up for just a few pounds each, I went for it. I'm going to really struggle to start stripping them and cutting them up though.

Four LWBs and 1x SWB are needed for the project and, with so many versions produced during the Classics period, the choices for donor models are many. The five that I chose for the job are No 07101 Corgi Collector Club 1996, 07401 Royal Mail, 07410 Hampshire Fire Service, 07414 RAC Radio Patrol, and, for the SWB, CS90115 British Army. I was led by price for these, so this shopping list is by no means a strict one.

So, now is the time for me to get to work on these, so they have been bumped up the project list in terms of priority. Look out for the article detailing the build in a future issue. **DC**





Workbench

Rick Wilson shares his current project progress.

I've been playing around with restoring old diecasts since my early teens. I recently started a huge project from Ixo Collections and it gave me the idea for this section to bring you updates and tips as I focus on some other projects along the way.

■ CORGI TOYS GIFT SET NO 2 RESTORATION

Corgi Toys gift sets have always held a special fascination for me ever since I was a youngster with pocket money that was burning a hole in my pocket, but values these days tend to easily outstrip my spare funds. With a little help from two well-known companies, well-versed in the art of catering for the restorer's needs, I managed to put one together for very little expense.

The project began when I accidentally bought the Land Rover when buying 'scrappers' for the project outlined on page 39. Having realised that I should have bought later Corgi Classics releases as donors, I was looking at my now impressive scrapyard and wondering what I could do with the vehicles bought by mistake. Recognising the Land Rover in green as being an early example (smooth, convex wheels) of No 406, it would make an ideal start as part of Gift Set 2. All I needed to complete it would be a red version of No 102 Rice's Pony Trailer, with matching early wheels to look authentic, of course. Both were picked up for just a few pounds each and, to my surprise, the trailer even came with a four-legged cargo in fairly good (complete) condition.

▲ Corgi Toys gift sets have always held a special fascination for me, but values these days tend to easily outstrip my pocket money. With a little help from two well-known companies, I managed to put one together for very little expense.



▲ Resprayed in a near-matching shade of green, the Land Rover is ready for reassembly and silver detailing to be added.



▲ Again, the Rice's pony trailer was matched closely to the original red with black mudguards.

Both models, and the gift set, were all released within a few months of each other in the late 1950s. No 406 Land Rover 109" WB appeared first, in August 1957, followed by No 102 Rice's Pony Trailer in January 1958. We didn't have to wait very long at all for the gift set to arrive. Released the following month, in February 1958, it was an obvious pairing, especially as they were closely matched in their respective scales – 1/46 (Land Rover) and 1/45 (trailer).

Gift Set 2 continued in the catalogue for 10 years, being withdrawn in 1968 after selling 794,000 units, according to *The Great Book of Corgi*. Initially appearing in the colour scheme on the box artwork, both components were painted fawn from 1962 onwards.

In playworn condition, my two acquisitions still made a nice display, but they were on the cusp of the old 'display as is, or restore' dilemma. I opted for the latter, obviously.

I wanted to match the colours as closely as possible, using rattle cans acquired from that popular DIY motoring emporium, Halfords. The staff have become quite used to me wandering into the Stamford store over the years, clutching a diecast or two, and offering them up to many a can's lid to see how closely I can match the two with the colour identified on the top strip. Most reasonably-sized stores carry a good range of colours and shades, but I really must get to grips with that spray gun I bought a few months ago!

So, with suitable cans acquired, off I went back to my workbench. The Land Rover had its rivets drilled out and baseplate removed, allowing access to the window unit (it needed removing and cleaning), but the trailer



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

Hot on the heels of catching up in the last issue, after all the various global manufacturing and shipping delays, we're making super progress with this amazing diecast kit build now. In quick succession, boxes 9 and 10 arrived and, in the latter, was the promised special free gift - a 1/8 scale figurine of Steve McQueen, straight out of his 1971 movie, *Le Mans*. The film was shot during the 1970 event and the ensuing months, but was released the following year, hence the discrepancy. It comes without his sponsor patches, so this will be the subject of a little Wilson workbench magic in due course, as will the modification of the figurine's wristwatch, because it should be a square-faced Heuer Monaco, as famously worn by the actor during filming.

Back to the car itself and this month's progress adds further chassis components and the second fuel tank, plus another front wheel assembly to add to the example included with the first box (parts 1 to 4). The arrival of box 10 means that we are now up to part 40, so when the next pair of boxes arrives, with packs 41 to 48 (hopefully in time for the next issue), we will be exactly half of the way through the 96 part packs that will all go to make up this incredibly detailed and impressive diecast model.

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



▲ The contents of boxes 9 and 10, awaiting assembly.



▲ The electrics need revisiting to tidy up, but the engine is properly secured in now.



▲ The original playworn Corgi offerings, as bought for just a few pounds. Both intact, complete (apart from some tyres) and without any breakages, bits missing or a cracked screen - these would provide the perfect starting point for a cheap restoration.



▲ Stripped back, buffed with steel wool and masked (in the case of the horse and the bonnet-mounted wheel), grey primer was then applied.



▲ Thanks to the impressive catalogue of replicas at DRRB Reproduction boxes (www.dinkyboxes.com), I was able to simply order a replacement, rather than make one myself.

was to be a simpler job. Buffed with some fine steel wool, it was masked (mudguards, wheels and baseplate) then blown over. The masking was reversed to finish the mudguards in gloss black. The Land Rover was stripped, with caustic soda, and new tyres and canopy were procured from Steve Flowers Model Supplies (www.model-supplies.co.uk). The body and canopy were then primed and sprayed to match the originals, and the windscreen cleaned up with a little toothpaste.

Once all put back together, one finishing touch was needed - the display box. I've made many myself over the years for various models, but there's nothing quite like a professionally-made replica from DRRB Reproduction Boxes (www.dinkyboxes.com). Definitely worth the extra pennies. **DC**

1960s British saloons by 'Fun Ho!'

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



It's said that New Zealand never really swung in the 1960s. Today, a diecast memory from those years that's still swinging is Fun Ho! Midget toys. Depictions of iconic 1960s British saloons lead the parade of classic cars that Fun Ho! once cast in miniature.

They were basic toys without plastic windows and interiors. In a country of import controls, Fun Ho! successfully provided an alternative to the spasmodically seen Matchbox toys.

Numbers 1-9 in the Midget series had been cast in New Zealand during 1964, from moulds purchased from Streamlux, an Australian company. From 1965, the new Midget castings were from dies made by Fun Ho! toolmakers at Underwood Engineering in Inglewood. To rectify the inclusion of no British saloons in its first year of production, the company produced four in the range's second year. English cars ruled the roads back then, with many of the once great marques having assembly plants in the country.

If the issuing followed the catalogue number order, the second model cast from a die made in New Zealand was the Morris Mini Minor (No 11) – the first was of the Australian Ford Falcon

▲ No 41 Ford Zodiac Mk4.
Photo: Kristy Strachan



▲ This 1968 advert has the Morris 1100 captioned as the Austin 1100. Image: Fun Ho! Toys

(No 10). Both the Ford and the Morris entered the catalogue in 1965, as did the Austin Mini (No 17). The Minis, as the smallest of the Midget models, measured only 35mm and had 8mm black treaded plastic wheels fitted. By comparison, the Hillman Imp (No 15) at 40mm was 5mm longer.

An unusual feature was both Minis using the same body casting because the radiator grille was part of the base, not the body. The bodies were cast from zinc. They were marked 850, and recognisable as an Austin or Morris by the grille during production. The Morris had one with horizontal lines and the Austin's featured rectangles.





Until circa 1966-67, the Morris and Austin Minis, and all Fun Ho! Midgets, had plated finish bodies with chrome or nickel bases. Bases became zinc when the painted bodies replaced the chrome or copper plated ones. With the introduction of the painted bodies, the same colours were used on both toys.

They would have been sold in Mobil boxes until circa 1967, then in red and yellow boxes until withdrawal from the catalogue in 1972. The Austin proved the more popular with 45,000 castings produced, as opposed to 41,500 for the Morris. Putting what may seem relatively low numbers by overseas standard into perspective, the models were produced for a domestic market of under three million people.

A Midget Vauxhall Velox PB Saloon (No12) was next off the line, in 1965. This 53mm replica has the horizontal barred grille of the 1962-64 sedan and a slightly chunky appearance. The model was deleted from the catalogue in 1972, with most of the range's early saloon cars from the mid-1960s.

Many New Zealanders saw at least one 1100 a day on the country's roads during 1965. That was the year Fun Ho! added a Morris 1100 to the Midgets. A year later, in 1966, an Austin 1100 joined the Morris in the catalogue. The Morris was allocated No 13 and the Austin No 32. With a length of 44mm, they were among the smallest of

▲ Frontals of No 11 Morris Mini Minor (left) and No 17 Austin Mini (right). Photo: Kristy Strachan



▲ Frontals of No 13 Morris 1100 (left) and No 32 Austin 1100 (right). Photo: Kristy Strachan

the Midget cars.

When parked side-by-side the difference between the two is in the grille. The Morris grille has horizontal lines without a name badge, whereas the Austin has a grille composed of rectangles with the badge in the middle.

With the introduction of the Austin, the wording on the base was changed from 'Morris 1100' to 'Fun Ho! NZ 1100', enabling the same base to be used on both. Those early bases would have been either chrome or nickel plated.

Circa 1966-67, the plated finish on the 1100 bodies was replaced by a painted one. The bases for the painted versions were zinc plated. All bases had size 1, (8mm) black plastic treaded wheels fitted. Examples seen of the painted models indicate that neither the Morris nor the Austin had headlights or grilles depicted in silver paint. Even Fun Ho! got confused between the two models. A 1968 advertisement featured an illustration of the Morris 1100 with the model captioned as the Austin 1100. Both cost 30c each, back then.

The Ford Cortina Estate Car (No 14) was a new model in 1966. The only Midget estate car is notable for the hinged rear tailgate. During production, the wording on the base changed to "Fun Ho Cortina Estate Made In New Zealand No. 14" to comply with Customs regulations for exporting. Any Cortina Estates seen on New

1 No 11 Morris Mini Minor, plated finish. Photo: Kristy Strachan

2 No 11 Morris Mini Minor, painted finish. Photo: Kristy Strachan

3 No 17 Austin Mini, plated finish. Photo: Kristy Strachan

4 No 17 Austin Mini, painted finish. Photo: Kristy Strachan

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▲ No 23 Jaguar Mk 10, a 1996 Repro version. Photo: Ross de Rouffignac

Zealand roads would have been imported made up, not 'completely knocked down' (CKD). There would have been very few in the 1960s.

The Cortina was another catalogue deletion in 1972, as was the Hillman Imp (No 15), which also came on sale in 1966. In Fun Ho! Miniature Vehicles: A Collectors Guide, a book by E D Daw published in Australia during 1997, the author writes that "Hillman" is cast on the body at both the front and rear. It is a notable example of the diecaster's craft. Despite the detailing, the Imp proved to be the least successful of any Fun Ho! Midget with 31,500 castings produced. Why this is the case is unknown.

A pattern emerged. The British cars Fun Ho! produced as Midgets were nearly all models seen in limited numbers in the imports of Dinky, Corgi, or Matchbox. Corgi had an Austin and a Morris Mini, Dinky a Morris 1100, Corgi a Ford Cortina Estate, both Dinky and Corgi a Hillman Imp, and Corgi, Dinky and Matchbox made their own versions of the Jaguar Mk 10.

A Jaguar Mk 10 (No 23) joined the Midget fleet in 1966. Made to roughly 1/80 scale, the car measured 65mm and was fitted with 9.5mm treaded, black plastic wheels. A total of 95,600 units were produced, making the Mk10 the most popular Midget saloon.

Early examples of Mk10s had plated bodies, before they were painted in the vibrant colours associated with Fun Ho! For a promotion that Berger Paints ran at the Christchurch Show, models were painted in Berger red, green and blue and given away at the show. Fun Ho! publications do not record the year. The panel under the Jaguar's

▲ No 33 Rolls- Royce Phantom V, 1996 'Repro' version (left) and the play-worn original (right) appear to be cast from different dies. Photo: Ross de Rouffignac

5 No 13 Morris 1100, painted finish. Photo: Kristy Strachan

6 No 32 Austin 1100, painted finish. Photo: Kristy Strachan

7 No 14 Ford Cortina Estate Car, plated finish. Photo: Kristy Strachan

8 No 13 Morris 1100, plated finish, on Mobil box. Photo: Kristy Strachan



▲ No 12 Vauxhall Velox, plated finish. Photo: Kristy Strachan



▲ No 32 Austin 1100, plated finish. Photo: Kristy Strachan



▲ No 15 Hillman Imp, plated finish. Photo: Kristy Strachan



▲ No 23 Jaguar Mk 10, plated finish. Photo: Kristy Strachan



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▼ No 14 Plated finish Ford Cortina Estate Car (left) and painted version (right) with tailgates open. Photo: Kristy Strachan



doors was trimmed after a few production runs. Other design modifications included more clearance for the wheels, shortened rear bumpers, and thickening and flattening the front and rear bumpers.

When production of the original Fun Ho! toys ceased in 1982, the Jaguar Mk 10 was still listed in the catalogue. The company could no longer compete with the increasing number of imported toys that had more appeal to children.

