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DIECAST

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TRACKSIDE Corgi

The 1/76 scale range headlines an exciting batch of new announcements from Corgi *is back!*

37
LATEST NEW
MODELS
REVIEWED

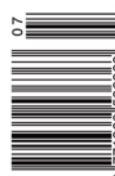
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BEAT THE PRICE RISE AND SAVE UP TO 27%

Turn to page 7 to find out more...

News & Events

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

BACK ON TRACK(SIDE)



WITH the reveal of Corgi's next batch of releases over the coming months, one of the big surprises was the announcement of the return of the 1/76 scale Trackside range, originally made very popular by Lledo and then carried on by Corgi, before disappearing from its catalogues a few years ago. But now it's undoubtedly back on track.

Confirmed so far for the OO gauge model railway compatible range are 10 new releases, due to arrive with retailers during the summer and autumn months. For full details, check out our coverage of the new Corgi releases on pages 22 to 25.

For more information, and to order, the specific page on Corgi's website can be found at <https://uk.corgi.co.uk/catalogue/trackside>. Alternatively, get in touch with your preferred retailer. ■



VOLVO MODEL FOR BOUGHEY DISTRIBUTION

CUSTOMISED promotional model vehicle specialist, Search Impex, is pleased to announce the release of a 1/50 scale Volvo FH5 Globetrotter XL 460 Euro 6 (6x2) tractor unit and 3-axle curtain trailer, customised in the livery of Boughey Distribution. The models have been produced exclusively for Search Impex, by WSI Models, as a certificated limited edition (105 pieces).

Based in Cheshire and founded in 1964, Boughey Distribution is one of the country's leading logistics providers to the food industry with particular experience and expertise in the ambient grocery sector. Working with some of the UK's largest retailers, Boughey provides storage and distribution services for the food industry including consolidation, e-commerce and contract packing. Each day, the company manages up to 8,000 daily pallet movements, all controlled by the latest in systems technology.

The company's fleet of 127 vehicles and 250 curtain-sided trailers covers 10,000,000 miles each year. Investing in new fleet and the very latest technology, vehicle performance and efficiency are high priorities for Boughey, along with ensuring driver comfort and safety. Carrying a striking red, white and blue livery, Boughey's fleet will be familiar to many UK truck spotters and collectors.

Models, available from Search Impex, are priced at £154 each (including UK delivery & VAT). For details of availability of this and other models, collectors can visit the Search Impex website at www.search-impex.co.uk or call 01332 873555. ■



NEXT UP FROM THE CORGI MODEL CLUB

THE next reproduction from the Corgi Model Club (that should have begun to arrive with early subscribers by the time that you read this) is No 237 Oldsmobile "Sheriff" car. Featuring a superbly recreated box that's as close to the original as modern practices allow, this latest faithful 1/49 scale recreation features spring suspension – just like the original release in June 1962 that was in production until 1966.

Even if you're not a subscriber, you can buy any of the releases so far (subject to stock) as a standalone purchase. This model will be available to buy on its own for £29.99, plus postage. But, as a subscriber, this would cost a whopping ten pounds less.

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

DUESY AT BHM

JUST into stock at British Heritage Models is the gorgeous 1/18 scale 1934 Duesenberg Model J Riviera open Phaeton, coachwork by Brun, modelled by Matrix. The model is hand-built in resin and is stunning, in orange over black bodywork with whitewalls. Only four are available at BHM's special price of £199.99 each (+ p&p).

For further details, telephone **01244 320761** or email saffran@talktalk.net. More photos to follow soon at www.britishheritagemodels.co.uk. ■



Welcome

MAIDENHEAD STATIC MODEL CLUB AGM 2022

BRITAIN'S oldest model collecting club, the Maidenhead Static Model Club, held its annual AGM in April. Over the past two years, and despite Covid, the club has continued with some Zoom meetings and held its Christmas Dinner in December 2021.

At the AGM the committee members gave their reports introduced by Ian Cook, the Club's Vice President as the Chairman, Bob Collins, was ill. His report stated that there had not been much activity over the last two years, but nevertheless two club models had been produced – an A40 NHS Van for the Berkshire NHS Trust and a Mini for the 2021 Christmas model. The Committee is looking for a new venue for the Windsor Toy Fair, as the previous one had closed.

Other reports confirmed that the club had survived the difficult past two years and were looking forward to starting again with the monthly meetings, displays and competitions, and to hopefully welcome some new members.

The Committee were re-elected followed by a Trophy presentation. The Tony Gleave Trophy for exceptional effort on behalf of the club went to Ian Cook. The John Parker Trophy for the competition winner on points and the Dave Robinson Trophy for participation in the Club night competitions are to be awarded at the May club night. The Chairman then closed the meeting and thanked everyone for their attendance. ■

EXTRA DROP TANK FOR CORGI'S AA27706 P-51D MUSTANG

FURTHER to the Corgi announcement that we carried 'in brief' last month, the company has now uploaded an instructional video to assist with fitment of the extra part. Corgi announced an issue with the recently released AA27706 North American P-51D Mustang 'Happy Jack's Go Buggy', and has now begun to supply customers of the model with an extra external drop tanks with its mounting pylons. The required part can be obtained free of charge from the spares department, by contacting the Customer Care Team by telephone on **+44 (0)1843 233512**, or by email at spares@corgi.co.uk.

Please note that because this is an additional part, Corgi points out that fitting is carried out at your own risk. The link for the instructional video is <https://youtu.be/mmXqrtyZ3jU>. ■



If you've seen episode 6 of the new *Scouting for Toys* TV series, on the Yesterday channel, you might recognise that face on the right. And the shirts! This photo was taken the morning that the BBC crew arrived for day 1 of filming.

It was a nerve-wracking, but rewarding experience - although I still very much prefer being on the other side of the camera. The episode first aired on Thursday 5th May, a week earlier than I had originally been told (I was told that the schedule might change and the episode be brought forward).

The crew were here for over four hours and, when added to the time spent up at Vectis, all those hours condensed down to just a handful of minutes. Plus I got to sell some of my old bits and make a tidy sum into the bargain. Although, if you've seen the episode, I then blow a big chunk of it on a single Matchbox Superfast! Hey ho, we all know how that one goes. And hopefully, it gave *Diecast Collector* a nice bit of TV time for nothing. We had a huge cover blown up and printed to hang on my office wall, and the magazine got mentioned a few times during the show as well. Who said there is no such thing as a free lunch?

Well, my agent has stopped calling, and there have been no further casting calls, so here I am, back down to earth with a bump, back to working on the magazine. By writing this column, it means that another issue is nearly done and dusted (it's virtually the last thing I do before sign off). We've packed in as much as we can and hope that this keeps you entertained for another month. But if there's anything you'd like to see in particular, please write to me at the email address at the top of this page and we'll see what we can do to accommodate your wishes. It's always great to hear from fellow collectors - even if nobody has asked for my autograph yet. I am joking, about that bit. Honest.



▲ 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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MOMENTS IN MOTORSPORTS FIGURINES NOW AVAILABLE

MOMENTS in Motorsports is a joint venture between Automodello, noted distributors of top-end resin cast model cars in 1/43, 1/24 and 1/12 scales, and History in Miniature, hand-sculpted historical figurines specialists. The first two in the range are a 1/18 sculpture of 'Super-Swede' Ronnie Peterson, and a 1/12 example of Jim Clark, both individually cast in pewter and hand-painted.

Ronnie Peterson Sweden's was twice runner-up in the F1 World Championship, in 1971 and in 1978, the year of his death. He was probably best-known for his association with Lotus, for whom he drove in 1973-74, and that fateful year of 1978. His figure is base-mounted in a standing position, with arms folded and without his helmet. Very well-detailed, the neckstrap of his driving suit is shown open and loose, the knitted cuffs and pocket trim are detailed, and all the logos front and back are well-replicated. The figure would look good posed against any suitable 1/18 F1 car. No 18LRP001 is priced at US\$99.99 and is limited to 150 pieces.

Jim Clark, one of the all-time greats of motor racing, was World Champion in 1963 and 1965, again for Lotus. He was tragically killed in an F2 race in Hockenheim, Germany, in April 1968. His figurine is in a seated pose, and is designed to go with, for example, the Automodello 1/12 Lotus 49 or AAR Eagle. It can 'sit' on the tyre or, for those without such a model, a section of pit wall is also available. Very well-detailed, he also is helmetless, with his goggles loose around his neck, and wearing driving gloves. All the logos on the overalls are well-reproduced. No 12LJC001 is priced at US\$129.99 and is limited to 250 pieces. The wall section (12MPW001) is US\$19.99.

More details from www.automodello.com. ■

THE PROFESSIONALS RS2000 COMMISSIONED FROM CORGI



DIECAST Collector subscriber, Tony Buller, has commissioned Corgi Premiums to manufacture a limited run of its Vanguard's Ford Escort RS2000 casting, modelled as Ray Doyle's white version from the TV series, The Professionals.

Tony is a massive fan of the show and even runs a company call Professionalmania Ltd., and has commissioned a limited edition of 1,000 models of the famous car, complete with the correct registration number (PNO 641T) and a replica GB sticker on the boot lid lip.

He is taking pre-orders now, for a small deposit against the £35.99 price (plus £5 postage and packaging within the UK). A good quantity of the 1,000 is already spoken for, so get your skates on and skid across the bonnet to make sure you get in time by dropping Tony an email at professionalmania@hotmail.com. ■

MINI GT GETS UP TO SPEED WITH CLASSIC F1 RACERS

JUST announced by MINI GT, on its social media pages, is this fabulous Lotus 78 Formula 1 racing car that will join its ranks of 1/64 scale replicas. The Lotus 78 will sit perfectly alongside the six-wheeled Tyrrell P34 that the company announced in December 2020 (although nothing further has been released about that model since). The photo shows the latest pre-production shot of the Lotus 78.

The JPS Lotus 78 made its debut in the 1977 Formula 1 season and also appeared during some 1978 races too. Driven by Mario Andretti, Gunnar Nilsson and Ronnie Peterson. The development chassis was then sold to Héctor Rebaque, who took part in several races as a privateer, so there will be plenty of livery options to choose from for further releases. ■



HOT WHEELS FOLLOWS BARBIE ONTO THE BIG SCREEN

HOT on the heels of its announcement about the Barbie movie (for planned July 2023 release), Mattel has confirmed it is bringing another of its brands to the big screen – Hot Wheels. The brand's racing cars, monster trucks and motorcycles will be brought to life in the live-action motion picture of Hot Wheels, which Warner Bros. Pictures has announced will be produced by J.J. Abrams' Bad Robot.

CDMC MEETS CMC

COVENTRY Coventry Diecast and Model Club (CDMC) was delighted to welcome Suzy and Mike from the Corgi Model Club to its April Virtual Club Night. Suzy and Mike answered questions about the Club and, in particular, talked about how the models to be made are chosen as well as the process the process of re-creating the toys with entirely new moulds and packaging material. The attendees at the meeting expressed their support for the models chosen for the collection so far and several suggestions for further models were made. Ideas like making some Corgi Major Models and Corgi Kits were discussed and Suzy and Mike were interested to hear people's opinions on how the range could develop. The Club seems open to considering more ranges, or maybe website specials, in the future but at the moment their focus is on the current subscription series.

ESVAL HRG ARRIVAL UPDATE

DELIVERIES of the delayed HRG model from Esval, announced last year and originally planned to arrive in April 2022, is now likely to arrive later in the year, probably nearer Christmas. The delay has been caused by the factory in China, which is significantly behind on this project for a variety of reasons.

NEXT AT OMNIDEKKA MODELS

THE next exclusively-commissioned Britbus model from Omnidekka Models will be a dual-destination release in the livery of Arriva Kent & Surrey. The 1/76 scale Scania N94UD Omnidekka model, with registration YNO6 TFZ, is scheduled for release towards the end of the year. With a destination of Gillingham on route 101, or Earl Estate on route 140, each model is priced at £50, or £98 if you order both. More information can be found at www.omnidekkamodels.co.uk.

EFE ROAD - A NEW NAME FOR EXCLUSIVE FIRST EDITIONS

POPULAR 1/76 scale model bus manufacturer, Exclusive First Editions, has been rebranded as EFE Road. Its first confirmed releases under the new name are six dual-door Leyland Nationals.

BEAT THE PRICE RISE

Regrettably, to offset the increases in costs of energy and raw materials the cover price of *Diecast Collector* has increased to £5.49; but you don't have to pay that!

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WHAT'S new

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



GET READY FOR SUMMER AND GO TOPLESS WITH DNA'S LATEST SUMPTUOUS SWEDE

1/18 scale

DNA COLLECTIBLES

2005 Saab 9-3 Aero Convertible - Lime Yellow Metallic

PRICE: £150.99 REF NO: DNA000074

www.dnacollectibles.com

THE Saab 9-3 (pronounced “nine three” so as not to be confused with the late 1950s model 93, pronounced “ninety three”) went through three generations and three different manufacturers during its lifetime (GM, Spyker and NEVS). Here, DNA has replicated the 2005 second generation version in cabriolet form, in three body colours – Lime Yellow Metallic,

Black and Chili Red Metallic.

The love affair between Saab and DNA has been here since the model company's very earliest days, and the feelings are clearly just as strong.

Focusing first on the car's exterior features, it comes with the powerful Aero kit, with front splitter, side skirts, rear diffuser, boot lip spoiler, five twin-spoke alloy rims with

the Saab logo integrated on the centre cap, and the single chromed exhaust pipe.

To the front, the engraved headlights and fog lights are packed with minute detail, as usual. Below the Saab logo applied on the bonnet, the finely-perforated front grille, through which you can see the radiator behind, and surrounded by aluminum trim, is perfectly replicated. You can even read the Saab inscription on the central aluminum part of the front grille.

Just below, the matt black protection trims are directing us harmoniously from the front bumper, passing by the sides, to

finish its run to the rear bumper.

DNA hasn't missed anything in the rear of the car either – the “93” and “Aero” badges, the radio and GPS antennas on the boot, or the finely-replicated boot key lock – everything is there.

A convertible version with a removable roof is fun, but only if the necessary level of detail inside the car is done very well – there is nowhere to hide in this respect. The Aero kit comes into play here too, as it means there should be specific features in the cockpit. The 6-speed gear lever (you can actually read the speeds on it!) is great, and the two-tone leather-effect

▼ The very attractive shape of the 2005 9-3 Aero Convertible is absolutely bang on and, as always with products from DNA Collectibles, it is easy to mistake photos of DNA's models for the real thing.



THIS MONTH'S INDEPTH REVIEWS:

8 Saab 9-3 Aero Convertible by DNA Collectibles

12 Ixo's VW Beetle from the 1973 Rallye Elba

13 Bristol Beaufort MkI by Corgi

16 *EDITOR'S CHOICE* - Tarmac Works' Martini Lancia 037



▲ Saab was always very good at incorporating the styling of the roof when deployed into the overall appeal of the car's design.



▲ Time for some top-down motoring, courtesy of the talents of the passionate team at DNA Collectibles. A stunning model of a beautiful car.



▲ Interior detail levels are absolutely top notch, with a very realistic set of instruments and trim.

upholstery looks superb too, as does the metallic trim pack, especially on the steering wheel, centre console and door handles. All the tiny details are perfectly replicated – the integrated GPS, the multitude of buttons, the ignition key lock next to the gear lever, the famous turbo

gauge on the instrument cluster – everything is a real delight.

Just 399 of each colour have been made, and at just £150.99 each, these won't hang around for long, so head on over to the company's stylish website, at www.dnacollectibles.com, and make your choice. **DC**



IXO

Ford Sierra RS Cosworth #21 RAC Rally 1989 J. McRae/R. Arthur

SCALE: 1/18 PRICE: £82.99 REF: 18RMC079A

www.ayrey.co.uk

The first of several marvellous, large-scale rally replicas from Ixo this month, and the mighty Sierra RS Cosworth is a great way to start. Stunning throughout.



CORGI

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

SCALE: 1/1250 PRICE: £62.99 REF: CC75001

www.corgi.co.uk

Sister ship to the HMS Queen Elizabeth reviewed in depth in the March 2022 issue, HMS Prince of Wales has all the same attributes, but has different helicopters.



IXO

Ford Escort RS Cosworth #3 - 1995 24h Ypres - Snijers/Colebunders

SCALE: 1/18 PRICE: £82.99 REF: 18RMC091A

www.ayrey.co.uk

Superb replica of the Escort RS Cosworth featuring a vibrant Bastos/Fina livery that is perfectly applied. Comes with Marlboro decals to apply at home.



GREENLIGHT COLLECTIBLES

M4 Sherman Tank US Army Korean War 1952

SCALE: 1/64 PRICE: £9.99 REF: 61010-B

www.ayrey.co.uk

The first of two M4s from GreenLight, part of a batch of six new models in its new Battalion 64 military range. Stunning value and a great small-scale replica of the M4.

New Models



MINI GT

Chevrolet Corvette C8.R - 2021 IMSA 12 Hours of Sebring #3

SCALE: 1/64 **PRICE:** £14.00 **REF:** MGT00315-L

www.clevelandsdiecast.co.uk

The stunning Corvette C8.R racer is very well-replicated and, despite the scale, there is plenty of nice detail to go with the superbly-reproduced markings.



MINI GT

Chevrolet Corvette C8.R - 2021 IMSA 12 Hours of Sebring #3

SCALE: 1/64 **PRICE:** £14.00 **REF:** MGT00316-L

www.clevelandsdiecast.co.uk

Sister car to the #3 at the 2021 Sebring 12 Hours, it is just as beautifully-replicated as its sibling to the left, right down to the fixings for the windscreen. Marvellous.



IXO

Ford Escort Mk1 RS 1600 #1 Old Gold Welsh Rally 1972 R.Clark/J.Porter

SCALE: 1/18 **PRICE:** £82.99 **REF:** 18RMC100

www.ayrey.co.uk

Wonderful large-scale replication of the evocative Escort Mk1 in RS1600 guise. The exquisite gold-coloured paintwork is superbly applied, as are all the markings.



OXFORD DIECAST

Boulton Paul Defiant 264 Squadron RAF Hornchurch 1940

SCALE: 1/72 **PRICE:** £15.95 **REF:** AC109

www.oxforddiecast.co.uk

Another great value 1/72 scale fighter that commemorates Sqn Ldr Philip Hunter and gunner Sgt F. King, who lost their lives in August 1940.



GREENLIGHT COLLECTIBLES

M4 Sherman Tank US Army World War II 1941

SCALE: 1/64 **PRICE:** £9.99 **REF:** 61010-A

www.ayrey.co.uk

The second of GreenLight's new tanks this month. Superbly realistic finish all over, with working tracks and rotatable gun turret.



IXO

Opel Ascona B 400 #10 Rally Acropolis 1982 J.McRae/I.Grindrod

SCALE: 1/18 **PRICE:** £82.99 **REF:** 18RMC097C

www.ayrey.co.uk

The Ixo rally cars keep coming, and this is one of three Rothmans-sponsored Asconas released at the same time by Ixo. Superb graphics and wonderful throughout.



ROS

Bednar Swifter SO 6000F Semi-Mounted Seedbed Cultivator

SCALE: 1/32 **PRICE:** £70.00 **REF:** 003088602496

shop.bednar.com/en/product/model-swifter-so-6000-f

Smart metal-framed cultivator with individual tines, levelling board and rolls detailed. It folds for transport and has an adjustable drawbar and transport wheels.



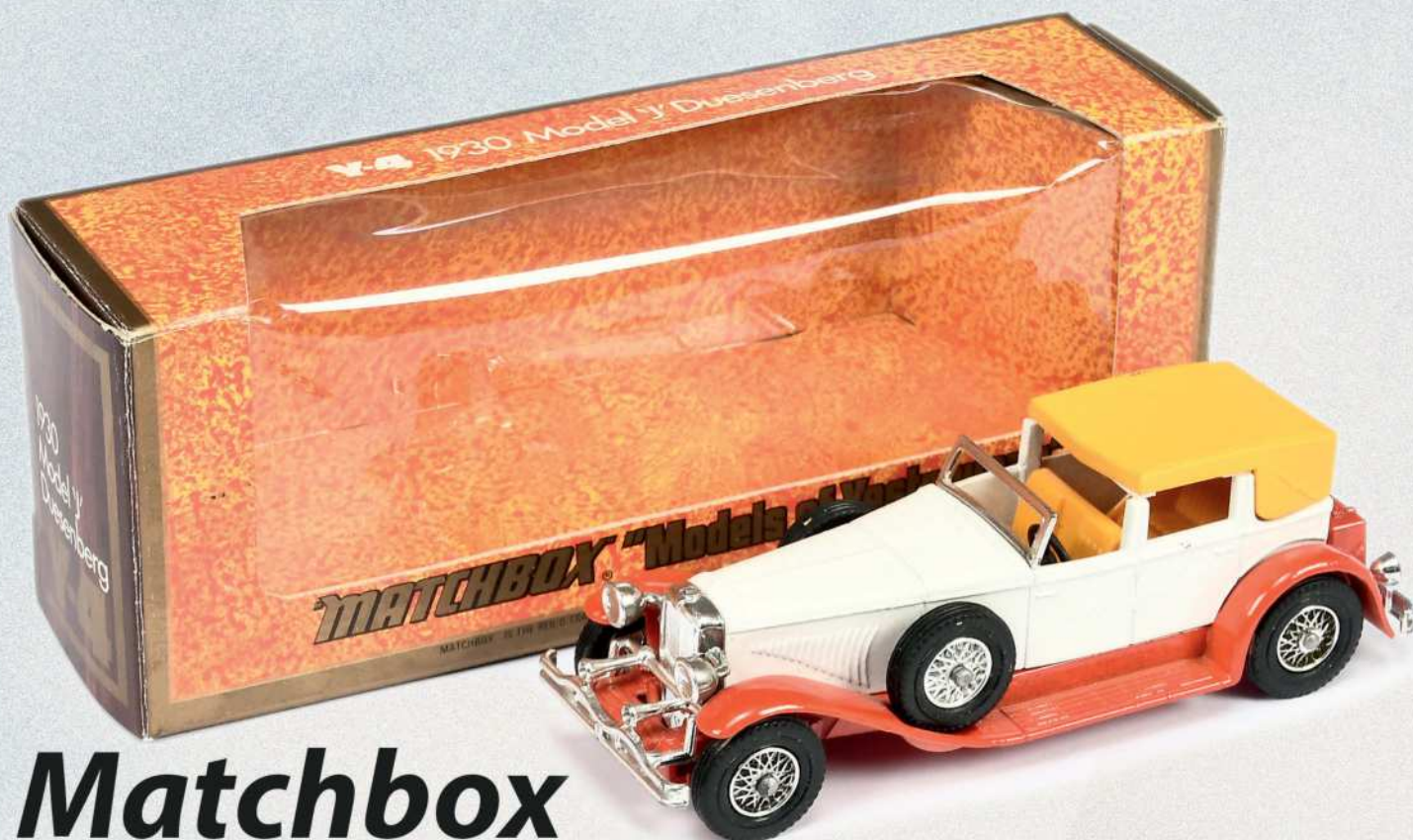
ROS

Claas Axion 870 Stage V Tractor

SCALE: 1/32 **PRICE:** £62.89 **REF:** 0002550640

www.claas.co.uk/sales-finance/dealers

Beautifully-engineered, sporting Trelleborg tyres and the latest Claas branding. It has steerable wheels, opening bonnet, opening cab door and working linkages.



Matchbox

Models of Yesteryear Y4

1930 Duesenberg Model J Tank Car

Sold For £3,600 April 2022

June 2022 Auction Dates

- Wednesday 8th June - Diecast Sale
- Thursday 9th June - Diecast Sale
- Wednesday 22nd June - Matchbox Sale
- Friday 24th June - Model Train Sale
- Tuesday 28th June - General Toy Sale
- Wednesday 29th June - Dolls & Teddy Bear Sale



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

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

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Tel: 01642 750616

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 North Leigh Business Park, Nursery Road,
 Witney, Oxfordshire, OX29 6AN**
Tel: 01993 709424

Vectis

IXO'S DELIGHTFUL RALLYING BEETLE WINS OUR ADMIRATION AT THE 1973 RALLYE ELBA

1/43 scale

IXO

VW Beetle 1303 S #3 Rallye Elba 1973 Trombotto/Zanchetti

PRICE: £47.99 REF NO: RAC326

www.ayrey.co.uk

ONE of five rallying Beetles so far released by Ixo from the 1973 season (three from Rally Portugal - RAC360A, B & C - and the sister car from this Elba event - #5, RAC324), this marvellous model fetures some lovely detailing and perfectly replicated markings. The sister #5 car might have won this event outright, but this model has really won our appreciation.

Ixo's Beetle casting is nothing new, of course, but this series of rallying VWs look particularly good in their simple silver with black bonnet. Those 'Austrian' go-faster stripes on the roof make all the difference, of course.

The 1973 Rally dell'Isola d'Elba, to give the event its full title. was the 6th running of

the event and the 5th rally of the year that counted towards the European Rally Championship. The entry list was impressive for the popular Rallye Elba this year, featuring cars that would leave any classic car enthusiast drooling today - Lancia Fulvia, Lancia Beta, Fiat 124 Abarth, Fiat 125, Fiat 128, Fiat X1/9, Simca Rallye, Volvo 142, Ford Escort Mexico, Opel Ascona, Simca Rallye, Renault 12, Citroën DS 19, Škoda 110 and, of course, VW Beetle - a quintet to be precise.

Driven by Luciano Trombotto with Giuseppe Zanchetti, this was the pairings first and, as it turned out, only outing in this car. Having campaigned since 1968 in a variety of Fiats



▲ VW's Beetle looks superb in rallying guise - and it's captured perfectly by Ixo.

(124s and an 850 Lombardi), Trombotto and Zanchetti drove together from the end of the 1972 season. After this solitary Beetle-based outing, the pair switched to an Opel Ascona for two further rounds in 1973, then an Alfa Romeo Alfetta for 1974.

Ixo's 1/43 scale replica is wonderfully executed. As mentioned earlier, the company's casting is tried and

tested, but it certainly looks the part in this rallying guise, with the simple put purposeful-looking black bonnet (a legacy from earlier times, supposed to reduce sun glare off the bonnet).

The detailing is lovely and the whole model just looks absolutely right. The neat auxiliary lamps round it off perfectly and the graphics are spot on. We love this! **DC**



◀ A great replica - the lines of Ixo's Beetle are unmistakably good and the application of the paint and rally markings really add to the overall appeal.



NZG
Liebherr LTM1250-5.1 "Fujimoto"
SCALE: 1/50 PRICE: €337.00
REF: 959/18
www.nzg-shop.eu

Massively impressive replica, packed with features and detail, particularly to the superstructure. Extendable supports, spring-mounted chassis and 5-fold boom.



OXFORD DIECAST
Renault 4
SCALE: 1/76 PRICE: £6.45
REF: 76RN001
www.oxforddiecast.co.uk

New tooling from Oxford in the shape of Renault's wonderfully-evocative 4. Lovely recreation of the popular town car, with that front end superbly captured.

A FITTING TRIBUTE TO A HEROIC CREW THAT PAID THE ULTIMATE PRICE FOR SUCCESS

1/72 scale

CORGI

Bristol Beaufort MkI, Kenneth Campbell - VC Winner

PRICE: £84.99 REF NO: AA28901

www.corgi.co.uk

NEW tooling from Corgi in the shape of the Bristol Beaufort MkI in 1/72 scale, commemorating the actions of Flying Officer Kenneth Campbell and his crew on Sunday 6th April 1941.

The protection of Britain's sea lanes during World War II was a crucial battle. Throughout the first few months of conflict, the German capital ship Gneisenau and her sister vessel Scharnhorst were posing a serious raiding threat and, on receiving news that the ships had entered Brest harbour to undergo repairs in late March 1941, the RAF immediately planned raids.

▼ The underside features undercarriage display options and a torpedo mounted ready for deployment.



On Sunday 6th April 1941, Bristol Beaufort Mk.I N1016 (OA-X) took off from RAF St. Eval in Cornwall. The weather was poor and it was the only aircraft to make it to the rallying point. Descending to almost wavetop height. Pilot Flying Officer Kenneth Campbell, expertly lined up his Beaufort for the optimum attack angle, only releasing the single torpedo when he was sure it would strike the Gneisenau.

