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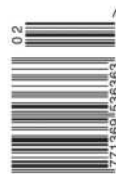
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ONE OFF PAYMENT SUBSCRIPTION OFFER!

Turn to page 7 to find out more...

News & Events

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

NEW SQUADRON FROM STAPLES AND VINE

SERA Staples has proudly announced the release of a new wave of limited edition aircraft models. All of the aircraft are in production and available to order now. Feast your eyes on the list below. Visit Sera's website at www.staplesandvine.com for more information and to place an order. ■

1/48 scale:

- Messerschmitt Bf 109F-4 Hans-Joachim Marseille

1/72 scale:

- English Electric Lightning F1A 56 Squadron 'Firebirds' (pictured)
- Mosquito FB Mk VI Group Captain Pickard 'Operation Jericho'
- Messerschmitt Me 262A-1a Leutnant Alfred Schreiber 1944
- Messerschmitt Bf 109G-6/AS Winter 1944-45
- Messerschmitt Bf 110G-4 Hauptmann Wilhelm Johnen
- Boulton Paul Defiant Mk I 255 Squadron 1941
- Gloster E.28/39 First Flight May 15th 1941
- Curtiss Kittyhawk Mk I Flight Officer Neville Duke
- Messerschmitt Me 262B-1a/U1 Oberleutnant Kurt Welter 1945
- Messerschmitt Bf 109D-1 Poland 1939
- MiG 3 Captain Sergey N Polyakov 1941
- Curtiss P-40E American Volunteer Group 1941



- Spitfire Mk VII 124 Squadron D-Day 1944
- Spitfire Mk XII 91 Squadron 1943
- Focke Wulf Ta 152H-o Stab/JG 301 1945
- Westland Whirlwind Mk I 137 Sqn 1942

1/144 scale:

- Handley Page Halifax Mk II 35 Squadron 1942
- Handley Page Hampden Mk I Flying Officer Guy Gibson
- Avro Manchester Mk I 207 Squadron 1941
- BAC TSR2 Second Prototype XR220
- SR-71A 'Blackbird' NASA test aircraft
- Wellington Mk I 9 Squadron 1939



THE MSMC CELEBRATES!

AS life begins to return to a sort of normal, the Maidenhead Static Models Club held its annual Christmas Dinner at the Toby Hotel in Maidenhead. After the meal, there was the usual raffle with prizes including bottles of wine, cakes, tins of biscuits plus a Christmas hamper. The members also received their Christmas model, which this year is a replica of the Spot-On Daimler SP 250 finished in ivory with a red interior. Preparations are now in place for the next Windsor Toy Fair on Sunday 29th January 2023. They look forward to seeing you there and, of course, you could also join the club and attend the monthly club nights. ■

NEW RUBY TOYS RELEASES FROM PROMOD

BACK in 2021, following the sad passing of Ruby Toys' founder, John Hope, we carried the news that the brand was going to be placed in the safe hands of Promod.

The first two new Ruby Toys, based on the first casting John made, the Albion box van, are now available to order.

The two new liveries are; "The Priory", which has the livery of John's original business for weddings and functions depicting the barn, as a tribute to John and his family who continue to run the Wedding functions business; and the Northern Ireland Co-operative Society - this is a livery that the real Albion van appeared in.

Both models are limited editions of just 50 of each and retail at £59.95 each, plus postage. For more information and to order, call Graham at Promod on **01785 224212**, or visit the company's website at www.promod-diecast.com. ■



SUPERB NEW BRITISH CLASSICS FROM MATRIX

AS we teased in the *News in Brief* section in the January issue, Mike Coupe of Spa Croft Models (www.spacraftmodels.co.uk) passed on the news that Matrix will be releasing some real classic Brits. As promised, here are a few more details, accompanied by photos. There are four cars, each in a choice of two colour schemes: Ford Cortina 1600E 1967-1970 in metallic gold or metallic green (centre right), Ford Zodiac 206E 1959-1962 in two-tone grey or maroon/grey (top right), Triumph Vitesse DHC 1962-1968 in white or pale blue (bottom right), and Rover 3500 SD1 Mk1 1976 in gold or maroon (not shown here).