Another British saloon in the catalogue at the time of the factory closure was the Rolls-Royce Phantom V (No 33). This 66mm casting entered the catalogue in 1967, and was the longest of the British Midget saloons. Apart from an experiment with zinc plating Phantom V bodies at the factory, black and other dignified colours appeared on this model until the circa 1980 introduction of the plinth packs. Bright colours came with this change of packaging, with most continuing to have headlights and bumpers depicted in silver paint. Two different dies are believed to have existed for the Roller, with differences in grille and window sizes and boot markings noticeable.

The Phantom V and the last of the British saloons in the Midgets, the Ford Zodiac Mk IV (No 41), both had depictions by Matchbox and Dinky.

Fun Ho! made the 52mm Mk IV from 1969 to 1977. Changes to the base occurred during production, with the plain surface becoming a webbed one and the riveting reinforced at the front and rear. Wording on the base was altered at some stage to "Fun Ho! No 41 NZ. Made in New Zealand Zodiac" to meet export requirements.

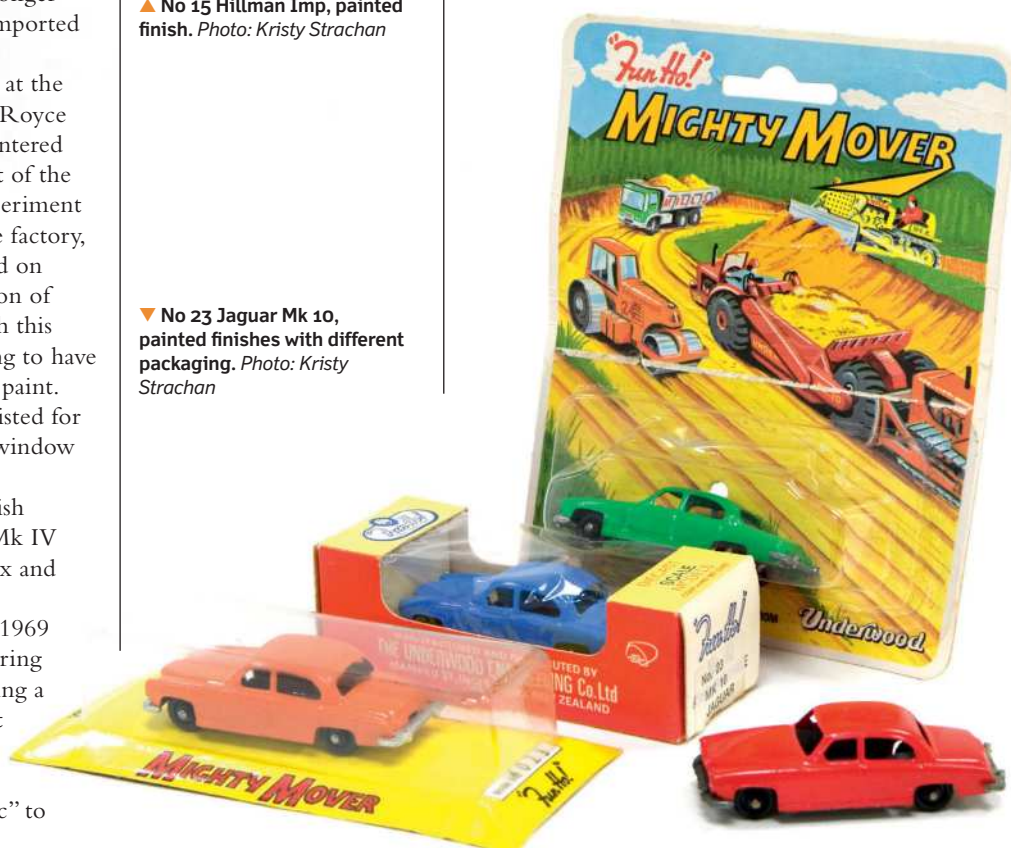
▲ No 33 Rolls-Royce Phantom V. Photo: Kristy Strachan



▲ No 15 Hillman Imp, painted finish. Photo: Kristy Strachan



▼ No 23 Jaguar Mk 10, painted finishes with different packaging. Photo: Kristy Strachan



In 1991, the Fun Ho! National Toy Museum issued a limited run of Jaguar Mk10s with a zinc base and chrome plated body. Only 50 were produced from unassembled castings stored after the factory closure. A plated version of the Thames Freighter Pickup (No 26) was manufactured as a companion model to the Jaguar. They cost \$NZ8 (£4) each plus postage.

The museum issued a much larger range of 'Repro' Midgets models from the vault of stored castings in 1996. Thirteen had a new look with blue tint plastic windows fitted. Both the Jaguar Mk10 and the Rolls-Royce Phantom V looked terrific in this updated form, as did the Thames Pick up. Along with all models in the release, cabbled or open, they had a baked enamel paint finish and more hand detailing in the finish. None of the British saloons discussed in this article are currently available as 'Repro' versions. **DC**



The full “Town and Village from Castlereagh” exhibit, almost pure Spot-on, and one of four displays in Wimborne Model Town’s new permanent exhibition. It demonstrates the ultimate potential of the Spot-on system to make a full scenic layout straight out of the box. Almost everything comes from the one manufacturer, Tri-ang, and in one period, 1959 - 1968, in the one scale.

Absolutely Spot-on

The big finale! Brian Salter comes to the end of his series examining the origins of scales used.



When this series started way back in June 2019, there was no predetermined course it would take, let alone how long or how far it would go. Part 11, “Tri-ang Were Different”, looked at the unusual scale of 1/42, where it came from and where it eventually went, all made famous in its middle years by the Spot-on brand. A couple of months back we had a bit of fun with some same-scale models from various sources that complimented each other. Now we have the serious stuff.

As a finale I would like to introduce you to “The Town and Village from Castlereagh”. Many readers will recognise the name itself as the area of Belfast where Tri-ang’s Spot-on factory was

▲ The font of (nearly) everything from Spot-on Ltd. A couple of dozen copies are still available at the original price including slip-in cross-referenced supplement – 492 pages, 30 by 27 cm and nearly 3 kg. Never been anything like it and there probably never will be again. Call the writer on 01202 889074 if you need some help finding one.

situated. It was responsible for producing the only range of diecast vehicles to cover everything from a microcar to a large mobile crane, the roads they ran on and both the town and village they ran through, all to one scale. They will forever be famous, some say infamous, for this.

Using the vehicle and highways system, as it was first marketed, Tri-ang built some large trade display layouts. These featured either the system’s Cotswold Village buildings, or Arkitex sets, to enhance the scene. Strangely, they never ever appeared together on a display despite being designed and designated a Spot-on product and absolutely in scale with the rest of the system. Now the serious stuff, this has been remedied, hopefully permanently.



▲ The castle end of the village, not that it's anything like Castlereagh. The Queen and Prince Philip are leaving, which has involved a few traffic hold-ups with the dual carriageway already reduced to single working. The garage seems to have a bit of a speciality in pre-loved VWs and a good variety of microcars for sale. All of the buildings here are ready made and most are based on real ones in the Cotswolds. The farmhouse front right comes from Upper Slaughter and the farm group is very convincing, although Spot-on did not continue with farm equipment beyond a Land Rover and tractor.



▲ In the 1950s, the developers did what they do best and changed the area forever. With Spot-on and Arkitek you could do the same and here is the proof. Such a scenario would be familiar to railway modellers, even more so today as the period is a very popular one in railway circles. But here, now, folks are rather impressed, even if they didn't have a Ford at the time. The boards above the windows are part of the system and in the distance it's Dolcis and M&S, but the signage above the car showrooms is unique to the exhibit. The Coach and Horses is for real, name included, but with surroundings seriously different to the imagined ones here.

Ten years or more back, a comprehensive layout was built for "The Ultimate Book of Spot-on Models Ltd." The vehicles populated it, of course, but the overriding purpose was to display all the road system, buildings ancient and modern and the folk who 'lived' there. This was almost certainly the first, and only, time all the elements had been brought together as they should have been. Subsequently, the layout and its scenic elements were stored, the vehicles having come and gone in line with any photographic requirements.

The serious good news is that the whole 18 foot layout has been resurrected, almost exactly as was, for all to see as part of a new permanent exhibition. The serious bad news, at least for the dedicated Spot-on vehicle collector, is that this is in no way a Spot-on vehicle collection or exhibit. The vehicles are there as a part of the whole scene, a very important part agreed, but a scene that Spot-on's publicity department steadfastly failed to achieve.



▲ In its earlier guise, the full layout did the rounds many years ago – seen here at Sandown Park Toy Fair, in autumn 2013.



▲ Mr Spot-on, Brian Salter, standing proudly beside his creation, at Sandown Park in 2013.



One they should have delivered, now the exhibition's own unique 'neverwazza', a 100% authentic rendition of Tri-ang's real vehicle on an original Spot-on Austin flat truck. It is leaving the station yard, whilst a double-deck train of Spot-on Morris 1000s passes through.



"Castlereagh", though, is only part of the "Life Before Lego" exhibition, the rest of which is also thought to be a world first. Lego gets in, just, as it was responsible for killing off just about every other construction toy despite the fact that it copied a British product – the evidence is there in detail back to the mid-1930s. Britain's others systems, all very well-known and highly successful in the 1950s, are also celebrated in purpose designed museum quality displays.

The images here, however, focus purely on Spot-on (as instructed by the editor). The exhibition forms part of the attractions within Wimborne Model Town, this being an outdoor 1/10 scale replica of the real town that is just outside, but as it was in the 1950s when the model was first built. It seems the perfect location for Arkitek, Spot-on, Bayko, Minibrix, Brickplayer, et al, and even 'Parents of Lego', all period correct – thank you Wimborne. The model town is within yards of the Minster in the town centre, and is

▶ How very 1950s is this, not just the precinct, but the absolutely period perfect lamp standards – find a real one now, please. They only came in the very first BP garage sets so they have been recast in quantity for the exhibit and are more effective now than ever. An impromptu classic car gathering is taking place, actually near the back of the 4-foot wide display, hence this closer view.

▶ The most important place in Castlereagh, in a corner of the railway yard. Business has been good because almost all the vehicles in the model town and village have been in here at some time, many very recently. Castlereagh is not a Spot-on vehicle collector's paradise. Although there is at least one example of most castings in there somewhere, hardly any were in factory fresh condition when acquired, in fact most have been in a far more desperate state than the current scrapyard occupants. They have been given the same treatment as a real vehicle of the period might now receive, original colours to match, of course.

▶ The village street has an awkward bend in it and it often causes problems with its Post Office 'conveniently' on the corner. All the figures are as sold by Spot-on – it had the largest range, mainly trades persons, ever made to complement a diecast range.



open seven days a week (10am to 5pm), generally from just before Easter to the end of the autumn half term. British building toys, that is toys for building buildings, are presented like nowhere else on the planet, and – need one say it – everything to scale. **DC**



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1929-35 Mercedes-Benz G3A
Kfz. 71 Wermacht ambulance



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



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)



1939 Delage D6-70 Roadster by
Letourneur & Marchand



1939 Delage D6-70 Roadster by
Letourneur & Marchand



1977 Lincoln Continental
Mark V Coloma pickup



1977 Lincoln Continental
Mark V Coloma pickup



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Super GTs

Mike Pigott looks back at this 1980s range of budget-priced Matchbox miniatures that used classic Superfast castings.

▲ Iso Grifo.



▲ Matchbox catalogue page, showing the Super GT range.

In the mid-1980s, Matchbox Toys International was experiencing competition from low-priced, lower-quality miniature vehicles made in the Far East. Brands such as Playart, Zylmex, Tintoys and Summer – mostly made in Hong Kong – were flooding into discount stores around the world, and were undercutting Matchbox and other established diecast toy manufacturers. Although by 1985 many Matchbox toys themselves were being produced in Macau by new owner Universal Toys, they were still very high quality and could not really compete on price with cheaply made products. While Matchbox still had a good reputation and were widely collected, sales were being lost to parents of young children, who often chose toy cars based on price.

Of course, Matchbox was not alone in this predicament. From the outset, Mattel had produced Hot Wheels cars in countries with lower labour costs – initially in Hong Kong and Mexico, and later in Malaysia. In 1983, Hot Wheels introduced the 'Speed Machines' range, a line of 21 stripped-down, obsolete Hot Wheels cars that sold at a lower price-point than the standard 'Mainline' models. Speed Machines had plastic bases, no chrome-plated or working parts, and basic paint-jobs with little or no decoration. This was because, in the USA, large chain stores like Woolworths and K-Mart were importing diecast toys from Hong Kong and selling them in store-branded packaging, undercutting Hot Wheels and Matchbox on price. For example, Playart vehicles were being re-branded as 'Woolworths Peelers'. In the UK, Dinky did not have its own entry-level range of low-cost miniature models, so imported the 'Tough Wheels'

range from Hong Kong and packaged them as 'Mini Dinky'. The quality of these was so poor that they were probably the final nail in Meccano's coffin. Ironically, Tough Wheels was produced by Universal Toys which later acquired Matchbox and the Dinky trademark. Other brands such as Corgi Juniors and Lone Star did not introduce budget ranges, but the quality of models dropped in order to keep prices competitive – production costs were a lot higher in the UK than in the Far East.