Having sustained heavy damage during its attack run, Bristol Beaufort N1016 crashed into the harbour almost immediately, tragically claiming

the lives of all on board. The attack had successfully blown a huge hole under the waterline, causing Gneisenau to return to the dry dock from where it had only just emerged. It would be out of commission for almost six months and it is impossible to gauge how many lives were saved as a result of the heroic actions of this Beaufort crew.

For displaying valour in the face of extreme peril and without regard for his own safety, Flying Officer Kenneth Campbell was posthumously

awarded the Victoria Cross, an honour he would surely have gladly shared with the rest of his crew.

Featuring detailed crew figures, parts for optional undercarriage positioning – either retracted or down – rotatable propeller, and torpedo load, it's another wonderful piece of tooling from Corgi. Limited to 1,900 pieces, this Beaufort is a wonderful replica that is a fitting tribute to the men lost on that heroic, but fateful mission. **DC**



Viewing this model from the rear is just as pleasing, with the camouflage perfectly applied.



▲ The lines of the Beaufort are wonderfully captured and it sits perfectly on its wheels. A display stand is included should you choose to display it 'wheels up'.



OXFORD DIECAST

Scania New Generation (S) Box Trailer
Stobart NHS

SCALE: 1/76 PRICE: £28.95 REF: 76SNG005

www.oxforddiecast.co.uk

Marvellous tribute release and a poignant reminder of the times we're living in. Oxford's Scania cab always looks superb in Stobart colours too.



NZG

Mercedes-Benz C-Class - Hyacinth Metallic

SCALE: 1/18 PRICE: £74.00 REF: 1022/12

www.nzg-shop.eu

A stunning diecast replica, representing excellent value at this price. With steerable front wheels and opening front doors, the finish is exquisite too.



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1/72 SIKORSKY MH-53E SEA DRAGON
DARK GREY 562



1/72 MIRAGE 2000D FRANCE AIR FORCE -
650 ARMEE DE L AIR

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1/43 LAND ROVER DEFENDER 90 FIRST EDITION
PANGEA GREEN (DIECAST)



1/43 LAND ROVER DEFENDER 110 EXPLORER PRO INDUS
SILVER (DIECAST)



1/43 LAND ROVER DEFENDER 110X
GONDWANA STONE (DIECAST)



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IXO
Ford Escort Mk1 RS 1600 #1 New Blue
RAC Rally 1973 R.Clark/T.Mason
SCALE: 1/18 PRICE: £82.99 REF: 18RMC102

www.ayrey.co.uk

Our second big-scale rallying Escort Mk1 from Ixo this month, and it's another absolute stunner. Lovely shape and finish with great livery very neatly replicated.



IXO
Mazda 323 GTX #5 with lights - 1000
Lakes Rallye 1990 - Salonen/Silander
SCALE: 1/43 PRICE: £43.99 REF: RAC358A

www.ayrey.co.uk

Wonderful depiction of the 323 with an accurate replication of the bank of night driving lights. Very nicely finished throughout with superbly crisp graphics.



OXFORD DIECAST
Riley Elf MkIII - Arianca Beige/Pale
Ivory
SCALE: 1/76 PRICE: £6.45 REF: 76RE001

www.oxforddiecast.co.uk

A super piece of new tooling from Oxford, the diminutive Riley Elf adds another British classic to the range. Nicely proportioned and good detailing.



CORGI
M4A1 Sherman Beute Panzer
(Trophy Tank)
SCALE: 1/50 PRICE: £59.99 REF: CC51032

www.corgi.co.uk

Corgi's latest Sherman tank in its highly-detailed military range has a really interesting story to tell. Excellent finish with accurate markings replication.



GREENLIGHT COLLECTIBLES
1966 Ford Thunderbird Convertible
Thelma and Louise
SCALE: 1/64 PRICE: £9.99 REF: 44940-E

www.ayrey.co.uk

Excellent replication of the star car from one of Hollywood's iconic closing scenes. Superbly finished, featuring an opening bonnet and a neat interior.



STAMP MODELS
1958 Cadillac Series 62 Convertible
SCALE: 1/43 PRICE: £110.00
REF: STM 58303

www.stampmodels.com

Great model of this classic Caddy, with its over-the-top styling, fins and Dagmar bumpers. Red with a very well-detailed red and white interior. Limited run of just 109.



MARGE MODELS
Claas Lexion 8600 Combine
SCALE: 1/32 PRICE: £148.79
REF: 0002566360

www.claas.co.uk/sales-finance/dealers

This North American spec Lexion combine features dual wheels, an American flag on the cab door and extra lighting. It's supplied with trailer for table.



UNIVERSAL HOBBIES
Massey Ferguson 8S.285 Tractor
SCALE: 1/32 PRICE: £64.00
REF: X993042106341

shop.masseyferguson.com/en

Universal Hobbies' well-engineered, largely metal Massey Ferguson 8S tractor is now available sporting silver wheel rims and black body panels.



CORGI
Triumph Stag Mk1 - Signal Red
SCALE: 1/43 PRICE: £35.99
REF: VA10113
www.corgi.co.uk

Corgi's Stag casting looks even more beautiful in Signal Red, and the open top fully reveals a rather fabulous interior, with plenty of detail to enjoy.



NZG
Mercedes-Benz C-Class - Opalith White
SCALE: 1/18 PRICE: €74.00 REF: 1022/41
www.nzg-shop.eu

Another version of this excellent replica from NZG, this time in white. Opening front doors and the interior features some excellent detailing.

PREPARE TO BE IMPRESSED BY THIS TINY ICONIC RALLY CAR

1/64 scale

TARMAC WORKS

Lancia 037 Rally - Safari Rally 1984 #7 Alén/Kivimäki

PRICE: £32.99 REF NO: T64P-TL002-84SAF07

www.modelmatic.co.uk

TAKE a very close look. This is 1/64 scale! Yes, you read that correctly, all of these features are packed into an incredibly-detailed, small-scale replica of the mighty Lancia 037, wearing one of the most iconic motorsports liveries of all time.

Released under its premium HOBBY64+ brand, Tarmac Works has really put everything into this beauty. Packed with features and finished exquisitely throughout, this is the most impressive model I have ever seen at this scale.

The opening rear bodywork reveals an amazing level of detail at this size. There is even a scale-accurate, metal prop (supplied, but not shown here) to keep the section in an upright position. The model also comes with Marlboro decals to apply at home, to circumnavigate

the anti-tobacco sponsorship regulations.

With realistic tyres on detailed wheel rims, excellent paintwork and sublime Martini stripe graphics, all of the logos and markings are also present. The protective cage, specific to rallies like the Safari, and the roof-mounted spare wheel are all correctly replicated, as are the extra spotlights on the A-pillars.

Each model comes in a very impressive presentation case and outer box, with an individually-numbered certificate confirming its number in the limited production run. Interestingly, Tarmac Works hasn't specified the number this run is limited to, but this is #1948, so it's at least 2,000.

The price might seem a little high for a 1/64, but the quality of this is truly off the charts. These are selling like the proverbial just-out-of-the-oven baked treats, so make like Markku Alén and be quick off the line to get the prize. **DC**



▲ Tarmac Works has got this so right! Iconic livery, a beast of a subject, and simply stunning levels of detail for such a small-scale replica.



▲ The rear bodywork can be posed up and there is a prop supplied (not shown here). Note also the Marlboro decals for home application.

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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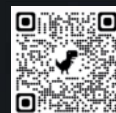


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Revvin' 'n' ravin'

This month **Stephen Paul Hardy** blips the rev counter needle to the red line of extreme and back whilst examining a selection of **Solido's** recent 1/18 diecast releases.

As if by resolute response to my musings in "Pareto's Porsche" (May 2022 issue) first up this month are two releases that robustly tick all the boxes when it comes to the modelling of specific, real, cars. Following on from Solido's celebration of the contemporary tuning world, with the pair of LB Works makeovers of the Nissan R35 in *Road & Track* (February 2022 issue), we now have a pair of RWB makeovers based on Porsche 964s. Love them or hate them, there is no doubt that they are significant records of 21st century extreme styling.

RWB stands for RAUH-Welt Begriff (Rough World Concept) and is the signature of the high-profile Japanese car tuning company founded by Akira Nakai-San. A man that has turned his passion for air-cooled Porsches into a world-wide movement by redesigning them into drivable art. What may surprise you is that the second of the two RWB models has very strong British connections.

2011 RWB 964 "PANDORA ONE" (S1807502)

Unboxing the "Pandora One" model (yes, pun intended!) underlines just how extreme the RWB widebody modifications to a 964 are. Nakai-San has been radically modifying Porsches for around 15 years now, with work that not only gives cars an aerodynamic advantage at track days, but a distinctive street image as well.

He achieves these creations with RWB kits that include front and rear bumpers, widened wheel arches, side skirts and a selection of accessory parts.



▲ Spoiler 1 - authentic modelling of the first RWB 964 delivered to an American customer.



▲ Spoiler 2 - equally authentic modelling of the first RWB 964 delivered to a customer in England.



▲ Spoiler 3 - the Tickford Sierra RS500 is certain to delight a lot of collectors

Rear spoilers are usually sourced from either the factory GT2 or a 3.8 RS. The work is carried out world-wide through certified partner workshops that market the RWB kits after the customers specific requirements have been established and the resulting GRP parts have been manufactured in Japan. Final assembly by Akira Nakai-San (who jets from country to country converting around 60 vehicles a year) is not for the faint hearted or purist. It involves sawing off the OE bumpers and fixing the bodykits to the remaining stub body sections with screws! The work normally takes Nakai-San 2-3 days and costs upwards of £30k. This is a model of the first RWB Porsche as delivered to an American owner.

2016 RWB 964 "HIBIKI" (S1807501)

Arguably more attractive, this second RWB 964 in metallic orange illustrates how the RWB kits had developed in five years. It vibrantly replicates, in 1/18 scale, the first RWB Porsche built in England. So the pair of models, together, make an interesting display duo with the backstory of them having each been the first in their respective countries of ownership. What the models also share is the commendable attention paid by Solido, not only in modelling unique real vehicles, but to the degree of authentic detail inside and out at this price range.

1987 FORD SIERRA RS500 (S1806104)

Moving on, but staying very much with a British connection, this is surely a release that will delight



▲ Two of these three well-detailed 1/18 diecast releases from Solido have distinctly British connections.



▲ By way of colourful contrast all three of these releases from Solido have a distinctly French connection.

◀ The latest of Solido's series of endearing Renault 4 models, this version in DDE road maintenance livery makes a superb visual treat.

▼ As does the latest model in Solido's equally expanding coverage of the production history of the Renault 8.

▲ Solido's latest Renault 17 exudes early 1970s automotive fashion in so many ways.

a lot of UK collectors, and one which I intuitively suspected would follow Solido's initial Ford Sierra Cosworth releases last year in "Road & Track" (February 2022 issue). Solido's modelling of the three-door RS500 Cosworth conversion by Tickford is fab news. For a start it is great to see a new model from this French manufacturer of a RHD car bearing UK style number plates. But in a more serious frame of mind, the subject itself is one that has become a well-recognised marker post in British automotive production history, and very worthy of more coverage. Setting aside the bodykit and rear spoiler additions, these 500 Tickford prepared cars were understated, in anticipation of motorsport customer adaptation. I found it interesting, therefore, just how charismatic this model is in its plain white paint. It leads the eye to appreciate the extent of detailing in the fully lensed light clusters, badging, trim and grey based upholstery of the interior, complete with the period door card and Recaro seat facings.

1967 RENAULT 8 1300 COUPE GORDINI (S1803607)

The latest version in Solido's coverage of the Renault 8 production history is this Gordini version, typical of the cars that competed in the popular single brand Coupe de France Renault Gordini (then Coupe de France Renault) held on circuits across France



▲ And it's not just from the side view, but also from the rear.



▲ Viewed from the front, the idiosyncratic styling details are instantly recognisable, thanks to the high modelling standards.

between 1966 and 2000. A nice, well-finished, lavishly-detailed model of a robust, long-running, French favourite.

1973 RENAULT 17 TS (S1803705)

Holding with the Gordini theme for a moment, Solido's colourful, evocative Renault 17 Gordini "Press On Regardless" model featured in "Arriving fast and furiously" (August 2021 issue) is, for me, now challenged by the latest Renault 17 offering. In so many ways it exudes early 1970s automotive vibes – styling, as well as colour and trim, fashions. So much so that, perhaps surprisingly, it stands out (by half a car's length) as my favourite of the six models with its well presented charisma of an era.

1978 RENAULT 4L GTL DDE ORANGE (S1800110)

In close second place, for me, though, is this the latest of something like eight different civilian and service variations on the Renault 4 theme. I have always thought the base model to be a fresh, very tidy and endearing take on the Renault 4 which looks, yet again, superb here in the livery of the "DDE" (Direction Départementale de l'Équipement) service dedicated to road maintenance in France. After all, with so much tarmac-tearing potential in the other five models, this functionally colourful one really deserved the final word. **DC**

Ocean racin'

Stephen Paul Hardy gets his hands on the tiller of DNA Collectibles' latest release depicting another of Volvo's 'Ocean Race' special editions.

The backstory to 'Ocean Race' is that it is sailing's toughest around-the-world yacht race. Held every three years, with each edition of the race lasting for up to nine months, it was known previously as the "Volvo Ocean Race". Then, in 2018, after twenty years of joint ownership Volvo Group and Volvo Car Group decided that it was time to relinquish control. Since 2018, though, Volvo has continued to be involved as a sponsor, with the 2022-23 edition starting from Alicante, Spain, on 15 January 2023. Volvo's 'Ocean Race' models celebrate the company's involvement in the event, with a very sound reason for marketing special edition versions of contemporary production models equipped with unique specification packages.

In addition to being a superb display companion for its previously-released V90 Cross Country 'Ocean Race', DNA's new XC70 'Ocean Race' makes a great contribution to the company's growing back catalogue of the Volvo 70 series, including the two generations of V70 R, on which the XC70 is based.

2006 VOLVO XC70 'OCEAN RACE' (DNA000070)

Sharing a common chassis with the V70 R, the Cross Country adaptations to make the XC70 include All Wheel Drive and raised suspension, supplemented by practical protective trims to the wheel arches, unpainted bumpers and aluminium pack parts. The special edition upgrades included Ocean Blue paintwork and official logo badging externally, whilst the interior, offered in black or beige, was enhanced by bright blue aluminium trims to the door panels and centre console.

Starting with that interior then, and with a detail often over-looked, the model features a full headlining and sun visor set that flows seamlessly down the A, B, C and D pillars to meet the door and tailgate cappings, and lower interior trim. DNA Collectibles has gone with the light beige rather than black interior option, making it much more visually accessible. The special blue aluminium trim additions to the already highly-detailed cabin equipment fittings are all readily visible.

Externally, yet again, it is difficult not to be repetitious with superlatives

▶ A Volvo brochure photo? No, that's the interior of this 1/18 resincast model!



▲ The upgrading of the base V70R with XC equipment supplemented by the "Ocean Race" special edition fittings can all be seen very clearly, thanks to DNA Collectibles' exacting attention to detail.

▶ Three distinctly different textures demonstrate the high quality of the model's finish.



▲ The extent of fine detailing on all of the finishing touches is very admirable.

▼ This new 'Ocean Race' version of the XC70 makes a great contribution to DNA Collectibles' growing back catalogue of Volvo 70 series models.



about the quality of finish and attention to detail achieved by DNA in its 1/18 resincast models. The immaculate dark blue metallic paintwork is complemented by the black and aluminium Cross Country trim pieces. As always, the degree of fine detailing to the light lenses, including the spoiler mounted high level brake light, is admirable. The same can be said about the badging and other small details that add the finishing touches. **DC**



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K scale

180881 - BMW 320iS E30 Italo M3 1989 - 1:18



K scale

180443 - Singer 911 Coupe - 1:18



K scale

180325 - Mercedes 220 S Sedan 1956 - 1:18



Schuco

09257 - Aston Martin Vantage F1 Green - 1:43



09247 - Meyers Manx Buggy 1964 - 1:43

Schuco



09195 - Porsche 928 S ONS - 1:43



Schuco

09192 - Porsche 992 GT3 - 1:43



09271 - Toyota GR Yaris 2020 - 1:43

Schuco



09246 - BAC Mono R - 1:43

Troféu



DSN27 - Chevron B19 1st Salzburgring 1971 - 1:43



RRUK71 - Ford Escort Mk1 RAC Rally 1973 Griffin/Foster - 1:43

Troféu



DSN26 - Saab 99 2nd RAC Rally 1976 Blomqvist/Sylvan - 1:43

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Avro Vulcan B2, XM597 'Black Buck 6'
SCALE: 1/72 REF: AA27206
DUE: Summer 2022 PRICE: £239.99

Coming soon from Corgi

Corgi has announced its new model releases for the next few months. There's new tooling, a return to an old favourite, and plenty more.

Following on from its January range launch, Corgi has confirmed an even wider range of products as the year continues, including the introduction of an entirely new range of 1/76 scale products, designed for collectors and model railway enthusiasts alike under the revitalised Trackside brand, exclusive to **corgi.co.uk**, of course. Some of these were announced earlier this year, but arrival slots have now been updated due to the current global delivery delays.

An excellent addition to the Vanguards range, the newly-tooled Ford Cortina Mk5 is much talked about and Corgi has been

working to bring us the most accurate version possible of this classic car.

In Aviation Archive, Corgi's Falklands commemorative range is completed with the addition of two new models, including the release of a Sea Harrier FRS.1 model for the first time in over a decade.

Likewise, in Original Omnibus, trams return to the range after a long absence with a striking livery that was run on Blackpool promenade in the mid-1990s.

The next batch of new model release announcements is due at the beginning of September, to cover the September to December 2022 period.



The new Corgi catalogue for May to August 2022 can be downloaded direct from the Corgi website at <https://uk.corgi.co.uk/new-for-2022>. The 32-page PDF can be saved for viewing at your leisure and is packed with everything you need to know about what's due during the next few months, and features the latest, most-detailed image of the much-anticipated CC08401 James Bond Triumph Scrambler 1200 in its new, larger 1/12 scale format. Also shown in the new catalogue are the latest CAD development images of the new tooling for the 1/72 scale Spitfire MkIX and T9, plus the 1/48 Harrier GR5/AV-8B. **DC**

AVIATION ARCHIVE



British Aerospace,
Sea Harrier FRS.1
XZ457/14, Lt. Cdr.
Andy Auld

SCALE: 1/72
REF: AA32417
DUE: Summer 2022
PRICE: £59.99



Boeing B-17G Flying
Fortress 43-37756/G
'Milk Wagon'

SCALE: 1/72
REF: AA33321
DUE: Autumn 2022
PRICE: £184.99



Boeing CH-47C
Chinook AE-520,
Falklands War 1982

SCALE: 1/72
REF: AA34217
DUE: Imminent
PRICE: £94.99



Boulton Paul
Defiant Mk.I N1801
/ PS-Y Nightfighter
'Coimbatore II'

SCALE: 1/72
REF: AA39306
DUE: Summer 2022
PRICE: £59.99



Short Stirling
'Gremlin Teaser'

SCALE: 1/72
REF: AA39504
DUE: Imminent
PRICE: £174.99

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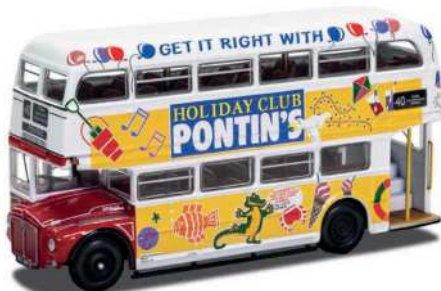
AEC RM 1000th
Routemaster

SCALE: 1/76
REF: OM46318
DUE: Imminent
PRICE: £46.99



New Routemaster
Arriva/London
Transport, LTZ1002,
Route 38, 'London
Country Bus'

SCALE: 1/76
REF: OM46634
DUE: Summer 2022
PRICE: £46.99



AEC RM - Blackpool
Transport, Pontins

SCALE: 1/76
REF: OM46317
DUE: Imminent
PRICE: £46.99



Brush Railcoach -
Blackpool Transport
'Interflora'

SCALE: 1/76
REF: OM44013
DUE: Summer 2022
PRICE: £46.99

TRACKSIDE



Scammell Rigid Six
- Post Office Stores
Department

SCALE: 1/76
REF: DG044047
DUE: Summer 2022
PRICE: £18.99

FUTURE RELEASES



Ford Transit Mk1 - Express Dairy
SCALE: 1/76
REF: DG200017
DUE: Summer 2022
PRICE: £11.99



Morris LD Van - Devon General
SCALE: 1/76
REF: DG201017
DUE: Summer 2022
PRICE: £13.99



Thornycroft Nippy Flatbed Trailer - GWR
SCALE: 1/76
REF: DG214005
DUE: Autumn 2022
PRICE: £15.99



Thornycroft Nippy Dropside Trailer - British Railways
SCALE: 1/76
REF: DG214006
DUE: Autumn 2022
PRICE: £15.99



Dennis F12 Pump Escape - City of Coventry FS
SCALE: 1/76
REF: DG223004
DUE: Autumn 2022
PRICE: £15.99



RB19 Face Shovel - British Army WWII
SCALE: 1/76
REF: DG225008
DUE: Summer 2022
PRICE: £17.99



Coles Crane - Railfreight
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REF: DG226003
DUE: Summer 2022
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SCALE: 1/76
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DUE: Summer 2022
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SCALE: 1/76
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DUE: Summer 2022
PRICE: £29.99



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SCALE: 1/76
REF: DGS00002
DUE: Summer 2022
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VANGUARDS



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Volkswagen
Campervan Type 2
(T1) Split Screen -
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REF: CC02740
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1200 (Matera) - No
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SCALE: 1/43 **REF:** VA11014 **DUE:** Imminent **PRICE:** £35.99



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SCALE: 1/43 **REF:** VA12416 **DUE:** Summer 2022 **PRICE:** £35.99



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SCALE: 1/43 **REF:** VA14602 **DUE:** Summer 2022 **PRICE:** £35.99



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SCALE: 1/43 **REF:** VA14904 **DUE:** Summer 2022 **PRICE:** £35.99



Volkswagen Type 2 (T1) Panel Van, Foxon Park
SCALE: 1/43 **REF:** VA14503 **DUE:** Imminent **PRICE:** £35.99



Screen Stars - Ford Capri Mk 3 3.0 Twin Set
SCALE: 1/43 **REF:** CC91990 **DUE:** Summer 2022 **PRICE:** £59.99



Pre-war Le Mans winners *by Ixo*

As we approach the race's centenary, in 2023, Ian Artus takes us back to before World War II, to take a look at all the winners in those early years.

For any motorsport enthusiast, the endurance race held on the Circuit de la Sarthe, at Le Mans, must rank at the very top of the classic motor races, along with the Monaco GP and the Indianapolis 500, where the circuit in use today can be traced back directly to that used in the early years of the event. The idea of 24-hour races was not entirely new when Charles Faroux and George Durand conceived the event for standard production touring cars. The organising club, known as the Automobile Club de l'Ouest, the ACO, had already been involved in early races close to its headquarters in the town of Le Mans, including speed trials in the late 19th century and the Auto Club de France, ACF, French GP of 1906. Concurrently, Emile Coquille, importer of the Rudge wheel into France, had offered a large prize for a new kind of race. Thus the first 24 Hours Grand Prix d'Endurance race was run in May 1923, as the first round of three races for the Rudge Whitworth Triennial Cup. Later this was to become biennial and, in 1928, official race winners were also recognised. The races were run to a very comprehensive set of rules, which changed each year and cannot be covered in any detail in a short article.

Ixo Models has served collectors very well,

▲ Ixo's replicas of the 1924 and 1937 winners - two very different designs, both typical of their era - pose in front of a Tri-ang Minic Dunlop bridge.



▲ An example of the packaging style used by Ixo - this has changed slightly over the years.

modelling at least one model from every year of competition, from the first 1923 race, allowing for an interesting collection to be built up. The models, made in China, are metal diecast with plastic details and finished to a good standard, set on a plinth with a clear cover protected by a cardboard sleeve cut away with a representation of the circuit, albeit the modern format. A backing card pictures the circuit's famous Dunlop bridge.

EARLY RACES

The early races were run over a 10.72 miles course using the normal roads of the era. In 1929, the course was made shorter, bypassing a hairpin bend in the town suburbs and, in 1932, shortened again to 8½ miles to give what is roughly the circuit still in use today. The original circuit incorporated RN138, the Le Mans-Tours Road providing the Mulsanne Straight, where the cars could reach flat-out speeds.

To meet modern safety requirements, the circuit now has the tarmac road surface, safety barriers, up-to-date pits and signalling systems - none of which were around in 1923, when the cars set off 26th May in descending order of engine capacity. A total of 33 cars, all from French manufacturers, except two Belgian 5.3-litre Excelsiors and one British 3-litre

Bentley, to qualify for the Triennial Cup. The 1923 race started in a hailstorm and then a thunderstorm. From this first race until 1927, the official results just recognised distance covered in the 24 hours. Only three cars failed to finish and all the finishers qualified for the next round of the Triennial Cup.

Chenard et Walcker was a French manufacturer of cars and commercial vehicles from 1898. It made taxis for Paris and Hispano-Suiza aero engines during World War I. The Le Mans tourer had a 3-litre OHC engine, with four passenger seats. All the larger capacity cars (over 1,100cc) had to have four seats and carry three weights of 60kg to represent the passengers. The regulations required entries to be standard touring cars with mudguards, running boards, hood, horns, mirror and lights, of which 30 had to have been made.

LM1923 CHENARD ET WALCKER

At the end of 24 hours, a 3-litre Chenard et Walcker had achieved the greatest distance – 1,373 miles at just over 57mph. The regulations required the cars to be in the colours of the entering country. The French Blue model has full length running boards and wings, with a spare wheel on the driver's side (RHD) and a large horn on the passenger side. There are large front headlamps plus the driver has a large lamp mounted alongside. The four-seater body has a small rear boat tail with a large fuel tank between the rear dumb-irons. The body has no hood or tonneau cover and there is a full-length undertray. A sister car was second and, classed fifth, was the sole 3-litre Bentley. However, demonstrating the shape of things to come, the Bentley achieved the fastest lap at 66.69mph.

After a distinguished wartime service developing aero engines, W O Bentley set up his eponymous company with his brother in 1919. From the start, the cars were tested in motorsport events, including Brooklands and Indianapolis. The 1923 Le Mans entry was by a Bentley dealer, John Duff, however the showing that year was good enough for Bentley to have a works' entry the following year.

LM1924 3-LITRE BENTLEY

The 1924 race was run in June, for better weather and longer evenings, with an entry of all French manufacturers except the lone 3-litre Bentley. At the finish, the British Racing Green Bentley was in the lead, followed by two Lorraine-Dietrichs. As modelled by Ixo, the Bentley has its hood up – the regulations for this year required two laps with the hood up during the first five laps. The head lamps have covers and the radiator an extra grille, after the damage caused to lamps, radiators and fuel tanks from loose stones thrown up from the rough roads during the first race. The Bentley badge of a red “B” flanked by wings, show this is a “Red Label” sports model, with the tuned engine and shorter chassis.

Lorraine-Dietrich was a French manufacturer dating back to 1896, moving from locomotives to automobiles. Active in early motor sport, it competed without success in the first two 24 Hours and then won the next two with its B3-6

1 The Chenard and Walcker that achieved the greatest distance in 24 hours and qualified for the Rudge-Whitworth Triennial Cup. Model complete with horn and large driver's light, with the petrol tank set between the rear dumb irons.

2 The 1924 3-litre Bentley tourer shown with the hood up. Two laps had to be completed with the hood raised. Drivers Duff ran a Bentley franchise and Clement was a Bentley Company test and racing driver.