All priced at £121.99 each, this stunning range of limited editions will surely prove very popular indeed – so don't delay, get down to, or contact, your preferred dealer today! For wholesale enquiries, contact John Ayrey Die-casts (www.ayrey.co.uk). ■



Welcome



NEXT RELEASE FROM THE CORGI MODEL CLUB

THE next reproduction from the Corgi Model Club (that should be about to begin to arrive with early subscribers by the time that you read this) is No 337, the 'Customised Chevrolet Corvette Stingray' – shown here in the middle of the growing collection of wonderful reproduction models available. Always a Corgi to divide opinion, we nevertheless love it! Brash and unashamedly American, this in-your-face Corgi was the complete antithesis of typical British family cars of the time. What 1960s kid didn't want to race this one across the living room carpet, burning rubber as it showed even Bond's DB5 a clean set of heels?!

As ever, this latest model in the Corgi Model Club collection will be delivered to those who are up to date (i.e. those who last received the Land Rover Public Address Vehicle). For anyone who'd like to catch up and receive these latest models faster, you can find out more by calling customer services on **0333 030 77 44** or by emailing the team at enquiries@corgimodelclub.com. Even if you're not a subscriber, you can buy any of the releases so far (subject to stock) as a standalone purchase.

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

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www.youtube.com/CollectorsClubofGB



▲ 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

A memory from many years ago that frequently manifests itself in my head in the form of a musical earworm (which I then find it near-impossible to shift) mentions something about joining a club. The product is actually nothing to do with our hobby (unless, like me, you can't resist something chocolatey and biscuit-based with your cuppa whilst 'working'), but those of a certain age will know exactly which telly advertisement I am referring to from back then.

The subject matter might not really be relevant here, but the sentiment most certainly is. I find that one of the most enjoyable aspects of our hobby is the social side - meeting up to chat about models new and old, comparing wishlists, buying and selling, etc. In my capacity as an editor and contributor to this marvellous magazine, I've been lucky to float around and lurk on the fringes of many of the well-known clubs that have a huge history stretching back decades.

A few that spring immediately to mind are the Coventry Diecast Model Club, Maidenhead Static Model Club, South Hants Model Auto Club, Dinky Toys Collectors Association, to name just a handful - all populated by enthusiastic, passionate and super-friendly members. There are so many more clubs and associations out there, and if you want to get in touch to let me know about yours, please feel free to do so.

I have learnt so much about the hobby from making friends, both at physical clubs and as part of like-minded groups on social media, that I can't recommend this too highly. The network of clubs makes a significant contribution to our hobby - I would even go as far as to say that these are its lifeblood.

So, make yourself a resolution to get out there and mix it with fellow collectors - you'll be amazed what you'll get up to!

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OF GREAT BRITAIN

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RAMSAY'S 18TH EDITION – ON SALE NOW!

NOW in its 18th edition, Ramsay's British Diecast Model Toys Catalogue is brought to you by a team of experts who have scoured thousands of auction results over the past three years to ensure you have all the updated market value prices.

With over 19,000 listings, this catalogue remains the benchmark for all price guides, and is a must from anyone collecting diecast models. As previous editions, whether it's Dinky Toys, Corgi or Matchbox, or you desire to seek out models from the more unusual or smaller manufacturers such as Brintoy, Charbens, Cherilea, and others, this has it all!

Priced at just £29.99, with free UK delivery (European delivery is £5, Worldwide is £7) you can get your copy by going direct to the publishers at www.collectors-club-of-great-britain.co.uk, or by getting in touch with your usual retailer. ■



NEXT PROFESSIONALS RELEASE COMING SOON

FOLLOWING on from the huge success of the Escort RS2000 commissioned from Corgi (see the Editor's Choice on page 18), Tony Buller's next Professionals model will be Bodie's Ford Capri 3.0S in a limited run of just 1,037 models (to tie in with Bodie's "37" call sign). To find out more, drop Tony an email at professionalmania@hotmail.com.

HERPA WELCOMES YOU TO ITS OWN IN-HOUSE EXHIBITION

USUALLY, at the beginning of each year, Herpa presents its new releases at the International Toy Fair in Nuremberg. By way of a change, for 2023, the company will not be in attendance. Instead, it is showing off its new products at the Herpa factory outlet, in Dietenhofen, just 20 miles from the exhibition halls, from 1st to 4th February. A special event model will also be available. Visit www.herpa.de for more details.

NEW OMNIDEKKAS OUT NOW



ARRIVED in stock at Omnidekka Models is a pair of Omnidekka buses, the fourth and latest in the company's commissions from Britbus. Wearing Arriva Surrey & Kent livery, and featuring dual destinations, ES-21A runs on route 140 to Earl Estate, ES-21B is on 101 and runs to Gillingham. Both wear the same registration number, YNo6TFZ, and each version is limited to just 200 pieces.