BUDGET RANGE

In 1986, Matchbox felt the need to introduce its own range of low-cost vehicles. Rather than creating an all-new line of basic cars, the concept of Mattel's Speed Machines was repeated, using stripped-down obsolete models. Disused Matchbox tooling had been kept in storage, and 20 moulds were chosen from the discontinued models, mostly from the late 1960s and early '70s. The items selected were mainly sports cars, racers and concept vehicles, and although some were dated, they still looked good. To produce them as cheaply as possible, the bases were changed from diecast to black plastic. The dies were modified to seal any opening parts, such as doors and bonnets, and additional plastic components such as engines or louvres were either removed or incorporated into the diecast body casting. Any interior mouldings or visible engines were removed, and the clear windows were replaced with (usually) opaque black glazing. Basically, all models now consisted of three standard parts – a diecast body, the base and windows in black plastic, and, of course, the wheels, axles and suspension strip.

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► Bases showing UK and Chinese-made examples (bottom and top respectively).

- 1 Gruesome Twosome.
- 2 Datsun 126X.
- 3 Siva Spyder.
- 4 Lotus Europa.
- 5 Saab Sonett III.
- 6 Hairy Hustler.

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

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Each casting was produced in two colour schemes, making a total of 40 different models. All were painted in a single shade, with a two-colour tampo-printed overlay (although a few only used one colour). The original names of the models were removed from the base, and replaced with "SUPER GT". The printed decals had few references to the manufacturers of the real vehicle, with generic words like 'Turbo' and 'Racer' used instead. This was probably another way of keeping prices down by avoiding any possible royalties. Some of the printed designs were quite eye-catching, some were reasonably restrained, while others were, in my opinion, awful, and looked like they had been designed by amateurs. Initially some models were in metallic paint colours, although these were soon changed to cheaper enamels. Some of the paints used were non-standard Matchbox colours, and may have been another way of cutting costs by using up unfashionable shades like beige, duck-egg blue and grey. The wheels were usually the 'convex 8-dot' style that were used on contemporary 1-75 range cars, although cars with larger rear wheels used the earlier Superfast '5 crowns' types.

Of the twenty castings used, nine were European sports cars, three were racing cars, three were generic designs, three were concept vehicles, plus one muscle car and an emergency vehicle. Four of the chosen castings were not manufactured at the British factory, and were only issued after production had moved to China. As a result, these models have very few variations.

When the range was being developed, a name had not yet been decided, and it was referred to in-house as the 'Budget Range', hence the 'BR' numbers. Eventually the name 'Super GT' was decided upon, which was a good choice as it made sense in many languages. Initially, the range was marketed in Continental Europe, where they sold very well, particularly in France, Germany and Italy. In 1988, the line was introduced into Britain and the USA, although I do not recall ever seeing them in Australia.

At first, Super GTs were manufactured in England – possibly the limited number of components made it less labour-intensive and affordable. These were the last diecast Matchbox models to be produced in the UK. But by the end of 1987, production had moved to China, where labour rates were even lower than Macau. After a few years, sales began to slow down, so in 1990, some of the models were re-launched

POST-LESNEY MATCHBOX



▲ Monteverdi Hai.

as 'Neon Racers'. These were the same cars with identical printed designs, but now painted in bright, day-glo colours. Later, the range was mainly aimed at the Chinese market.

GIVEAWAYS

Because of their low prices, Super GTs proved very popular for promotions and as 'free' models. Some Matchbox Super Kings came packaged with a bonus Super GT. Promotional triple packs of Matchbox 1-75 models were sold as "Buy two, get one free" – the third item was usually a cheaper Super GT. McDonalds in the USA included Super GTs with Happy Meals and, in the UK, one car was included in packs of Kraft party sausage rolls.

Many of the Matchbox track sets included Super GTs, as they were cheaper than 1-75 models. The difference was that some cars in the sets had opaque white windows that glowed in the dark, rather than the standard black glazing. Models with luminous windows are extremely hard to find in good condition, as they were not sold individually, and were only available in track sets. As a result, they are usually found in playworn condition.

VARIATIONS

The Super GTs were low-cost toys, aimed mainly at young children, so very little consideration was given to manufacturing them to constant specifications. As a result, many of the range were produced in non-standard colours, with countless variations in the pad-printed graphics. Sometimes, the printing was applied to a wrongly-coloured model, and sometimes it was

left off completely. The range was being produced as the British factory was being wound down, so presumably they were made during a fairly chaotic time. When production moved to China, the colour schemes were changed again. However, some of the models were only available in one finish. The printing was only across the tops of the cars; never along the sides.

Collectors tended to ignore this range. Personally, I thought Super GTs were the absolute bottom of the barrel, and that Matchbox had abandoned its principles. However, it was good business practice for a company to cater for all parts of the market, including the low-cost, entry-level sector.

THE MODELS

As mentioned earlier, there were twenty castings in the series, each in two different colour schemes, making a total of 40 models. None of the Super GTs were given names, so in this listing we will refer to them by their original titles from the 1-75 range.

• ISO GRIFO

The oldest casting used in the Super GT series, and the only pre-Superfast one, it was first released in 1968. To convert the casting to a Super GT, the opening doors were sealed shut and the towing hitch was removed.

BR-1: The first model in the range was painted white, but could also be found in a shade of cream. It had a fairly basic pattern finished on the top; the bonnet was painted red, while the bonnet bulge had a dotted black stripe, and these colours carried across

▲ Fire Chief Car.

▼ Ford Group 6.





the roof and boot lid. After the move to China, the colours were changed to yellow with orange and dark blue stripes. The last variant was light blue with purple and black stripes.

BR-2: The other version of Iso Grifo was painted metallic blue. It had a large, yellow disc on the bonnet with a '57' racing number, which led into an offset GT stripe along the bonnet and roof. The colour was later changed to lime green, with black and white decals. Both of the Iso Grifo models were also issued with 'glow' windows.

• GRUESOME TWOSOME

Gruesome Twosome was one of the first 'fantasy' designs of the Superfast era, and looked very different as a Super GT without its twin engines. The front end looked fine, as the mould had been modified competently and it now had a flowing bonnet. However, where the rear engine had been was now just a blank square.

BR-3: The new-look Gruesome Twosome was painted yellow with a blue bonnet and orange central stripe, which carried across to the rear roll bar. The word 'GRUESOME' was printed on the centre stripe, and number '2' was printed on the roll bar. The colours were later changed to white with red and black stripes. This version could be found with luminous windows. Finally, this design was also used in the Neon Racers range, painted fluorescent orange with yellow and black stripes.

BR-4: The second Gruesome Twosome was painted light blue, with tampo printed decals in a single colour. This took the form of a white arrow with a tapering, segmented tail that carried over to the roll bar and rear spoiler. Sometimes, the last decal on the spoiler was omitted. The finish was later altered to pale grey with a dark blue arrow.

• DATSUN 126X

As a Super GT, the rear engine cover was sealed shut and, with blacked-out windows, it lost a lot of its personality.

BR-5: The first of the Datsuns was painted mid-blue with curved gold and white stripes printed on the nose. The roof was gold with a white stripe down the centre and 'DATSUN' printed along it. This was the only Super GT to have a maker's name on it. The

▲ Ford Escort RS2000.



▲ Alfa Carabo.



▲ Vantastic.



▲ Lamborghini Marzal.

next colour scheme was beige with the decals in two-tone blue. This version could be found with luminous windows.

BR-6: The other Datsun was painted silver-grey with a very simple printed pattern featuring a row of dark green chevrons with a red stripe down the centre. After production was moved to China, the colours changed to pearlescent grey with lime green chevrons. Later, it was issued in pale blue with white chevrons and a dark blue stripe.

• SIVA SPYDER

As a Super GT, the plastic roll-bar was adapted as part of the metal body casting.

BR-7: The first colour scheme was orange with a questionable tampo design – it had white flames on the edges of the nose and roof, 'Turbo' printed on the bonnet in black, the headlight covers in black, and a thin black stripe along the roof. The later version was yellow with black decals and red flames.

BR-8: The second Siva Spyder was finished in white, with two yellow stripes along the bonnet and a yellow roof. A blue stripe ran along the bonnet and roof, and the top of the roll bar was also blue. Later releases were in light blue with black and white decals, and red with white and gold stripes.

• LOTUS EUROPA

For inclusion in the Super GTs line, the Lotus Europa was modified by having the towing hitch removed, and the opening doors sealed up. Rather strangely, there were no door shut lines left on the casting.

BR-9: The first colour scheme was white, with a framed number '1' in black on the front, and red flames printed on the roof and engine cover. This was later changed to light blue with black and yellow decals.

BR-10: The alternative version was painted metallic blue, and had probably the most attractive printed design – a series of stylised lotus flowers on the nose, roof and engine cover. The recoloured version was even nicer, in dark purple with gold blooms.

• SAAB SONETT III

The casting of Saab Sonnet was modified by incorporating the plastic rear hatch into the metal bodywork. Also, the bonnet bulge was replaced by a

- 7 Maserati Bora.
- 8 Fandango.
- 9 Hi Tailer.
- 10 Porsche 910.

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The Super GTs were low-cost toys, aimed mainly at young children, so very little consideration was given to manufacturing them to constant specifications. As a result, many of the range were produced in non-standard colours, with countless variations in the pad-printed graphics. Sometimes the printing was applied to a wrongly-coloured model, and sometimes it was left off completely.

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wide ridge extending the length of the bonnet.

BR-11: The first Saab Super GT was painted orange, with a '5' racing number on the bonnet over red and white diagonal stripes. There were also red and white diagonal stripes on the roof, in the opposite direction. This was later changed to metallic tan. Chinese models were in green with white and gold stripes.

BR-12: The second type was initially painted metallic tan, and had a very simplistic tampo pattern. It consisted of a white stripe along the bonnet and roof, with a series of red triangles superimposed. The headlight covers were also touched up in red. Later examples were painted light blue with yellow and dark blue decals.

• HAIRY HUSTLER

The chromed air scoop – which was part of the interior moulding – was replaced with a louvred panel in the Super GT series.

BR-13: The first version was painted lemon yellow with red and black decals. It had a very strange design, with number '7' on the roof, stripes on the rear fenders and a weird symbol on the nose which looked like an 'L' and a reversed 'F'. Later examples were in dark red with white and yellow printed details.

BR-14: The other Hairy Hustler was painted mid-green, and also had a fairly lacklustre printed design in black and yellow. There was a '2' racing number on the bonnet, 'GT' on the roof, and yellow panels on the rear wings. Chinese-made examples were grey with red and black decals.

• MONTEVERDI HAI

The opening doors of Monteverdi Hai were sealed shut when it joined the Super GTs.

BR-15: The first type was initially painted green, with irregular white panels on the nose and roof, plus a gold lightning bolt motif on the front which carried over to the roof. This tampo pattern had a large number of different variants. It could also be found in black with white and gold decals, or yellow with

white and black tampos. The green and black versions were sometimes fitted with glow windows. Chinese-made examples were in blue with yellow panels and a red lightning bolt. Finally, this was one of the Neon Racers from 1990, in fluorescent pink with yellow and black decorations.

BR-16: An alternative design for the Monteverdi Hai was in metallic tan, with a pair of thick black stripes along the top, plus number '28' superimposed on the nose in black and white. Later versions were in white with orange and black stripes, or orange with red and blue decals.

• FIRE CHIEF CAR

With the change to a Super GT, Fire Chief Car had the chrome hood vents changed to cast-in louvres. The warning light was retained, but in black.

BR-17: The first version was in a police livery, so the model got to fulfill its original role as a police car. It was painted white, with 'POLICE' printed on the nose, orange stripes along the bonnet bulge, and black and orange checks on the boot. Chinese examples were finished in blue with black and white markings.

BR-18: The second type was a fire rescue vehicle, again painted red. It was one of the few Super GTs to have only single-colour tampo printing, with 'RESCUE' emblazoned on the bonnet, plus white checks, and 'FIRE RESCUE' on the boot. Later releases were in orange with black markings.

• FORD GROUP 6

The Ford Group 6 casting was modified by having the chromed tail lights and exhaust pipes – which were originally part of the engine component – incorporated into the body casting.

BR-19: The first colour scheme was a modest racing livery – the car was painted white with red and black stripes across the top, and a shadowed number '18' on the nose. The body colour was later changed to yellow. When produced in China, it was painted dark red with light blue and black stripes; this was the closest to the real car's livery of red with gold stripes.



◀ Twin Pack with launcher – both cars were usually the same casting (in this case Maserati Bora).

Finally, it was revived in 1990 as a Neon Racer, where it was painted day-glow green with black and yellow decals.

BR-20: The second car was also painted in a racing livery. The body was bright red, with number '2' in a white circle enclosed by a yellow rectangle with wavy lines on the sides. The rear deck was filled in with white on one side and yellow on the other. Chinese made examples were painted a dull grey with the decals in white and purple.

• ALFA CARABO

The Carabo casting was modified by making the rear louvres into part of the main diecast body.

BR-21: Early versions were painted silver-grey, with the nose and roof panels filled in with black, and a blue stripe at the front. 'SUPER GT' was printed on the rear of the roof in blue. BR-21 had a lot of variations, and could also be found in yellow, orange, green and pearlescent grey with black and blue decals. Later examples were in light blue with white and yellow highlights.