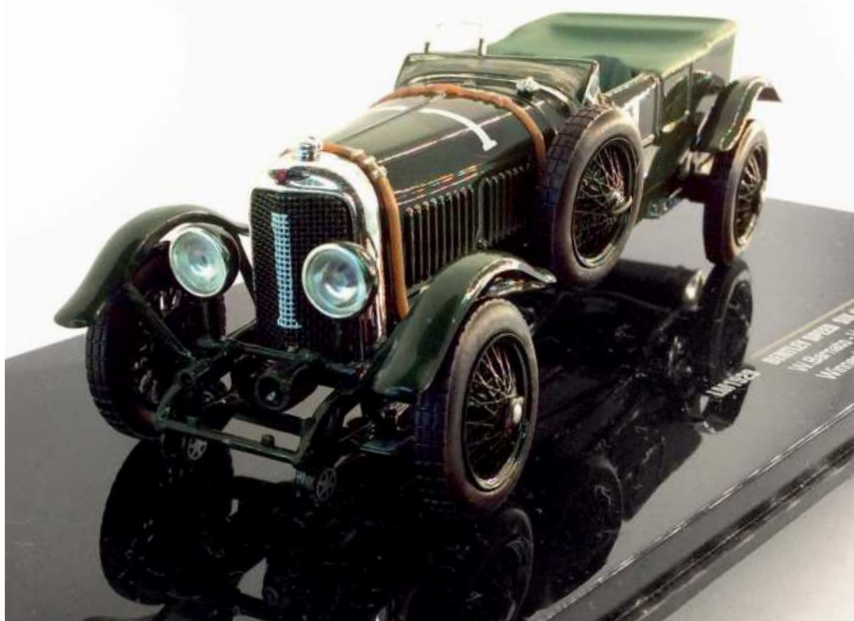
3 The very smart Lorraine-Dietrich tourer. Running with the hood up for a few laps was still required, but the hood has now been tucked away under the tonneau cover. A spare wheel is carried on each side.

4 1926 Lorraine-Dietrich entries were similar cars to those successful in 1925, but were even more successful – achieving a 1st, 2nd and 3rd finish.

5 The 3-litre Bentley model is the typical classic sports tourer of the interwar period, with long raking mudguards, spare wheel and large headlamps for high-speed running at night.



6



model, with a six-cylinder 3,445cc ohv engine in a chassis sporting power-assisted brakes. Entries continued in later years with limited success.

LM1925 LORRAINE-DIETRICH B3-6 & LM1926 LORRAINE-DIETRICH B3-6

In 1925, and in subsequent years, the race was again run in June. There was a strong international entry for 1925 from USA, Britain and Italy. This race was the first to use the 'Le Mans start', with the cars parked diagonally across the road from the drivers who, when the flag dropped, had to run to their cars and erect the hood before starting the engine and departing. Three Bentleys started, two suffered mechanical failure and the other ran out of brakes. A British Sunbeam followed the winning Lorraine-Dietrich home. The following year, 1926 saw three teams battle for the honours – Lorraine-Dietrich, Peugeot and Bentley. The Peugeots and Bentleys faded and Lorraine-Dietrich finished 1, 2 and 3.

Ixo has modelled both years with the cars in the correct French Blue. The 1925 cars carried two spare wheels and a tonneau cover over the rear seats. The 1926 car does not carry spare wheels, as confirmed by contemporary pictures. The modelled miniatures carry a lot of pleasing detail, such as the fasteners for the tonneau covers picked out in silver, detailed dashboards, horns and lamps.

THE BENTLEY YEARS - LM1927 BENTLEY 3-LITRE, LM1928 BENTLEY 4½-LITRE, LM1929 BENTLEY 'SPEED 6' 6.6-LITRE, LM1930 BENTLEY 'SPEED 6' 6.6-LITRE

The 1927 race is noted for the crash at Maison Blanche (White House) corner, when a crash in the dark, and the ensuing mêlée, took out the leading 4½-litre Bentley and two of the 3-litre Bentleys,

7



8



6 The Bentley Speed Six is the ultimate racing Bentley, and the model shows the classic lines of this lovely car. Bentley added two cylinders to the four cylinder 4.5-litre to produce some 200hp in Le Mans trim.

7 The famous 4.5-litre Bentley. More power was needed so the four-cylinder engine capacity was increased. The model carries an extra central headlamp to give more light as speeds continued to increase. Some models were supercharged as the "Blower" Bentley, but with no success at Le Mans

8 The final win for Bentley at Le Mans and appropriately it was the Speed 6 again. Ixo has done its research well and the model matches contemporary photos very closely.

9 The third win for the Alfa Romeo 8C, again with a French/Italian driver line-up. This was the only win at Le Mans by the great Tazio Nuvolari. Featuring more streamlined wings and a long tapered tail, the tonneau cover extends to the front passenger seat to help smooth the air flow.

10 The second of four Alfa Romeo wins, with a French/Italian driver line-up. The model shows the attempt at more streamlined wings, although overall the car's body still offers a lot of wind resistance.

11 The Alfa Romeo 8C was the first supercharged car to win at Le Mans, and Alfa Romeo was the first Italian manufacturer to win, albeit with British drivers – Tim Birkin had been one of the Bentley boys.

plus others. SCH 'Sammy' Davis found that his 3-litre Bentley could be driven and the rest is Bentley history, the car winning ahead of a 1.1-litre Salmson. The winning Bentley, known as "Old No. 7", was the one that crashed in 1926 when its brakes failed when running 3rd near the end.

The 1928 race saw American manufacturers take over from the French as challengers, with Stutz and Chrysler joining Ariès against a trio of Bentley 4½-litre cars in the large engine category. The Bentleys finished first and fifth, with the winning car followed closely by the Stutz and the two Chryslers.

The 1929 race was fought out on the revised circuit, which by-passed the Pontlieue hairpin, between British and American teams – Bentley versus Stutz and Chrysler. Bentley fielded one new Speed 6 plus the previous 4½-litre cars. The result was a Bentley triumph, 1st, 2nd, 3rd and 4th, followed again by Stutz and Chrysler.

The last of the Bentley years was 1930, with the 6.6-litre Speed Sixes finishing 1st and 2nd. The Bentley company was on the verge of financial collapse, despite the racing successes. The Rolls-Royce Company that took over Bentley had no interest in motor racing, so a glorious four years that cemented Le Mans 24 Hours in the minds of British enthusiasts, along with the "Bentley Boys" legend, was over. Private owners continued to race the cars with little success.

The five Ixo models of the racing Bentleys are all in correct British Racing Green and show an excellent degree of detailing, with bonnet straps, tonneau covers over the rear seats, detailed dashboards and steering wheels, with wooden rims, with additional headlights on some models. In 1928, running with raised hoods was no longer required, and in later years many cars ran with folded down main windscreens with the driver sat behind an aero screen. The models carry the correct racing numbers.

9



10



11



THE ALFA ROMEO YEARS – LM1931, LM1932, LM1933 AND LM 1934 – ALL ALFA ROMEO 8C.

This Italian Company can be traced back to 1906, to a factory built in Italy to manufacture Darracq cars. In 1909, a new company arose, Anonima Lombarda Fabbrica Automobili (Lombardy Car Manufacturing Company). Cav. G Merosi designed a new range of cars that did well in competition. During World War I, the firm was taken over by Nicola Romeo, who owned a company making mining machinery, to create Alfa Romeo.

The new company continued the A.L.F.A. tradition of motor sport becoming very successful. A private 1750 6C had run at Le Mans for the first time in 1930, but the company made a significant effort, with 8C 2.3-litre cars winning over the next four years. These were the first supercharged cars to win at Le Mans. Alfa Romeo racing, at this time, was managed by Scuderia Ferrari, based in Modena, managed by a certain Enzo Ferrari.

In 1931, only six cars survived tyre failures, mechanical failures and accidents to finish, but it was an Alfa Romeo 8C that won, ahead of the second-placed Mercedes Benz 7.1-litre SSK. Bugatti was one of the teams to experience tyre problems, as did the powerful and fast Mercedes.

The race in 1932 saw the 8C finish 1st and 2nd on the revised 8½-mile circuit, using a new by-pass to Tertre Rouge, taking the circuit well away from the suburbs of Le Mans. 1933 saw a 1-2-3 triumph for the 8C. The winning drivers were Raymond Sommer and the great Tazio Nuvolari, winning his only Le Mans. 1934 saw the last win for Alfa Romeo, with a single French-entered car finishing, driven by Chinetti and Etancelin. Chinetti was later to drive the winning Ferrari in 1949. A 2nd place in 1935 saw the final race for Alfa-Romeo 8C at Le Mans. A very creditable run.

Ixo has modelled these cars in appropriate red

A private 1750 6C had run at Le Mans for the first time in 1930, but the company made a significant effort, with 8C 2.3-litre cars winning over the next four years. These were the first supercharged cars to win at Le Mans.

for Italian team entries, but blue for 1934, which was a French-entered car. As with all of this series, the replication is very pleasing, including cockpit detailing, tonneau covers, and folded down windscreen with an aero screen for the driver. The radiators carry the famous Alfa Romeo badge of the red cross of Milan and the Visconti family snake. The '32 to '34 cars had semi-streamlined mudguards, although how effective the streamlining was is doubtful.

LM1935 LAGONDA RAPIDE

Lagonda was a British company, despite its continental-sounding name, dating back to 1906 – founded by an American born, British national, Wilbur Gunn. The name originated after the Shawnee settlement in Springfield, Ohio. Gunn died in 1920 and three existing directors took over the company. Various models were produced in the 1920s and '30s but relevant to this article was the M45R Rapide, with a six-cylinder OHV, 4½-litre Meadows engine in a shortened chassis.

British entries dominated the 1935 race, but among the larger-engined cars were two Lagondas, a Duesenberg, a Lorraine -Dietrich (for the last time), a Delahaye and three Bugattis, plus four Alfa-Romeo 8C models. Surely it would be another Alfa win? In the event, three Alfas fell away with various ailments. The winning Lagonda proved very reliable and the Alfa that finished second had received misinformation on race position and the driver found out too late to catch the Lagonda.

The Ixo model of the red Lagonda does not disappoint. I cannot find a reference to explain why the two Lagondas raced in Italian red and not British Racing Green. The model shows a conventional sports car of its era, not unlike the earlier Bentleys, and many of the French sports cars, with cycle-type mudguards. The radiator sports the Lagonda badge.



▲ The 1939 Bugatti Type 57C was a supercharged version of the 1937 winner, with a revised version of the streamlined body, featuring the spare wheel housed under a tail cover. The single entry won against strong opposition.

LM1937 BUGATTI TYPE 57S 3.3-LITRE

No race was held at Le Mans in 1936 due to labour unrest. The resulting general strike in France led to a shortage of labour able to work at the race.

Ettore Bugatti was a scion of the artistic Italian Bugatti family, who founded his eponymous car company in 1909 at Molsheim in the Alsace Region, at the time part of Germany, but which reverted to France in the settlement after the Great War. His cars were involved in motorsports in the pre-World War I years.

Bugatti competed at Le Mans in the early years without much success, although the famous French cars achieved great success in many other motorsport events around Europe. The years 1937 and 1939 proved more fortunate for the Bugatti marque at Le Mans.

The 1937 race saw a bad crash that sadly caused the death of two drivers. The Bugatti won with a commanding lead – the first French car to win since 1926. By 1937, the original ‘standard touring car’ idea was fading away and cars were just required to have a minimum of two comfortable seats facing forward in the front, that is, not single seat racing cars.

The Ixo Bugatti 57S model represents the very streamlined shape of cars of the late thirties, referred to at the time as ‘tanks’, without separate mudguards/wings and with faired-in headlamps (a nod to the 1923 Tipo 32). Ixo has represented the unique radial spoked wheels developed by Bugatti very well. A spare wheel was semi-recessed in the tail and there is a clear Bugatti badge on the nose of the car.

LM1938 DELAHAYE 3.6-LITRE

Delahaye had a pedigree stretching back to 1894, founded by Emile Delahaye. A racing department was created in 1932 and cars competed at Le Mans

from 1935 to 1939.

The 1938 entry list was very much dominated by French entries, with no less than seven Delahaye cars, including two 4.5-litre V12 models, and various Talbot models, opposed by two Alfa Romeos, including an Alfa Corse 2.9-litre Type C Coupe.

The 24-hour race started like a Grand Prix, but in the event all the faster cars, including the Alfa Coupe, expired and the rugged Delahayes finished 1-2. The blue Delahaye looks rather old fashioned, compared to the sleek Bugatti cars of 1937 and ’39, with its separate cycle wings, headlamps on brackets and a bonnet strap.

LM1939 BUGATTI TYPE 57C 3.3-LITRE

The last race at Le Mans before World War II saw another win for Bugatti against strong opposition. The winner covered 2,084 miles, at an average of nearly 87 mph – 30mph faster than the first winner in 1923, albeit on a circuit with a better road surface. The Bugatti was followed by a Delage and two Lagondas. Jean Bugatti thought that the 200hp car should be able to reach nearly 170mph.

The Ixo model matches contemporary photos very well, including the Bugatti radial spoke wheels and the third central headlamp. This is the final model in an altogether very pleasing set of 16 models of an historic race.

Overall, there were six wins for French cars, with four manufacturers, six for Britain with two, and four for Italy with one. Of the seven winning manufacturers it could be argued that only Alfa Romeo has carried its racing pedigree through to the present time.

No further races were held at Le Mans until well after the end of World War II, when a new star appeared in the form of Ferrari 2-litre V12, winner in 1949, but that is another story... **DC**



▲ The final win for the Alfa Romeo 8C, the end of a remarkable run of successes for the marque.



▲ The Lagonda Rapide was a worthy, if slightly lucky, winner in 1935. The rugged styling is very much in the tradition of the Bentley of previous years.



▲ The 1937-winning Bugatti Type 57 was a great advance in streamlining compared to anything that had gone before at Le Mans, but took cues from the 1923 Tipo 32.



▲ In the absence of Bugatti in 1938, Delahaye upheld French honour with a sports car looking quite old-fashioned compared to the 1937-winning Bugatti Type 57.



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The X-files from Weissach

Inspired by a book from 1984 about lesser-known Porsche specials, **Francisco Mota** builds a 1/43 scale collection with some of the most obscure cars from Weissach, Porsche's 'think tank' for many years.

Photos: João Carlos Oliveira

The search for the book inevitably eventually took me in the direction of that familiar, multicolour online auction website. After not too much time, there it was – a well-thumbed copy of “Porsche Specials” by Lothar Boschen and Jürgen Barth. This was the 1986 English edition of the German language original from two years earlier. A hard cover, small-sized volume with 224 pages printed on average quality paper, with only monochrome images and not a hint of Photoshop work.

The author writes in the introduction that he went after unknown cars made by Porsche, both as prototypes or studies, plus a few other cars created by external people, the ones he calls the “private

▼ **Three lesser-known Porsches. From the left: 1964 911 HLS Concept, 1979 914/6 Tapiro and 1955 Teram Punter – all by Autocult.**

developments”. In 1984, Boschen admitted that “Porsche is bound to secrecy in respect of outside contracts” and that “some clients are not prepared to release information” even decades after the co-operation took place. He did his best to find the most interesting and lesser-known projects, but omitted what he called “secret activities” and finished by saying that “Some may still surface in the future.” And so they did.

As fascinating as the book was to read, for a diecast model collector this would never be the end of the story. So, a new collecting theme was born and the hunt for 1/43 scale replicas of the cars featured in the book began. To be honest, this is much easier now than it would have been in the eighties. Forty years





▲ On the left side, the same mock-up had a different rear pillar design.

later, some model makers are desperate to find cars that nobody has reproduced before, so delving into the Porsche specials seems a good option for some of them, like AutoCult, Kess, BoS and Matrix. After all, the brand is as famous as ever and the interest in all things Porsche leads collectors to look for unusual subjects. The author was right – many ‘new’ special cars with the Porsche badge have come out into the open during the last four decades, many more than are featured in the book!

BACK IN THE FIFTIES

One of the most interesting subjects is not even a car, but a mock-up made in 1957, apparently to decide what a new Porsche might look like. It received the internal code number 695 and was reproduced as a resincast by AutoCult. The real size clay model was commissioned to freelance car stylist Albrecht Graf Goertz, of BMW 507 fame. Porsche wanted to see how he would imagine the future 901. Maybe this styling exercise had some influence in the 911 final shape, but was not followed by Porsche – it was considered “too American”.

The 1/43 replica successfully tries to simulate the

▲ Note the wraparound rear window on the right side of this 695 mock-up, by AutoCult.



▲ From this angle, we can see how asymmetrical the mock-up was.

clay’s colour and matt finish, featuring asymmetrical design, from one side to the other. This was a practical way to show Porsche’s board two different styling options. There’s not much detail that could have been reproduced as a scale model, however it fits any collection dedicated to the 911.

The second lesser-known Porsche is the 1955 Teram Puntero. This was an Argentinian initiative, by local company Teram. It convinced Porsche to supply the 356 flat-four engine and other mechanical parts so that the car could be built locally.

Only 144 cars were made but the shape still looks elegant today, even if some may say it looks similar to the VW Karmann-Ghia coupe, released at the same time. AutoCult reproduced this one as a high quality resincast, with Porsche headlights and several chromed parts, like bumpers and hubcaps. The cabin looks as nice as the real car’s, with steel dash painted body colour.

In the fifties, there were many ‘specials’ made for racing and using parts from several carmakers. This was the case in Germany with Porsche and VW. Walter Glöcker was a VW dealer in Frankfurt and had been racing with all sorts of specials until he decided



UNKNOWN PORSCHEs



▲ From the left: 1954 Glöcker Coupe (BoS), 550 Durelite Spyder from 1959 (Autocult) and 356B 1600 Reutter Ghia-Aigle from 1961 (Matrix).



▲ Teram Puntero was based on a 356 engine and some other parts.

▲ 901/02 Fledermaus test car in disguise, as it was road-tested in 1962.

to build his own, in association with Porsche. He created a few open top racers that inspired Porsche to build its own special, the 550 Spyder.

In 1954, the Porsche Glöcker coupe was launched. It was the sixth car from this cooperation and was designed for the 1954 Mille Miglia, but debuted in competition at that year's Liège–Rome–Liège road rally. Best Of Show (BoS) made an extraordinary job of modelling this small racing car, fitted with the 356 Carrera 1500 engine.

The door windows go as far as the roof, the rear window is a wraparound affair and there are a pair of grilles on top of the engine cover. The shape of the rear lamps is unique and there are the traditional double exhaust pipes.

Next to this, we photographed the 1959 Porsche 550 Durelite Spyder. This was the result of a DIY job after the owner of a Porsche 550 Spyder RS crashed it while racing. He and his friends built a tubular frame and installed the Porsche engine in it, giving the body its own shape.

The car was successful and much cheaper than a new one. AutoCult reproduced this one-off with extreme care. The front looks much closer to the ground than any official Porsche at the time, and the rear shape is vertical. Interestingly, there are three mirrors around the driver's seat.

More conventionally styled is the 356B 1600 Reutter Ghia-Aigle, a big name for a small car made in 1961 by the Swiss branch of Italian coachbuilder Ghia. This was a 356B conversion with emphasis on aerodynamics, ordered by a Swiss car enthusiast. It features the same mechanics, and most of the cabin, of the 356B, with a completely different aluminium body. This one was modelled by Matrix as a high-end scale model and features an excellent paint job. The rear is much lower than a regular 356B and there are no bumpers. Headlamps have Plexiglas covers.



▲ Teram Puntero's dash in body colour-painted steel.



▲ Puntero looked a little like a certain Karmann-Ghia



▲ Unique rear lamp design on the Glöcker Coupé.



▲ Disguised rear section, road-tested one year before the 901 was unveiled.

TEST DRIVING THE 901

Next is a 911 test-mule, complete with front and rear clams to disguise the real shape of the car underneath. It's painted matt military green and was road tested in 1962. AutoCult names it the 901/02 Fledermaus and the replica is top notch. Side rear windows are not yet the definitive items and the rear window is a two-piece affair. This prototype was also known as "The Bat" due to its tail fins.

The next three models are derivatives of the same base car – the mid-engine 914/6 – and were all unveiled in 1970. The more conventional looking two-door coupe is the Frua Hispano-Aleman Vizcaya. This was a one-off commissioned by Spanish car importer Bernard Heiderich to Pietro Frua, the Italian coachbuilder. AutoCult made another great job with it. The car looks much more upmarket than the basic 914/6 with flying buttresses behind the cockpit and pop-up headlamps, all perfectly reproduced. The green 914/6 is known as the Graf Goertz, as it was designed by the same Albrecht Graf von Goertz, mentioned above. Seen from the side, it looks a lot like a miniature shooting brake, however, it keeps the mid-engine and the mechanicals are unchanged. Front end is even lower than Porsche's donor car, featuring a pair of extra spotlights and keeping the traditional Fuchs wheels. There's a moveable spoiler on the roof's trailing edge. All this was perfectly modelled by AutoCult, and it did not miss the slightly ungainly narrow tracks of the real car. The third 914/6 variation was also modelled by Autocult and features the Tapiro, a one-off designed by Giugiaro for Porsche. It was initially a concept car, with gullwing doors, unveiled at the Turin Motorshow. Subsequently it was sold to a private owner who used it as a street car. The scale model has all the features in the right places, like the large glass area, red seats and vertical rear section.



▲ Three derivatives from the same 914/6 base. From the left: Fruea Hispano Alemann Vizcaya, Graf Goertz and Tapiro - all from 1970, and all by Autocult.



We move on to another trio of derivatives, in this case based on the 901 and 911. The first one is the 1964 911 HLS Concept and looks nothing like a 911. The wedge shape, flat and low front end with four headlamps are closer to an Italian supercar. The sides are also totally different and the rear features superposed black blades in place of a rear window. All of this was detailed by AutoCult, plus the conventional Porsche steel wheels without hubcaps. The old-style wing mirror is the only thing that takes the car back to 1964. The most original feature of this car is not shown on the scale model – the doors, roof and windscreen were a single piece that tilted forward to give access to the cabin.

The second 911 derivative looks not very special at all, but it is. The 1964 901 Cabrio Karmann was the first open-topped version, however it was never built like that on the early 911s, a Targa top was made instead. Again, AutoCult modelled this one, without any canvas top, not even folded. Obviously, the 901 shape looks great, as does the interior, with tartan seats and wooden dash. The third variation is the 1969 dayglow green 911 B17 Pininfarina. Here, the plan was to explore ways to give the 911 more room for rear seat passengers, while keeping as much of the exterior shape as possible. The car had an extra 192 mm wheelbase, but the result was not good enough in terms of styling, weight and turning circle, so it did not go further. Matrix made the early 2.2-litre 911S 1969 version and this 2.7-liter Carrera, updated in 1975. It also had wider rear wheels and front spoiler that can be found on the scale model.

The next pair are 911 prototypes, both studies on how to make a faster version. The silver car with blacked out headlamps is a 1984 911 Carrera 3.2 E19, modelled by Kess. This was a prototype based on the 934 generation and focused on improving

▲ Three 911-based one-offs. From the left: 911 HLS Concept (Autocult), 901 Cabrio Karmann (Autocult) and 911 B17 Pininfarina (Matrix).



▲ Fruea Hispano Alemann Vizcaya has some great details.



▲ The cabin in this cabrio is not very different from any other early 901.

▼ Two high performance 911 prototypes - 911 Carrera 3.2 E19 (Kess, left) and 968 V8 (Autocult, right).



the aerodynamics for the next 964 generation. Some solutions, like the flatter nose were used later, others, like the big wing not so. Kess reproduced the car as it was displayed at Porsche Museum a few years ago, complete with flat hubcaps and nice painting. The matt black car next to this one is the 1988 965 V8, a test mule fitted with a V8 Audi engine at the rear. It looks like the 959 supercar, but was a different project, designed to be positioned under the 959 as a top of the range 964-generation 911. The project got too expensive and Porsche's board abandoned it, in favour of a 964 flat-six turbo. Another one for AutoCult, a manufacturer that always excels in obscure subjects like this.

THE 'SECRET' WAREHOUSE

The model maker had access to the warehouse near Porsche's headquarters, where the sole prototype that survived is kept. Of course, it's not a surprise to learn that it made a great-looking replica, with all the necessary information. It's interesting to see how close the body looks to the 959, however the scale model is taller and narrower. There are nice touches, like the headlamps that look taken from a 928, or the shape and size of the rear wing. There are even very small blue decals in special parts of the body that surely had some kind of usefulness to the engineers.

UNKNOWN PORSCHEs



▲ Two that almost made it into production - 4-door 989, from 1988 (left) and the 984 Junior, from 1987 (right).



▲ The 989 and 984 Junior, side-on - both modelled by AutoCult.

The last pair of unknown Porsches are two projects that could have made it into production. In fact, they came close to reaching the dealerships until Porsche's board decided otherwise at the last moment. You don't need to know all the details to see that, just looking at the way both cars are finished. The same can be said about the 1/43 replicas, once again released by AutoCult.

The first one is the 984 Junior Prototype, a study made in 1987 that had the mission to investigate how the brand could design and build a new small and accessible sports car. In fact, it all started as the Seat PS, designed by Porsche for the Spanish brand, using the same inline four-cylinder engines that Porsche had designed for the Ibiza – the famous System Porsche units. But the Seat PS was considered too expensive for such a brand in the early eighties and the project was cancelled at an early stage. Porsche didn't abandon the idea of a small, light and affordable sports car for its own range and the 984 Junior was born in 1984.

The plan was to use as many parts from other cars in the company as possible, to keep costs down. Even if the car looks like it is front-engine with rear wheel drive, in fact the flat-four was behind the rear driven wheel. There was a retractable roof, so it could be easily transformed from a coupe to a cabriolet at the touch of a button. The concept evolved until 1987, when Porsche came to the conclusion that it wasn't possible to achieve the lower price tag it wanted, and the 984 was shelved. This is another prototype that rests in the famous Porsche warehouse, so AutoCult seized the opportunity and released another pearl. The scale model surprises because it is much smaller than a 924. Proportions are spot-on, finish is top notch and there are plenty of details to enjoy.

The other prototype that almost made it was the four-door 989. This was made in 1988, at a time when Porsche was looking into the possibility of build a big luxury saloon, an ancestor to the Panamera. The 989 followed the 911 lines, trying

to adapt the same silhouette to a four-door car. Maybe the result was not the best, in aesthetic terms, however the car was almost ready to enter production in 1991, when Porsche decided the timing was not right. The scale model is from AutoCult and shows how long the wheelbase was, to accommodate a second row of seats. The wheels seem too small, by today's standards, but the front bonnet disguises very well the fact that it hides a front-mounted V8 engine. It is a very clean shape, so there are not many details on the model.

The last of the Porsche Specials is a matt black 1985 Porsche Experimental Prototype (PEP). This time, the aim was not to anticipate any particular model, but to look into the future and see what could be done better. It was made in modular form and was tested with different engines and engine location. The aim was to test driving dynamics, but there was also some interest in looking at possibilities to build an entry level Porsche. The car still survives and AutoCult released a 1/43 scale model, with the same slightly awkward proportions, flat nose and high rear wing. A true test-mule in which we can see there was not much time spent on the styling. In a way, the PEP encapsulates the spirit of this collection. The good thing is that there are a few more unique cars in that famous warehouse near Weissach. **DC**



▲ The 984 Junior cabin had some parts from other Porsche models.



▲ The engine was in the front, but is still looked like a 911 rear.



▲ Experimental Prototype, the name said all you need to know.



▲ Happily, we never saw anything close to this actually in production.

▼ In 1985, Porsche unveiled the Experimental Prototype. It was always meant to be for research purposes only, and it was never intended to reach production.