Models are £50 each, or £98 for both versions. To place an order please visit www.omnidekkamodels.co.uk. ■

ANOTHER LARGE-SCALE 'FILM STAR' MOTORBIKE IN THE WORKS FROM CORGI

FOLLOWING the imminent release of the long-awaited *No Time To Die* Triumph Scrambler, and to mark the 60th Anniversary of *The Great Escape* movie, Corgi will be producing the most accurate 1/12 scale diecast representation ever produced of the Triumph Trophy TR6 motorcycle ridden by Captain Virgil Hiltz 'The Cooler King' in the film. As an advanced 2023 exclusive announcement, this beautiful new model is not yet available for pre-order, but we'll keep you posted.

DIG DEEP FOR NZG'S NEW SUPER- DETAILED EXCAVATOR

THE latest release from NZG is the hugely-impressive Liebherr R9600 Tiefloeffel (Backhoe). The mining excavator (No 1050) features movable outriggers, a detailed superstructure, rotatable upper carriage metal chains, pinned chain parts, and is a huge 47cm in length. Priced at €549.00 plus shipping (+ VAT for the UK), see more at www.nzg-shop.eu.

A HUGE NEW FLEET OF LEYLAND NATIONAL BUSES IS COMING

RAPIDO Trains UK has announced a newly-tooled model of the Leyland National Mk1 in 1/76 Scale. A whopping 24 different livery variations have initially been announced. Pricing is yet to be confirmed. Pre-orders are not yet able to be accepted, but visit www.hattons.co.uk where you can find out more information on all the various planned liveries and add any desired models to a future item wishlist.



Top left and top centre: Stunning 1/18 competition cars and transporters. **Middle left:** Bubble cars in tin, plastic and styrene. **Middle centre:** Vintage Pedal cars among the gems on this stand. **Above:** Tinplate biscuit tin and Meccano Constructor cars. **Left:** Great selection of volume-produced and handbuilt.

NEC CLASSIC CAR SHOW

CHARLES Barnett visited the annual show at the NEC, near Birmingham, to see what he could find from a collecting perspective.

The Lancaster Insurance Classic Motor Show With Discovery, to give it its full title, was held at Birmingham's NEC complex over the weekend of 11th-13th November 2022. There were thousands of models old and new to be had, mostly from over a dozen specialist sellers in the autojumble area, but there were others from many of the car club stands and more general dealers too.

A wide variety as well, from a very nice early tinplate biscuit tin in the form of a delivery van that was sharing cabinet space with a pair of Meccano Constructor cars, to the latest releases in all scales. So as always, plenty for us collectors, as well as around 3,000 full-size cars, bikes and commercial vehicles on show from over 300 clubs, to make for a very full day out.

Next year's Show is to be held over the weekend of 10th-12th November 2023. More details from www.necclassicismotorshow.com. ■

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OUT AND ABOUT



THE AMERICAN SCENE

Charles Barnett was back on the trail across the Atlantic this year and found plenty of temptation.

I am incredibly lucky in that I am able to visit the USA now and again, and was able to make it across to take in three of my favourite events during autumn 2022. After a three-year, Covid-enforced break, I was keen to see what changes there had been, as well as get in amongst all those toys and models, of course.

First was the huge Fall Carlisle car show, in Pennsylvania, just outside the town of that name – it's about 20 miles from state capital Harrisburg. Aimed at selling full-size classic cars, it incorporates a huge swapmeet for parts, literature and of course, toys and models of all ages. The event was a little smaller than hitherto, and I was sorry to see that a few regulars who had become friends, missing due to continuing caution, retirement or, sadly, passing away. But it's still a huge show, about four times the size of Beaulieu, and there were still plenty of familiar faces, and a few new ones, with the usual wide selection of diecast right across the boards in terms of age, size and condition.

One particularly notable collection was from a team of friendly car-parts dealers, and it comprised dozens of well-repainted 1930s Tootsie-toys and slush-cast cars, painted in bright but authentic period colours, and literally hundreds of refinished plastic models of early NASCAR stock cars and other dime-store toys of the period. In amongst these, surprisingly, were a quartet of 1950s Tekno models, thankfully original and in good condition. Naturally, I came away with these and plenty more, so the show's famous slogan, "I found it at Carlisle" came good for me once again!