BR-22: The second type Alfa Carabo was painted light orange, with blue and white stripes on the bonnet, a blue roof, and racing number '6'. Chinese-made models were grass-green, with the decals in gold and white.

• VANTASTIC

Vantastic was the first of the four Super GT castings to be manufactured in China without having first been produced in England. As a result there were no real variations other than minor shade differences in the tampos printed decals.

BR-23: The first type was painted beige, with three swooping red lines running across the bonnet and along the roof. The word 'STARFIRE' was printed diagonally across the bonnet in blue, with a small flourish underneath.

BR-24: The other Vantastic was painted bright blue, with red and yellow stripes running along the bonnet and roof, and racing number '51' left in body colour.

• FORD ESCORT RS2000

Ford Escort RS2000 has the dubious distinction of being the 'youngest' casting of the Super GTs, having been in the 1-75 range from 1978 to 1982.

BR-25: The first of the Escort Super GTs was also in a faux rally livery. It was painted red with a white number '10' in a gold oval with white border printed on the bonnet. On the roof was a black stripe with 'GT SPORTS' printed on either side. The gold trim was later changed to blue, and the body colour was changed to light blue. The final livery was in dark purple with black and white decals.

BR-26: The casting for the Ford Escort was modified by having the towing hook removed. The alternative colour scheme was beige, with an off-centred number '9' on the bonnet, with zig-zag blue and black stripes running along the bonnet and roof. This design could also be found with a yellow body. Chinese made versions were in light blue with the stripes in black and yellow and a yellow racing number.

• LAMBORGHINI MARZAL

Lamborghini Marzal was modified for the Super GT line – the windows in the lower part of the doors were cast in, possibly to make it more durable. With this alteration to the doors, plus the missing sunroof and round rear wheel arches, it no longer looked much like the real car.

BR-27: It was initially painted green, with a pair of radiused stripes on the nose in white and yellow, plus what looked like a number '8' on the roof in white and yellow with a large gap in the centre. The body colour was later changed to light blue, until the move to Chinese production, where it was recoloured red with blue and gold decals.

BR-28: The other Lamborghini Marzal was painted ivory (or white) with a grey racing number '16' on the nose which was partially obscured by a black 'V' shape. There was a reverse 'V' on the roof with a grey centre. Final examples were painted yellow with red and black printing.



▲ Ford Capri.



▲ De Tomaso Pantera



• MASERATI BORA

As a Super GT, Maserati Bora had the opening doors sealed and the towing hitch cut off.

BR-29: The first type was painted yellow with a pair of flared stripes in orange and dark blue on the nose, plus diagonal lines in the same colours on the roof. Chinese-made versions were in a particularly unattractive colour scheme of duck-egg blue with black and dark purple markings.

BR-30: The other type was painted mid-blue with a rather uninspired printed pattern. It had white panels on the front and roof, with a black stripe along the centre and a sideways number '70' on the luggage boot, the stripe was in white where it ran across the racing number. Later examples made in China were in beige with two-tone blue markings. BR-30 was also used for the Neon Racers line, painted day-glo green with white and orange decals.

• FANDANGO

For inclusion in the Super GT range, Fandango's moving fan was re-cast as part of the rear deck; of course the working mechanism and toothed wheel were also deleted.

BR-31: The first type was painted yellow with red nose and roof panels, plus racing number '19' and a 'T' shape on the bonnet. Chinese issued examples were in very pale grey with similar markings.

BR-32: The second type was finished in red with graded yellow and white stripes on the nose, plus racing number '217'. The centre and blades of the fan were picked out in white. Chinese-made Fandangos were yellow with the decals in red and black.

• HI-TAILER

Hi-Tailer was one of the four castings that was produced solely in China. It was the only Super GT that was an open-top car. Instead of having an interior, the windscreen / engine / exhaust part and the driver were combined into a single black plastic component. Both versions of Hi-Tailer appeared in a single colour scheme.

BR-33: The first style was in yellow, with parts of the Super GT logo on the spoiler and in front of the cockpit in red and black. Racing number '61' in the

◀ Neon Racers with launchers and 'trendy' blister card.

▲ Ford Group 6 and Gruesome Twosome as Neon Racers.

//

Collectors tended to ignore this range. Personally, I thought Super GTs were the absolute bottom of the barrel, and that Matchbox had abandoned its principles. However, it was good business practice for a company to cater for all parts of the market, including the low-cost, entry-level sector.

//

same outline was printed on the nose.

BR-34: The alternative livery was white, with a large arrow on the nose with a red tail that flowed around both sides of the cockpit, and a black '45' in the centre. The rather unimaginative word 'RACER', in black with a red line running through it, was emblazoned on the rear spoiler.

• PORSCHE 910

Although it was nearly 20 years old, Porsche 910 still looked good and was popular as a Super GT.

BR-35: The first type was painted light or medium blue, with blue and white GT stripes along the top. The front hatch and rear deck had dark blue panels with '49' and 'TURBO' markings respectively. Chinese-made versions were painted lime green with the decals in gold and white.

BR-36: The second style was painted silver-grey, and had single-coloured tampo printing. There was a number '3' in a square on the nose, a black roof panel, and the word 'DRIVE' on the tail. Later versions were in white with red decals.

• FORD CAPRI

Ford Capri was another Super GT that was first produced in China. For inclusion in the range, it lost its towing hitch and the bonnet was sealed shut.

BR-37: One of the releases was painted cream with a green number '48' on the bonnet, and a thick brown stripe along the top between two thin green lines.

BR-38 - The second version was finished in blue with a rather basic 'boy racer' type design. It had a red number '8' on the bonnet surrounded by red and white flames, and another load of flames on the roof. Neither of the Ford Capri models had any variations.

• DE TOMASO PANTERA

The casting of De Tomaso Pantera was modified by having the plastic engine cover - which was originally part of the interior moulding - incorporated into the diecast bodywork.

BR-39: The first version was painted maroon with '4x4' decals, arrows and stripes on the nose in white and orange, plus additional stripes on the roof. This



◀ The 38-pack 'Super Value' set released in the USA.

model was later used in the Neon Racers series, where it was painted lemon yellow with blue and orange decals.

BR-40: Last item in the series was the alternative design of De Tomaso Pantera. This was painted dark orange with a blue and red starburst pattern on the top, with the rather lame slogan 'ACE RACER' through the centre. There were no colour variations with either Pantera model.

PACKAGING

All Super GTs were packaged on simple blister packs with a red and white card. Some were marked 'Manufactured by Matchbox' on the front, but others weren't and only had this in the small print on the back. Models were sold individually, in twin packs with launchers, or in triple packs with three cars on a single card. The launchers in the two packs were cheap but powerful plastic launchers that used rubber bands.

A special Christmas five-pack was produced in the shape of a Christmas stocking. This was actually an outer card envelope that enclosed a twin pack with launcher and a triple pack. It was made this way so that if it wasn't sold by Christmas, the retailer just had to remove the stocking outer packaging and could sell them as standard multi-packs.

SUPER VALUE SET

As previously mentioned, there was a big set of 38 Super GTs produced for the American market. These were sold in a large window box nearly one metre wide that came with a carry handle on the top edge. The 38 models were packaged in a blue vac-formed insert that slid into the outer box. There were two unusual things about this set. Firstly, there was no mention of 'Super GT' anywhere on the packaging. It came in the standard Matchbox USA colours of orange / yellow with red checks, and had large Matchbox logos on all sides. The rear of the box had adverts for various Matchbox playsets. There were 'SUPER VALUE' flashes all over the packaging, and

it was sold for a much lower price than 38 standard Matchbox 1-75 models.

The second odd fact is that while there were 40 Super GTs in the range, only 38 were included in the set. The inner tray had room for 42, but four spaces were left blank. For some reason, the two versions of Hairy Hustler were left out. Why this was the case, I guess we'll never know.

NEON RACERS

No further additions were made to the Super GT line, and by 1989 they were starting to look a bit tired. In 1990, an attempt was made to re-launch the range in trendy fluorescent colours as 'Neon Racers'.

Neon Racers were packaged in sets of two, complete with a pair of launchers which were also in lurid colours. Six of the Super GT castings were used: Gruesome Twosome, Monterverdi Hai, Ford Group 6, Maserati Bora, Porsche 910 and De Tomaso Pantera. There were plans to include Alfa Carabo and Datsun 126X in the range, but these did not make it past the pre-production stage.

Neon Racers came on very large blister cards with the cars and launchers positioned diagonally. The design of the backing card was presumably meant to look trendy, but it was definitely a product of its era and doesn't sit so well in today's world of design. Neon Racers were not on sale for long, and are hard to find today. Possibly the dreadful packaging was partly to blame, but the models in the sets were well past their sell-by date and a splash of bright paint wasn't going to make much difference. Matchbox was taken over by Tyco in 1992, and the Super GT castings do not seem to have been used after this point.

Super GTs were never really taken seriously by Matchbox collectors and were not greatly sought after. They were mainly aimed at children, and young families with kids probably found them great value for money. Ironically, the cheap Super GTs are much harder to find today than the regular 1-75 models they were based on! **DC**



▲ Triple blister pack.



▲ The special 'Christmas Stocking' set.

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► Dinky Toys Field-Marshall Tractor (No 27n) with silver wheels.

Field-Marshall Tractor



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

As a child living in a city, I had little knowledge of farming other than through my Dinky Toys farm models and my Britains farm animals. On occasions, we went for trips into the country and, at the time, most farm machinery seemed to be hand, horse or steam-powered. As a family, we even had a short holiday staying on a farm in Norfolk, so as a city boy I had first-hand experience of life on a farm, albeit briefly. However, at the time, this farm, as far as I can remember, did not have a tractor and relied on horse power!

There had been a tractor in the pre-war Dinky Toys series, as the Farm Tractor (No 22e) and, post-war, the Massey Harris tractor (No 27a) started the new Dinky Toys farm models in 1948. A new tractor arrived on the farm, in October 1953, as the Field-Marshall Tractor (No 27n). It is seen in a black and white advert in the *Meccano Magazine* of that month. In the November issue, in the Dinky News by the Toyman, he says "The Dinky Toys model is a perfectly-proportioned miniature of the real thing, and is supplied fitted with a towing hook to enable it to be used with other Dinky Toys models of farm equipment".

The tractor is in orange, with silver detailing, and has cast wheels with silver centres and the front ones are on a tinplate unit that allows the tractor to be steered. The exhaust pipe is also in orange and there is a driver in brown overalls. These first tractors were sold in trade boxes, holding three models.

As with other Dinky Toys, the tractor was re-numbered in 1954, as No 301. The tractor continued in orange and silver, followed by models that were fitted with green-centred wheels and an exhaust finished in black. The base plate was also stamped with the number '301'. With the new number, the model gained its own

► *Meccano Magazine* October 1953 advert, part image.



▲ Dinky Toys Field-Marshall Tractor (No 301), with rubber tyres and a plastic driver.

FURTHER INFO

The Dinky Toys series of farm models and accessories have always been interesting and collectable and sometimes appear in the Journal of the DTCA. To find out more, or to join, visit the website www.dtcawebsite.com

yellow illustrated card end flap box. The first boxes were dual-numbered and showed the tractor with silver wheels, before a change showing the green-centred wheels. The later boxes were the plain red and yellow card versions.

A further change came in 1962, when the tractor was fitted with rubber-tyred wheels. The rear wheels were still cast with green centres, but the front ones were now in green plastic. The driver was in plastic with a change to blue overalls. The model was deleted in 1966.

The 'real' tractors were produced by Marshall, Sons & Company, in Gainsborough, Lincolnshire. It had originally made a variety of steam-powered vehicles. Turning to the 'real' Field-Marshall tractor, this was powered by a single cylinder 6-litre capacity, two-stroke diesel engine, with a large flywheel plus a six-speed gearbox. Once started, it produced a 'putt, putt' sound, as I witnessed at an old vehicle rally many years ago. Again, Dinky Toys chose a less well-known vehicle as a model. **DC**



Desert Island Diecasts

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

Colin Iszard is this month's castaway hero.

Rising to the challenge, I've found it very difficult to narrow this down to just five models, as it seems has everyone else too. The five toys I would want to take to the desert island follow. They are all original to me from my childhood and bring back many happy memories. In addition to my diecast collection, I like scratch-building World War II military lorries in metal to 1/32 scale, to mimic Britains' famous toys of the 1930s and 1940s. But, for this trip, I'll stick to diecast, of course.

BRITAINS NO 2064 155MM HOWITZER

My first choice would be Britains No 2064 1/32 scale 155mm Howitzer. This is a magnificent toy, with bags of play value. I still have mine, which was bought for my 10th birthday, in 1953, from a smashing toy shop in Newton Abbot, Devon, whilst on holiday.

DINKY TOYS NO 689 MEDIUM ARTILLERY LORRY

As a tractor for this gun, I used the Dinky Toys No 689 Leyland Medium Artillery Lorry – so this is number two on my list. The scale comparison is totally wrong, but it made the gun look great. With my brother, and two of our cousins, we spent many hours playing war games with our Dinkys and Britains toys.