Grading guide

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

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be viewed on my website
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39f Studebaker Dark Blue B+/U **£125**
102 MG Midget Green & Cream. Rare Spun Wheels. Chip to rear cover. A-/U **£295**
107 Sunbeam Alpine Comp. Cerise/Grey A/A- **£195**
170 Ford Forder Highline. Scarce, Pink & Blue. Stiff rear wheels. A **£425**
179 Studebaker President Blue. Spun Wheels. A/A- **£220**
233 Cooper Bristol Green Dual Box. A—A/B-B+ **£135**
252 Bedford Refuse Wagon. Green & Black. WINDOWS. Scarce, A—A **£550**
254 Austin Taxi Dark Blue A—A/B **£195**
280 Observation Coach Cream/Red. Red hubs. Rare late Issue Black shiny base. A/B-B+ **£240**
298 Emergency Gift Set. Rare. Complete with all accessories. A—A/B+ **£950**
301 Field Marshall Tractor Orange Silver metal wheels. P/Piece. Dual Box. A- **£245**
340 Land-Rover Orange/Dark Green Rare Green plastic hubs. A/U **£275**
341 Land Rover Trailer Orange & Red plastic hubs. A/A- **£70**
418 Leyland Comet Wagon Rivet Back not screw. Green & Orange, A—A/B+ **£395**
431 Guy Warrior 4 Ton. NO WINDOWS. Scarce. Tan & Green A/B+-A- **£620**
432 Guy Warrior Flatbed Green & Red. WINDOWS. Scarce. A/B+ **£675**
449 El Camino Pick Up Truck Turquoise & White. Red Interior. A—A/A **£165**
902 Foden 2nd Cab Flatbed Yellow & Green Very Scarce. A—A/B+ **£1600**
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261 James Bond Aston Martin Gold Missing Instruction Pack. A **£395**
267 Batmobile Red Tyres in slim Window Box No Accessories. Rare. A—A/B **£695**
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268 'The Green Hornet's' Black Beauty Spun hubs. A **£445**
324 Marcos 1800 Blue A—A/B+ **£120**
330 Porsche Carrera 6 White & Red RN60 Blue Cover. A/B+ **£120**
438 Land-Rover 'LEPRA' Promotional. Met Green. Dark Olive Canopy. Scarce. A/B+ **£550**
440 Ford Cortina Golf Set Metallic Blue. A—A/A- **£285**
475 Citroen Safari 1964 Winter Olympics White A/B+-A- **£185**
479 Commer 'Samuelson' Camera Van. Rare Cast hubs. Gold Tripod. A/B+-A- **£280**
497 Oldsmobile 'Thrushbuster' Purple. Cast Hubs. A—A **£350**
506 Police Panda Imp White & Black doors and bonnet. A **£195**

Other Models Sales Stock

- FD 32D Delahaye Fire Engine Extendable ladder. A—A **£185** FD 579/33C Simca Mirror Cargo Truck Grey A—A/B+ **£130**
FD 885 Steel Carrier Scarce. Red/Grey. Complete. A/B+-A- **£475** SO 116 BMW Isetta Turquoise leaflet. No CC. A-/A—A **£145**
SO 120 Fiat Multipla Blue Plus leaflet & CC. A-/A—A **£195**

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The Americans are here

There has been a huge surge in the popularity of 1/64 scale in recent years. Rick Wilson has been truly swept along by the wave of new manufacturers and highly-detailed miniatures.



You may have noticed a certain scale featuring more and more prominently over the last few years. It's not a new one, as Brian Salter covered so well in his recently-finished Size Matters series, and has been a very popular scale for decades over in the USA, with the likes of GreenLight, Johnny Lightning and Auto World leading the way. And that's exactly where we've headed to for this second instalment.

Our spotlight scale of 1/64 has been huge on the other side of the Atlantic for several decades, and its popularity continues undiminished. Certain companies have a substantial market share between them, but there is still plenty of room for many excellent, smaller manufacturers. Brian Salter covered the origins of this scale in the October 2020 issue, so I won't duplicate his words here, instead I'm choosing to concentrate on modern developments. This won't be an exhaustive article, as that would take up too much room – I'll just give you an overview of the choice out there.

AUTO WORLD

Auto World is a brand of diecast models and slot cars, primarily focused on American-made cars. The brand was originally founded by Sports Car Club of



▲ 1965 Ford Econoline, by M2 Machines, comes complete with two alternative sets of interchangeable wheels and tyres, plus a four-post lift.

America Hall of Famer, Oscar Koveleski, in 1958. Today, Auto World has diecast line-ups for 1/18 and 1/64 scales. Auto World's smaller-scale cars are heavy on the detail and accurately made in 1/64 scale – something that the company is keen to point out on its packaging.

Frequently, its replicas will have opening features, even at this scale. It certainly adds to the brand's appeal and we have an example of a C8 Corvette, complete with opening rear deck.

These days, Auto World is owned by Round 2 – a company that also happens to manufacture another well-known US brand of 1/64 diecast. But more about that shortly.

M2 MACHINES

Parent company, Castline, was founded by Chris Leong in 2007. The company is currently based in Azusa, California. M2 Machines is the brand name for its line up of 1/64 and 1/24 scale diecast models of cars and trucks from the 1930s up to the 1980s. As with most diecast companies, production is based in Asia. Vice President of Product Development at M2 Machines, Sean Taylor, has designed almost all of the M2 Machines diecast models, incorporating some seriously exciting details and opening parts into these very-affordable miniatures.

▲ A varied range of modern 1/64 scale diecast releases from US companies. Back row – James Bond No Time to Die DB5 (Johnny Lightning), Christine Plymouth Fury (GreenLight), M4 Sherman Tank (GreenLight) and 1965 Ford Econoline on four-post lift (M2 Machines) Front row – 1941 Willys Coupe Gasser and 1949 Mercury Custom (both M2 Machines), 1966 Thelma & Louise Ford Thunderbird (GreenLight), and 2020 Chevy Corvette C8 (Auto World).



It's a range that is already making inroads into my collection at this scale, with a pair of 1940s customs and a delightful 1965 Ford Econoline in there. The latter comes complete with two alternative sets of interchangeable wheels and tyres, plus a four-post lift – an absolutely wonderful set.

JOHNNY LIGHTNING

The brand was launched in 1969, by Topper Corporation (owner of Topper Toys), and was similar to Mattel's hugely successful Hot Wheels cars. The company's claim to fame at that time was that its products were extremely fast compared to other brands of diecast cars. Topper closed in 1973 and production of Johnny Lightning cars ceased for 23 years. The company made a total of 47 different models.

In 1994, Thomas Lowe of Michigan became aware of the abandoned trademark and secured the rights to the Johnny Lightning name for his Playing Mantis toy company. He made replicas of his favourite 10 original Johnny Lightning cars and the company's first customers were Walmart and Toys "R" Us. Playing Mantis produced cars under the Johnny Lightning brand name from 1994 to June 2004. Over 600 different models were produced during that time period.



▲ 1949 Mercury Custom and 1941 Willys Coupe Gasser, both by M2 Machines.

▶ Johnny Lightning's Christine, modelled as bought at the beginning of the movie, with Arnie and Dennis figurines. The backdrop is photo-printed tinplate.



▲ 2020 Chevy Corvette C8 by Auto World – note the prominently-displayed "true 1:64" statement.



In 2004, Lowe sold Playing Mantis (including the Johnny Lightning brand) to RC2 Corporation, which in turn was bought by the Japanese toy company, Tomy, in 2011. Tomy discontinued the Johnny Lightning line of diecast cars in 2013, but the brand continued to maintain a following by a loyal group of collectors. In early 2016, Round 2, a toy company owned by Thomas Lowe (who also still owned Playing Mantis), revived and reintroduced Johnny Lightning vehicles to the toy market for a second time.

The range has been a huge success this time around, with many TV and film licences helping to boost the appeal of its product line. Examples of these shown here include James Bond's 'shot up' DB5 from No Time to Die (a current release), the Plymouth Fury that played a starring role in Christine, and a couple of interesting ideas – a model that comes with its own tiny Monopoly playing piece, which can be used in the game, and a heavily customised Chevrolet Camaro as the first release in its Zingers range.

Focusing on that most famous (notorious?) of Plymouth Furys, Christine, there have been several releases over the years, depicting certain phases of



▲ Johnny Lightning frequently produces polyresin backdrop relief accessories to its 'Silver Screen' series of movie cars – here we see Christine at Darnell's DIY garage.

1/64 SCALE IN THE SPOTLIGHT – PART 1



▲ A trio of recent Johnny Lightnings – note the 1955 Chevy Nomad Monopoly car comes complete with a playing piece to use in the game.



▲ Another superb Johnny Lightning release with polyresin backdrop relief – Ecto-1 from *Ghostbusters*, photographed with a similarly-sized Hot Wheels version, demonstrating how much more detailed the Johnny Lightning model is.



▲ Three GreenLight Hollywood 'TV' releases – from *The A Team*, *Starsky & Hutch*, and *Fargo*.

the movie – night mode Christine, with blacked out windows, unrestored condition Christine, as bought, complete with figurines and restored Christine, complete with a resincast section of Darnell's Garage, where the work was 'carried out'.

GREENLIGHT COLLECTIBLES

GreenLight is based in Indianapolis, USA, and produces diecast model vehicles in a variety of scales. Its 1/64 range is the most successful and is constantly being updated, with new tooling and releases still flowing well, despite recent global problems. The company was founded, in 2002, by Kevin Davey, originating from sporting goods companies Davey Sports Management and Radius Group. The company initially sold sports-related goods and IndyCar replicas. Soon after, it concentrated more and more on diecasts.

It was acquired by Russell Hughes, Tom van der Scheun and Fred Lo in 2013. Hughes focused on obtaining licences from movies and TV shows to produce vehicles associated with them, building on the brand's success selling replicas of the Ford Mustang featured in the film *Bullitt*. The company has grown substantially under its new owners.

GreenLight's products focus on detailed diecast models that are meant for collecting. Among the top-selling models are replicas of vehicles featured in movies and TV shows, including the *Fast and Furious* series. These come under GreenLight's 'Hollywood' range banner. It also holds licensing

1 A brand new range from GreenLight – Battalion 64. These are the two M4 Sherman Tanks – part of the first wave.



▲ Comparing Johnny Lightning's Christine (left) with GreenLight's version (right).



▲ Vintage Ad Cars feature a miniature facsimile of the original advert incorporated into the packaging artwork.

agreements with many of the world's major vehicle manufacturers, meaning the production opportunities are vast. There are a few examples of these releases shown here – from the TV shows *The A Team*, *Starsky & Hutch*, and *Fargo*. From the movies, on show are releases from *Vanishing Point*, *Thelma & Louise*, and *Christine*. And there's that Plymouth Fury again...

Interestingly, both of the Johnny Lightning and GreenLight versions of Christine claim to be 1/64 scale, but they are clearly slightly different in terms of size. After a quick search online for the dimensions of the real car, I broke out my dear old calculator and worked out that the GreenLight is bang on, but the Johnny Lightning casting is actually closer to 1/72 scale. Take a look at the comparison photo to the left – it's quite a difference.

GreenLight also has many innovative lines to group vehicles into and maximise its licences, widening the collecting appeal, whilst also cleverly introducing the collector into areas that might not be on their 'radar', such as the huge variety of Airstream trailers that have appeared, both individually and as part of its 'Hitch & Tow' and 'Hitched Homes' series. Vintage Ad Cars is another interesting series, where old period adverts are used as reference to reproduce models of the cars in the adverts – a small facsimile of the original advertisement is included in the packaging artwork.

Other current ranges include 'The Busted Knuckle Garage', 'The Blue Collar Collection', 'Club Vee-Dub', and 'Running on Empty'. Accessories are also available, including alternative wheel and tyre sets, four-post lifts and display units.

Two of my favourites, by GreenLight, are the 1986 Fleetwood Bounder RV that featured in *Breaking Bad*,



2



The 1986 Fleetwood Bounder RV from *Breaking Bad* alongside a 'First Cut' replica pre-production shot – another interesting idea by GreenLight.

and a 'First Cut' version in bare metal. First Cut is an occasional range that gives the company extra mileage out of its tooling by producing a model as if it were a pre-production 'shot'. It may sound a bit gimmicky, but I personally love it. As you may have noticed in my occasional Workbench feature, I really enjoy stripping back 'scrappers' to inspect the casting more closely, so this idea really works for me.

The releases are not just restricted to US subjects, as GreenLight's recent trio of *The Italian Job* Minis showed. As you can imagine, these are really small at 1/64, but they certainly carry plenty of detail.

Finally, one new range that is definitely worthy of mention here is a real departure for GreenLight. Battalion 64 is a military range of newly-tooled diecasts. The range is not just restricted to tanks, but we have the first two of these here. The detail is really rather good and I hope to see many more of these in the future. And that goes for the rest of GreenLight's range too, of course.

Next month, we travel further around the globe, taking in brands other than MINI GT in the Far East, returning to Europe to check out the growing scene back here too. **DC**



It's not all US-related, as this super-cute trio of Mini Coopers from the original *The Italian Job* proves.

3

2 Gulf licensing is frequently used for GreenLight releases – the 1967 Mercury Cougar XR7 pairs nicely with the similarly-branded four-post lift.

3 Another three 'Hollywood' movie replicas by GreenLight – from *Vanishing Point*, *Thelma & Louise*, and *Christine*.



▲ Get ready for your vacation with GreenLight's ranges of mobile accommodation.



Workbench

Rick Wilson shares his current project progress.

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

■ CORGI TOYS NO 420 FORD THAMES "AIRBORNE" CARAVAN

A chance online conversation, a fair few months ago, with long-term subscriber and diecast enthusiast extraordinaire, Will Roe, led to him sending me his Corgi Toys No 420 Ford Thames Airborne for a respray. We settled on replicating the colour scheme featured on his homemade reproduction box.

Once the baseplate rivets had been drilled out, disassembly was a simple affair and the diecast components (body and rear doors) were treated to a caustic soda bath, then cleaned up with fine steel wool. Primed and then sprayed, with Ford Signal Yellow, the model was then put back together and detailed with a silver paint pen where appropriate. A quick and easy freshen up,

▲ **Corgi Toys No 420 Ford Thames "Airborne" Caravan, stripped and resprayed for my friend, Will Roe, posing with his homemade reproduction box.**

the model should be back in Will's collection by the time you read this.

■ FIAT 238 PARTWORK CODE 3S

To coincide with my article on the vintage Fiat 238 light vans, in the January 2022 issue, I bought a few extra models to have a little play with. Fiat's 238 is my favourite classic commercial vehicle, to the point where I'm actively hunting for an example to bring home one day. For now though, diecasts are filling the void – with these three, my collection swells to twenty-two 1/43 diecasts to sit alongside one Brekina 1/87 plastic model and a gorgeous 1/18 resincast minibus by LaudoRacing.

The trio were quickly dismantled to remove all the embellishments, so that meant removing the plastic roof panel, lights and chrome work detailing, and the interior and glazing unit. The stripped shells were then given the caustic soda treatment. The paintwork was impressively thick on these (especially compared to the Ford Thames caravan) and it took two goes to completely remove all of the paint from the Fiats.

Once fully stripped bare, the bodysells were buffed with fine steel wool to remove any left over solution



▲ The first of my six planned Code 3 versions of the Ixo Fiat 238 from recent partworks, as introduced in the December 2021 issue. This Ferrari service van was decorated with aftermarket decals bought from ebay.



▲ An Abarth service Fiat 238, again adorned with aftermarket graphics. This isn't replicating a specific vehicle, but there were several 238s in Abarth livery, so I chose more of a simple, generic look.



▲ The third of my three new Code 3 versions of the partwork Fiat 238 – a minibus, complete with rear seats scavenged from a cheap VW camper friction-powered diecast.

residue. These were then primed with spray cans bought from Halfords (grey primer for the red and white for the yellow) and then top-coated with more car colours – Fiat Passadoble Passion Red and the same Ford Signal Yellow used on the Ford Thames.

Once fully dry, the roofs were reattached to the bodies and all the detailing components refitted. Then it was decal time for the two service vans, with both sets of decals being purchased on ebay. In the past, I have made my own for certain projects, and talking with various collectors at toy fairs and shows, it seems that many of you are a little intimidated by the process. So it's time for a tutorial in the near future, to offer a few hints and tips. If you've got any questions in particular, please feel free to drop me an email at rick.wilson@warnersgroup.co.uk. **DC**

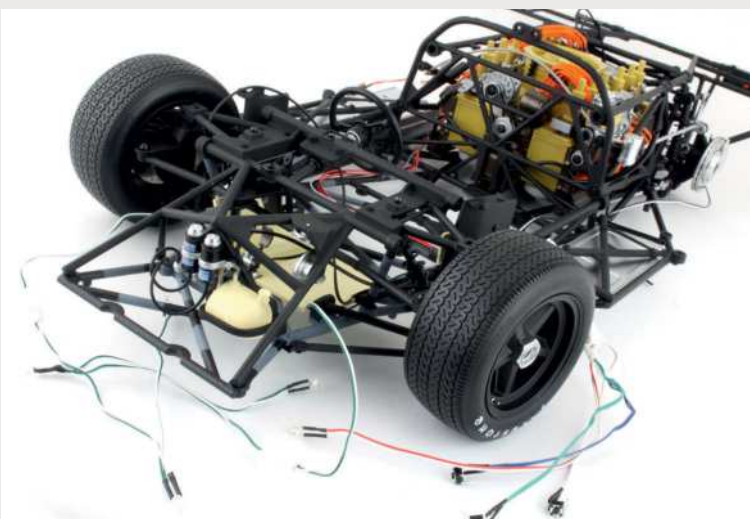
■ IXO COLLECTIONS 1/8 SCALE PORSCHE 917KH PARTWORK KIT

It has been a little while since my last update, due to the global shipping problems. Over the last few weeks, two more boxes have arrived, which equates to 8 instalments, so another 20% in terms of progress compared to where we were at last time. The latest deliveries bring us to exactly halfway.

For this update, parts 41 to 48 have brought us more components for the rear of the tubular spaceframe chassis, meaning that the mighty flat-12 engine is now fixed in place and that the spaceframe can be built around it to fully encase it. The chassis is completely made up of diecast sections, so this whole build is starting to get really heavy.

Towards the front, there have been a couple of extra tie-bar struts to the suspension, but the main development is to the electrical wiring, allowing the testing of the connectivity. The car now has working lights, front and rear, and a small speaker that plays a start up engine noise sequence. The sound is a little 'tinny', so I'm tempted to try to locate a different spec unit for a more throaty, woody sound.

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



▲ With the arrival of Box 12, we are now at the halfway point of this amazing 1/8 scale build. Recent additions to the front end are suspension components and wiring for the lights and sound effects.



▲ With the engine now fully attached to the rear of the chassis, we've been able to continue building the spaceframe around it, to the point where we now have a rear light lens unit installed, but this is not yet connected to the wiring loom.

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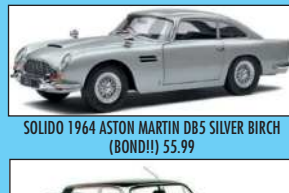
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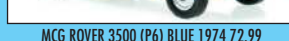
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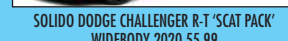
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Land-Rover 80" Series 1

David Lynn adds to his earlier article on this iconic vehicle.

The 70th anniversary of the Land-Rover launch on 30 April 1948 at the Amsterdam Motor Show was marked by my account of the initial 1948-49 80" releases in 1/43 scale from Oxford, Corgi/Vanguards and Century Dragon (June 2018 issue), mostly depicting HUE 166, the famous first full prototype.

As explained previously, the aluminium-bodied Land-Rover (officially hyphenated until 1979) was a stop-gap project. Initial plans envisaged a run of 500 selling at £450, but surging demand at home and abroad meant ambitions rapidly expanded. Early production used surplus sage green cockpit paint from the Avro Anson, and other shades followed, depending on what supplies could be scrounged until an MoD order for 1,878 vehicles, in May 1949, triggered the darker Bronze Green standardisation.

This defines both the opening for this resumption and the start of longer-term development to remedy some initial ad hoc elements. The headlights originally sat behind a square-ish and densely-meshed grille across the inset front panel to disguise their cheapness, with sidelights located on the bulkhead below the windscreen. The first external revisions in October 1950 brought exposed headlights protruding through a new grille with larger mesh and a detachable rear tow bar, but the sidelights remained on the bulkhead; this version

▲ AA-liveried Land-Rovers by three different manufacturers. From left to right - Matchbox Dinky, Vanguards and Oxford Diecast.



▲ Comparing the Oxford Diecast (left) and Vanguards (right) versions of the same vehicle.



▲ A pair of RAF vehicles by Oxford Diecast and Vanguards.

only explicitly occurs on one Matchbox-Dinky model, but was wrongly linked in the first article to the next phase in June 1951.

This brought larger headlights separated from a smaller inverted T-shape grille, a mirror on the wing, outside door handles and moved the sidelights to the front of the wings, and is an extensively modelled format. Two months later the original 1,595cc engine was expanded to 1,997cc, but without external differentiation. After a production total of 77,680, the 80" was replaced in August 1953 by the 86" and the first LWB version as the 107" pick-up. Easy references for the SWB changeover are the slanted rear edge to the doors on the 80" which became vertical for the 86".

In October 1948 a 7-seater Station Wagon was commissioned from Tickford, with fully enclosed aluminium bodywork over a mahogany frame. Only 641 were sold until mid-1951, mainly overseas with early examples in Sage Green, an option from mid-1949 of Sage Green over Bronze Green and a final run in all-over Bronze Green; it received the 1950 headlight change but not the 1951 revamp.

THE MODELS

Four manufacturers have offered 80" models since the late 1980s; many other models exist in 1/43 from earlier years, but these were later versions with longer wheelbases. The quartet is shown in



▲ Comparing similarly-coloured models in Army beige - Oxford Diecast (left) and Vanguards (right).

the table, with the second column showing all 80" release numbers across both articles, including the 1948-49 sage green liveries discussed previously. The Vanguards models will be covered in more detail in the second part of this update, in the next issue.

Oxford's casting trails some way behind as the proportions are too tall and boxy, along with insufficient cut-off at the door bottoms and unduly rounded wheel arches. This suggests a bodged 88" casting rather than full tooling, with reduced and simpler detailing, but this was always a cheaper range. Matchbox-Dinky's casting is older and clumsier with exaggerated cabin pillars and simplistic shiny chrome, but there is enough careful detail to match a budget toy today, so it still deserves respect.

RAC LIVERY (KAD 265)

Both Oxford and Vanguards modelled the same vehicle, an April 1950 soft-top, which was dark green after a 1990s renovation until a parts theft in 2010. This triggered a restoration in replica RAC livery with hard top, which was widely shown from 2012 and matches the Oxford release date, although has since been returned to dark green. Oxford's (LAN180006) clumsy proportions and simpler detail are evident and its dark shade of RAC blue is dull. However, the complex livery with logos, and everything included, matches photos of KAD 265 in this guise. The launch blurb had a spotlight on the front bumper, but it arrived without one. Vanguards included the spotlight on its 2017 release (VA11116), with enhanced detail and a more convincing blue, so, with the better shape, it wins this comparison.

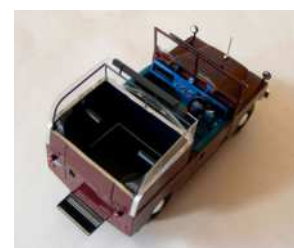
AA LIVERIES

Matchbox-Dinky (DY9b), Oxford (LAN180003) and Vanguards (VA11108) all feature the initial headlights behind the grille format. DY9b has KGW 580 plates from an ex-AA survivor registered in June 1949, although it seems to have now become an ordinary green. For a nearly 30-year old model, the standard is fairly high with most of the appropriate detail, but the over-emphasised plastic cabin looks heavy with small windows and the front grille is very basic. Oxford's depiction has no canvas back or door screens, and with the flat-folded windscreen resembles a sporty buggy more than a serious rescue vehicle; the open rear load bed has no extra fittings so it's difficult to see this as a convincing AA replica. That said, it has better proportions without the boxy cabin and the delicate trim highlighting works well.

Vanguards provide a removable canvas top without side-screens, resembling Oxford's buggy-like appearance although its windscreen is fixed upright. KLX 770 is a genuine ex-AA 1949 example displayed at Coventry Transport Museum and very accurately detailed. As the newest of the trio, Corgi could again benchmark the others, and the result is another win.

RAF LIVERY (43AA83)

The Armed Forces enthusiastically adopted Land-Rovers from 1950 with RAF use for assorted airfield duties. Again Vanguards (VA11106) piggy-backed an earlier Oxford (LAN180004) for an open-headlight 2-litre with 43AA83 plates which entered service in January 1953 and is a well-known restored



▲ The detail to the interior of TSM's Royal vehicle is very good indeed.



▲ The special Royal Land-Rover 80" by TSM looking rather regal.



▲ "HMS Albion" by Vanguards.

Maker	No. of 80" models (total)	No. of 80" models reviewed here	Period	Front features
Matchbox Dinky	8 definite releases plus 2 others		1989 to 2000	Early, mid, and late grilles
Oxford Diecast	8 main releases, 3 variations, and 4 promotionals	7 main releases and 1 promotional	2008 to date	Early and late grilles
Corgi Vanguards	14 main releases	10 main releases	2009 to 2018	Early and late grilles
TrueScale Miniatures	1 release only within this scope		2016	Late grille

Livery	Matchbox Dinky	Oxford Diecast	Corgi Vanguards	TrueScale
RAC (KAD 265)	-	Y	Y	-
AA	Y	Y	Y	-
RAF (43AA83)	-	Y	Y	-
Army (beige)	-	Y	Y	-
Royal parades	-	-	Y	Y

Both Oxford and Vanguards modelled the same vehicle, an April 1950 soft-top, which was dark green after a 1990s renovation until a parts theft in 2010.

► The evolution of the grille design.



▲ A pair of Matchbox Dinky releases.



▲ Rear view of the same pair of Matchbox Dinkys.

► The two Royal Land-Rovers - by Vanguards (left) and TSM (right).



▲ Matchbox Dinky's North Ayrshire mystery model.



▲ Matchbox Dinky close up.



survivor, and have produced the better model. The Oxford's ink-blue RAF colouring and basic detail is fairly unexciting, its green canvas sags like a waterlogged tent, and the cheap toy-like front grille is disappointing. Vanguards added screen deflectors and subtle elements including tyre pressure stickers above each wheel to make the best of a livery with limited aesthetic potential and its all-over brighter blue is prettier if less authentic.

ARMY LIVERY (BEIGE)

Another showdown comes with similar depictions of open headlight models. Oxford's example (LAN180008) from the 34th Light AA Regiment has 36AA21 plates and is an unexciting livery. Its fully enclosed cabin and canvas top seem slightly unconvincing for the hot country use implied by the sand-like colour and the unadorned sides are very bland although front and rear insignia are neatly done. Vanguards chose VA11107 from the Suffolk Regiment as deployed to Cyprus in 1956-59 with 35AA20 plates, but was originally announced with 73BP47 as shown on the box lid. The green canvas top gives some colour interest and, without sidescreens, looks more credible; the better shape, extra detailing and highlighting and a good front grille again give this one to Vanguards.

ROYAL PARADE VEHICLES

This heading pairs two diverse examples, including a coachbuilt parade vehicle which may not actually qualify as an 80". The definite contender comes

from Vanguards (VA11109) as a dark blue open version in Royal Navy colours with 19RN65 plates and HMS Albion insignia, and marks the visit by the Queen and Duke of Edinburgh to this aircraft carrier at Invergordon on 28 May 1957 and their review of the crew lined up in ranks on the flight deck. As presented, this is a simple buggy which might be carried on board for miscellaneous duties, but archive photos show a proper viewing platform with screens, handrails and a deep full-width tailboard. It is unclear whether this was therefore an early vehicle from the royal fleet or a navy runabout; the registration is not a reliable clue as many royal events in the 1950s used Landies with Forces plates.

TrueScale Miniatures' resin model (TSM124379) is described as a '1954 88" Royal Review' despite the 88" not arriving until 1956. It seems that four Royal Review Land-Rovers, known as State I/II/III/IV', were coachbuilt by Rover in 1953-54 for the Royal Commonwealth Tour; the date range overlaps the late 80" to early 86" transition. Their colours included the royal household's claret livery and, for State III at least, navy blue, with raised viewing platforms providing sidescreens, handrails and foldaway seats. The high proportions and short body make it difficult to gauge the wheelbase, although the vertical rear edge to the doors implies an 86". Whichever version this was, it is an intriguing model in an elegant scheme with much unique detail. TSM has issued several very detailed 1950s onwards Land-Rovers in a diverse and fascinating range.

No.	Model	Colour	Reg no.	Note
DY9a	(civilian, full canvas top)	Bronze green	EDP 999	beige canvas (issued 1989)
DY9b	AA (full canvas top)	Yellow	KGW 580	beige canvas (issued 1991)
YYM35054	(civilian, full canvas top)	Dark green	-	as DY9a with extra fixtures, from Evolution of the 4x4 Collection (series of 6, issued 1999-2000)
YYM38052	UK Pheasant Club (Ringwood)	Black and red	-	hardtop pick-up with open rear bed, heavily embellished. From Great Outdoors Collection (series of 6, 1999) (Not illustrated)
YFE02	1952 Auxiliary Fire Truck	Red	LOP 652	hardtop pick-up & trailer, extensive added detail & fittings (issued 1994-98, 4 batches)
YFE02/B	1952 "Old Londonderry" Fire Truck	Yellow	LOP 652 on trailer	hardtop pick-up & trailer, recolouring of YFE02 for a New South Wales fire brigade (issued 1996) (Not illustrated)
YYM35188 (1st batch), YFE26 (2nd batch)	1952 Royal Navy Rescue Truck	Navy blue	68RN52	casting as YFE02 but no trailer. New rear storage compartment, and a ridiculous amount of extra fixtures. (1999 issues) (Not illustrated)
YYM36400	Sydney Surf Patrol	Red	TX-7426	as YYM35188/YFE26 in red, modified YFE02 trailer with rescue dinghy, similarly over-burdened with junk (1999 issue) (Not illustrated)

MATCHBOX-DINKY RANGE REVIEW

The story now focuses on each manufacturer's range, starting with the 1989-99 Matchbox-Dinky Collection which included an 80" as an early release (DY9) with two liveries before Tyco's buy-out in 1992 and switch to mail-order distribution, usually in themed series. These used M-D castings for small re-engineered editions and continued under Mattel ownership from 1998, with DY9 having several reincarnations.