The following week brought the even more massive event in the same vicinity, known the world over simply as, "Hershey". About 10 miles from Harrisburg, this town is host to one of the biggest everything-

▲ Good variety of \$10 models at Chicago.

car swapmeets in the world, as well as a wonderful final-day car show. Carlisle is big, but Hershey is immense – it's been calculated that to walk every aisle, you'd cover some 14 miles – and lots of us do just that! Again, plenty of toys and models of all kinds to be had, from specialist dealers and from more general sellers. And, once more, a few faces missing, but again, plenty of new ones in their place. Variety of purchases for me this time, went from a lovely early Lehmann tin "Also" car to some very authentic-looking Models of Yesteryear 'Code 3' conversions on commercials – with plenty in between.

The final show, to which I had been invited, was across in Chicago, the Kane County Toy Show. Another large event, the changing fashions of the collectors' toy market toward action and superhero character figures was very apparent here, but again, there was plenty for everyone, with one stand offering a very wide variety of diecast at \$10.00 apiece – and underneath the table, a similar selection at \$5.00.

Overall impression on the trip? Even at the car shows, I'd have to say that, like here in the UK, fashions are changing from models of the classic era toward those from the 1980s and 90s, as the natural progression in collectors' ages continues.

But generally, again like the UK, there is still a very healthy all-round interest, regrowing again after the full-stop imposed by Covid, and despite the growth of online selling that was encouraged by that same pandemic. Don't write the shows off just yet!

More details on next year's events at the same locations can be had from www.carlisleevents.com, www.hershey.aaca.com, and www.chicagotoyshow.com respectively. ■



▲ Dimstore toys at Cartisle.



▲ Early Stock cars at Cartisle.



▲ Austin J40 at Hershey.



▲ Nice selection of 1-75s and their boxes at Hershey.



▲ \$5 selection at Chicago.



▲ Some fine tinplate, diecast and plastic models at Chicago.

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.



SUCCUMB TO THE LURE OF THIS PRETTY LITTLE ITALIAN SPORTY CLASSIC

1/18 scale

LAUDORACING - MODEL

1968 Fiat 850 Sport Coupé

PRICE: € 109.90 REF NO: LM118G

www.laudoracing-models.com

FIAT'S popular little 850 saloon was joined by a coupé variant at the 1965 Geneva Motor Show, with the original 843 cc engine, producing 47 hp, still at the back.

For 1968, the coupé got a bit of a makeover, becoming the Series II and receiving the additional Sport moniker – in recognition of the sportier interior, restyled front and increased engine capacity (now 903 cc, producing 52 hp).

More than 2.3 million units of the 850 series left the Fiat factories, including the bare

chassis that were supplied to external coachbuilders. Of the Coupé, just over 340,000 were built between 1965 and 1971, covering both Series I and II production. The 850 Sport Coupé did find a second life though – as production continued after 1971 in Spain, now badged as a SEAT.

Laudoracing, based in France, manufacturer absolutely sublime resincast replicas at 1/18 scale, and a rather cute range of 1/64 models (see page 12 for an example). The company's after-sales service is absolutely

top notch, offering a speedy spares/replacement service (subject to stock, of course), should anything accidentally get knocked off or go missing.

The 1968 Fiat 850 Sport Coupé, as modelled here, also comes in yellow or white (green, blue and dark blue versions have already sold out), and is superbly modelled and finished, as you can see from the photos. The detailing is absolutely sublime and, at this price point, makes for an absolute bargain – easily keeping company alongside much more expensive models.

Modelled in resin, with metal and plastic parts, plus very authentic rubber tyres, this is limited to 200, so it surely won't be long before it joins its 'sold out' siblings in the other colours.

Being a resincast, the doors don't open, but both the driver's and the passenger's door

windows are modelled in the down position, affording a great view of the detailed interior – with its realistic-looking seats, dashboard instruments, gear stick, air vents, window winding handles, and steering wheel badge. It's all there.

Although the front wheels don't steer, the wheels themselves are masterpieces in their own right. Perfectly recreated, the shiny chrome hubcaps set them off a treat.

And staying with the outside, the sumptuous red paintwork is absolutely stunning – beautifully finished all over, with plenty of chrome brightwork to really make this a very evocative classic. The authentic number plates and subtle Fiat badging are spot on. The bumper overriders even have the correct inserts. The light lenses all look incredibly realistic too.