DINKY TOYS NO 39d BUICK VICEROY

Number three has got to be Dinky Toys No 39d, the superb Buick Viceroy. It's a beautifully-designed car. This spent many hours with me at school. Along one edge of the playground, at my primary school, there was a flower bed that was three or four foot wide. It contained a few ropey shrubs and, during the summer, this border was like a dust bowl. With the aid of a piece of thin wood, it was possible to form roads in the dust



▲ Britains No 2064 155mm Howitzer.



▲ Dinky Toys No 39d Buick Viceroy.



▲ Dinky Toys No 689 Medium Artillery Lorry.
◀ Dinky Toys No 901 Foden 8-wheeler.



during break times. It wasn't unusual to see 15 to 20 boys playing with their Dinky Toys on these makeshift roads, and the teachers never stopped us doing it.

DINKY TOYS NO 901 FODEN 8-WHEELER

My fourth choice is my Dinky Toys Foden 8-wheeler No 501 or 901, I cannot remember which. I used to rummage in my dad's workshop, looking for bits to fill this lorry with goods –

WHAT ARE YOUR TOP FIVE DESERT ISLAND DIECASTS?

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

▲ Dinky Toys No 39f Studebaker State Commander.

things like a small reel of thin wire, small wood offcuts, bits of metal, nuts and bolts, spare wheels and tyres, etc. Once I had filled the lorry, I set off delivering goods at various points around the living room floor, especially to my wooden garage that my dad had built for me.

DINKY TOYS NO 39f STUDEBAKER STATE COMMANDER

Finally, we come to number 5. This was a very difficult decision, as there are so many that I enjoyed playing with and still do even now. But it's got to be Dinky Toys No 39f Studebaker State Commander – another great design. I really love the 39 series and I frequently watch old American black and white Cops and Robbers films, just to see the cars – they are such beautiful designs. **DC**



Superfast 1969-1982

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

No.
22



The number 22 in Lesney's Matchbox Superfast line-up features two of my favourites from childhood – the Pontiac Grand Prix and the awesome Freeman Inter-City Commuter – the latter is, without a doubt, rather responsible for my fascination with MPVs to this very day. Add a perennial favourite subject for many into the mix, namely a fire engine, and these make for quite a line up this month.

▲ Pontiac Grand Prix, Freeman Inter-City Commuter and Blaze Buster – with their relevant initial release boxes to the rear.

PONTIAC GRAND PRIX

Catalogue: 1970

Box Styles: G

This is one of the most sought after Superfasts today, along with No 8 Mustang – both command three figure sums in good condition with a similarly intact box. During the transition to Superfast, the colour changed from a fabulous red to an ever more amazing metallic purple, which would vary in shade even during the short production run of one year.



The move to Superfast was not without cost though as the casting would lose its opening doors as a result. Additionally, during the changeover, as a result of the new base and wheels, the model gained some ride height, losing its "low-rider" look. There are a few 'transitional' versions that have come to light over the years, whereby the original red body with opening doors is fitted with Superfast wheels, but this is an easy one to fake – don't forget to check the rivets! If it's genuine, though, expect to pay a huge premium.



▲ The later 'K'-style box for Blaze Buster flanked by two examples (differing shades of red) with the later white plastic interior; original Regular Wheels, transitional and alternative shade versions of Pontiac Grand Prix; later shade variant and final orangey-gold Freeman Inter-City Commuters.



▲ Close up on a pair of Pontiac Grand Prix demonstrating the variance of shade used. There is a vast difference in terms of value between lightly-playworn (top) and near mint (bottom) purchases - £15 (unboxed) and £160 (boxed) respectively.



▲ Three versions of Blaze Buster – original with chromed interior unit (bottom) and two later releases with the cost-saving white interior, showing off the differences in the shade of red used too.

FREEMAN INTER-CITY COMMUTER

Catalogue: 1971-75

Box Styles: G

This futuristic-looking minibus is based on a mid-sixties concept, designed by Peter F Freeman for a 1965 newspaper magazine competition. A student and, later, lecturer at the Coventry School of Art and Design, he created this concept of a high-speed, multiple-person executive transport, and it was well ahead of its time with the people carrier's appeal still many years away, although this model's popularity was very much in evidence at the time. The Matchbox version was initially painted metallic purple, but this could vary from a deep purple through to a reddish magenta. The detailed interior is off-white, and the base and grille are in bare metal. It was normally issued with a black and yellow sideways-on 'Y-like' sticker on the doors on either side, although this was sometimes left off. Towards the end, the colour was changed to deep metallic gold; this version is fairly hard to find, and was not shown in any catalogue.

BLAZE BUSTER

Catalogue: 1976-82

Box Styles: J, K

Fire engines had always been a constant feature in the Matchbox range, and the snappy sounding Blaze Buster filled the gap left when No 35 Merryweather Fire Engine was withdrawn. This time, it was a futuristic, ultra-modern fire pumper with a crew-cab body and a rather unrealistic roof-mounted, raising ladder. Although a totally fictitious model, it was a pleasingly attractive vehicle and proved popular enough to stay in the range for nine years, so beyond Lesney's 1982 demise. It was painted bright red, with an unpainted base and a 'fire' label on each side. The interior and side panels were chromed, and the windows and roof lights were in amber. The ladder was normally in yellow plastic, but white and black have been found and these versions are quite rare. Later models had white interiors and black painted bases. The shade of red paint can vary too, ranging from bright red to a darker shade. **DC**



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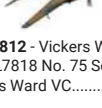
AA28602 - Bristol Beaufighter TF10 No.45 Squadron Operation Firedog RAF Kuala Lumpur Malaya 1949...£65.00



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AUCTION NEWS

MARCH PRICES SPRING INTO LIFE AT VECTIS AUCTIONS



THE specialist sale held at Vectis Auctions in Thornaby on 17th March featured no fewer than six private owner collections. The Tyne and Wear Collection included boxed and unboxed Dinky models; The London Collection featured further Dinky wagons, trucks and lorries, plus pre- and post-war trade packs, personnel sets, and military vehicles.

Yet more Dinky models were to be found in The Stirlingshire Collection, along with Corgi and Tri-ang Spot-on, and The North East Collection comprised the same, plus Tekno, Politoys and others. The sale continued with The Massey Ferguson Tractor Collection, Hot Wheels Redline models and badges, and Part 4 of The JMR Collection. The sale concluded with further Corgi, Dinky Toys, WSI models, classic construction models, and many others.

The sale produced some truly impressive results, with many lots exceeding pre-sale estimates by some margin. Here is a small selection of the highlights.

• Lot 110 Dinky Toys No 29c Double Decker Buses pre-war trade pack

Six pieces with type 1 grille, all two-tone with cream upper decks, black smooth hubs with white tyres, and Dunlop advertisements – three with green lower deck, two with maroon and one blue. Fair to good plus in

good plus yellow lift-off lid trade box with original dividers.

Estimate: £900 - £1,200 Sold For: £4,200

• Lot 130 French Dinky No 24n Citroën Traction Avant 11BL trade pack

Six pieces: (1) silver-grey, black solid Mazak wheels; (2) dark blue body, cream convex hubs; (3) black body, cream convex hubs; (4) & (5) same as (3) but yellow convex hubs; and (6) same but matt finish. Good plus to excellent plus in excellent lift-off lid trade box.

Estimate: £300 - £400 Sold For: £800

• Lot 55 Dinky Toys No 501 Foden (Type 1) Diesel 8-wheeled Wagon

Red cab and chassis, mid-blue back and Supertoy hubs with black treaded tyres, silver trim, with tow hook. Excellent in fair dark blue lift-off lid box with paper label.

Estimate: £500 - £600 Sold For: £950

• Lot 71 Dinky 503 Foden (Type 2) Flat Truck with Tailboard

Burnt orange cab, chassis and back, red Supertoy hubs with black treaded tyres, silver trim, with tow hook. Good plus in good plus blue lift-off lid box with paper label.

Estimate: £500 - £700 Sold For: £900 ■



DINKY TRADE BOX PROVES TO BE JUST THE TICKET AT LS&K

WELL this is certainly something that you don't come across very often – a trade box of mint, possibly unused, Meccano-issued metal price tickets for Dinky Toys. Part of the Lacy Scott & Knight auction on 18th February, Lot 1045 was definitely a most rare item – as proven by the amount of interest shown, both before and during bidding.

Housed in their original yellow card lift-off lid box, these rare items certainly proved to be popular, closing with a hammer price of £500. Lacy Scott & Knight's next Toys & Models Auction will be held on 29th April – more information can be found at www.lskauctioncentre.co.uk. ■

UNOPENED US- ISSUE MATCHBOX TRUCK DELIVERS

UP for auction as part of The John Watkins Collection at Vectis Auctions (Lot 6180 on 28th February), this stunning Matchbox Regular Wheels 3b Bedford TK Tipper Truck - Stannard Code 2 – featuring a light grey cab and chassis with silver trim, maroon tipper body without base block, and 24-tread black plastic wheels, sped past its £500-£600 estimate and sold for an incredible £2,600.

Described as mint with a mint type D1 box in an excellent 1963 US-issue Fred Bronner Corporation factory-sealed blister pack (just a little minor creasing and discolouration to the backing card), this very rare early North American release clearly caused quite a stir among collectors. ■



PriceGuide

73
AUCTION
PRICES
LISTED



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

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▲ Hot Wheels Redline Ford J-Car Enamel White, made in Hong Kong. Near mint on poor unopened card. **£190, British Toy Auctions, February.**



▲ Hot Wheels Redline Custom Mustang Red. Near mint to mint on fair backing card (opened but blister has been taped back on). **£110, British Toy Auctions, February.**



▲ Hot Wheels Redline Volkswagen Beach Bomb 1969 issue in green with original Collectors Button and 2x reproduction surf boards. Very good, uncared. **£100, British Toy Auctions, February.**



▲ Hot Wheels Redline Custom Chevrolet Camaro 1968 issue made in Hong Kong, blue with black roof, grille and tail panel, with Collector Button. Very good, uncared. **£120, British Toy Auctions, February.**



▲ Hot Wheels Redline Ferrari 512S 1972 issue in Red Spectraflame, with opening cockpit and rear clamshell. Very good, uncared. **£60, British Toy Auctions, February.**



▲ Hot Wheels Redline Hot Heap Ford Model T Creamy Pink with white interior, made in Hong Kong. Near mint, uncared. **£85, British Toy Auctions, February.**



▲ Hot Wheels Redline Classic Cord magenta. Near mint, uncared. **£150, British Toy Auctions, February.**



▲ Hot Wheels Revvers Camper Trailer 1973 issue made in Hong Kong. Very good, uncared. **£130, British Toy Auctions, February.**



▲ Hot Wheels Redline Olds 442 magenta, factory assembly error, with reproduction stickers. Near mint, uncared. **£380, British Toy Auctions, February.**



▲ Vanguards VA10404 Hillman Avenger Tiger Mk2 orange with black bonnet, RN16, with black interior, 'OFD 5M' registration number, '1989 Budget Rent-a-Car Modified Production Saloon Car Championship', driver Ron Field. Mint in mint box. **£60, Wallis & Wallis, February.**



▲ Matchbox Series Volkswagen Camping Car No 34 light green with green windows, grey plastic wheels with a dark green base. Very good to mint in excellent box. **£70, Wallis & Wallis, February.**



▲ Matchbox Series Ford Thunderbird No 75 cream body, peach side panels, blue base and silver plastic wheels. Very good in excellent box. **£95, Wallis & Wallis, February.**



▲ Corgi Juniors Whizzwheels Tom and Jerry Twin Pack No 2507 red and yellow backing card, with still sealed blister pack. Mint in excellent blister pack. **£50, Wallis & Wallis, February.**



▲ Corgi Juniors Chitty Chitty Bang Bang No 1006 red/yellow carded, with clear plastic blister, car with orange fluorescent fold out wings, and yellow front and rear wings, complete with all four figures. Mint on very good blister card pack. **£90, Wallis & Wallis, February.**



▲ Corgi Toys No 266 Chitty Chitty Bang Bang 1967 (1st series), with all original figures, and both front and rear wings. Very good to mint in good box with inner cloud packing. **£160, Wallis & Wallis, February.**



▲Dinky Toys Leyland Forward Control lorry cream with blue ridged wheels and black tyres. Good, unboxed. **£15, Wallis & Wallis, February.**



▲Dinky Toys No 239 Vanwall racing car dark green with white driver, RN35, with spun metal wheels and black tyres. Good to very good in good box. **£50, Wallis & Wallis, February.**



▲Dinky Toys No 991 A.E.C. Monarch Tanker red and yellow 'Shell Chemicals Limited' livery, with yellow wheels. Very good in very good box. **£75, Wallis & Wallis, February.**



▲Dinky Toys No 64 Aeroplane Set comprising 60G DH Comet Aeroplane, 62A Vickers Supermarine, 62K The Kings Aeroplane, 62M Airspeed Envoy Aeroplane, 62S Hawker Hurricane and 63B Mercury Seaplane. Excellent in good box. **£720, Lacy Scott & Knight, February.**



▲Dinky Toys No 936 Leyland 8-wheeled Chassis silver chassis, red front with red plastic hubs, 3 x 5-ton weights and driver figure. Excellent in very good box. **£85, Lacy Scott & Knight, February.**



▲Dinky Toys No 702 DH Comet Airliner blue, white and silver BOAC livery with registration G-ALYV. Near mint in very good box. **£50, Lacy Scott & Knight, February.**