DY9a was a straightforward civilian livery in Bronze Green with a full beige canvas top and cast-in, but unpainted, EDP 999 plates from a 1950 80", which survives today, and, in 1989, had the distinction of being under single ownership for almost all its 40 years. Portrayed with the headlights correctly behind the simple grille, it is neatly shaped and proportioned with a fair bit of detail, although the minimal paint highlighting underplays these inclusions. Apart from the heavy-handed cabin with thick protruding pillars, it's fine for a 30 year old model. Oddly it has two spare wheels, on the bonnet and inside the cabin attached to the bulkhead. No definite production figure is known, but early Matchbox-Dinkys usually had runs of about 60,000.

The high production level and possible unsold stock may explain two DY9a variations. The first was found at the Falkirk swapmeet a few years ago in a normal box with North Ayrshire Council logos on the doors and precisely painted highlighting for the rear lights, number plates, wheel bolts, and mudflap logos. Presumably this is a home-improved one-off, unless anyone has a better explanation.

The second was listed in 2014 on ebay as a cancelled promotional in normal DY9a colours, with square RSPB logos on the canvas sides and RSPB/Land Rover "Partners in Conservation" door roundels. The solitary photo showed a boxed side-on view through the cellophane, with no other information or date.

DY9b was covered in the comparison of AA liveries, and is a simple recolouring of DY9a without other changes. Jumping forward in the sequence to YYM35054 as the last 'normal' offering shows a heavily tweaked dark green civilian version with

chunky tyres, a robust front PTO winch, and extra bits and highlighting to emphasise the baseplate drivetrain. Several trim features are carefully picked out and the result is a macho beast for conquering severe terrain. It is also unique for showing the October 1950 to June 1951 grille with protruding headlights, and has sprouted a rear tow-hook.

The other Matchbox Collectibles offerings are substantially reworked and sometimes embellished to a ludicrous extent, which makes them questionable acquisitions and therefore absent from my collection. The first absentee is YYM38052 in UK Pheasant Club (Kingswood) livery. This brash black and red release is similar to YYM35054 for the enhanced ruggedness fixtures, but introduces the utility-style Truck Cab option with a short hardtop and open rear bed, which was a poor-selling permutation in SWB form. Further additions include a massive light bar high above the cabin, chromed wheels, and the load bed is kitted out with a gun rack, a cool box with bottles of what might be champagne, and a model dog to match the retriever graphic on the body sides. The result is spectacularly garish and it is difficult to imagine such a top-heavy creation successfully careering around Cornish moorland in search of things to shoot.

However the illustrated 1952 Land Rover Auxiliary fire unit (YFE02) in red with trailer is far more credible and has been created with a delicate touch. Again the starting point is the Truck Cab with a simple red scheme, a front bumper locker, roof ladders and searchlight, a hose reel in the rear with side water tanks and a control panel on the tailgate. It has an open headlight grille, which matches the late 1951 Birmingham plate of LOP 652 and with the simple but neat trailer looks a very cohesive unit. Mine comes from the first batch issued in 1994 with a faintly printed grille, red wheels and "WORKS FIRE SERVICE" logos on the doors; three reissue batches during 1995-98 had chromed wheels but lost the door scripts. The possible identity of the original is intriguing as a Solihull plate would probably have been used for Land-Rover's own factory; an alternative is perhaps "the Austin" at Longbridge, whose vehicles always had Birmingham plates. The Austin Gipsy used for the later fire units



▲ Rear view of the Matchbox Dinky fire units.



▲ Matchbox Dinky fire unit with trailer in yellow.



▲ Matchbox Dinky fire unit with trailer in red.



▲ The first of Oxford Diecast's Tickford Estate variants.

Group of the six Matchbox Dinky releases.



was not launched until 1958, so there was no brand conflict in the early 1950s.

YFE02/B 1952 Fire Truck “Old Londonderry” emerged in 1996 in an edition of 3,000, the only M-D model with a known batch size. Reflecting the phase of Australian ownership under Tyco, its yellow livery with white roof comes from New South Wales Bush Fire Brigade who used an ex-Australian army Land-Rover bought in 1972 that remained in service until 1984. It is a straightforward recolouring of YFE02 without significant alterations; there are no number plates, although the trailer still shows LOP 652. I have never seen one in the metal, but online photos suggest it would be an intriguing companion alongside the red YFE02.

Things get slightly weird for the final two models. The first was listed as a 1952 Royal Navy Rescue Truck numbered YYM35188 (1st batch) and YFE26

(2nd batch), although by all accounts are identical. Finished in Navy blue with genuine 68RN52 plates, it again uses the YFE02 short hardtop format and was originally intended to include a trailer carrying a dinghy. There is a new rear compartment with open equipment lockers, but a potentially excellent model is spoiled by a ridiculous amount of extra fixtures covering every surface, with an A-frame front hawser, massive grille bar, cables, ladders, lots of lights, horns, sirens and beacons, tool boxes and loads more. Even if these are authentic and their incorporation is a skilled manufacturing feat, the model looks shambolic.

YYM36400 is described as a Land Rover Rescue Vehicle and repeats everything in a red livery with TX-7426 plates from Sydney and “SURF PATROL” signwriting; with the Landie itself saturated, the fetish for overburdening clutter switched to the



▲ Oxford Diecast promotional, in Howden's red.



▲ A pair of Oxford Diecast club models.



▲ A trio of promotional releases, by Oxford Diecast.



▲ Two versions of the Tickford Estate, both modelled by Oxford Diecast.



▲ First and last - HUE 166 by Century Dragon (left) and H166 HUE by TrueScale Miniatures.

No.	Model	Colour	Reg no.	Note
180002	Open	Bronze Green	SSY 136	Flat screen on bonnet, spare wheel in rear, upright rear mount, green seats, cream wheels
180003	AA open	Yellow	PYU 5	Black front wings, wheels and bumpers, otherwise as LAN180002
180004	RAF	Dark blue	43AA83	Spare wheel on bonnet, upright rear mount, open headlights
180005	Not allocated			
180006	RAC Road Service (replica)	Blue	KAD 265	Hardtop, no spare wheel
180007	Oxford Club Xmas 2010	Red, gold wheels	XMAS 2010	Spare wheel on bonnet, mid green canvas, Christmas 2010 lettering, Oxford door logos
180008	34th Light AA Regiment	Beige	36AA21	Spare wheel behind seats, open headlights beige full canvas top
SP104	Swansea Festival of Transport, 2015	Dark green, pale green details	SFT 2015	Spare wheel behind seats, "Swansea Festival of Transport" on hard top, door logos
43TIC001	Tickford Station Wagon	Pale green over dark green	JDG 135	Spare wheel on bonnet, hidden headlights, bespoke rear canopy.



◀ Group of seven - all by Oxford Diecast.

//

The final proper Land Rover, when production ended on 29 January 2016, was a Grasmere Green 90" Defender Heritage Edition soft-top dressed up to replicate HUE 166, with H166 HUE publicity plates, and is displayed in the Gaydon collection alongside its ancestor. TSM's excellent model (TSM430217) enables a recreation of this first-and-last pairing, and shows how much – or how little depending on opinion – the Land-Rover evolved over 68 years and production of about 2 million examples.

//

reinstated trailer which to be fair is beautifully engineered with a hinged dinghy mounting. Despite its new purpose patrolling beaches, this hilarious ensemble retains fire ladders and hoses and ends up looking more like a clown's car going on holiday than a serious emergency vehicle; it's also questionable how rapid a response a real version could provide with so much added weight.

OXFORD DIECAST RANGE REVIEW

Oxford's range featured several variations of its pale green HUE 166 model (LAN180001) as discussed in the previous article, and the remaining releases are shown in the table.

LAN180003 (AA open), LAN180004 (RAF), LAN180006 (RAC) and LAN180008 (Army, beige) are discussed in the cross-range comparisons so not repeated here. LAN180002 is an open buggy with flat windscreen similar to LAN180003; its SSY 136 plates match a green survivor originally registered in June 1951, although was a DVLA reissue in the late 1990s. Its simple livery with cream wheels looks quite sporty for zipping round fields on a sunny day, and the uncertificated edition size was 2000.

LAN180007 was the Oxford Collectors Club Christmas 2010 model, in an edition of 3,348 with a livery of red body, green canopy and gold wheels. Another Land-Rover was issued as the 2011 Platinum model (LAN188018, edition size 2,832), using its 88" Series 2 casting in the usual Platinum livery of silver and dark blue, and is pictured for comparison. SP104 was a promotional for the 2015

Swansea Festival of Transport as an uncertificated edition with a dark green body, pale green cabin and wheels, and signwriting on the hardtop canopy.

The unexpected announcement, in June 2019, of a new Tickford Station Wagon casting is probably the first time this niche variation has ever been modelled in any scale, although unlikely to offer many permutations apart from different shades of green. Wearing an inaugural two-tone green livery for the first release (43TIC001), this is the mid-1949 Sage Green over Bronze Green option.

POSTSCRIPT – H166 HUE, THE LAST EVER LAND ROVER DEFENDER

The final proper Land Rover, when production ended on 29 January 2016, was a Grasmere Green 90" Defender Heritage Edition soft-top dressed up to replicate HUE 166, with H166 HUE publicity plates, and is displayed in the Gaydon collection alongside its ancestor. TSM's excellent model (TSM430217) enables a recreation of this first-and-last pairing, and shows how much – or how little depending on opinion – the Land-Rover evolved over 68 years and production of about 2 million examples. It has some disconcerting but accurate elements including an advanced grille with a hint of Toyota Land Cruiser, a raised windscreen, a bonnet bulge and white leather seats, and is illustrated alongside Century Dragon's superb HUE 166.

Next month, we conclude this update with a detailed look at the Vanguard's releases. **DC**

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KESS: 1929 DUESENBERG MODEL J BERLINE, OPEN, BY MURPHY. YELLOW. LTD: 250. HANDBUILT RESIN. **£89.99**



SCHUCO: 1967-68 LHD TRIUMPH TR5, OPEN BRG, £84.99, OR HARDTOP, SIGNAL RED, £79.99. HANDBUILT RESIN



MATRIX: 1969 JAGUAR 420G CONVERTIBLE BY CLASSIC CARS OF COVENTRY. SKY BLUE OR METALLIC RUBY. **£82.99 EACH**



GOLDVARG: 1962 CHEVROLET IMPALA SS, WHITE/RED, £74.99, OR 1963 FORD FALCON SPRINT, MONTE CARLO RALLY. **£89.99**



Play Trucks

Mike Pigott examines the history of this fascinating range of model trucks that originated in Greece.

Greece is not a country that springs immediately to mind when thinking about diecast models. But like most European countries, Greece did have its own diecast industry from the 1960s to the 1990s. Probably the best-known diecast brands were Polfi Toys and Pilaz, although neither was known for high quality, as most products appeared to be unlicensed copies of foreign brands like Matchbox or Majorette.

Greece had a large thermoplastics industry, and most locally-made toys were made of polystyrene, the hard, brittle type of plastic. During the late 20th Century, there were myriad toy companies producing all kinds of plastic toys, including model vehicles. Manufacturers with names such as Plaggon Plast, Viozach, Apergis, Moustakas, Elvip and Kibi churned out a wide range of model cars and trucks of varying quality, but most were toylike and aimed at the juvenile market. Probably the most interesting ranges were two with very English-sounding names, Joy Toys and Play Trucks. Joy Toys made small plastic vehicles to around HO scale, and was of interest for producing trucks with mainly Bedford TK cabs. Play Trucks were larger-scale lorry and construction models that were significantly more realistic than those from other Greek manufacturers.

GAVRIELIDIS BROS

Play Trucks were produced by a company called Gavrielidis Brothers, based in Egaleo, an industrial outer suburb of Athens. It was founded in 1969 by Nikos Gavrielidis, and the products were sold under the name

▲ DAF Refrigerator Truck in Coca-Cola livery.

of Ellas Toys (Ellas being the Greek word for Greece). Like most Greek toy firms, it produced a wide range of plastic toys including dolls, building blocks, figures and toy guns, but is perhaps best known for large-scale, battery-operated plastic cars.

In the 1980s, the company began producing fairly realistic model trucks in hard polystyrene, which were similar in size to Matchbox Super Kings, being around 1/50 scale or slightly larger. The range consisted mostly of articulated lorries, plus a few rigid trucks and some other vehicle types that were mainly used as loads. Most of the models used one of two different truck cabs; the DAF 2600 and the Scania LS140, both extremely common vehicles in Europe at the time. The range was rounded out with a few construction vehicles and a helicopter.

My introduction to Play Trucks came during my first European package holiday in the late 1990s. I was staying on the Greek island of Crete, and a gift shop near my hotel had a whole wall full of Play Trucks, which looked very impressive in their clear packaging. I particularly liked the DAF trucks, which reminded me of the Matchbox Super Kings of my childhood. I bought a few, but was limited in the number I could buy due to baggage weight restrictions on budget airlines. I later tracked down the rest on the internet, but this took a long time.

Play Trucks were very popular with Greek boys who grew up in the 1980s and '90s, and are very highly regarded by collectors there today. Sadly, as they were made of polystyrene, they couldn't really stand up to rough play, so few unboxed examples survive.



▲ DAF Car Transporter.



▲ DAF Container Truck.



▲ DAF Pipe Truck.



▲ Rear view of refrigerator truck showing "LONC VEHICLE" label.

LIMITED PALETTE

When looking at the complete range of Play Trucks, the most noticeable thing is the limited range of colours available. All of them are made from red, white, yellow and black plastic – with almost all of the truck cabs in red. There is nothing in blue, green, brown or purple at all, although some of them have grey, clear or chrome-plated parts.

The way polystyrene products are made is as follows; the raw material is provided as clear, colourless pellets. These are heated to a liquid consistency and fed into the die plates on the casting machines.

As soon as the dies are filled with the heated plastic, cold water is pumped into pipes in the machines which hardens the polystyrene, and the finished product is ejected from the press. To make coloured polystyrene, a powdered dye in the required shade is mixed with the clear pellets. If not enough dye was used, the plastic had a translucent finish.

So I really have no idea as to why Play Trucks were issued in such a small selection of colours. Were red and yellow dyes cheaper than other colours? Or was all the blue dye used for making Greek souvenirs?

A few components were made from polyethylene, or soft plastic; these were mostly small pieces in black or grey that needed a bit of 'give', such as the suspension. Some Play Trucks were left in self-coloured plastic, while others were painted, although strangely always in the same shades of red, orange, yellow and white.

DAF 2600

The DAF 2600 was introduced in 1962, and is widely regarded as the first modern truck. Designed around the driver, the boxy cab was comfortable and the large windows gave excellent all-round visibility. It was very popular in toy form with several models from Matchbox and Lion Toys. Matchbox had three versions of the DAF truck in the Super Kings range – a car transporter, house transporter and pallet truck, plus two in the miniatures line, these being a girder truck and a container truck.

Given the propensity of Greek toy companies to copy from other manufacturers, it's easy to jump to the conclusion that the Play Trucks DAF is a straight copy of the Matchbox version, particularly when the tractor is mated with the car transporter trailer. However, in my opinion they appear to be more 'inspired' by Matchbox rather than being straight-out copies. In some ways the Play Trucks version is superior; it has working steering, realistic wheels, a warning beacon on the roof and either a spare tyre or spoiler behind the cab. It is also constructed differently; on the Matchbox models the grille is part of the base, while the Greek models have a separate plated grille of a slightly different design that also forms the dashboard

COMMERCIAL VEHICLES



▲ DAF Covered Truck, the only DAF in yellow.



▲ DAF Shell Tanker.

and steering wheel. The turning front wheels are operated by a switch under the front bumper disguised as a towing hitch. Behind the cab is a box that acts as a spare wheel mount or the base for a roof spoiler; the spoiler could be in white or black plastic with a 'DAF' logo in red or gold. The wheels had chrome hubs with soft rubber tyres, and double-width wheels were fitted to the tractor's rear axle and trailers, although these were not twin wheels. The axle units were attached to imitation leaf-springs which gave the trucks and trailers some rudimentary suspension. The axle ends appear to have been split manually using a hot blade to keep the wheels locked on. The cabs had white or cream interiors, while the glazing - which included the dome light - was in very pale amber.

CAR TRANSPORTER

This model used a red DAF cab with a spare tyre, matched to a car transporter trailer. The trailer is quite obviously based on the Matchbox car transporter, although it is not identical; it lacks imitation hydraulic rams and has extra curved struts. In addition, it featured fold-down jockey wheels and suspension. The lower deck and struts were yellow, while the upper deck and tailgate/ramp were red. The lower sides had black warning markings printed on them; this was not tampo printing, but a much more basic stamping process.

CONTAINER TRUCK

Another red truck with spare tyre, this model had a long flatbed trailer which was also painted red. The trailer had adjustable jockey wheels, and the decking featured a number of studs and slots. Included was a pair of shipping containers that could clip on to the raised studs on the trailer. The containers were painted white with red tops and opening doors; they also had studs on the top to allow them to be stacked up. Printed on the side was the logo for shipping company Transpa. Like many of the Play Trucks semi-trailers, this had a transfer on the rear bumper reading "LONC VEHICLE"; as there is no C or G in the Greek alphabet, this clearly caused confusion!

REFRIGERATOR TRUCK

A red DAF with a black spoiler, this came with a big refrigerated box trailer. The underside of the trailer was the same as the Container Truck, but was moulded in a deep yellow colour. The container box was painted white, and fitted with opening rear doors in yellow plastic, and a refrigeration unit at the front, also in yellow. Printed on the sides were Coca-Cola logos in red. This is one of the most sought-after Play Trucks, due to the large number of Coke collectors.

There was also a second version of this truck in



▲ Scania Long Tanker in Shell livery.

▶ DAF Fire Engine.



the livery of Olympic Airlines, the former Greek flag carrier. Instead of being in the dark blue and white colours of the airline, it was again in red with Olympic logos on the trailer. Reportedly, this was sold on board Olympic flights as a souvenir.

PIPE TRUCK

This model is largely similar to the Container Truck, but with a different load on the back. The example shown is painted an orangey-red, and fitted with a white cab spoiler. To be honest, this is probably the best model Pipe Truck ever made. Matchbox and Dinky made vehicles like this which were just loaded with long pipes. The Play Trucks version carries two different loads of very realistic pipes, held in place with black brackets. The front load consists of nine long pipes in lemon yellow, while the rear load consists of six short white pipes and twelve yellow elbow joints. The pipes can be removed and connected together. This is not an easy model to find, due to the pipes frequently being lost.

COVERED TRUCK

For a nice change, here is the only DAF truck not finished in red, but yellow. It is a Continental style low-sided lorry with tilt, described as "Freight Car" on the base. The trailer is a new casting, and fitted with a cream coloured tilt with a rolled-up rear curtain. Printed on the sides are logos for "Red Lines Ltd International Transport" in red and blue. I have seen versions of this in red (surprise!) with a yellow tilt.



▲ Scania Boat Transporter.



▲ Scania Low-Loader with excavator.



▲ Scania Low-Loader with Helicopter (in yellow).

▲ Scania Fire Engine.



PETROL TANKER

The next model is another red DAF with a black spoiler, which is attached to a new petrol tanker trailer. The tanker is moulded in two parts; a white upper section which comprises most of the tank, and a lemon yellow base which includes the wheel arches and discharge outlets. A flip-down jockey wheel is fitted to the base, and the rear bumper has a label representing the tail lights and number plates. A yellow gangway is fitted to the top. Realistic Shell logos are printed on the sides, and there is a Shell label fitted to the rear of the tank, although the colours are not particularly accurate for a truck in this livery. This is the only model I own that features a blue component – the access ladder at the rear of the tank.

FIRE ENGINE

This DAF model was probably the least feasible – a European DAF truck cab towing an American-style articulated hook and ladder trailer. However, it had plenty of play value with lots of moving parts. The front-mounted, four-section ladder could rotate, raise by way of a thumbwheel, and extend quite impressively. The trailer was red and had swing-out stabiliser legs. The top of the trailer was white and included a support for the ladder. Fitted on top was a pair of hose reels, six traffic cones, plus removable ladders in side panniers. The cab was again red with a black spoiler.

BUILDING TRUCK

The final DAF truck was largely similar to the Pipe Truck but fitted with a different load. It had a white

plastic cradle on the back with six semi-circular indentations that were loaded with toy building discs. These were flat, circular construction discs shaped like daisies, that had eight slots in the circumference, which could be slotted together to make things; the discs were sometimes called 'Deeley Bobbers'. It was an attempt by Gavrielidis to combine Play Trucks with another of its toy lines. However, it was a poor mix because these discs could not be used to build anything realistic, and possibly girders or building bricks may have made a more appropriate load.

SCANIA LS140 SUPER

Play Trucks introduced a second truck cab in 1980, based on the Scania LS140 Super. It was a powerful truck with a 14-litre V8 engine under an angular, tip-forward bonnet. Although it had been introduced in 1972, it was much more modern-looking than the DAF and was quite common on Continental roads. It was a very powerful truck that was noted for its interior comfort and safety.

Again, the Play Trucks Scania looked to be inspired by a similar model from another manufacturer. This time it appeared to be based on a Scania semi trailer from the Majorette 'Serie 3000', a range of large-scale models similar to Matchbox Super Kings. However, it wasn't identical, as the Majorette trucks had opening bonnets and wing mirrors; the Play Trucks lacked these, but did have bumper-mounted indicators and suspension. A couple of the trailers, notably the boat transporter and long tanker, also looked rather similar to Serie 3000 models.

Unlike the DAF, the Scania was a three-axle tractor with a longer wheelbase, which meant the cab unit could also be used for rigid, short-wheelbase trucks. Two trailers were shared with the DAF, these being the long tanker and the fire engine, although there was a new low-loader trailer that was used for three different loads. There was also a medium-length articulated trailer introduced. Again, all of the trucks and components were finished in red, yellow, black and white. The exhaust pipes and bumper inserts were in black or grey, while the grilles were in black, grey or silver.

LONG PETROL TANKER

This was one of the two models to share a trailer with the DAF trucks, and the only Scania not to have a red cab. Again in a Shell livery, it had the same markings but now with a chrome gangway. The cab and underside of the trailer were in a much more golden shade of yellow, which made for a very realistic Shell tanker.

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COMMERCIAL VEHICLES

1



2

SCANIA FIRE ENGINE

The Scania cab was also matched with the fire trailer. As the Scania did not have a warning lamp on the roof, it was an even less convincing fire engine than the DAF. Early models were largely the same as the previous model, but later examples came with a white ladder and the hose reels and traffic cones in pale yellow.

BOAT TRANSPORTER

This model included a new multi-purpose low-loader trailer carrying an impressive luxury yacht. The trailer was a single-piece moulding with a hollow central well and twin rear wheels with suspension. It was painted yellow with black warning stripes along the centre. To transport the boat, a grey plastic cradle was fitted. The boat was a handsome looking craft with a white hull, red deck and roof, detailed yellow interior and clear glazing. A separate grey mast was clipped to the roof and could be mounted on a hole in the boat roof; there was also a small extending pole on the prow. The name of the yacht was printed on the side. The boat was not sold separately and did not float – the keel was not weighted.

CONSTRUCTION TRANSPORTER

The Construction Transporter was largely the same as the Boat Transporter, but was not fitted with a cradle. It was carrying a model of a Caterpillar Traxcavator. This excavator was also sold separately, and we will examine this model shortly.

HELICOPTER TRANSPORTER

Another Scania low-loader, this was transporting a slightly under-scale model of a Jet Ranger helicopter. This trailer was white with red markings; the trailer was slightly translucent, so presumably not enough white dye powder was used. A small stand was fitted to the gap in the centre of the trailer, and the helicopter's floats could clip on to these. The helicopter included was yellow with a black underside, although other colours have been seen. The chopper was sold separately, so will be shown in more detail later.

3



ARTICULATED TIPPER

The Scania cab was also mated to a pair of shorter articulated trailers. The first of these was a high-sided dumper mounted on a black, two-axle chassis. The dumper worked with an imitation hydraulic sleeve, and also had an opening tailgate. Unsurprisingly, the truck cab was red and the dumper bed was yellow, with the tailgate in black.

SHORT ARTICULATED TANKER

The second medium truck was another type of fuel tanker. It used the same black chassis as the tipper, but had no moving parts, and the tank was screwed to the base. The two-part tanker was white and had a chrome gangway on top. It featured red and blue decals for Mobil Super. This tanker had no discharge pipes, and may have been based on a truck used for transporting domestic heating fuel.

SHORT TIPPER

The longer, three-axle Scania cab was able to serve as a short rigid truck, and Play Trucks produced two of these. The first was a short dumper, again in red with a yellow tipper. Instead of having a fifth-wheel coupling behind the cab, a small platform was fitted with hinges for the operating dumper bed and hydraulic ram.

CEMENT MIXER

The other short Scania was a cement mixer, and used the same tipping mechanism as the tipper. It was painted red, with a yellow cradle and a mixing drum in cream with red printed chevrons. Although slightly stubby, the model had a lot of play value; in addition to the tipping cradle, the barrel could rotate by means of turning a crank handle.

CRANE TRUCK

The only truck in the range that wasn't based on a DAF or a Scania was this large model of a mobile crane. On first impression, this appears to be copied from the Hercules Mobile Crane in the Matchbox Super Kings range; certainly the glassed-over engine behind the cab

1 The three different sizes of crystal boxes - note the orange version of the helicopter in the centre box.

2 Scania Long Tipper, one of the medium sized trucks.

3 Set with Short Dumper and Excavator - these were both sold separately too.



▲ Helicopter in red.



▲ Scania Cement Mixer.



▲ Caterpillar Traxcavator.



▲ Scania Mobil Tanker.



is a Matchbox styling cue. However, it is actually quite different. The cab is much longer with two rows of seats and a steeply-raked windscreen. It is made of self-coloured yellow plastic, with the base, interior and most other parts in black. The glazing and roof lights are in clear plastic, as is the crane operator's cab windows. The hydraulic sleeve is the sole red piece.

This model can perform lots of actions. The crane rises by way of a thumb-wheel, and also has an extending three-part jib. In addition, the crane rotates and the base is fitted with four slide-out stabiliser struts. Included in the packaging was a red skip with a black handle; a slightly undersized load for a crane this size, but a nice touch for a bit of extra play value.

CATERPILLAR TRAXCAVATOR

This model was based on a tracked excavator made by American company Caterpillar. Although somewhat similar to a Matchbox King Size model, it had a number of differences – most notably the open bonnet sides with exposed engine and exhaust stack. The tractor was painted yellow with a red underside and black sub-base and axles. The driving wheels were red with black rubber tracks. The engine was chrome plastic, while the excavating arms were black and the shovel was red. This model had lots of play value, with a raising arms and tipping scoop, plus rolling treads. It was sold as a single model, in a twin pack with the short dumper, or with the Scania Low-Loader.

EXCAVATOR

The other excavator in the Play Trucks range was a more conventional hydraulic excavator. This does not seem to be copied from another toy manufacturer, and its slightly clumsy design does not really look like any real excavator, either. It has an unpainted yellow body

and chassis, black underside and cab roof, white arm and red shovel. The driving wheels are red with black rubber tracks. The 'digging' action is quite realistic, with three points of articulation and three sets of imitation hydraulic sleeves. 'Cat X-32' is printed on the arm in red, but the model is not based on a Caterpillar. It was sold singly or in a twin pack with the short dumper.

HELICOPTER

The only aircraft in the range was a model of a Bell Jet Ranger Helicopter, which was included as a load on the Scania Low-Loader and also sold separately. This model looked fairly similar to Corgi's Jet Ranger, and was a similar size, but had a number of differences including the engine and rotor mounting and the side windows. The helicopter could be found in red, orange or yellow, usually with a black underside and white interior. The spinning two-blade rotor could be found in white or black. The chopper had landing skids, but these were clipped into amphibious pontoons and could not be removed easily. Like a real helicopter, the pontoons had small wheels underneath them to allow them to be moved into a hangar.