Dimensions of the model are 203 mm long, 88 mm wide and 72 mm high. Weight is just under 1kg.

Conveniently, Laudoracing offers a facility whereby purchasers can split their payments over a few months, through a PayPal facility, which really helps, given how tempting these beautifully-crafted models are. So, it's okay to succumb to the lure of this beautiful Italian lady in red. I did. **DC**



▶ The pretty lines of the 850 Sport Coupé have been perfectly captured and replicated.

THIS MONTH'S IN-DEPTH REVIEWS:

10 Laudoracing's pretty Fiat 850 Sport Coupé classic - this month's cover star - in 1/18 scale.

18 EDITOR'S CHOICE - Professionalmania-commissioned Ford Escort RS2000 in *The Professionals* TV series guise, manufactured by Corgi Premiums at 1/43 scale.



▲ From the rear three-quarter view, in fact from any angle, this Italian beauty is equally appealing.



▲ Side on, it's easy to see why this pretty car was so popular - and still is today. Classic 1960's Italian styling for the masses.



▲ This is where most of the restyling happened for the Series II, with the front receiving new badging and two auxiliary lamps.



▲ The doors don't open, but Laudoracing has modelled the windows of both the driver's and the passenger's doors open - the interior is superb.



GREENLIGHT

Morris Mini Cooper S 1964 Monte Carlo Rally #37 1964

SCALE: 1/64 PRICE: £9.99 REF: GRE 63020A

www.ayrey.co.uk

Marvellous little model of one of the mighty giant-killing Minis from the 1964 Rallye Monte Carlo. Plenty of detail to be enjoyed, even at this scale.



SOLIDO

Jägermeister Porsche 935 K3 #2 1980 DRM - Axel Plankenhorn

SCALE: 1/18 PRICE: £65.99 REF: S1807202

www.ayrey.co.uk

Solido's latest release of its gorgeous 935 K3, modelled in the iconic colour scheme of Jägermeister. Both doors open and the detailing is really good. Great wheels too.



CONRAD

Liebherr R945 Tracked Excavator

SCALE: 1/50 PRICE: € 142.00

REF: 2225/0

www.liebherr.com/liebherrshop

A long reach excavator based on the latest R945 chassis design, which has been convincingly produced and comes with both toothed and tilting grading buckets.



CONRAD

MEILLER Trigenius D316 Tipper on Mercedes 3-axle Chassis

SCALE: 1/50 PRICE: € 130.00 REF: 78254/0

www.meiller-fanshop.com

The latest tipper body design, authentically captured by Conrad on this 3-axle tipper, exclusive for MEILLER as a limited edition based on a Mercedes-Benz Arocs chassis.



MINI GT

Lancia Stratos HF Stradale Rosso Arancio (LHD)

SCALE: 1/64 PRICE: £12.59 REF: MGT00365-L

www.ayrey.co.uk

The first release of MINI GT's marvellous newly-tooled Stratos. Very nicely finished all over. Fabulous - especially those wheels. Two more to follow next month.



MINI LAUDO

1968 Fiat 850 Berlina - Amaranth/Brown

SCALE: 1/64 PRICE: €14.90 REF: N°1H

www.laudoracing-models.com

And, after reading the Sport Coupe review, if you needed reminding what the 850 saloon looks like, Laudoracing make that in various colours in 1/64 (and 1/18). Cute!



CONRAD

Bauer BG28H Drill Rig

SCALE: 1/50 PRICE: €279.00

REF: 2524/01

www.bauer-products.de

An updated version of the Bauer BG28H drill rig has been produced, decorated in a new colour scheme with grey undercarriage and mast.



BRITAINS

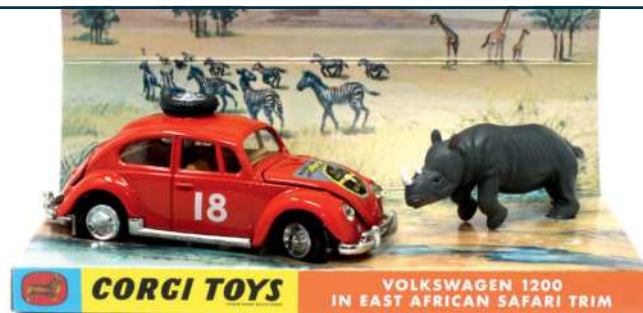
Valtra Q305 Tractor

SCALE: 1/32 PRICE: £27.99

REF: 43309

www.britainsfarmtoys.co.uk

Well-built tractor provided with working linkages front and rear, steerable wheels and detachable cab. There's good detailing on the driver's platform.