▲Corgi Toys No 1119 HDL Hovercraft SR-N1 blue and silver body with yellow fins. Near mint in very good box. **£100, Lacy Scott & Knight, February.**



▲Corgi Toys No 1126 Ecurie Ecosse racing car transporter metallic blue body with light blue lettering, yellow interior and spun hubs, with packing pieces. Near mint in very good to near mint box. **£200, Lacy Scott & Knight, February.**



▲Dinky Toys No 25x Commer Breakdown Lorry dark grey cab and chassis, dark blue back with "Dinky Service" to sides, silver trim, red ridged hubs with black smooth tyres. Very good to excellent in very good box. **£130, Lacy Scott & Knight, February.**



▲Dinky Toys No 430 Commer Breakdown Lorry red cab and chassis, grey back and jib, blue "Dinky Service" text, with windows and blue plastic hubs with black treaded tyres, silver trim. Very good in fair box. **£160, Lacy Scott & Knight, February.**



▲Dinky Toys No 25v Bedford Refuse Wagon trade box containing 4x tan body and red ridged hubs examples, 2 models have mid-green shutters, 2 have darker green shutters. Very good to excellent in good to very good box. **£90, Lacy Scott & Knight, February.**



▲Dinky Toys No 25p Aveling Barford Diesel Roller trade box containing 4x green body, red metal wheels, dark tan driver and metal tow hook examples. Very good to excellent in fair box. **£60, Lacy Scott & Knight, February.**



▲Dinky Toys No 27a Massey Harris Tractor trade box containing 3x red body, yellow metal hubs, with light tan driver examples. Very good in good box. **£75, Lacy Scott & Knight, February.**



▲Dinky Toys No 34c Loud Speaker Van trade box containing 6 examples - 3 with a grey body and 3 in fawn, all with black ridged hubs and loudspeaker. Good to excellent in fair box. **£110, Lacy Scott & Knight, February.**



▲Dinky Toys pre-war 63b Seaplane Mercury trade box containing 6 examples, finished in silver with red propellers, "G-AVKW" registration. Fair to good in fair box. **£260, Lacy Scott & Knight, February.**



▲Dinky Toys pre-war aeroplanes group No 60 Aeroplanes Gift Set and 4 examples of No 60A Imperial Airways Airliner in various colours with G-ABTI lettering. Fair to good in fair box. **£550, Lacy Scott & Knight, February.**



▲Dinky Toys pre-war No 61 "R.A.F." Aeroplane 5-piece Set 2x Fairey Battle Bomber in camouflage, Singapore Flying Boat and 2x Gloster Gladiator Biplane. Fair in fair box. **£130, Lacy Scott & Knight, February.**



▲Dinky Toys pre-war No 161 Mobile Anti-Aircraft Unit Set 6-wheeled Truck with searchlight in military green with smooth hubs, and green anti-Aircraft Gun with smooth hub. Good to very good in fair to good box. **£140, Lacy Scott & Knight, February.**



▲Dinky Toys pre-war No 151 "Royal Tank Corps" Medium Tank Unit Containing No 151A Medium Tank, No 151B Transport Wagon and No 151C Cooker Trailer - all in military green with smooth hubs/ tracks. Fair in fair box. **£110, Lacy Scott & Knight, February.**



▲Dinky Toys No 443 Studebaker Tanker "National Benzole Mixture" yellow body with ridged hubs and black smooth tyres, silver trim and filler caps. Excellent in good box. **£100, Lacy Scott & Knight, February.**



▲ **Lone Star Flyers No 7 Vauxhall Firenza** red with white interior and "Vauxhall" leaflet. Near mint in good box. **£270, Lacy Scott & Knight, February.**



▲ **Tri-ang Minic Service Station Set** mechanical horse with petrol tank trailer and brewers trailer, with brewing barrels and crates. Good in good box. **£190, Lacy Scott & Knight, February.**



▲ **Charbens Articulated Cable Lorry** green cab unit and wheels, with yellow trailer including wheels, red stand with blue/bare metal drum, bare metal driving handle. Good in fair box. **£150, Lacy Scott & Knight, February.**



▲ **Crescent Toys No 1803 Dexta Tractor and Trailer** blue tractor with red trailer. Very near mint to mint in very near mint box. **£150, Lacy Scott & Knight, February.**



▲ **Dinky Toys (Meccano Ltd) metal price tickets** complete full trade box (all have prices). Excellent to near mint in excellent box. **£500, Lacy Scott & Knight, February.**



▲ **Matchbox Regular Wheels 3b Bedford TK Tipper Truck** Stannard Code 2 - light grey cab & chassis with silver trim, maroon tipper body without base block, 24-tread black plastic wheels. Mint with mint type D1 box in excellent 1963 US-issue Fred Bronner Corporation factory sealed blister pack. **£2600, Vectis, February.**



▲ **Dinky Toys No 29c Double Decker Buses** pre-war trade pack six pieces with type 1 grille, all two-tone with cream upper decks, black smooth hubs with white tyres, and Dunlop advertisements - three with green lower deck, two with maroon and one blue. Fair to good plus in good plus yellow lift-off lid trade box with original dividers. **£4200, Vectis, March.**



▲ **French Dinky No 24n Citroën Traction Avant 11BL** trade pack six pieces: (1) silver-grey, black solid Mazak wheels; (2) dark blue body, cream convex hubs; (3) black body, cream convex hubs; (4) & (5) same as (3) but yellow convex hubs; and (6) same but matt finish. Good plus to excellent plus in excellent lift-off lid trade box. **£800, Vectis, March.**



▲ **Dinky Toys No 501 Foden (Type 1) Diesel 8-wheeled Wagon** red cab and chassis, mid-blue back and Supertoy hubs with black treaded tyres, silver trim, with tow hook. Excellent in fair dark blue lift-off lid box with paper label. **£950, Vectis, March.**



▲ **Dinky 503 Foden (Type 2) Flat Truck with Tailboard** burnt orange cab, chassis and back, red Supertoy hubs with black treaded tyres, silver trim, with tow hook. Good plus in good plus blue lift-off lid box with paper label. **£900, Vectis, March.**



▲ **Dinky Toys No 505 Foden (Type 1) Flat Truck with Chains** maroon cab, chassis, back and ridged hubs with black treaded tyres, silver trim and side flashes, with tow hook. Fair in good blue lift-off lid box with paper label. **£300, Vectis, March.**



▲ **Dinky Toys No 902 Foden (Type 2) Flat Truck** yellow cab and chassis, mid-green back and Supertoy hubs with grey treaded tyres, silver trim, with tow hook. Good plus to excellent in fair blue and white striped lift-off lid box. **£580, Vectis, March.**



▲ **Dinky Toys No 934 Leyland Octopus Wagon** yellow cab and chassis, mid-green back, cab flashes and Supertoy hubs with black treaded tyres, silver trim, with tow hook. Good plus to excellent in good plus blue and white striped lift-off lid box. **£640, Vectis, March.**



▲ **Tri-ang Spot-on No 107 Jaguar XK SS** pale turquoise, cream seats with red steering wheel, black tonneau and front vent, cast hubs. Good plus in good plus carded box. **£180, Vectis, March.**



▲ **Tri-ang Spot-on No 108 Triumph TR3 Sports Car** green body, grey interior, silver trim, cast spun hubs. Excellent in good carded picture box. **£220, Vectis, March.**



▲ **Tri-ang Spot-on No 195 Volkswagen Rally Car** light blue, white interior with driver figure and grey steering wheel, cast spun hubs, chrome roof light. Good plus in good carded picture box. **£300, Vectis, March.**



▲ **Tri-ang Spot-on No 211 Austin 7 Mini** Off-white body, red interior, chrome trim and cast hubs. Good plus in good carded box. **£520, Vectis, March.**



▲ **Tri-ang Spot-on No 218 Jaguar Mark X** green body, cream interior with black steering wheel and driver figure, chrome trim and cast hubs. Good plus in fair carded picture box. **£380, Vectis, March.**



▲ **Tri-ang Spot-on No 260 "Royal Occasion" Rolls Royce** maroon, pale green interior with 4x figures, chrome trim, cast spun hubs - battery-operated issue. Excellent plus with excellent inner card in good plus rigid lift-off lid case. **£240, Vectis, March.**



▲ **Tri-ang Spot-on No 111A/OT Ford Thames Trader with Articulated Flat Float** pale blue cab and trailer, black chassis, cast hubs, cream interior with red steering wheel, with 3x log load and without sides. Good plus to excellent in fair to good lift-off lid box. **£260, Vectis, March.**



▲ **Tri-ang Spot-on No 145 London Transport Routemaster Bus "Ovaltine"** red, cream interior and stairs, black base, cast hubs. Good plus to excellent on good to good plus carded base with correct inner packing pieces, good plus lift-off lid. **£300, Vectis, March.**



▲ **Tri-ang Spot-on No 156 Mulliner Coach** two-tone silver, blue, red side flashes, silver trim, pale yellow interior (cream), cast hubs. Good plus in good lift-off lid box with some inner packing. **£400, Vectis, March.**



▲ **Tri-ang Spot-on No 158A/2 Bedford Type S Articulated Tanker "Shell Petroleum Products BP"** dark turquoise cab with black chassis, cream interior, red steering wheel, silver trim, red tanker with black gantry, cast hubs. Good plus in good lift-off lid box. **£500, Vectis, March.**



▲ **Corgi Toys No 478 Hydraulic Tower Wagon** mounted on forward control Jeep - green, lemon interior, bare metal jib with yellow basket, spun hubs, with correct figure. Good plus to excellent in good blue and yellow carded picture box. **£70, Vectis, March.**



▲ **Corgi Toys No 490 Volkswagen Breakdown Truck** beige (light tan), red interior, silver trim, spun hubs. Excellent in good to good plus blue and yellow carded picture box with collectors club folded leaflet. **£90, Vectis, March.**



▲ **Corgi Toys No 464 Commer "Police" Van - Export issue "Rijks Politie"** blue body, red interior, silver trim, spun hubs, clear battery-operated roof light. Good plus in fair to good blue and yellow carded picture box. **£150, Vectis, March.**



▲ **Corgi Toys No 407 Smith's Karrier Bantam "Home Services" Mobile Shop** pale green, silver trim, flat spun hubs. Good plus in good blue and yellow carded picture box. **£70, Vectis, March.**



▲ **Dinky Toys No 979 Racehorse Transporter "Newmarket Racehorse Transport Service Ltd"** two-tone grey/yellow (pale lemon) including Supertoy hubs with black treaded tyres, silver trim with 2x horse figures. Good plus in good blue and white striped lift-off lid box. **£110, Vectis, March.**



▲ **Dinky Toys No 981 Horse Box "British Railways Express Horse Box Hire Service"** maroon, silver trim, red Supertoy hubs with black treaded tyres. Good to good plus in fair to good blue and white striped lift-off lid box. **£50, Vectis, March.**



▲ **Corgi Toys No 510 Citroën DS "Paramount Tour De France" Managers Car** red, grey base, yellow interior, grey plastic aerial, Whizzwheels. Near mint in fair orange and yellow window box. **£80, Vectis, March.**



▲ **Corgi Toys No 804 "Noddy" - Noddy's Car** two-tone yellow/red, cast hubs, with Noddy figure. Good to good plus in fair to good window box, with excellent inner pictorial stand. **£50, Vectis, March.**



▲ **Budgie Toys Mobile Traffic Control Unit (Jumbo) "AA - Automobile Association"** yellow, black. Good plus in good yellow and black carded picture box. **£60, Vectis, March.**



▲ **Timpo "Pickfords" Articulated Truck and Trailer** black body, dark grey roof, red hubs with white lettering to sides, cab and front and rear of trailer. Fair to good, unboxed. **£30, Vectis, March.**



▲ **Dinky Toys No 503 Foden (Type 1) Flat Truck with Tailboard** grey cab and back, blue chassis, side flashes and ridged hubs with black treaded tyres, silver trim, with tow hook. Excellent in fair buff lift-off lid box with paper labels. **£660, Vectis, March.**



▲ **Dinky Toys No 280 Observation Coach** cream body, red side flashes and ridged hubs with smooth tyres, silver trim. Excellent plus in fair yellow and red carded picture box with dual-numbered 280/29f end flaps. **£110, Vectis, March.**



▲ **Dinky Toys No 281 Luxury Coach** light beige (cream), orange side flashes, mid-green ridged hubs with smooth tyres, silver trim. Excellent in good yellow and red carded picture box. **£300, Vectis, March.**



▲ **Dinky Toys No 282 Duple Roadmaster Coach** mid-blue including ridged hubs with smooth tyres, silver trim and side flashes. Good plus to excellent in good late-issue plain yellow and red carded box. **£240, Vectis, March.**



▲ **Dinky Toys No 151b 6-wheeled Covered Wagon** dark green body, ridged hubs with smooth tyres, tow hook. Good plus, unboxed. **£400, Vectis, March.**

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TOYFAIR TIMES

FAIRS

3 APRIL

- **Potters Bar**, Joe Lock, 07866 641215 or 07810 513576
- **Spalding**, Colin Boor, 07710 321471
- **Polegate**, Eastbourne Historic Vehicle Club, www.ehvc.biz