PACKAGING AND SETS

Play Trucks came in a unique type of packaging – clear rectangular boxes with lift-off lids. The name "PLAY TRUCKS" was embossed on the underside of the lid; other than that there were few details about the brand other than a small sticker with the manufacturer's name and address.

There were three different box sizes: long, for the semi-trailers, medium for the helicopters and medium-sized trucks, and short for the short-wheelbase trucks. There were also lids with different depths, to accommodate taller models like the Boat Transporter and Cement Mixer. The helicopters were packed with a white plastic stand to hold them in place. There were also some twin packs; the short dumper could be included with the excavator or Traxcavator.

A large gift set was also produced. This was packed in a large cardboard window box with the models secured in a vac-form tray. The four models included in the set were DAF Fire Engine, Caterpillar Traxcavator, Scania Short Wheelbase Tipper and Crane Truck with Skip. The details on the box lid were in English, describing it as "King of the Road Gift Set Series – Authentic Models – Free Wheeling", so presumably this set was aimed at the tourist and export markets. The entire Play Trucks range was illustrated on the back of the box, which was quite useful as Gavrielidis / Hellas Toys never issued any form of catalogue.

Play Trucks are not easy to find today. The brittle polystyrene parts mean they were very susceptible to being broken with moderate play, and the clear boxes can shatter very easily. Some models are easier to find than others, with some of the DAF trucks being the most common.

Play Trucks were not widely exported outside of Greece, although a fair number seem to have been bought by tourists visiting there on holiday. Gavrielidis Toys closed down, at very short notice, some time in the late 1990s. Apparently, from time to time, Play Trucks can still be found in dusty old shops around Greece. **DC**



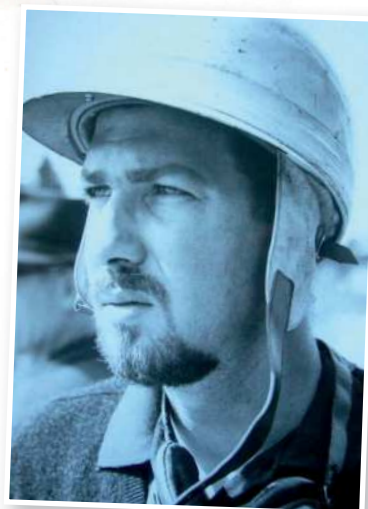
▲ Mobile Crane Truck with skip.

▼ Solido's pair of Ecurie Bonnier 1972 Le Mans entries.



Jo Bonnier's last ride

It's been 50 years since the world of motor racing lost Jo Bonnier. Rick Wilson pays tribute to a racing legend.



Joakim Bonnier was born in Stockholm, on 31st January 1930. He began racing a motorcycle when he was 17, turning to rallying in his early twenties.

He entered Formula One in 1956, driving a Maserati, and would go on to drive for BRM, Porsche, Lotus, Honda, Cooper and Brabham (the last two under the Rob Walker Racing banner). He only won one Grand Prix, the 1959 Dutch GP at Zandvoort, driving a BRM P25. His last full season in F1 was 1968 and then he only raced occasionally over the next three years – the last two campaigning his privately-entered McLaren M7C, raced in his Ecurie Bonnier colours.

Bonnier was one of the driving forces behind the Grand Prix Drivers' Association, campaigning for driver safety. Jo was also a racing advisor to the 1966 motor racing epic, *Grand Prix*, starring James Garner.

By the early seventies, he had taken to managing his team, entering several cars in World Sportscar Championship events. Concentrating more and more on running the team rather than driving, he would, nevertheless, undertake driving duties during the longer races, such as Le Mans. He first raced at the legendary French circuit driving a Maserati, in 1957, taking part every year until 1966. He raced there again in 1969, '70 and '72. His best result was 2nd overall, driving a Ferrari 330P with Graham Hill, in 1964.

For 1972, Ecurie Bonnier had acquired the first two examples of Lola's pretty T280 (chassis HU1 and HU2), entered at Le Mans for 1970 winner Gerard Larousse



▲ Packed in attractive window boxes, the models came part-decaled, with the rest supplied to be applied at home.



▲ Solido's 1973 Le Mans version.

▲ A Porsche press photo of Jo, issued during 1961.

with Hughes de Fierlant (#7), and 1971 winner Gijs van Lennep with Jo (#8). Reflecting Bonnier's Swiss residency (he'd moved there in the mid-sixties), the yellow cars were adorned by graphics that made the cars look like a wedge of Swiss cheese!

The de Fierlant/Larousse car succumbed to a burnt out clutch after just seven hours, but the van Lennep/Bonnier entry was running well, making up for time lost earlier in the race (gearbox problems and a high-speed tyre blowout). During the Sunday morning, with just six hours to go, Bonnier's open-topped Lola was up to 8th place when it collided with a Ferrari Daytona on the high-speed run between the Mulsanne and Indianapolis corners. The Lola was catapulted over the barriers and into the trees – Jo was killed instantly.

Solido released 1/43 scale models of both entries in period, complete with Swiss cheese markings. The French model maker frequently released models with the markings only part applied, for finishing at home, and this was the case with these two.

After Jo's death, Ecurie Bonnier raced for one more season and, for the 1973 Le Mans 24 Hours, HU1 raced as #61 – this was also released by Solido. More detailed and accurate versions of these T280s have since been released by Bizarre, but there is a certain charm to the vintage Solido examples. And charm is a word that always springs to mind when I remember that true gentleman racer, Joakim Bonnier. **DC**

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Superfast 1969-1982

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



Number 24 brings us three very different types of transport modes – a stylish luxury car, a racing car and a diesel locomotive. As always, there are some interesting variations to be found too.

ROLLS-ROYCE SILVER SHADOW

Catalogue: 1970-72

Box Styles: G

Another regular wheels turned Superfast, Silver Shadow kept its deep rich metallic red and stayed this way until being discontinued, making its final appearance in the 1972 catalogue. A popular model, and a good replication of the real thing, these are still fairly easy to find today in good condition for a reasonable price, unlike their real life counterparts of course.

▲ **Rolls-Royce Silver Shadow, Team Matchbox and Diesel Shunter in their respective first-look forms – with their relevant initial release boxes.**

TEAM MATCHBOX

Catalogue: 1973-78

Box Styles: I

In the 1973 catalogue, it was announced that Matchbox was sponsoring a Formula 2 team headed by racing driver, and former World Motorcycle Champion, John Surtees. For the box artwork, the miniature Team Matchbox car was loosely based on the look of Surtees' car, in yellow. However, in production it was usually a deep metallic red, and sometimes metallic green (shades could vary). In reality, the model was closer to the Brabham team's 'lobster claw' BT34, so named thanks to the unique look of the car's front bodywork, as modelled on this Matchbox. The nose was adorned with a number 8 'Team Matchbox' decal.



The body is solid, with a large rear wing (similar to the Brabham BT34 again), and the unpainted base is quite detailed. There is a chromed, eight-cylinder engine at the rear, while the white plastic driver was a standard part used in several other racing cars.

The different variations of Team Matchbox have always caused collectors some confusion. Despite being pictured in the 1973 catalogue and on the 1972-type box in yellow, it was never issued individually in this colour. It did, however, appear in the standard red alongside a metallic light green version as part of the Team Matchbox "Superfast Champions" gift set. The rarest versions were released as part of the View-Master Grand Prix board game. It included four Team Matchbox models, in red and green plus two exclusives – a



▲ Back row: Team Matchbox paired with Field Car, as "Two" Packs TP-9, and Diesel Shunter in a blister pack with the later labels. Middle row: Regular Wheels No 24 Rolls-Royce Silver shadow, "Two" Packs Team Matchbox with its special sticker, 1-75 version of Team Matchbox in metallic green, and Side-Tipping Wagon. Front row: View-Master Grand Prix versions of Team Matchbox in yellow, metallic green and metallic blue.



▲ In 1978, Team Matchbox began to appear in the Two-Packs range, paired with a similarly-liveried No 18 Field Car, towing the racer on a trailer.



▲ The four versions of Team Matchbox as they appeared in the View-Master Grand Prix game – the yellow and blue are unique to this set.

metallic blue and a non-metallic yellow. These latter two were only available in this set, and rank amongst the rarest Superfasts. Race numbers can vary on these. The game included a View-Master viewer and four dual-imaged '3D' reels that featured actual photographs of Formula 1 racing from the late 1960s. These were meant to convey actions to be taken on the board with the Team Matchbox cars.

In 1978, Team Matchbox was included in the "Two" Packs range, where it was teamed with Field Car aboard a plastic towing component. Early versions were again metallic red, but with differently-styled No 44 stickers. The body colour was later changed to orange, also numbered 44, and this version is hard to find (I'm still hunting!).

DIESEL SHUNTER Catalogue: 1979-82 Box Styles: L

Diesel Shunter was a generic 0-4-0 yard locomotive and, being nearly fully diecast, was quite a heavy model. Appearing initially in metallic green with a red base, with red stickers to either side bearing the legend "RAIL FREIGHT" in white letters. This was quickly changed to "D1496-RF", presumably it was deemed to be more generic, so that it would be more suitable to sell in other countries, and the main body colour was later changed to yellow.

Diesel Shunter also featured in the "Two" Packs range (TP-20), where it was teamed with a model that wasn't released in the main 1-75 range – Side-Tipping Wagon. The tipping component of this was moulded in plastic and could either be red or black. The loco was also included in the marvellous Container Port (1978, although some later production runs featured plastic-moulded versions of the locomotive) and Railway Goods Yard (1979) playsets, with the latter also featuring Side-Tipping Wagon amongst its other vehicles. **DC**



Texaco Doodlebug

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

At the beginning of the 1930s, Howard W. Kizer, a fleet manager for the American oil brand, Texas Co., known as Texaco, came up with an idea of how to modernise the image of heating fuels. He thought that tanker trucks were already a specially-built vehicle, so why not design a modern version that would capture the imagination of the people. The Texaco Doodlebug came about after the company hired the Bel Geddes design firm to refresh its entire brand and give it a more contemporary style. Updates included changes to the Texaco logo, gas station architecture and even the attendants' uniforms.

The Texaco Doodlebug was a peculiar-looking, special-bodied Diamond T tanker truck, and was an experiment in streamlining – a style of design that was proving popular at the time, as the understanding of aerodynamic benefits were beginning to be applied to road vehicles. The specially-fabricated bodies were constructed by truck body specialist, Heil Co. It was based on a Diamond T truck chassis and was unveiled to the public at the 1933 Century of Progress exhibition, in Chicago.

The Doodlebug featured a rear-mounted, six-cylinder engine, and the clutch and gearbox were actuated by air pressure. The positioning of the drivetrain meant that the cab was more spacious

▲ Way ahead of its time, the styling of the Doodlebug was an exercise in aerodynamics.

and could be located lower down than in a conventional truck. Because the engine was at the opposite end of the vehicle, and the driver couldn't hear it, the Doodlebug had a small microphone in the engine bay connected to a speaker in the cab which allowed the driver to listen out for when to make a gear change.

The vehicle's styling was way ahead of its time. It didn't look like any truck that had been built before, or since for that matter. In keeping with the streamlining design theme, the Doodlebug was extremely aerodynamic for its size. Many of the features introduced on the vehicle were groundbreaking, such as the compound curved glass for the windscreen. Similar windscreens didn't go into mass production until the late 1950s. Each vehicle featured segmented tanks, so could carry either petrol or heating oil, or a combination of both in the separate vessels. The Doodlebug was also known to serve as an aircraft refueller, or at least there are period photos that exist demonstrating one refuelling a Douglas DC-3 to suggest such a scenario.

In addition to the striking, pill-shaped body, another aspect of the Texaco Doodlebug tanker that was surprising was its height – at 6 feet (1.8 metres) it was only marginally taller than a regular family car of the time. The truck was 26 feet (8 metres) in length. The actual number manufactured



▲ The rear end was equally as curvaceous.



▲ Front on view and, although the Ertl model is a little toy-like, it clearly shows off the compound-curved windscreen.



▲ The perfect diecast for saving up to buy new models – place coins in the slot and lift up the rear tail flap to make a deposit.



▲ This amazing vehicle truly looked like nothing else on the road at the time. The model comes packaged in an evocative box.

//

Because the engine was at the opposite end of the vehicle, and the driver couldn't hear it, the Doodlebug had a small microphone in the engine bay connected to a speaker in the cab which allowed the driver to listen out for when to make a gear change.

//

is not known, although it is known that the original commission was for six vehicles. Several sources state that it was just the six examples of this incredible beast that were ever made, but what is known is that, sadly, none of them are around today.

After the introduction of the Texaco Doodlebug, several other US-based oil companies decided to create their own streamlined tanker trucks. Part of this craze was possibly due to the fact that the oil companies were trying to persuade the American public to ditch coal for heating their homes and move to oil. The thinking was that people would prefer a sleek, futuristic delivery vehicle rather than a conventional, dirty, noisy and old-fashioned truck.

What we have here is a rather fabulous, diecast replica with an unusual feature – it's actually a money box! Manufactured by Ertl, and released in 1994, the body is diecast, complete with cast-in raised lettering, with a plastic base that incorporates a removable panel to gain access to your savings when required. The wheel hubs are plastic, but the tyres are rubber – and very realistically-replicated indeed.

It is 20cm in length, which makes it roughly 1/40 scale. It cost me just a few pounds in October 2015, and was considerably cheaper than the super-detailed 1/43 scale resin cast by AutoCult (No 11000), released in September that year. In fact, I bought this as a direct result of searching for more information about the AutoCult release for a model review! Obviously, mine lacks much of the finery of the latter, but it has plenty of charm and is displayed prominently near my desk.

Interestingly, Bizarre has also manufactured a 1/43 scale resincast of the vehicle (No BZ1052). Both this and the AutoCult model still command serious coinage (more than the Ertl money box version can carry), so I think I'll stick with my bargain find! **DC**



Vauxhall Victor Estate

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

Estate cars have always fascinated me, as they were often adapted from an existing car in the manufacturer's range. Some of these seemed to be an ideal adaptation of the original car, whereas others were not so visually pleasing. Toy makers produced a variety of different estate cars to add to their ranges. Of course, Dinky Toys were no exception and a popular model was the Estate Car (No 27f/344), but this was based on an American Plymouth vehicle rather than an English vehicle.

A new estate car arrived in April 1963 as the Dinky Toys Vauxhall Victor Estate Car (No 141). The *Meccano Magazine* colour advert on the back page shows the estate and its opening tailgate, stating "A Victor for Vauxhall" and "Now a precision Dinky Toys model of it is at your dealers", suggesting you "Go and admire it today".

The review continues, "as I mentioned earlier, equipped with an opening tailgate, in addition to Presomatic steering, windows, interior fittings and 4-wheel suspension. The high-lustre yellow gloss colour scheme is particularly attractive and contrasts perfectly with the delightful blue interior. Although the rear seat in the prototype is collapsible, in our miniature it is permanently in the folded position so that those of you who obtain the model will have lots of fun fitting all sorts of luggage into the back of it". The model also has a silver-coloured radiator grille, headlamps and bumpers, and came in illustrated yellow card boxes. The wheels are chrome with treaded tyres. The model was deleted in 1967.

This model was also one of a number of Dinky Toys assembled in South Africa during the 1960s due to import restrictions. The colours were pink, ivory and yellow all with the blue plastic interiors.



▲ Promotional for Lightning Fasteners that fetched an incredible £4,200 at a Vectis auction in October 2021.
Photo: Vectis Auctions



▲ Dinky Toys Vauxhall Victor Estate Car (No 141).

► *Meccano Magazine* April 1963 advert, part image.

FURTHER INFO

Promotional or adapted Dinky Toys models are always interesting to collectors. Occasionally they feature in the DTCA Journal with images. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com

The boxes are the standard English ones but had descriptions in English and Afrikaans.

There is also a promotional version produced for Lightning Fasteners Ltd. This comes in maroon with a blue interior. On the sides are labels with the wording "Lightning Fasteners Ltd – Technical Services". The company produced zip fasteners and was based in Birmingham.

In July 1964, the model was converted into The Dinky Toys Vauxhall Victor Ambulance (No 278). The model is in white with red crosses on the front doors. Additionally, there was a roof storage compartment with a blue light with "Ambulance" in white on a black background. With the model comes a uniformed driver and a patient on a stretcher. It has a yellow illustrated card end flap box and was deleted in 1970. The actual ambulance was produced by Martin Walter of Folkstone.

The Vauxhall Victor Estate was developed from the car that had a four-cylinder engine giving a top speed of around 80mph. The car's styling was more refined than its predecessor, the Victor F series, and it had a larger interior. There was also a sporty version with twin-carbs and a high compression engine. **DC**



EVENTS

TOYFAIR TIMES

FAIRS

4 JUNE

- **Ludlow**, Tony Oakes, 01270 652773 or 07825 63132

5 JUNE

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

9 JUNE

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

11 JUNE

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

18 JUNE

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

- **Alresford**, National Festival of Toy Trains, 07836 734311

19 JUNE

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

- **Stafford**, BP Fairs, 01604 846688 or 07966 527177

26 JUNE

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

- **Bolton**, BP Fairs, 01604 846688 or 07966 527177

- **Wimborne**, David Rees, 01202 590158 or 07808 484414

28 JUNE

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

AUCTIONS

1 JUNE

- **Lymington**, Lymington Auctions, 01590 679487

- **Kent**, C&T Auctioneers, 01233 510050

2 JUNE

- **Online**, Hakes, www.hakes.com

8 JUNE

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

9 JUNE

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

10 JUNE

- **Taunton**, Greenslade Taylor Hunt, 01823 332525

11 JUNE

- **Kings Langley**, Excalibur Auctions, 02036 330913

18 JUNE

- **Newark**, Northgate Auction Rooms, 01636 605905

21 JUNE

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

22 JUNE

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

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

24 JUNE

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

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

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

28 JUNE

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

29 JUNE

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

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AUCTION NEWS

VANTASTIC PRICES ACHIEVED FOR DINKY COMMERCIALS AT VECTIS

THE specialist sale held at Vectis Auctions, in Thornaby, on 10th May featured a large assortment of diecast models from Corgi and Dinky, including boxed and unboxed model cars, commercials, trucks, military vehicles, cabinets and Gift Sets. Further items in the sale included part 2 of The Hector Hamer Collection, tractors and farm vehicles from Britains, Joal NZG and many others. Part 1 of The Swindon Collection included further Britains tractors, plus trade packs, and models from ERTL, Brian Norman Farm Miniatures and many more, and a further private owner collection featured more Corgi and Dinky models, empty boxes, Crescent Toys and Spot On. The sale also included TV & film-related items, James Bond memorabilia, plus British Continental and foreign-made diecast vehicles.

There were plenty of impressive results during the sale, but none more so than this trio of pre-war Dinky delivery vans that certainly

created quite a buzz amongst bidders.

• **Lot 193 Dinky Toys pre-war No 28f Delivery Van "Palethorpes Royal Cambridge"** Pale green, blue washed wheels, tinplate radiator surround, Meccano Dinky Toys baseplate. Good to good plus.

Estimate: £1,200 - £1,500 Sold For: £5,200

• **Lot 194 Dinky Toys pre-war No 28p Delivery Van "Crawford's Biscuits"** Dark orange, blue washed wheels, tinplate grille, Meccano Dinky Toys baseplate. Good plus.

Estimate: £2,000 - £2,400 Sold For: £5,600

• **Lot 195 Dinky Toys pre-war No 28n Delivery Van "Meccano Engineering for Boys"** Yellow, gold-yellow washed wheels, tinplate grille, Meccano Dinky Toys baseplate. Good to good plus.

Estimate: £2,000 - £2,500 Sold For: £7,500 ■



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ebay WATCH



DATE: 18th April 2022
TITLE: Matchbox 20c Chevrolet Impala Taxi
SOLD FOR: £1,043.00
BIDS: 61

First version of Matchbox No 20 Chevrolet Impala Taxi, which came out in 1965. This is the very rare early version with grey wheels. The yellow paint is mint, as are the transfer decals. The grey wheels run true on rust-free axles. Boxed in the 1965 "New Model" picture box. There are creases on the blue sides and one yellow side. The price is lightly written in pencil on one yellow side. There is a little edge wear. All of the flaps are fully attached.



DATE: 23rd April 2022
TITLE: Corgi Toys Gift Set 24 Constructor Set
SOLD FOR: £215.00
BIDS: 23

Corgi Toys Gift Set Number 24 Constructor Set – new old stock in original box with original cellophane covering the polystyrene tray intact - never opened or used. Excellent condition, with just a small amount of wear and tear damage to the exterior of this original box. The box artwork is still vibrant. Fantastic collectable set that is highly sought after, especially in this new and unused original condition.



DATE: 6th May 2022
TITLE: Dinky Toys No 161 Austin Somerset Saloon
SOLD FOR: £390.88
BIDS: 27

Boxed, original Dinky Toys Austin Somerset Saloon, No 161. In red and yellow, the car is in near mint condition, with no scratches or chips to the excellent paintwork. The wheels and tyres are in excellent condition too. The correct, original box is in fair condition, although it does have one end tab missing. The box ends carry the correct red and yellow colour identification spot.

PriceGuide

69
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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▲ **Fun Ho! (New Zealand) No 537 Heavy Construction Series Crawler Bulldozer** repainted/restored in red, green, silver with replacement tinplate figure. **£45, Vectis, April.**



▲ **Märklin No 8029 Tractor** green, red hubs, driver figure. Excellent plus in good yellow, white and black carded picture box. **£140, Vectis, April.**



▲ **Britains No 9527 Ford Super Major 5000 Diesel Tractor** blue, grey including plastic hubs with separate air filter and exhaust stack. Good plus in good to good Plus presentation pull-out box. **£60, Vectis, April.**



▲ **Britains No 9529 Massey Ferguson 135 Tractor** red, grey, white with separate cab and Muleadozer adapter. Good plus in fair to good presentation pull-out box. **£80, Vectis, April.**



▲ **Britains No 9527 Ford 5000 Tractor** blue, light grey with driver figure and "Steer-O-Matic" feature. Excellent plus in good plus presentation window box. **£190, Vectis, April.**



▲ **Dinky Supertoys No 997 Caravelle SE210 Airliner** grey and white Air France livery, registration F-BGNY. Good in good box. **£25, Wallis & Wallis, April.**



▲ **Dinky Toys trade box for 12x No 35c MG Sports Cars** early yellow plus containing 12x green, 2x turquoise, 2x blue, 2x brown, 3x red and 1x yellow - 11x with correct white wheels and one red example with black wheels. Good to very good in good to very good box. **£420, Wallis & Wallis, April.**



▲ **Budgie Toys No 310 Leyland Cement Mixer** orange with silver rotating drum, 'Invicta' on drum, silver plastic wheels and black tyres. Near mint in excellent box. **£320, Wallis & Wallis, April.**



▲ **Budgie Toys No 274 Thames Trader Refuse Truck** yellow cab and chassis, metallic light blue body, black framework/mudguards, metal wheels with rubber tyres. Near mint in near mint box. **£110, Wallis & Wallis, April.**



▲ **Budgie Toys No 454 RAC Motorcycle Patrol** black and dark blue livery, spoked metal wheels with black tyres and a blue plastic rider. Very good in very good box. **£55, Wallis & Wallis, April.**



▲ **Budgie Toys No 232 Heavy-Duty Articulated Low Loader with Cable Drums** Seddon Tractor unit in red, orange low loader with 3 cable drum load, still sealed in packet. Very good in excellent box. **£90, Wallis & Wallis, April.**



▲ **Dinky Toys No 27A / 300 Massey Harris Tractor** original trade box 3x models with red body, yellow metal hubs, light tan driver figure, metal tow hook. Very good in very good yellow card box with box code 50029. **£60, Lacy Scott & Knight, April.**



▲ **Dinky Toys No36C Humber Vogue Saloon** original trade box containing 6 examples - 4 in brown and 2 in grey. Good to very good in good plus brown card box with lift-off lid. **£100, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 140B Rover 75 Saloon** original trade box containing 6 examples - 3 in cream and 3 in maroon. Good in good plus 50137-coded yellow card box. **£80, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 299 Emergency Services Gift Set** containing a Police Jaguar, Superior Criterion ambulance with stretcher, Nash Rambler, and airport fire tender, plus a Bedford "Top Rank" Bedford Recovery truck. Poor to good in good to excellent outer display box with reproduction inner plinth. **£300, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 920 Guy Delivery Van "Heinz 57 Varieties"** red cab and chassis with yellow back and ketchup bottle livery. Good to very good, unboxed. **£180, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 420 Forward Control Lorry** red body, silver trim, mid-green ridged hubs with black smooth tyres and a metal tow hook. Near mint in near mint yellow carded picture box, with correct colour spot. **£110, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 237 Mercedes-Benz Racing Car** deep cream body with red interior, blue driver and fitted with spun hubs. Very good in very good yellow and red panel box. **£130, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 107 Sunbeam Alpine Sports** deep pink body with grey interior, cream cast hubs, racing number 34, white racing driver. Very good in good plus all-card picture box, with correct colour spot. **£80, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 985 Trailer for Car Carrier** red and grey body with grey hubs. Very good in good blue and white striped box, with packing piece and leaflet. **£55, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 491 Electric Dairy Van (NCB)** cream body with red hubs and red back. Near mint to mint in near mint card box with correct colour spot. **£190, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 169 Ford Corsair 2000E** silver body with black roof, red interior. Near mint in very good box. **£95, Lacy Scott & Knight, April.**



▲ **Dinky Toys Gift Set No 698 Tank Transporter** with tank military green body with matching hubs. Very good in very good original Supertoys box, with 4 packing pieces. **£180, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 695 7.2 Howitzer and Tractor set** No 689 Medium Artillery Tractor and No 693 7.2" Howitzer, military green with driver. Near mint in very good to near mint all-card box with 3 packing pieces. **£600, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 354 Pink Panther Car** pink with figure and black trim, with cable. Near mint in very good box with instructions. **£80, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 234 Ferrari Racing Car** blue body with yellow triangle nose, racing number 5 and ridged hubs with grey treaded tyres, white driver figure. Near mint in near mint yellow pictorial box. **£260, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 232 Alfa Romeo racing car** red body with racing number 8, with white driver, grey tyres and red plastic hubs. Near mint to mint in very good to excellent all-card box. **£80, Lacy Scott & Knight, April.**



▲ **French Dinky No 881 GMC Circus Lorry and Trailer "Pinder"** comprising maroon GMC Truck with red hubs, yellow rear body, black plastic cab roof, with winch, decals applied with used decal sheet, trailer has a maroon base with matching maroon hubs and yellow body, with 3 animals. Near mint in good box with sliding tray interior. **£500, Lacy Scott & Knight, April.**



▲ **Dinky Toys No 22e Farm Tractor** dark blue and yellow with red spoked wheels. Excellent. **£140, Lacy Scott & Knight, April.**



▲ **Dinky Toys pre-war No 22b Closed Sports Coupe** yellow and green body with gold washed coloured wheels, tinplate radiator with Hornby series cast to underside. Good. **£420, Lacy Scott & Knight, April.**



▲ **Tri-ang Spot-on No 217 Jaguar E Type** green with grey interior, flat spun hubs. Very good to near mint in good to very good box. **£140, Lacy Scott & Knight, April.**



▲ **Lone Star Flyers No 7 Vauxhall Firenza** metallic blue-green with off-white interior and silver base. Very good in fair to good original "Flyers" box, with 'Vauxhall Firenza' leaflet. **£240, Lacy Scott & Knight, April.**

PRICE GUIDE



▲ **Lone Star Flyers No 7 Vauxhall Firenza** metallic lime green with green tinted windows and off-white interior. Very good, unboxed. **£80, Lacy Scott & Knight, April.**



▲ **Lone Star Flyers No 7 Vauxhall Firenza** burnt orange with off-white interior. Very good to excellent, unboxed. **£100, Lacy Scott & Knight, April.**



▲ **Corgi Toys Major No 1106 Decca Mobile Airfield Radar Lorry** cream, with orange-red striping and radar, with radar front in grey. Very good in good box. **£55, British Toy Auctions, May.**



▲ **Dinky Toys No 661 Military Recovery Tractor (with windows)** military drab green, with driver figure in cab. Near mint in good box. **£45, British Toy Auctions, May.**