CORGI MODEL CLUB

Volkswagen 1200 in East African Safari trim

SCALE: 1/44 PRICE: £37.99 REF: 256

www.corgimodelclub.com

Outstanding reproduction of the original by Corgi Toys, with steerable wheels, opening bonnet and engine cover. Comes complete with the rhino and display plinth.



IXO

Chevrolet Corvette Custom (C3) Metallic Green 1972

SCALE: 1/43 PRICE: £29.99 REF: CLC414

www.ayrey.co.uk

Rather wonderful replica in this sumptuous shade of metallic green. The mighty Corvette, in C3 form, looks the real business. Nice job, Ixo!



MATRIX SCALE MODELS

1962 Volkswagen Fusca Estate Car

SCALE: 1/43 PRICE: £95.00

REF: MX 42105-052

www.matrixscalemodels.com

The Beetle was also known as the Fusca in Brazil, so the original car may be a Brazilian prototype that never made it into production. A really neat model.



CONRAD

MEILLER Trigenius D421 Tipper on Mercedes 4-axle Chassis

SCALE: 1/50 PRICE: €140.00 REF: 78255/04

www.meiller-fanshop.com

MEILLER tipper truck with Mercedes-Benz Arocs 4-axle chassis, featuring the new design Trigenius tipper body which has a fully functional, three-way tipping system.

Vectis

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Friday 20th - Model Train Sale

Monday 23rd - Military, Civilian Figures, Equipment & Accessories Sale

Wednesday 25th - General Toy Sale

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New Models



MINI GT

Chevrolet Corvette C8.R #63 Corvette Racing 2021 Le Mans 24hrs 2nd GTE Pro
SCALE: 1/64 **PRICE:** £14.00 **REF:** MGT00383-L

www.ayrey.co.uk

The latest version of the stunning Corvette C8.R, this time as it raced to 2nd in class at the 2021 Le Mans 24 Hours. Perfect replication of all the graphics. Love it!



CORGI MODEL CLUB

Land-Rover Public Address Vehicle
SCALE: 1/46 **PRICE:** £35.99
REF: 472

www.corgimodelclub.com

Excellent replication of the original Corgi Toys release from 1964. Based on No 438, this model had a new plastic rear upper body, complete with two figures.



MATRIX SCALE MODELS

1960 Ferrari 250 GTE Pininfarina
SCALE: 1/43 **PRICE:** £95.00
REF: MX 40604-161

www.matrixscalemodels.com

The new Matrix Ferrari, an elegant 2+2, in dark silver, has the interior in beige. A terrific level of detail and fidelity. Superb throughout.



IXO

Land Rover Series II 109 Station Wagon Grey 1958
SCALE: 1/43 **PRICE:** £29.99 **REF:** CLC436

www.ayrey.co.uk

Excellent model of this classic Landie. Very well-proportioned, with a great paint finish and super wheels. Nice detail to the front grille too.



CONRAD

CIFA K36L Concrete Pump
SCALE: 1/50 **PRICE:** €173.00
REF: 78252/0

www.conrad-modelle.de

The K36L is an impressive concrete pump with working outriggers and fully-functioning placement boom based on a Mercedes-Benz Arocs truck chassis.



MATRIX SCALE MODELS

1960 Ferrari 250 GTE Pininfarina
SCALE: 1/43 **PRICE:** £95.00
REF: MX 40604-162

www.matrixscalemodels.com

Exquisite model of the elegant Ferrari 2+2, catching the lines to perfection, and with all the detail inside and out. This version in red has a light tan interior.



UNIVERSAL HOBBIES

Massey Ferguson 65 Tractor - Stoneleigh Edition
SCALE: 1/32 **PRICE:** £52.00 **REF:** 6433

www accuratediecast.com

Universal Hobbies' smart, largely metal detailed display model has high levels of detailing. The front wheels steer and it has a functioning rear linkage.



CONRAD

Goldhofer STEPSTAR 3-axle Trailer
SCALE: 1/50 **PRICE:** €TBA
REF: 98040/0

www.goldhofer.com

One of two new Goldhofer trailers is the STEPSTAR 3-axle semi low loader with hydraulic ramps. With steering rear axle and removable wheel well platforms.