7 APRIL

- **Theydon Bois**, Joe Lock, 07866 641215

9 APRIL

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

10 APRIL

- **St Ives**, J&J Fairs, 01522 880383
- **Worthing**, SRP Toy Fairs, 07739 998012
- **Malvern**, Bulldog Fairs, 01373 452857
- **Plymouth**, Plymouth Toy Collectors Fair, 01752 846250

15 APRIL

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

16 APRIL

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

17 APRIL

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

23 APRIL

- **Reading**, British Model Soldier Society, 01895 832757
- **Gateshead**, Jim Corr 07504 035955
- **Horhsam**, David Parsons 07742 846676 or 01424 846676

24 APRIL

- **Bolton**, BP Fairs, 01604 846688 or 07966 527177
- **Broomfield**, SRP Toy Fairs, 07739 998012
- **Exeter**, Bulldog Fairs, 01373 452857

26 APRIL

- **West Kingsdown**, SRP Toy Fairs, 07739 998012

30 APRIL

- **Llandudno**, Llandudno Toy & Train Fair, 01492 517004

1 MAY

- **Llandudno**, Llandudno Toy & Train Fair, 01492 517004
- **Coventry**, BP Fairs, 01604 846688 or 07966 527177

2 MAY

- **Llandudno**, Llandudno Toy & Train Fair, 01492 517004

AUCTIONS

1 APRIL

- **Chippenham**, Wessex Auction Rooms, 01249 720888

12 APRIL

- **Newbury**, Special Auction Services, 01635 580595
- **Stockton-on-Tees**, Vectis, 01642 750616

20 APRIL

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Land Rovers by Nacoral of Spain

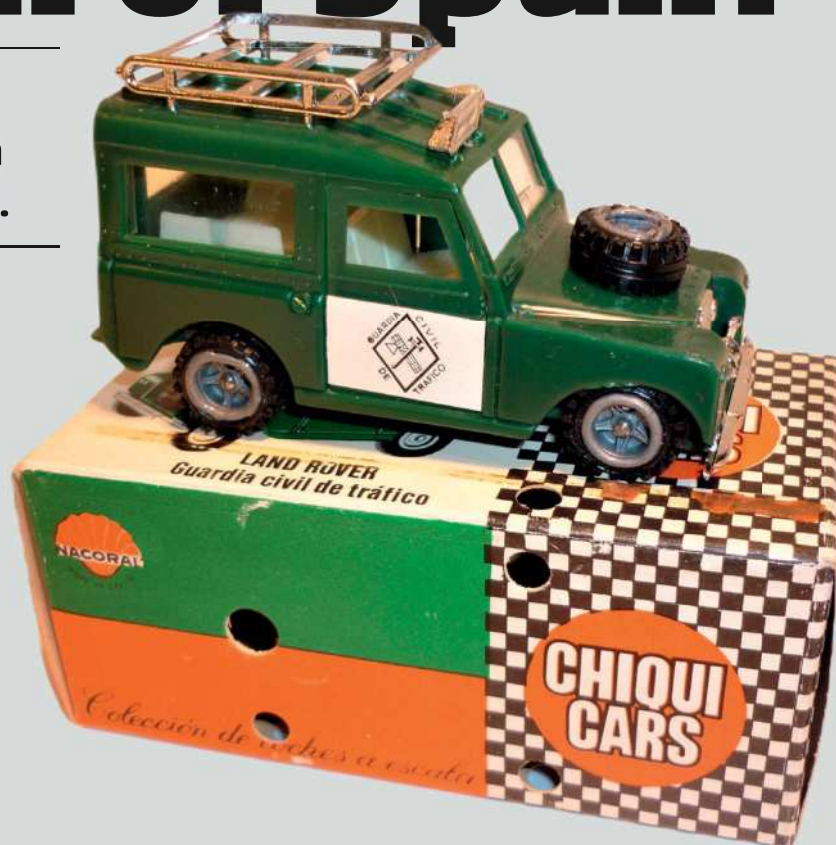
Andrew Ralston goes off road in Spain, with a locally modified vehicle.

In 1954, Metalúrgica de Santa Ana, SA of Linares, Andalucía, Spain started making farm equipment, and, in 1956, negotiated a deal with Rover to build Land Rovers under licence. These were sent out in CKD ('completely knocked down') form and assembled by what became known as the Santana Motor Company. In time, Santana introduced modifications and developed variants suited to the needs of the local market, and this continued after the formal arrangement with Land Rover came to end in the early 1980s.

As toy companies tend to favour vehicles made in their country of origin, it was natural that Land Rovers would appear in model form from different makers such as Rico, Sanchis, Karpan and Anguplas, usually in plastic and varying in scale from the exceptionally realistic one in approximately 1/12th scale by Rico to the tiny 1/86th offering from Anguplas. Generally, multiple variants were produced in the form of short or long wheelbase covered pick-ups, breakdown cranes and so on, the most original being the Anguplas 'Land Rover Shell Aeropuertos', an SWB Land Rover towing two refuelling tanks.

Shown here are two 1/43 replicas from Nacoral, a company founded in the early sixties by Adolfo Olloqui Arnedo, in the city of Zaragoza, in the Spanish north-eastern Aragon region. Nacoral's first 1/43 scale range was called 'Chiqui Cars', moulded in plastic in a style rather like those from Norev of France. The subjects chosen were not unlike those by Norev either, mainly consisting of popular European cars like the Simca 1000, Renault 4 and, with the Spanish market in mind, several of the Fiat-based Seats which formed the bulk of cars sold in Spain, particularly the 600, 850 and 124.

The Nacoral Land Rover appeared as short wheelbase estate car with roof rack, also issued in red fire ('Bomberos') and 'Guardia Civil de Tráficos' liveries. These have various additional plated accessories like roof lights, signs and a ladder on the fire version. In long wheelbase form there was an open-pickup, available with a breakdown crane or with a plastic cage containing an animal in Safari livery, possibly inspired by the Corgi 'Daktari' set. The



▲ Short wheelbase by Nacoral Chiqui Cars in 'Guardia Civil de Tráfico' livery.



▲ Melting of the plastic wheels is the main problem with these models.



▲ Catalogue illustration shows the less realistic long wheelbase version.

LWB variant is poorly proportioned as it has been created simply by lengthening the rear of the body, leaving the distance between front and rear wheels too short.

The Chiqui Cars were moulded in plastic and had opening doors but – once again like Norev – the company decided to move into diecast to keep up with the competition. Many of the same models therefore reappeared with metal bodies and in the seventies a new name, Inter Cars, was adopted. Once more, the SWB Guardia Civil, Fire, estate car and Safari finishes and LWB breakdown can be found, now with new reference numbers. One catalogue shows a covered military LWB Land Rover ambulance and an online listing lists a yellow pick-up in the livery of Renfe, the Spanish rail network.

These are all very desirable for collectors of Spanish models in general and Land Rovers in particular, but there's one thing that lets them down, and that is the wheel design. Not only are they chunky and lacking in realism, but the plastic melts over time. This is something the collector just has to live with, but the condition of the wheels is the first thing you should check out before buying. **DC**

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



LOVING THE LONE STAR TRANSIT

I would like to compliment James Robertshaw on his excellent article on the Lone Star Transit. Lone Star is a brand seemingly left behind by most publications, with only a few books on the subject available. I hope there will be more articles on Impy and Flyers along with the larger scale models in the near future.

Reg Beale, email

ED I thoroughly enjoyed working with James on this too. Hopefully he will see your compliment and, as for your request, I know just the chap to ask for more Lone Star articles – he has even written a book on the subject!

LONDON BUS IDENTIFICATION

I very much enjoy reading the *Diecast Collector* magazine. I would however like to point out a small error on pages 60-61 of the December 2021 issue – *Superfast 1969 - 1982*. The article states that the No 17 Londoner Bus was based on the Leyland Titan, when in fact the bus was based on the Daimler Fleetline, with the London Transport designation DMS. It was the later issue referred to in the article as the London Bus which was based on the Leyland Titan. Although not part of your article it is interesting to note Matchbox also produced a larger scale model of the Daimler Fleetline.

Chris Oliver, email



ED Many thanks for pointing that out. As a bus enthusiast from a very young age, and one who used to spend whole days riding around London on these very vehicles using my Red Bus Rover pass, I should have spotted that – I'm not sure what I was thinking when I typed that up! Many thanks for letting me know – I'll be sure to correct that for the *Superfast 60th anniversary* publication in 2029 (yes, I'm working on it already!).



SURPRISING FIAT TAXIS REDISCOVERED



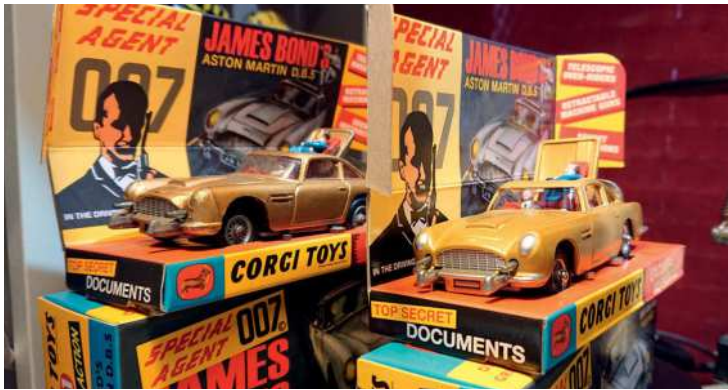
I'M glad that my article on the Fiat 130 Coupé prompted some replies and that someone has found it informative. After reading Will Roe's letter, I went and searched my cabinets and found four more two (and three) door taxis models that I'd forgotten about. Bburago produced a taxi version of its very good 1/24th Fiat Punto Mk1 3-door casting (No 0157). This model was available in various colours and also in Polizia, Carabinieri, Polizia Municipale, and Vigili del Fuoco liveries as well as yellow and white taxi versions. All the various Italian Police and emergency departments did use the Punto in their fleets in real life, but obviously 5-door versions. The problem here was that Bburago didn't make the 5-door, just the 3-door version and I expect the company wanted to get its money's worth out of the casting, so a taxi just completed the range. It didn't however make a taxi out of its 1/43 casting, but I'm now thinking of doing one myself just for a laugh and to match the 1/24 ones.

I also have two versions of the Fiat 500 in New York taxi colours. Quite a few manufacturers have produced this in a variety of scales. I have a 1/24th 500L by Welly and a 1/43 500F by Bburago. Both are very attractive models and add some colour to the display, and yes a number of these do exist in reality!

Getting back to Fiat 130s, I was very excited to read the news from Dan Adler about the 1/18 scale 130 Coupé from LaudoRacing. I already have a couple of Fiats by the company and they are truly excellent models. That is a model I just have to have, though I haven't a clue where I shall put it as that's going to take up a lot of cabinet space!

Kevin Brock, email

ED Hi Kevin, thanks for the update. The "I forgot about those!" thing is a regular occurrence here too. I must say that to myself on an almost weekly basis – coming across models I'd forgotten about whilst looking for a completely different one. The other side of that is when I'm looking for a model that I know I have and simply cannot find. They are never in the box that I was sure they were. Isn't there a law for that? I really must get around to starting that database to keep some sort of track on my collection. Many thanks for sharing your extra taxis. As for LaudoRacing, I am thrilled to bits with the Fiat 238 that I bought recently and would totally recommend the company to everyone – the customer service is truly excellent to match the quality of the models.



DB5 EXIT STRATEGY AND OTHER MATTERS

IT was very interesting to read about the minor changes made by Corgi for the new reissue of the James Bond Aston Martin No 261, some of which seem a little odd for the intended re-release of the original first issue of perhaps the most famous toy of the 1960s. You mention the door shut lines but it seems from the photographs that there is rather more to the revised casting around the roof section. Looking at it in plan view, the rear window frame has also disappeared and it seems that the profile of the windscreen appears somewhat less curved. Also, from the front elevation the whole roof itself seems to be slightly lower and, with the reprofiling of the front that you highlighted, this suggests that the entire casting has been completely redesigned. The original was not perfect but if I didn't have one myself and wanted what is advertised as a reissue, I would prefer it be a faithful replica 'warts and all'. The remodelling around the front is presumably to get rid of the seam line on the original but I would rather it retained that than lose the distinctive, and highly recognisable, scallop either side of the bonnet.

That seam line was clearly a result of Corgi adapting the die from its previous 218/309 DB4 issue but it throws up another anomaly that I'm sure others will have spotted. This is that, while Corgi had tried to update the front to become a DB5, they failed to do the same for the back of the car which still retained the single-piece 'cathedral' rear lights of the earlier DB4 rather than the DB5's three individual round lenses on either side as introduced on the Series III DB4. Mind you, that's less obvious than their use of the adapted DB6 in the Husky/Juniors range! There are, of course, other inaccuracies, some of which entirely justified in the interests of facilitating the toy's working features. These include the opening hatch extending across the full width of the roof rather than a panel above the passenger seat, and the 'baddie' having his feet replaced by a tab to slot into the ejector seat.