▲ **Dinky Toys No 689 Medium Artillery Tractor** military drab green, with driver figure in cab. Near mint in very good box. **£45, British Toy Auctions, May.**



▲ **Corgi Toys No 417 Land Rover Breakdown Truck** red with yellow back, the model has been restored with some replacement parts. Very good in very good box. **£40, British Toy Auctions, May.**



▲ **Dinky Toys No 661 Military Recovery Tractor (with windows)** military drab green, with driver figure in cab. Near mint in very good box. **£40, British Toy Auctions, May.**



▲ **Dinky Toys No 430 Breakdown Lorry (with windows)** Commer chassis in the rare maroon and grey colour scheme, with blue plastic wheels. Near mint in very good box. **£280, British Toy Auctions, May.**



▲ **Dinky Toys pre-war No 22b Closed Sports Coupe** blue body, cream hood and mudguards, bright blue washed wheels, tinplate radiator grille, Meccano Dinky Toys baseplate. Good. **£3800, Vectis, May.**



▲ **Dinky Toys No 123 Mayfair Gift Set** two-tone grey Rolls-Royce Silver Wraith; two-tone light metallic green and cream Rolls-Royce Phantom V; metallic brown Bentley Convertible with cream interior, blue tonneau and driver figure; light blue Jaguar Mark X with red interior and luggage case in boot; blue Austin Seven Mini Countryman with red interior; and light blue Mercedes 220 SE with ivory interior. Good plus to excellent in good plus inner carded tray and fair to good presentation box. **£800, Vectis, May.**



▲ **Corgi Toys No 349 Morris Mini Minor "Pop Art" - "Mostest"** orange-red, lemon interior, silver trim, cast detailed hubs. Good in fair to good yellow carded picture box. **£750, Vectis, May.**



▲ **Lone Star "Impy" Super Models Shop Counter** carded tray box containing 24 pieces of cars and commercials. Near mint to mint in excellent to mint window boxes - trade counter box is good plus, including pop-up lid. **£380, Vectis, May.**



▲ **Tri-ang Spot-on No 111A/OG Thames Trader** orange, grey, cream interior with garage load, green plastic base clips. Good plus to excellent in good plus lift off lid box with inner packing tray. **£560, Vectis, May.**



▲ **Corgi Toys original retailers shop counter glass display cabinet** 3 shelves with early "Corgi Toys" dog and logo, black base. Excellent. **£900, Vectis, May.**



▲ **Dinky Toys pre-war No 28f Delivery Van "Palethorpes Royal Cambridge"** pale green, blue washed wheels, tinplate radiator surround, Meccano Dinky Toys baseplate. Good to good plus. **£5200, Vectis, May.**



▲ **Dinky Toys pre-war No 28p Delivery Van "Crawford's Biscuits"** dark orange, blue washed wheels, tinplate grille, Meccano Dinky Toys baseplate. Good plus. **£5600, Vectis, May.**



▲ **Dinky Toys pre-war No 28n Delivery Van "Meccano Engineering for Boys"** yellow, gold-yellow washed wheels, tinplate grille, Meccano Dinky Toys baseplate. Good to good plus. **£7500, Vectis, May.**



▲ **Corgi Toys No GS17 Gift Set** red Land Rover with cream plastic canopy, lemon interior, silver trim, metal tow hook, spun hubs, with red Ferrari Formula 1 Racing Car with spun hubs and race number 36 mounted on yellow trailer with flat spun hubs. Good to good plus, on good inner tray in poor to fair outer carded blue and yellow box. **£110, Vectis, May.**



▲ **Corgi Toys No 422 Bedford "Corgi Toys" Delivery Van** blue body, yellow ribbed roof, silver trim, flat spun hubs. Excellent in good yellow and blue carded picture box. **£540, Vectis, May.**



▲ **Corgi Toys No 240 Ghia-Fiat 600 Jolly** blue body, red interior with 2x figures, chrome trim, silver and red plastic canopy, spun hubs. Near excellent in good blue and yellow carded picture box. **£130, Vectis, May.**



▲Corgi Toys No 1100 Bedford Type S Carrimore Low Loader yellow cab with silver trim and windows, flat spun hubs, metallic blue trailer with silver winch box, comes with "Corgi Dog Logo" decal to rear of ramp. Good plus in fair to good blue and yellow lift-off lid box with inner packing pieces. **£60, Vectis, May.**



▲Corgi Toys No 302 Hillman Hunter "London to Sydney Marathon Winner" blue, white roof, black bonnet, grey interior, Golden Jacks take-off wheels, with decals applied, kangaroo figure and extra decal sheet. Excellent plus on good plus inner carded tray in good plus to excellent outer yellow window box. **£140, Vectis, May.**



▲Corgi Toys No 342 Lamborghini P400 GT Miura fluorescent lime green, red interior, black engine cover, grey base with Whizzwheels and fighting bull figure, Excellent plus on good plus polystyrene tray in good plus to excellent blue and yellow window box, with "Whizzwheels" flash. **£220, Vectis, May.**



▲Corgi Toys No 327 MGB GT red body, pale blue interior with black luggage case, chrome trim, wire wheels. Excellent in good plus yellow and blue carded picture box. **£90, Vectis, May.**



▲Corgi Toys No 259 Le Dandy Coupe metallic maroon, yellow interior, chrome trim, wire wheels. Near mint in near mint blue and yellow carded picture box. **£80, Vectis, May.**



▲Corgi Toys No 332 Lancia Fulvia Sport Zagato blue body and interior, cast hubs. Excellent plus in good plus to excellent blue and yellow carded picture box. **£60, Vectis, May.**



▲Corgi Toys No 310 Chevrolet Corvette Stingray silver body, lemon interior, wire wheels. Excellent in good plus blue and yellow carded picture box. **£80, Vectis, May.**



▲Corgi Toys No 264 Oldsmobile Toronado dark metallic aqua, cream interior, chrome trim, cast hubs. Excellent plus in good plus blue and yellow carded picture box. **£70, Vectis, May.**



▲Corgi Toys No 320 Ford Mustang Fastback blue body, off-white interior, chrome trim, spun hubs. Excellent plus in good plus blue and yellow carded picture box. **£100, Vectis, May.**



▲Corgi Toys No 440 Ford Consul Cortina Super Estate Car blue body, wood-effect side panels, off-white interior, chrome trim and spun hubs with black treaded tyres, with "opening tail-gate" card, golfer, caddy boy and golf trolley. Excellent on excellent inner pictorial stand in good to good plus outer blue and yellow carded picture box with correct inner packing piece. **£190, Vectis, May.**



▲Corgi Toys No 256 Volkswagen Saloon (Beetle) - "East African Safari" red body, brown interior, chrome base and bumpers, spun hubs, race number 18, with rhino figure. Good plus on excellent inner pictorial stand in good plus outer blue and yellow carded picture box, with collectors club folded leaflet. **£130, Vectis, May.**



▲Corgi Toys No 486 Chevrolet Impala "Kennel Club" white with red lower body, chrome trim, cast hubs, with dog figures. Good to good plus in good to good plus blue and yellow carded picture box. **£70, Vectis, May.**



▲Corgi Toys No GS 27 Gift Set blue Bedford TK Machinery Carrier with lemon interior, silver trailer, yellow spare tyre base, black detachable chassis, and orange Priestman Cub Shovel with yellow lower body and grey jib, chrome metal rollers with black rubber tracks. Good to good plus in fair to good polystyrene tray and blue and yellow lift-off lid with detailed picture. **£120, Vectis, May.**



▲Corgi Toys No 1126 Ecurie Ecosse Racing Car Transporter blue, yellow lettering, brown interior, spun hubs. Good plus in good plus to excellent blue and yellow lift-off lid box, with 2 inner packing pieces. **£220, Vectis, May.**



▲Corgi Toys No GS 24 "Constructor" Gift Set 2x Commer chassis, 4x detachable backs with accessories and figure. Good to good plus in good polystyrene tray with good plus blue and yellow lift-off lid. **£100, Vectis, May.**



▲Corgi Toys No GS 31 Gift Set "Riviera" containing powder blue Buick Riviera with red interior, wire wheels, grey plastic tow-hook with red trailer and flat spun hubs, plus blue boat with white hull, figure, red and white stripes and skier. Good plus to excellent on excellent plus pictorial stand in good outer blue and yellow carded picture box. **£240, Vectis, May.**



▲Corgi Toys No 411 Karrier Bantam "Lucozade" Delivery Van pale yellow, silver trim, grey opening side door, flat spun hubs. Excellent in good plus blue and yellow carded picture box. **£200, Vectis, May.**

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The Vanguard and the Vulcan

**Andrew Ralston
considers Standards
in the RAF.**

For anyone interested in the history of aerial warfare, a visit to the RAF Museum in Hendon, London, is a must, but there's much for car enthusiasts to see as well. Underneath the wings of one of the most impressive exhibits, the massive 1950s Avro Vulcan V-bomber – designed to carry Britain's nuclear deterrent 'Blue Steel' missiles – lies a selection of service vehicles, and one of them is a Standard Vanguard painted in RAF blue-grey livery. These were originally used to ferry the crew across the runway to their aircraft, and one officer who served during the Cold War era recalls a driver parking the car rather too close to the plane. Once the mighty Olympia jet engines fired up, the Vanguard was blown across the runway!

Vanguard saloons, pick-ups, Ensigns and other cars from the Standard-Triumph stable were much favoured by the RAF. No doubt a Ford Zephyr or an Austin Cambridge could have transported pilots to their planes just as effectively, but the fact that Arthur, Lord Tedder (1890–1967), the chairman of the Standard Motor Company between 1956 and 1960, had previously been Chief of the Air Staff – in other words, head of the RAF – had something to do with Standards being the vehicles of choice. The Standard factory also carried out some of the maintenance on aircraft engines.

The most familiar diecast model of an RAF Vanguard comes from Corgi Toys and was produced between 1958 and 1962, finished in RAF blue with roundels and, of course, fitted with that special selling feature of Corgi Toys, window glazing. While not the rarest of 1950s diecast models, the Corgi RAF Vanguard is still quite an expensive item and in mint condition with original box is likely to cost you up to £100 today.

More affordable, albeit in a smaller scale, are the two more recent offerings from Oxford Diecast in its 1/76 scale range. While the Corgi represents the post-1955 Phase III Vanguard, the Oxford is based on the earlier Phase I car – with the distinctive round rear as designed by Walter Belgrove and said to be influenced by a Plymouth he sketched while

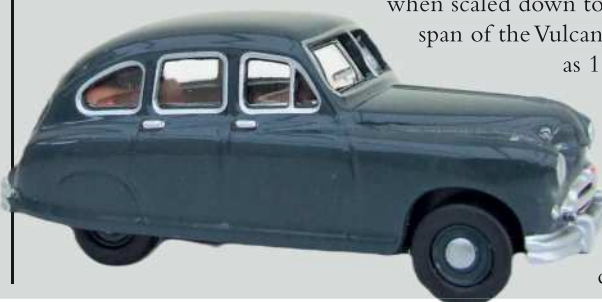


▲ Even though this Atlas model Vulcan is half the scale of the Vanguard, the car is still dwarfed by it.

it was parked outside the American Embassy in London. The Oxford model carries the more ornate grille fitted from 1952 onwards and certainly captures the bulbous shape of the Vanguard very convincingly. It was first issued in 'civilian' guise in black, light blue and maroon, followed by a fourth variant in RAF blue – based on the very car on show at Hendon and carrying the same number plate, 55 AB 66. The latest issue is in a sand colour, with a white roof, representing Vanguard 74 AD 95 as used at the RAF headquarters in Nicosia Cyprus during the fifties.

Keen modellers could replicate a scene from a fifties RAF base by placing the Vanguard beside a model of a Vulcan bomber which is available in a compatible scale in diecast form from Corgi and as a plastic kit from Airfix. Even when scaled down to OO gauge, the wing span of the Vulcan stretches to as much as 18.5 inches. The model

▼ Oxford Diecast Vanguard in RAF colours.



in the picture is by Atlas Editions in 1/144 scale (in other words, half the scale of the Vanguard), but the car still looks dwarfed by it! **DC**

Dear Editor...

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



FUN WITH FIATS

I enjoyed Andrew Ralston's article on Minialuxe and thought I'd take the opportunity to show my examples of its Fiat 124 Special and Fiat-Siata 1500 TS. The base of the Siata is quite a different construction to the 124 and the body has warped slightly with age making it look banana-like, but it's a great little model of a very rare car. The Minialuxe 124 Special is a very important model for Fiat collectors as it's one of only two 1/43 models of the Special version which differed from the normal 124 Saloon by having twin headlights and an engine similar to the 124 Coupe. The Minialuxe version is, in my opinion, the best (even if the grille is a little wonky!) as the other one from Italian company Mebetoys just doesn't look right and it's not acknowledged as being a Special, just being a hasty conversion from the original standard 124 casting. The Minialuxe 124S has always been a favourite model of mine, like the real car, and I'm mystified as to why it's been ignored by the model world. It would look fantastic as a 1/18th Laudoracing model.

Kevin Brock, email

ED Fabulous, thanks for sharing Kevin. Your stash of Fiat models continues to amaze me, as does your knowledge of the marque. And, yes, a Laudoracing example of the 124S would be amazing. Given that it has already released several models of the 124 Sport Coupé, surely it's only a matter of time? We can but hope.

BUSES FOR A GREAT CAUSE



FURTHER to my letter regarding the gold plated MGF as a result of your article last year, I had to let you know about my latest coup. Via my son, who follows various fashion-related Instagram and social media people, he came across a wonderful charity called 4BYSIX that raises funds for the homeless and is trying to change lives for good. The two founders have a modern art passion and have been

able to attract some well known contemporary artists to put their original artwork on things. I was amazed when my son showed me details of its World Bus Tour! Basically they had contacted Corgi for the buses and got 15 artists to personalise them to be auctioned off, with funds going to the charity. Fortunately, I secured four of them and they have just arrived. I'm sure it would interest other collectors and perhaps attract the youngsters who know more about the artists than I do? Also the charity would like to do more, but could benefit from your guidance particularly in relation to approaching the right manufactures to perhaps partner up with.

Mark Mann, email

ED Wow, they are incredible – good coup there, Mark! I remember hearing about this a while back when the project with Corgi was first announced (we carried a short news piece in the March 2020 issue). The project was reported as being planned to convert a London double-decker bus into a creative living space for homeless people in London. The money raised would provide 16 beds, a creative workshop and rehabilitation centre. They truly are works of art and it would be wonderful if we might be able to help out in the future. I look forward to hearing further from the charity.

WHERE, OH WHERE IS THE TOYFAIR?

I'VE just received my latest *Diecast Collector*, which I thoroughly enjoy reading. Having looked at the toyfair/auction page I have to say I am saddened to see hardly any toy fairs around my area in Suffolk. I can remember the days of the toyfairs in Norwich, Bury St Edmunds and Ipswich, to name a few, but sadly there does not seem to be anything now for those in Suffolk and Norfolk who collect models. I have noticed even the Brentwood one has not appeared recently. I have had to travel to this as it is my nearest and I just feel it is sad to see this happening as there are still collectors out there in this area.

Paul King, Suffolk

ED Hi Paul, this does seem to be a problem at the moment, as many companies have struggled so much during the past two years of troubles. Many smaller companies have gone to the wall, so I fear that some of the organisers may well be in that situation, or at least still recovering. If anyone has a toyfair to advertise anywhere in the UK, please give our team a ring on 01778 392096.



TRUCK LIVERY IDEAS NEEDED

A little while ago, I acquired a cheap 1/50 scale Cararama pairing of Scania cab (R620 6x4, I think) and curtainside trailer in plain white that, together, are just screaming to be made more colourful. I've been scouring photos and information online, but can't decide what livery to go for. Any pointers (and tips) would be great, and much appreciated.

Peter Taylor, Welling

ED Hi Peter, ah yes, a fabulous combination and great value too – funnily enough, I actually have two of these waiting in the *Workbench* wings for future projects. I spent a fair while when I first bought them doing exactly the same as you, but never did get around to making a decision. In this issue's *Workbench*, I mention that I will do a homemade decal tutorial in the near future, and this would be perfect for that. Watch this space, as the saying goes. Well, the *Workbench* pages anyway...

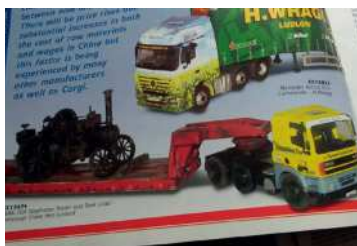
WHAT HAS HAPPENED TO THE DESERTERS?

I noticed in the June issue that there was no *Desert Island Diecasts* feature, have we lost contact with the stranded few? It's a feature I very much enjoy and, as a sort of islander myself (I live on Anglesey), I like to think that I'm living the desert island diecast life all the time. Is this just a temporary blip on the radar, or has the feature become shipwrecked?

Ray Trellis, Anglesey

ED Ha ha, thanks Ray. The truth is that the submissions dried up temporarily, but we already have one lined up for the August issue (you'll note that it's absent again this month). Of course, it would be great if you could share your island lifestyle with us. And the same goes for anyone else, of course.

IS VINTAGE GLORY A THING OF THE PAST?



IN the September 2008 issue of *Corgi Collector*, a model was announced that I'm still trying to find out whether it was ever made. Announced as CC13622 CF 85 & 2 axle King Trailer with Burrell Crane 'Steaming On' in the livery of Mason Bros from West Wales, the proposed model featured a weathered finish, creating even more realism. I've been looking whenever I go to toy fairs, but have found nothing yet. As a long time collector of the Vintage Glory models, is it possible you could ask Corgi what its plans are with regards the range and also as to whether or not the model to which I refer to was ever released?

Peter Dickens, email

ED Hi Peter, I've certainly not seen that model and a quick Google search online brings up absolutely nothing, which means that it is highly likely that it never saw the light of day in the shops. In terms of any more Vintage Glory releases, there were some rumblings and rumours about a year ago, but nothing ever materialised. I was quietly hoping that the new catalogue, launched in early May, might spring a nice surprise, but this was not the case this time around it seems. I'll certainly ask the questions next time I chat with the Brand Manager - we've scheduled a call, so will update you shortly.

HERALDING THE NEW TRIUMPH

I think I could usefully make a small clarification of a piece of information in Jose F Heraud's Triumph Herald article in June's issue. He refers to the real saloon being exhibited "at the Royal Albert Hall car show". At this time the annual Motor Show was held at Earls Court and readers might think this is what was being referred to. The Royal Albert Hall event was a special event for Triumph dealers to be shown the new car. A YouTube video of the event can be found on <https://www.youtube.com/watch?v=ojvdRsp6jTs>.

John Harrison, Loughton

ED Brilliant, thanks for that clarification, John. Your email inspired me to do a little digging about the event and it was reportedly hosted by the comedian and TV personality, Bob Monkhouse. Also, as a special talking point, one of the new cars was built from scratch right in front of the 1,500 assembled guests. Now that would really have been incredible to watch. The closest to that in recent times would have been when Mark Field and his Jigsaw Racing team built a Le Mans Triumph Spitfire replica from a pile of parts during the Race Retro event a few years ago.



IT'S GOOD TO BE BACK, BUT I HAVE A QUESTION

FIRST of all, it was so good to be back in the UK after 2.5 years due to the Covid period, in which it was not possible to travel. But luckily now we can and I enjoyed it so very much to be back in Hampshire, in the New Forest. My best mate for over 30 years, Bob, and his wife are living there and we hadn't seen each other since October 2019. On my visits there, I do like to go to Lyndhurst, to the large antiques centre in the High Street. Over the years, I have been there before, because they did have some nice cabinets with Dinky, Corgi, Matchbox etc., and yes they are still there and the cabinets are full of nice models. It's difficult to make a choice, but I did buy some nice Dinkys and Corgis to put in my collection. And also this time I found the two models in the picture. I know the red/cream one is a Britains Lilliput, but I have no idea what the make is of the Standard Vanguard, as it has no base. There is a little hole in the drivers door so it could have had a clockwork motor. Hopefully you or one of your readers have the answer. If you or your readers ever go to the New Forest, go and have a look in that Lyndhurst centre. But beware, go there by yourself otherwise your partner might ask you to buy her some jewellery and you end up with just an ice cream. Happy collecting.

Jos Hoeksema, The Hague

ED It is indeed good to be back travelling internationally, although I haven't undertaken any since Nuremberg at the beginning of 2020 (that is about to change in a few weeks for me when I'm off to Le Mans for the first time since 2019). Thanks also for the heads up about Lyndhurst. That sounds like it would definitely be worth the trip. Interesting finds you have there, but I can't shed any light on the mystery model, I'm afraid. I would agree with you that the hole was probably for a clockwork key, and that might also explain why the base is missing as, presumably, it got removed for maintenance, but sadly never got refitted. Can anyone help with the identification?

THERE'S A PRICE TO BE PAID FOR QUALITY

YOU get what you pay for, I believe. One of the aspects of our hobby that I really enjoy is that there is seemingly something for everyone, with every budget catered for. From the budget diecasts found in supermarkets and toy shops to the exquisitely-detailed, specialist replicas that have clearly taken hours to put together. Whilst there will always be some scrimping at the lower end of the market, usually manifesting itself in terms of detailing, or a certain lack thereof, I personally prefer to save up and really splash out on a masterpiece every so often. Prices are rising right now, but I still feel an occasional splurge is worth every penny.

Stewart Lee, Cambridge

ED Wise words, sir! And I have to say that I agree wholeheartedly.

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Too young?

Stephen Paul Hardy continues with his iterative thought process



▲ Stephen Paul Hardy.

The problem with iterative anything is that, by definition, it is an ongoing process. In this case, pondering on the bottomless well of the 'toy or model' debate that I fell into last month.

I am looking forward to seeing (and reviewing) Solido's imminent new range of 1/43 scale models, which will arrive concurrent with another new range it is releasing: "My 1st Solido". I cannot for one moment, though, imagine that, unlike the forthcoming 1/43s, a review of the first releases in that other range would be acceptable in Diecast Collector.

Setting aside the material they are made from, why then would they be viewed unfavourably? After all, quite a few 1970s diecasts that certainly fall absolutely into the toy category grace these pages regularly.

I looked again at the press info: "An excellent way to pass on your love of cars and miniatures to your child from an early age... Our models have original names that are a reference to the world of cars. The two 'My 1st Solido' car shapes (Racer or Roadster)



each represent a different automotive style: a racing car from the 1930s or a German speedster from the 1950s." The accompanying photo of that 1950s speedster is unquestionably a Porsche 356.

Then the penny dropped. We are slewed and skewed by our collective prejudices, preferences and self-imposed boundaries on the subject. Analysis of prevailing perceptions suggest that the defining factor is how old the toy is. If it is a vintage toy it seems generally acceptable as the subject of a magazine article for collectors. If it is a brand new toy – not so much. So the boundary then sits at the toy being vintage before being considered as worthwhile feature material?

But a whole other world of debate focuses on defining "vintage", "retro" and, in automotive circles, "classic" as well. At this point I threw the towel in. I kind of like "Gordon Blue" (S9900201), aka the 356 Speedster, even if I can't write a review about it. **DC**

NEXT MONTH

August 2022
Issue 298

Covered wagons by Dinky Toys

Concluding Michael Driver's focus on a specific selection of Dinky Toys commercials with a look at the later releases.



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

PLUS...

- Tintoys tanks and armoured cars
- Ferrari road cars of the fifties
- The Land Rover 80" – part 2
- It's a small world – part 3 – Far East and Europe
- Corgi's Police Ford Cortina Mk3 GXL at 50
- Collecting by numbers – Superfast #25
- Workbench
- Auction results
- All the latest news
- Extensive selection of new model releases, reviewed by our team of experts

August issue on sale 1st July or download the digital edition
7 DAYS EARLIER on 24th June at www.pocketmags.com/diecast-collector

What the well-dressed are all wearing this year



Brian Gower shows that he has impeccable taste.

Cheerfully chilly in the Sunbeam Talbot Alpine, Graham Alford is sporting a close-fitting green tweed jacket, set off splendidly by a cap that matches the bodywork of the Sunbeam. I wonder where he got that cap? I know he bought the car from my friend, David Churchill. The restoration was carried out by Steve Flowers.

Also in sporting mood, in his own Aston Martin DB3S, is Peter Sallerton-Twike (Sally to his pals at the polo club). Bought as a wreck, Peter has spent the price of a nice detached house in Teddington on the Aston's restoration and will shortly write it off during a track day at Castle Combe when the helmet of his white onesie slips over his eyes. He had been offered clothing advice by the best in the business, but you can't help some people.

The gentleman in the Bentley didn't want to talk to us beyond asking our photographer to get his equipment away from his bodywork. A suit, shirt and tie chap, I think one can say he was well buttoned-up. Beautiful wig; very brown.

Over in the USA, Max Rhinegold likes to dress as flamboyantly as the yellow Cadillac suggests, with his lime-green linen jacket looking stunning against brick-red chinos and shirt, which only slightly disagree with the Rio-Pink upholstery. The Eldorado has needed some new paint on the tops of the front wings. "The kids will sit on them. What can you do?"

The vast Packard has been in Kennie Razinski's family from new. Another totally original car, the grille and bumpers have been re-chromed to a high standard by the California Chrome Shop. Kennie is in real estate and was due to meet a client when we spotted his convertible, hence the blue Italian suit and crisp white shirt.

Back in England, in a tidy MG TF with steel

▲ "Sally" in his Aston, before the crash.



▲ Graham Alford in his Sunbeam Talbot Alpine.

wheels, we met Edward Powell in the car park of a Surrey pub. Another tweed man (a light grey suit), but no head-gear over his silver-blond hair. Plain blue shirt and a quick grin. The MG has been with him since he was old enough to drive and it wasn't new then. Self-maintained and currently hand-painted, it is a treasured but not 'precious' motor car. "It's about the same age as I am," he said, "unlike the young lady getting out of that Mini Cooper over there." A tall girl with straight fair hair was walking towards us, waving to Edward. "My daughter," he said. "She lives with her mother. I don't." That quick grin again. "She loves the TF." Don't we all?

The well-dressed cars are all classic Dinky Toys of course. **DC**



▲ The anonymous gentleman in the Bentley.



▲ Max Rhinegold in his Cadillac Eldorado.



▲ Kennie Razinski in his Packard.



▲ Edward Powell in his MG TF.