MINI GT

**LB-Super Silhouette Nissan S15 Silvia
#23 2021 Formula Drift Japan (RHD)**

SCALE: 1/64 **PRICE:** £15.00 **REF:** MGT00434-R

www.ayrey.co.uk

This well-known and very popular Nissan has been modelled in 1/18, 1/43 and, now, 1/64 too. Truly great replica at this scale of the equally amazing real car.~



MATRIX SCALE MODELS

1960 Ferrari 250 GTE Pininfinarina

SCALE: 1/43 **PRICE:** £95.00

REF: MX 40604-163

www.matrixscalemodels.com

The lovely 250 GTE by Matrix again, this time in a less commonly-seen yellow ("Giallo Fly") with black interior. Another real beauty.



CONRAD

CIFA SL9 Concrete Mixer

SCALE: 1/50 **PRICE:** € 116.00

REF: 78253/0

www.conrad-modelle.de

Featuring rotating drum, adjustable chute and steering front axles, based on a 4-axle Arocs chassis and finished in the corporate colours of CIFA.



BRITAINS

Valtra Valmet 8950 Tractor

SCALE: 1/32 **PRICE:** £27.99

REF: 43342

www.britainsfarmtoys.co.uk

For its reissued tractor, Britains has badged it as the 8950 tractor and fitted its latest metal rear linkage. It's supplied with a driver.



CORGI MODEL CLUB

Superior Ambulance on Cadillac Chassis

SCALE: 1/54 **PRICE:** £35.99 **REF:** 437

www.corgimodelclub.com

Faithful reproduction of the 1960s Corgi Toys release, complete with working lights and Glidamatic suspension. Another stunning model.



IXO

VW T2 Westfalia Yellow/White 1978

SCALE: 1/43 **PRICE:** £29.99

REF: CLC422

www.ayrey.co.uk

Really lovely model of this Westfalia conversion, complete with pop-up roof in raised position. Nicely-detailed interior and excellent paint job.



STAMP MODELS

1976 Buick Electra 225 Limited Coupe

Continental Blue Metallic

SCALE: 1/43 **PRICE:** £125.00 **REF:** STM 763002

www.stampmodels.com

With white vinyl-effect rear roof and interior. Excellent detail inside and out, down to the width markers atop the front wings. Wheels are particularly noteworthy.



MARGE MODELS

Volvo FH16 8x4 "Klomp Edition"

SCALE: 1/32 **PRICE:** € 129.00

REF: 1915-03-01

www.margemodels.shop

The Volvo FH16 heavy haul rig from MarGe, now in a colourful company edition, with opening cabin doors, tilting cabin, engine details and fifth wheel coupling.



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1/64 RANGE ROVER 1971 BAHAMA GOLD (RHD)



1/64 LOTUS 78 NO.5 1977 PRESENTATION



1/64 HOT HATCHES SERIES 2 1994 FORD ESCORT RS COSWORTH MICHELIN PILOT NO.1



1/24 GONE IN SIXTY SECONDS (2000)
- 1967 FORD MUSTANG ELEANOR



1/64 HOT HATCHES SERIES 2 1964 MORRIS MINI COOPER S 1964 MONTE CARLO RALLY NO.37



1/18 LOTUS EMIRA DARK VERDANT GREEN



1/18 FIAT 500 ABARTH ASSETTO CORSE PRESENTATION



1/18 AUDI RS 6 AVANT CARBON BLACK NAVARRA BLUE METALLIC



New Models



TAYUMO
Jaguar I-PACE e-TROPHY
SCALE: 1/36 PRICE: £6.99
REF: TAY 36100025
www.ayrey.co.uk

Superb value budget diecast, which also features a pull-back action. Also available in blue, yellow and orange. Very neat little model, with opening doors.



CORGI MODEL CLUB
DS19 in Monte Carlo Trim
SCALE: 1/47 PRICE: £29.99
REF: 323
www.corgimodelclub.com

Exquisite recreation of the original 1966 Corgi Toys release, made famous by also being part of the Monte Carlo Rally set. Another wonderfully-evocative model.



MATRIX SCALE MODELS
Jaguar Mk V - 1951 Monte Carlo Rally
SCALE: 1/43 PRICE: £100.00
REF: MXR 41001-041
www.matrixscalemodels.com

A fine model of the car driven by Cecil Vard & Arthur Jolley to 3rd place in this gruelling event, featuring all the details of the real car.