The story of how the model came to be painted gold instead of the silver of the actual car is well known by now but in case any readers are still in doubt, this was done because when the first prototypes made by Corgi were finished in silver, it gave the appearance of an unpainted Mazak alloy so they opted for what they considered to be the next best colour. I'm sure most kids of the day were like me and were far too blown away by the toy itself to worry about such trivialities. What we also didn't notice was a more subtle detail about said 'baddie'. From the film *Goldfinger*, he is attired in the correct blue overalls but notice that he is left-handed which makes it easy for him to cross his arm over his chest and point his gun at Bond. In the film, however, the actor was right-handed, forcing him to skew round at an angle and push himself up against the passenger door in order to train the weapon on our hero. The lip around the roof hatch would have meant that he would have received a heck of a blow to his left shoulder, if not to his head as well, when he was ejected from the vehicle. Presumably that's when he yelled so loudly as he flew through the air! One last thing that puzzles me in the film is that, at one point, Bond and his passenger, Tilly Masterson, are being shot at from a pursuing car and the bulletproof rear glass is doing a perfectly good job of protecting them. If that is the case, what was the rising screen for?

Bob Allen, email

ED Brilliant comments and many thanks for writing in. I particularly enjoyed the observation about the baddie and his painful exit - I've never noticed that before! I have to say that I love the new model as much as the original, despite both having errors. Both models sit proudly next to me during working hours (see photo above). Together, they make me smile every day when I sit down to take on the day's tasks.



DINKY FUEL TANKER RARITY

WITH reference to Michael Driver's vintage Dinky article on the Shell BP fuel tanker in the March issue, he mentioned that the tanker has a grey chassis (see photo, from the article). I have had one of these tankers for the last 25 to 30 years, but mine has a white chassis. When I'm at toy fairs etc., I keep looking for another, but have had no luck yet. Magazines and books never seem to mention a white chassis. The axles actually look as though they haven't been touched, and the paintwork looks original and is not a repaint. The wheels are grey plastic. I've always wondered if this was a trial run. If you can help me with this issue, I would be most grateful.

Nigel Hendry, Norwich

ED That sounds most intriguing, Nigel, and thanks for writing in. This is not my area of expertise, I'm afraid, but I know we have many excellent vintage Dinky collectors reading this, so if anyone can help with this, that would be fabulous. Thank you.



THE OLD GARAGE MODEL AUTOMOBILE COLLECTION

MAY I take this opportunity please, to briefly tell you about my own model car collection, which I began in 1972 and now contains over 6,500 models, all in 1/43 scale. I have recently photographed these and put them on to a website called TOGMAC.com (TOGMAC stands for The Old Garage Model Automobile Collection). I would very much appreciate your comments and/or criticisms about this website, which I hope will be of help and interest to fellow model car collectors. During its first month alone, the website has now had views from thirty countries from right around the world. This is a very encouraging start for us. One person in The Netherlands viewed 198 pages!

Chris Walker, email

ED Wow! That is a hugely impressive collection you have there. Thanks for sharing. I managed to take a quick look through the website and homed straight in on the Brumm Bugatti Type 32. I have all of Brumm's releases of this beauty, but was not aware of the Top Model Gold version that you also show. I'm writing an article for the July 2023 to coincide with the centenary of the 1923 Tours Grand Prix, the type's only race, so I'll start investigating the Top Model release for that now I know of its existence! Once again, for everyone else, Chris's website is at <https://togmac.com>.

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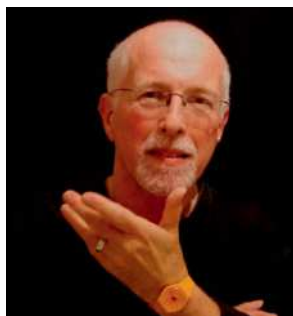
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Pareto's Porsche?

Stephen Paul Hardy mulls over just how relevant Pareto's Law is when it comes to scale models



▲ Stephen Paul Hardy.

There is no doubt that representational models have a role in the marketplace – and a place in the display case. By “representational”, I mean one that has generic rather than prototype-specific characteristics. For example, one that is passed off as being a Police car because it carries a blue light and the word “POLICE” on each side. That in turn leads me to muse over the question is “representational” more relevant to paint colours, liveries etc., than it is to the authenticity of the base model vehicle?

And I am certain that there are conversations that can be had about how accurate the base model needs to be before it is considered to be an authentic scale model of a specific version of a real vehicle.

Of course, ponderings and musings of this sort can easily prompt conversations and debate that just goes inconclusively round and round in much the same way as many of us did with Rubik's cubes

when they were highly fashionable.

So, in short, is a model that is 80% correct one which is “representational” or specific enough to have a reasonable (or acceptable) degree of authenticity? Or is that model in fact masquerading because the manufacturer has put in a 20% effort that will satisfy 80% of the potential purchasers?

There was no doubt in my mind this month, whilst writing “Shades of grey”, that a model painted in the right colour and fitted out with a (very) specific licence plate, but lacking in several other significant features of the actual vehicle, is indeed masquerading – and therefore representational. Moreover that if the actual vehicle is, for whatever reason, unique then nothing less than 100% is acceptable in the modelling of it. When it comes to 1/43 and larger scales, I am unequivocal in my view that in a collector's model of a unique vehicle, the base model, its livery and detailing should be 100% accurate. Or would 80% of collectors (and manufacturers) disagree? **DC**

NEXT MONTH

June 2022
Issue 296

It's a small world

The scale of 1/64 is seeing a real surge in popularity, with new manufacturers joining the market all the time. We begin a four-part series focusing on recent releases from pocket money purchases to premium, highly-detailed models costing significantly more.



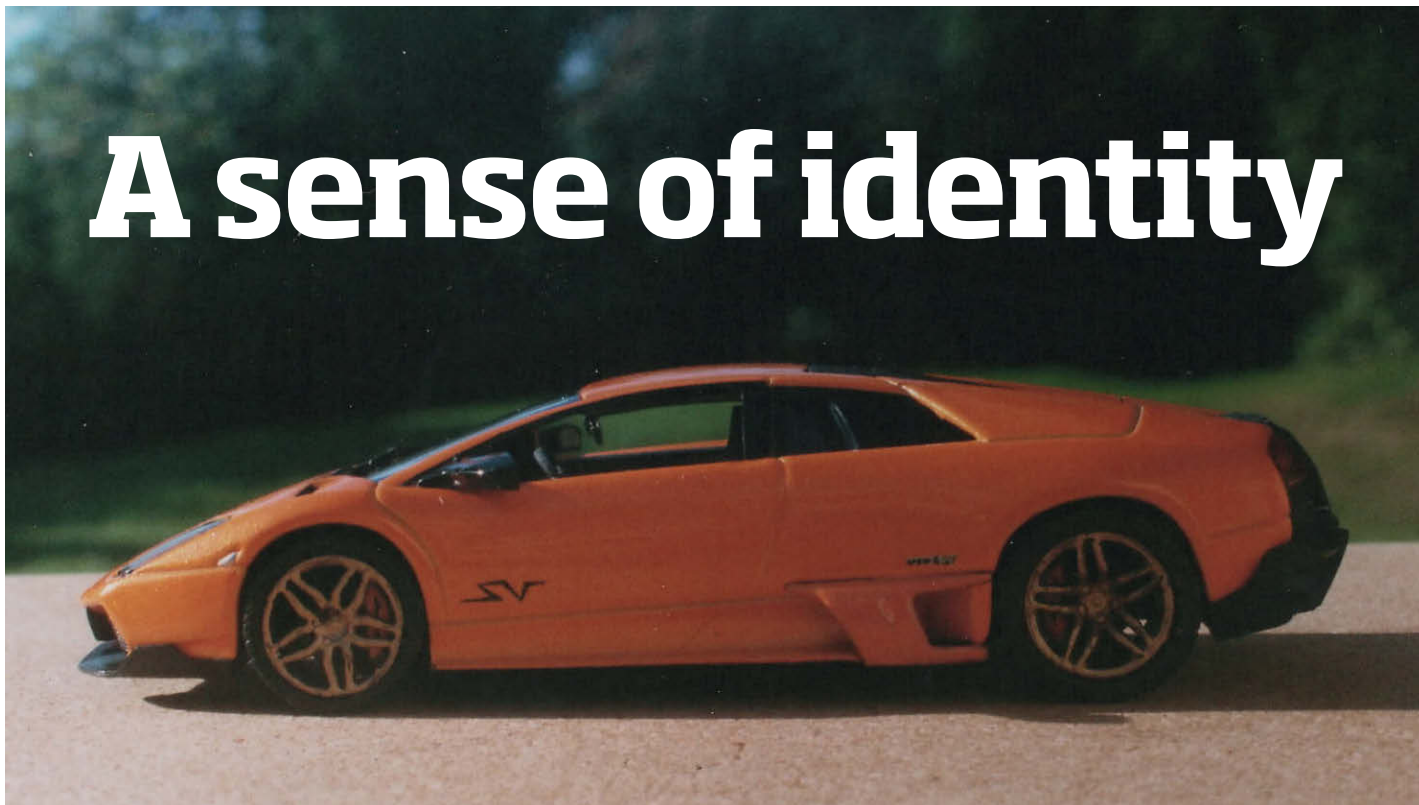
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- Trucks from Ukraine
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- Opel Diplomat V8 Coupé
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A sense of identity



Brian Gower identifies a cautionary tale.

My wife has been clearing out a stack of fashion catalogues, which arrive at least once a week, frequently offering a dress for half the price she paid only a fortnight ago. Before chucking the pile in the recycling box, each catalogue must be depersonalised, lest her divine identity should find itself attached to some fraudster. I also have sessions at the shredder, although anyone who swiped my identity would soon regret it when they started to receive attention from various sources of aggravation.

The long-term spy, Kim Philby, once proposed that "To betray, you must first belong." He did both for most of his adult life. Where suspicions existed (and these usually emanated from individuals outside his social class, or from America) they were dismissed by his friends and colleagues as impossibilities, because he belonged. Because he belonged, when he was conclusively unmasked, he was offered a deal, delivered by one of his oldest friends – confess to everything and you will not be prosecuted. In short, this meant the countless deaths he caused, the sustained air of paranoia across the service, the incalculable hurt to everyone who believed in him, all would be passed over. Even Philby couldn't accept such an offer with its price tag of shame. Given time to consider, he had a last drink in Beirut then fled to Moscow.

Decades later, with the Soviet Union collapsed, freedom and wealth remains in the hands of the few, provided they are careful to respect the new power-brokers. Even by the standards of the new Mother Russia (skirts hitched and paddling in the warm waters of Perestroika), the Lamborghini that approaches us on a newly-built road is lavish. A gift from a business associate,

▲ Norev's Lamborghini Murcielago SV, now with its earlier identity restored.



▲ The detailing to the lights and mirrors is definitely to be admired.

it has upset an official who believes he should have been cut in on the deal. But Maxim, who smiles as he cruises towards the bridge on which we have paused in the early morning sun, saw no reason to share the fruits of that particular transaction and is not aware that the official in question knows of it. Indeed, they have just had a very friendly working breakfast in one of Moscow's better hotels – some permits needing signatures; the usual smokescreens of trade with excellent coffee and pastries.

Maxim is off on holiday – a new apartment by a lake, with a pretty dancer waiting for him. She will be waiting for some time for her rich lover. Passing under a bridge, he pushes an American CD into the audio system as a sharp pain runs through his head behind his eyes and the sky fills with flickering coloured lights. Sure that he is about to be sick, he tries to steer into the side of the road, but his arms are twitching violently. As the first convulsion hits, his foot finds the brake pedal. He screams from pain and terror.

From the bridge, all we have seen is a brief flash of the brake lights. The car slews before rolling to a standstill. "Drunk", we both say and shrug before walking on. Unlike Philby, who betrayed every aspect of his apparent identity, Maxim has died with his identity intact – for whatever it was worth.

The Lamborghini is a small masterpiece from Norev. Beautifully-detailed (look at the lights and mirrors), with the body in glowing metallic tangerine. Despite my admiration, I have tried to take it back to its first incarnation (this is a late SV) by removing the rear air-dam and painting over the black side-scoops and alloys. If the car had a sense of identity, it is now compromised. Sorry. **DC**

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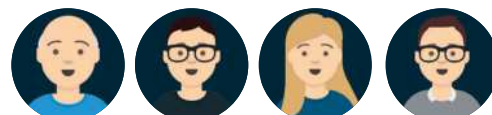
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The Battle of Britain

IN COLOUR



“Praise where due. This is the best magazine available which I have read - I am very impressed. I thoroughly enjoyed reading each chapter and it was written in such an easy style. It covered every aspect and I was saddened when I reached the end.”

This 164-page special collector's edition commemorates the 80th Anniversary of the momentous Battle of Britain, making it the perfect gift for any aviation or Battle of Britain enthusiast.

THE BATTLE OF BRITAIN IN COLOUR



The Battle Looms

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

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

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

Predicted Catastrophe
When the fighting had broken out in France, the BEF's Air Component was in almost certain trouble, and it was to be destroyed.

BACKGROUND TO BATTLE

Left: A Hurricane of 501 Squadron on the ground at an operational base at Bethune, France, May 1940. An RAF Hurricane of 501 Squadron on the ground at an operational base at Bethune, France, May 1940. An RAF Hurricane of 501 Squadron on the ground at an operational base at Bethune, France, May 1940.



THE RAF FIGHTER PILOT



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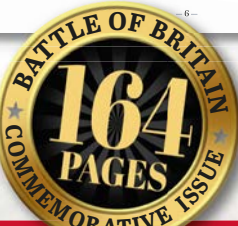
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