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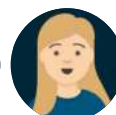


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Hattons Brochure
389



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1:1250 Scale

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CC75001 HMS Prince of Wales Class Aircraft Carrier **NEW** £57

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Cars



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NEW



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76BI001 Beadle Integral East Kent £17



76BI002 Beadle Integral Maidstone & District . £17



76OWB014 Bedford OWB - Isle of Man Road Services . £16



76OWB012 Bedford OWB Warstones. . . £16



76MW6006 Bristol MW6G "West Yorkshire" £18



76MW6003 Bristol MW6G - Eastern Counties National Bus Company £18



76MW6002 Bristol MW6G Hants & Dorset . £18



76COM003 Commer Commando BEA ... £15.50



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76MX004 Austin Maxi Pageant Blue £5.50



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76MN003 Austin Mini Almond in British Racing Green Old English white roof £5.50



76ASS002 Austin Seven RN Saloon Light Royal Blue £5.50



76SOM001 Austin Somerset Black £5.50



76BCGT003 Bentley Continental GT Onyx black £7



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76BLP004 BL Princess Tahiti Blue £5.50



76BM28002 BMW 328 Red £5.50



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76CV001 Caravan in Orange/Cream 5 assorted tow hooks (to fit any Oxford car or van) . . £5.50



76CDS006 Citroen DS19 Jonquil Yellow/Silver .£5.50



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76DS001 Daimler DS420 Limousine in Old English white £6



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76105005 Ford Anglia 105E in Morocco beige .£5.50



76105010 Ford Anglia Spruce Green £5.50



76CPR002 Ford Capri Mk2 Sahara Beige . . . £6



76CAP002 Ford Capri Mk3 in Solar gold - (Doyle) of "The Professionals" £6



76CPR001 Ford Capri MkII Lime Green (Only Fools & Horses) £6



76FC006 Ford Consul Granada Black £6



76FC001 Ford Consul in gold £6



76COR1001 Ford Cortina Mk1 in ermine white & green £6



76COR1008 Ford Cortina Mk1 Lombard grey/red..£6



76COR2008 Ford Cortina Mk2 Ermine White/ Sherwood Green..... £6



76COR2003 Ford Cortina Mk2 in red £6



76COR3004 Ford Cortina Mk3 Devon & Cornwall Police..... £6



76ESC003 Ford Escort Mk2 Diamond white . £6



76ESC002 Ford Escort Mk2 Signal Yellow... £6



76ESC001 Ford Escort Mk2 Tango..... £6



76XR006 Ford Escort XR3i Caspian Blue .. £6



76XR007 Ford Escort XR3i Prairie Yellow ... £6



76FF001 Ford Fiesta Mk1 in Venetian red....£6



76FG001 Ford Galaxy Ice Blue£6



76FP003 Ford Popular 103E in black£6



76FP001 Ford Popular 103E in Winchester blue ...£6



76FS001 Ford Sierra Sapphire Ebony Black . £6



76FS004 Ford Sierra Sapphire Moonstone Blue £6



76FS003 Ford Sierra Sapphire Radiant Red . £6



76ZEP012 Ford Zephyr Black£6



76ZEP009 Ford Zephyr Goodwood Green ... £6



76FZ004 Ford Zodiac MkII Black.....£6



76FZ003 Ford Zodiac MkII Ermine White And Pink £6



76FZ002 Ford Zodiac MkII Imperial Maroon/ Ermine White..... £6



76HE002 Heinkel Kabine Spartan Red ... £5.50



76HI003 Hillman Imp firebrand red £5.50



76HI004 Hillman Imp Middle Blue £5.50



76HST002 Humber Snipe Tourer Victory Car General Montgomery £6



76JEP001 Jaguar E Pace Caesium Blue .. £6.50



76ETYP011 Jaguar E Type DHC Closed Carmen Red £5.50



76SET13 Jaguar E Type Triple Set - green, red & cream £14.50



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



76FTYP002 Jaguar F Type in Polaris white .. £6



76JIP002 Jaguar I Pace - Narvik Black . . £6.50



76JIP001 Jaguar I Pace Photon Red. £6.50



76JAG2001 Jaguar MkII in Regency red. . . £5.50



76XJS006 Jaguar XJS White (The Saint) . . £5.50



76XK005 Jaguar XK Stratus Grey £5.50



76JEN005 Jensen 541R Metallic Royal Blue. .£5.50



76JI003 Jensen Interceptor in Flag red . . . £5.50



76JI008 Jensen Interceptor Oakland Green/Tan £5.50



76JJ006 Jowett Javelin Sage Green. £5.50



76SET17C Land Rover 5 piece Set £24



76LRDF007HE Land Rover Defender 90 Station Wagon Grasmere Green (Heritage) £5.50



76LRDF008AD Land Rover Defender 90 Station Wagon Phoenix Orange (Adventure) £5.50



76LRDF012 Land Rover Defender 90 Station Wagon White (HK Reg) £5.50



76LRD008 Land Rover Discovery 3 in metallic rimini red. £6



76DIS001 Land Rover Discovery 4 £5.50



76DIS5003 Land Rover Discovery 5 Firenze Red £6



76DIS5002 Land Rover Discovery 5 HSE LUX Santorini Black £6



76DIS5004 Land Rover Discovery 5 Namib Orange £6



76LRDS003 Land Rover Discovery Sport Fuji White . . £6



76ND110001 Land Rover New Defender 110 . . £7



76ND110X001 Land Rover New Defender 110X. £7



76ND90001 Land Rover New Defender 90 . £7



76LAN2020 Land Rover Series 2 LWB Canvas Bluebird Land Speed Record 1960 £5.50



76MGB009 MGB Roadster Bronze Yellow . £5.50



76MGBGT004 MGBGT Mineral Blue £5.50



76MGBGT001 MGBGT Tartan Red £5.50



76MGZ004 MGZB Ivory/Black £5.50



76MINGT006 Mini 1275GT Teal Blue. £5.50



76MCS003 Mini Cooper MkII Tartan Red/Black . £5



76MN008 Mini Cooper surf blue / old English white £5.50



76MES001 Morris Eight E Series Saloon "Blue" £5.50



76MES006 Morris Eight E Series Saloon Red/Black £5.50



76MAR006 Morris Marina Teal Blue . . . £5.50



76MMC005 Morris Minor Convertible Open Old English White/Red . . . £5.50



76MMS001 Morris Minor MM Saloon in Romain Green . . . £5.50



76MMT003 Morris Minor Traveller in maroon £5.50



76MMT001 Morris Minor Traveller in Old English white £5.50



76NQ2002 Nissan Qashqai J11 Pearl Black Metallic £5.50



76NQ2001 Nissan Qashqai J11 Storm White .£5.50



76SET47 Pack of three Land Rover Defenders - Heritage Set. £16



76RAN001 Range Rover 2013 Luxor. £6



76RR3003 Range Rover 3rd Generation Adriatic Blue £6



76RR3002 Range Rover 3rd Generation Alveston Red. £6



76RR3001 Range Rover 3rd Generation Bonatti Grey £6



76RCL003 Range Rover Classic Masai Red. . £6



76RREC002 Range Rover Evoque Convertible Baltoro Ice. £6



76RREC003 Range Rover Evoque Convertible Fuji White £6



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



76RRE002 Range Rover Evoque Coupe (Facelift) Fuji White £6



76P38003 Range Rover P38 Epsom Green . . £6



76P38001 Range Rover P38 Rioja Red. £6



76RRS003 Range Rover Sport SVR Firenze Red £6



76RRS004 Range Rover Sport SVR Fuji White £6



76RRS002 Range Rover Sport SVR Indus Silver £6



76VEL001 Range Rover Velar Firenze Red . . £6



76VEL002 Range Rover Velar SE Fuji White . £6



76VEL003 Range Rover Velar SE Silicon Silver. £6



76RAN005 Range Rover Vogue Aintree Green Metallic .£6



76RAN003 Range Rover Vogue Firenze Red . £6



76RAN006 Range Rover Vogue Santorini Black (Prince William). £6



76RRP3001 Rolls Royce Phantom III Black £6.50



76RRP5002 Rolls Royce Phantom V Burgundy/Silver Sand £6.50



76P4004 Rover P4 Stone Grey/Juniper Green £5.50



76RP005 Rover P6 Lunar Grey £5.50



76SDV001 Rover SD1 3500 Vitesse Targa Red . £5.50



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



76JSS002 SS Jaguar 2.5 litre Saloon in black £5.50



76SFT004 Standard Flying Twelve Grey .. £5.50



76SFT005 Standard Flying Twelve Pastel Green £5.50



76SV001 Standard Vanguard in black £5.50



76SR007 Sunbeam Rapier MkIII Light Green Metallic/Embassy Black. £5.50



76SR006 Sunbeam Rapier MkIII Moonstone/Morocco Brown £5.50



76TP006 Triumph 2500 British Racing Green £5.50



76TS004 Triumph Stag Tahiti Blue £5.50



76TR4001 Triumph TR4 Signal Red £5.50



76TR6002 Triumph TR6 Signal Red £5.50



76VC004 Vauxhall Corsa black £5.50



76CRE010 Vauxhall Cresta Moonlight Blue/Bermuda Blue £5.50



76VWS002 Volkswagen T1 Camper Turquoise/White £6



76VP004 Volvo P1800 Teal Blue £5.50



76VW010 VW Bay Window pickup Pastel White £6



76VWB001 VW Beetle Pearl White - "Herbie" £5.50



76VW008 VW Camper Closed "Marino Yellow / White" £6



76T5C001 VW T5 California Camper Metallic Night Blue £5.50

Cars - racing



76COR3007 Ford Cortina MkIII Noel Edmonds £6


76MCS001 Mini Cooper S MkII 1968 Monte Carlo Rally .£5
Vans, Taxis and Private Hire vehicles


76MSV003 Mercedes Sprinter Van Royal Mail £7



76SET73 Stobart Group 5 Piece Van Set ... £29


76T25010 VW T25 Bus Pastel White £6
Public Service vehicles


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



76AM003 AEC Mercury TL fire engine Edinburgh & SE Area £19.50



76AM006 AEC Mercury TL St Helens CB Fire Service £19.50



76CCP003 Coventry Climax Pump Trailer in red £5.50



76F8003 Dennis F8 fire engine "Glasgow" . . £12



76F8001 Dennis F8 fire engine "London Fire Brigade" £12



76F8004 Dennis F8 fire engine Essex Fire Brigade . . £12



76F8002 Dennis F8 Northern Ireland Fire Engine .£12



76DN002 Dennis RS fire engine Dublin Civil £13



76DN001 Dennis RS Fire Engine London FB (London's Burning) . . . £13



76105003 Ford Anglia 105E police car in light blue and white. £5.50



76FTC001 Ford Transit Connect Royal Mail . £6



76FT007 Ford Transit SWB Med "Garda" . . . £6



76GG005 Green Goddess "Irish Civil Defence" £10



76J4005 J4 Van "Greater Manchester Police" £6



76JFP004 Jaguar F Pace - Police demonstrator vehicle £6



76LRD007 Land Rover Discovery 3 Metropolitan Police. £6



76DIS006 Land Rover Discovery 4 West Midlands Police £5.50



76LRD001 Land Rover Discovery Mk3 Essex Police. £6



76TLM006 Leyland TLM Birmingham Fire Brigade £10



76MFE001 MAN Pump Ladder fire engine "Avon Fire & Rescue" £16



76MA003 Mercedes Explosives Ordnance Disposal Metropolitan Police £10



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



76SET111 MGB Roadster triple set "Lancashire Police" £12



76RR3004 Range Rover 3rd Generation Metropolitan Police £6



76RCL004 Range Rover Classic London Fire Brigade £6



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



76SAL003 Scania Aerial Rescue Pump Merseyside Fire and Rescue service . . . £20.50



76SAL006 Scania ARP Scottish Fire & Rescue £20.50



76SFE001 Scania Fire Engine "Cleveland Fire & Rescue" £17



76SFE011 Scania Pump Ladder fire engine - "Humberside Fire and Rescue - Lest we forget" £20.50



76TN005 Thornycroft Nubian "Duxford Airport Fire Services" £16
Commercial vehicles



76T5V005 AA VW T5 Van "AA Roadside assistance" £6



76AEC017 AEC Matador 2nd Batt Gordon Highlanders..... £11.50



76AEC004 AEC Matador J12 Wrecker "London Brick" £11.50



76AEC013 AEC Matador Wrecker Bradford .£11.50



76ATK003 Atkinson Borderer Flatbed Trailer British Rail..... £17



76ATK004 Atkinson Borderer Low Loader NCB Mines Rescue £17



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" £13.50



76ATKL005 Atkinson Cattle Truck L Davies & Sons £13.50



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



76J4004 Austin J4 Van BMC Parts£6

NEW



76AK018CC Austin K8 Threeway Van Coca Cola **NEW** £5.50



76ASV006CC Austin Seven RN van - Coca Cola £5.50



76ASV002 Austin Seven RN Van AA £5.50



76CA018 Bedford CA Minibus in "British Rail Crew Bus" £5.50



76CA007 Bedford CA van - "Royal Mail" . . £5.50



76BD003 Bedford OW Luton "United Omnibus" .. £10



76OWB007 Bedford OWB "Bertram Mills" .. £16



76OWB006 Bedford OWB "British Railways" in pale milky grey £16



76BD013 Bedford OX Booking Office Billy Smarts .£18



76BD022 Bedford OX Flatbed Trailer LNER. £11



76BD006 Bedford OY Dropside BRS £10



76TK014 Bedford TK Mobile Workshop "British Rail" £9



76J4002 BMC J4 Van British Rail £6



76CTR002 Canvassed Trailer Maroon/Red . £12



76CIT004 Citroen H Catering Van Glorias Blooms .£8.50



76CIT003CC Citroen H Van Coca Cola . . . £8.50



76CM006 Commer Q25 AEC Southall Service van£5.50



76CWT005 Commer Walk Thru "Pollock" ... £9.50



76DAF03CT DAF 105 Skeletal Trailer
Freightliner £19.50



76D28001 DAF 2800 40ft Curtainside Robsons £20.50



76STOB025 DAF FTGX105 Curtainside . £18.50



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



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



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



76RDH001 Daimler Hearse in Black £6



76SCT005 Eddie Stobart Car Transporter -
Christina Frances £31.50



76STOB013 Eddie Stobart Scania Highline
Tanker (comes in white box) £19.50



76STOB037 Eddie Stobart Scania R143M
Curtainside £19.50



76EC003 ERF EC Flatbed Trailer - Pollock . . £21



76EC001 ERF EC Olympic 40ft Fridge Scotlee
Transport..... £21



76LV002 ERF LV Flatbed Trailer Carnation. .£13.50



76LV004 ERF LV Flatbed Trailer N Ireland Trailers £13.50



76FDE014 Ford 400 E Maidstone & District . .£6



76FDE003 Ford 400E Post Office Telephones £6



76FDE001 Ford 400E Van British Rail £6



76FDE010 Ford 400E Van Cargo Grey £6



76FCG003 Ford Cargo Box Van Harris. . £12.50



76FCG002 Ford Cargo Box Van in white. £12.50



76FCG005 Ford Cargo Box Van Parcellforce £12.50



76FTC005 Ford Transit Connect White £6



76CUS001 Ford Transit Custom AA £6.50



76CUS002 Ford Transit Custom White. . . £6.50



76TPU003 Ford Transit Dropside London
Underground..... £12



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



76FT009 Ford Transit LWB High Bus "Eireann" £6



76FT010 Ford Transit LWB High Roof "Stobart" £6



76FT1009 Ford Transit Mk1 "RAC Service" . £6



76FT1006 Ford Transit Mk1 Marley £6



76FT1001 Ford Transit Mk1 White £6



76FT3008 Ford Transit Mk3 - British Gas £6



76FT3004 Ford Transit Mk3 AA £6



76FT3006 Ford Transit Mk3 RAC £6



76FT3002 Ford Transit Mk3 Royal Mail £6



76FT034 Ford Transit Mk5 "Parcelforce" £6



76TPU004 Ford Transit Mk5 Dropside Highway Maintenance £12



76FT029 Ford Transit Mk5 LWB High - Docklands Light Railway £6



76FT035 Ford Transit MK5 National Grid . . . £6



76FT032 Ford Transit Mk5 Post Office £6



76FT031 Ford Transit Mk5 SWB Low Roof "London Underground" £6



76FT023 Ford Transit SWB Low Roof Network Rail £6



76FT027 Ford Transit SWB Medium Roof JCB £6



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



76FT003 Ford Transit van low roof "RAC" . . . £6



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



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



76FHP003 Fordson Heavy Pump LMS £12



76FX4001 FX4 London Taxi in black. . . . £5.50



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



76DEF007 Land Rover Defender "British Rail" . £6



OR76ROR004 Land Rover Defender 110 posable rail wheels - "Aquarius Rail Technology" - non-motorised £6.50



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



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



76LRD004 Land Rover Discovery Mk3 "Highways Agency" £6



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



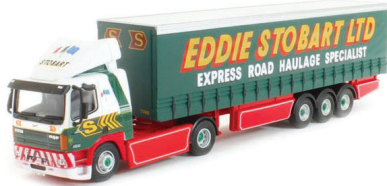
76LR2S002 Land Rover Series II SWB Canvas British Rail. £5.50



76LR3S001 Land Rover Series III Station Wagon Limestone £5.50



76TX5001 LEVC Electric Taxi Black £6



76DAF003 Leyland Daf FT85CF Curtainside Eddie Stobart £20.50



76LW001 Living Wagon Maroon/Red £10



76LW003 Living Wagon Tarmac £11



76LD004 London Bus & Taxi Gift "Best of British" range £8



76MAN001 MAN L2000 Curtainside Pollock... £13



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



76MH002 Mechanical Horse rigid dropside in "Leeds City Transport" £7.50



76MH012 Mechanical Horse Tank Trailer "Shell-Mex & BP Ltd" £9.50



76MB006 Mercedes Actros GSC Curtainside Sparks Transport £23



76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie Stobart" £23



76MB004 Mercedes Actros SSC D-TEC Combitrailer/Container John Mitchell. £23



76MB005 Mercedes Actros SSC Fridge Solstor (Breast Cancer - Pink Ribbon Foundation) . £23



76MB008 Mercedes Actros SSC Tipper Ronnie S Evans £23



76MB002 Mercedes MP4 GSC Actros Curtainside Pollock £23



76MSV004 Mercedes Sprinter van white .. £6.50



76TR015CC Mobile Trailer Coca Cola. £10



76TR013 Mobile Trailer Spicy Sanitas £10



76BMC002 Mobile Training Unit/car transporter "British Leyland special tuning department" in blue. £14



76MM059 Morris 1000 van - "British Railways" ..£5.50



76MJ003 Morris J Ice Cream Van "Rossi's"£5.50



76J4001 Morris J4 van - "Royal Mail" £6



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



76MH004T Pair of box trailers for Scammell Scarab van trailer in "LNER" £8



76MH007T Pair of flat trailers for Scammell Scarab van in "Pickfords" £8



76SH003 Pat Collins Highwayman Ballast & Low Loader £12



76SP002 Pioneer Recovery Tractor "B.O.A.C." £12



76SP003 Pioneer Recovery Tractor "Traylens Funfair" £12



76SHP011 Royal Mail Sherpa Van. £6



76RAB004 Scammell Scarab Dustcart in Borough of Barry £7.50



76SH006 Scammell Highwayman Low Loader. £12



76SHT001 Scammell Highwayman Tanker Shell/BP £15



76MH020 Scammell Mechanical Horse Flatbed LNER £9.50



76MH019 Scammell Mechanical Horse Van Trailer - LMS £9.50



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



76SC110003 Scania 110 Flatbed Trailer James McBride £16



76S143003 Scania 113 40ft Curtainside Gallacher Bros £20.50



76S143002 Scania 113 Tipper Reids of Minishant. £20.50



76S94004CC Scania 94D 6 wheel curtainside - "Coca Cola" £15



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



76SCT006 Scania Car Transporter - ECM £31.50



76SCT007 Scania Car Transporter - Robinsons Autologistics. £31.50



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



76SCL004 Scania Crane Lorry Galt Transport. £16.50



76SHL15FR Scania Highline 'Stobart Super League' £18.50



76SHL01HB Scania Highline 420 Horsebox Metallic £16.50



76SHL02HB Scania Highline Horsebox "Eddie Stobart" £16.50



76SHL09FR Scania Highline Stobart Super League 'Bradford Bulls' £18.50



76SHL05FR Scania Highline Stobart Super League 'Catalan Dragons' £18.50



76SHL12FR Scania Highline Stobart Super League 'Wakefield Wildcats' £18.50



76SHL04TK Scania Highline Tanker Exol £20.50



76SHL01WF Scania Highline Walking Floor 'Eddie Stobart' £19.50



76SHL04WF Scania Highline Walking Floor - 'Stobart - Ascot Champions Day' £20



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



76SRH001 Scania R Series Highline Box Trailer in Eddie Stobart £24.50



76SNG005 Scania S Series Highline Box Trailer - 'Stobart NHS' **NEW** £24.50



76SNG001 Scania S Series Highline Fridge Whitelink Seafoods £24.50



76TCAB006CC Scania T Cab - 'Coca Cola Coke Zero' £21



76TCAB010 Scania T Cab Short Curtainside - Stuart Nicol Transport £21



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



76DBU003 Scania Topline Drawbar Eddie Stobart £28



76SCA04HB Scania Topline Horsebox A W Jenkinson £16.50



76SCA05LL Scania Topline Nootboom Low Loader Smiths - Bridgend £20.50



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



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



76SDF002 Shelvoke & Drewry Freightlifter British Rail (Crimson) £12



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



76SDF004 Shelvoke & Drewry Freightlifter BRS .. £12



76STOB006 Stobart MAN (comes in white box) .. £18.50



76STOB002 Stobart Scania Topline £18



76TX4008CC TX4 Taxi - Coca Cola £5.50



76SP023 Volvo Boniface recovery truck in plain white £18.50



76VOL01REC Volvo FH Boniface Recovery "Albert Road Recovery" £18



76VOL08REC Volvo FH Boniface Recovery Truck Manchetts £20.50



76VOL01LED Volvo FH12 Eddie Stobart "LED Teletubby" mobile LED daylight screen £16



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader - Eddie Stobart £21



76VOL03CL Volvo FH3 6 Wheel Curtainside Coopers £16



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerrall & Co Ltd £21.50



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow £21.50



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



76VOL4008 Volvo FH4 GXL Walking Floor McBurney Transport £21.50



76VWS007CC VW T1 Van/Bottle Coca Cola .. £6



76T5V004 VW T5 Van Network Rail. £6



76WE009 Wales & Edwards 'Standard' Milk Float Scottish Dairy Farmers Co. Ltd £5.50



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



76WB002 Water Bowser green £7.50



76WM006 Whitby Mondial Ice Cream Smiths £6



76WM001 Whitby Mondial Ice Cream Van "Walls Ice Cream"..... £6



76WHFRTRA White modern fridge trailer .. £11
Farming and construction



76SET36 3 Piece Farm Trailers £16



76TK006 Bedford TK Horsebox in green/brown £9



76CHV001 Combine Harvester - Red £15



76TEA001 Ferguson TEA 20 Tractor in grey . £5



76FMT003 Field Marshall Tractor in Red. . £5.50



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



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



76PL001 Fowler Plough Blue Red.....£9



763CX001 JCB 3CX Eco Backhoe Loader JCB £21



76LDL001 JCB 531 70 Loadall JCB..... £18.50



763CX004 JCB Eco Backhoe Loader £21



76JS003 JCB JS220 "W H Malcolm". £23



76MF002 Massey Ferguson tractor - Yellow. .£5.50



76KOM002 Stobart Rail Excavator £24.50
Construction Vehicles



76JCX003 JCB Backhoe Loader -1980s ... £21

Military ground vehicles



76AEC010 AEC Matador Artillery Tractor Royal Navy.£11.50



76AEC011 AEC Matador Flatbed RAF Blue .£11.50



76AEC020 AEC Matador Tripoli Libya Artillery Tractor.....£11.50



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



76MWD008 Bedford MWD Captured Luftwaffe£6



76OWB001 Bedford OWB Royal Navy £16



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



76BD024 Bedford OX Queen Mary Trailer RAF Blue£15.50



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



76BD019 Bedford OY Van Civil Defence . £11



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



76QLD006 Bedford QLD - "Wiltshire Fire Brigade" .£13.50



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



76QLR003 Bedford QLR 8 Corps HQ £13.50



76CHT003 Churchill Tank 142 RAC Tunisia 1943 .£12



76COM001 Commer Commando bus RAF blue . £15.50



76DSC005 Daimler Dingo RUC No.9 Platoon - Keady - Co.Armagh £5.50



76DBT001 David Brown Tractor - RAF olive..£5.50

76DT007 Diamond T Tank Transporter/Trailer US Army **NEW**..... £23

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



76DSC003 Dingo Scout Car HQ 2nd Div EI Alamein 1942..... £5.50



76DOR001 Dorchester ACV (Armoured Command Vehicle) 8th Armoured Division . £11



76FTC012 Ford Transit Connect RAF Police Dog Unit.£6



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



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



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



76ZEP011 Ford Zephyr Bomb Disposal £6



76JXC002 JCB 3CX (1980s) Army..... £18.50



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



76DEF003 Land Rover Defender Military £6



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



76LRFCG004 Land Rover FC GS No.27 Squadron RAF Leuchars £11



76LRFCS003 Land Rover FC Signals 4th Armoured Brigade Operation Granby 1990 . £11



76LRL010 Land Rover Lightweight RAF Police Akrotiri. £6



76LRL009 Land Rover Lightweight Royal Navy. £6



76LAN2021 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal £5.50



76SET25 Military 3 piece set - Italy 1943. Matador, Tilly & MWD..... £18.50



76SP007 Scammell Pioneer 1st Armoured Division £12



76SP011 Scammell Pioneer Artillery Tractor 51 Heavy Regt., C Troop, NW Europe £12



76SP009 Scammell Pioneer Artillery Tractor Luftwaffe Crete 1943 £12



76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 £12



76SM004 Sherman MKIII 4th/7th Royal Dragoon Guards, France 1944 £12



76TRF003 Thompson Refueller RAF £10


76WMB003 Willys MB US Army £5.50
Motorcycles & Scooters


76BSA001 BSA M20/WM20 Motorcycle & sidecar 'AA', early front forks (circa 1937-47) £4.50



76BSA003 BSA M20/WM20 Motorcycle and sidecar 'Royal Mail', early front forks (circa 1934-38) £4.50



76BSA006 Motorbike/Sidecar Police £4.50

Rapido Trains UK - Buses



900003 Birmingham 'New Look' Guy Arab "Birmingham City Transport - 11 Outer Circle" £46.71



900004 Birmingham 'New Look' Guy Arab "Birmingham City Transport - 45 West Heath Alvechurch Road" ... £46.71



900005 Birmingham 'New Look' Guy Arab "Birmingham City Transport - 55 Shard End Estate via Alum Rock" £46.71



900007 Birmingham 'New Look' Guy Arab "Birmingham City Transport - 66 Pype Hayes" £46.71



900002 Birmingham 'New Look' Guy Arab "Birmingham City Transport - 7 Portland Road" £46.71



900010 Birmingham 'New Look' Guy Arab "West Midlands PTE - 82 Bearwood via Dudley Road" .. £46.71



901002 Leyland Fleetline "West Midlands PTE - 7 Perry Common" £46.71



901016 Leyland Fleetline "West Midlands Travel - 11E Perry Barr" £46.71

1:72 Scale

Atlas Editions - Buses



BARGAIN

4642103 Bedford OB Duple Vista - "Dewsway Tours" (RRP £14.99) BARGAIN... £5



BARGAIN

4642101 Burlingham Seagull - "J.T. Whittle & Sons, Blackpool" (RRP £14.99) BARGAIN £3.50



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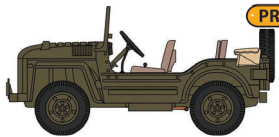
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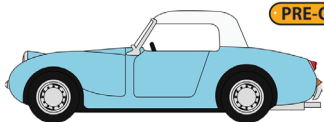
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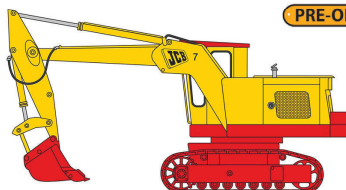
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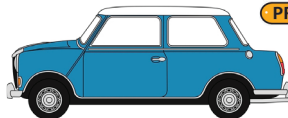
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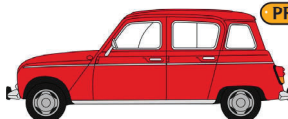
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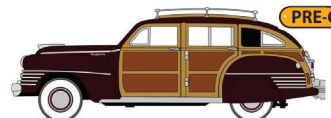
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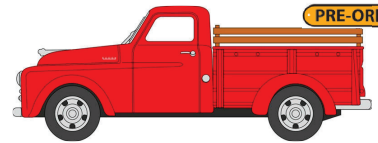
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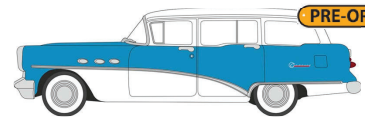
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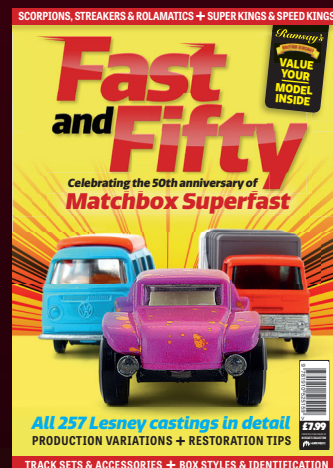
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The Battle of Britain

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

Predicted Catastrophe

When the fighting had broken out in France and the BEF, several of the Air Component were in almost certain trouble, and there had to be a contingency plan for their evacuation.

On 10 May 1940, German forces landed 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.

BACKGROUND TO BATTLE

Left: A Hurricane of 501 Squadron awaits its operational sortie at Bethune, France, May 1940. An RAF Hurricane of 501 Squadron is seen in flight over France, May 1940. Right: A Hurricane of 501 Squadron is seen in flight over France, May 1940.



THE RAF FIGHTER PILOT



Left: A Hurricane of 501 Squadron awaits its operational sortie at Bethune, France, May 1940. An RAF Hurricane of 501 Squadron is seen in flight over France, May 1940. Right: A Hurricane of 501 Squadron is seen in flight over France, May 1940.

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