MARGE MODELS
Scania R500 4x2 with MEILLER Tipper Trailer "Reiling Edition"
SCALE: 1/32 PRICE: €158.99 REF: Reiling-2022-01
www.margemodels.shop

The first combination of truck and MEILLER tipping trailer from MarGe has been released, painted in the Reiling company design.



TMC SCALEMODELS
Hitachi ZX890LC-7 Tracked Excavator
SCALE: 1/50
PRICE: € 189.00
www.hcmewebshop.com

Packed with detail and realism, with opening cabin door, engine cover and fully-replicated hydraulic lines. In short boom and arm mass excavator configuration.



STAMP MODELS
1976 Chevrolet Monte Carlo
SCALE: 1/43 PRICE: £125.00
REF: STM 761002
www.stampmodels.com

Great model of this 2-door Chevrolet coupe. Toning vinyl-effect rear roof and interior, and a very high level of detail inside and out. Limited to 199 examples.



SIKU
New Holland T7.315 Blue Power Tractor
SCALE: 1/32 PRICE: £152.99 REF: 6738
www.siku.de

Powered by three AAA batteries, the steering, rear linkage, speed, and lights can all be controlled remotely using the free app.



MARGE MODELS
Scania R500 6x2 "De Groen Transport Design"
SCALE: 1/32 PRICE: € 119.95 REF: 2015-05-01
www.margemodels.shop

6x2 chassis version of the Scania R500 in the De Groen Transport Design company livery, which has been replicated convincingly.



TMC SCALEMODELS

Hitachi ZX300LC-7 Tracked Excavator

SCALE: 1/50

PRICE: € 139.00

www.hcmewebshop.com

Features an opening engine cover, revealing the fully-detailed engine bay and an opening cabin door, allowing the fully modelled interior to be seen.



MARGE MODELS

Scania R500 series 4x2 "DHL Design"

SCALE: 1/32 PRICE: € 115.00

REF: 2014-04-01

www.margemodels.shop

A matching DHL decorated Scania R500 4x2 is now available and joins the other DHL models from MarGe, an ideal tractor for the existing curtain-sider trailer.

CORGI'S ESCORT MK2 RS2000 IS REALLY PROFESSIONAL

1/43 scale

PROFESSIONALMANIA (CORGI PREMIUMS)

Ford Escort Mk2 RS2000 - 45th anniversary

PRICE: EPOA REF NO: CP14901

professionalmania@hotmail.com

ALTHOUGH it doesn't say it on the packaging, this is a replica of one of the main cars used in the much-loved TV series, *The Professionals*. Airing from 1977 to 1983, the release of this model marks the 45th anniversary of the airing of the first episode.

Diecast Collector subscriber and absolute *The Professionals* guru, Tony

Buller, commissioned Corgi Premiums to manufacture a limited run of its Vanguards Ford Escort RS2000 casting, modelled as Ray Doyle's white version from the TV series.

Tony is a massive fan of the show and even runs a company call Professionalmania Ltd., so 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.

The packaging that Corgi has created, specifically for this release, is brilliant. The outer box features silhouette graphics, as per the opening sequence from the show, plus reference to the CI5 organisation and a spray of bullet holes.

The inner plinth is a superb representation of a dilapidated warehouse interior - a typical

setting for plenty of baddie-busting scenarios during the five seasons that the show ran for.

There is still a small quantity of the 1,041 models left. So, if you fancy one, get your skates on and skid across the bonnet, in true Bodie and Doyle style, and drop Tony an email at professionalmania@hotmail.com. **DC**

DIECAST
COLLECTOR
EDITOR'S
CHOICE



▲ The badging, number plate and GB sticker clearly mark this as Doyle's car from the popular TV series.

♦ The fabulous 'droop snoot' nose denotes this as a Mk2 RS2000 and Corgi's new tooling is put to great use here.

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

CHOPPER Mk II

HIGHLY DETAILED 1:12 SCALE MODEL REPLICA



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EFE Road

Great British Model Roadways



1:76



Leyland National FRM 499K
Pre-production chassis no 010
Demonstrator on loan to Aberdeen Corporation
Route No: 5 Destination display: Woodend
E15112



Leyland National ERM 35K
Pre-production chassis no 005
Cumberland Motor Services 350
Route No: 05 Destination display: Town Service
E15113

Cumberland



Leyland National KPA 101K
Pre-production chassis no 003
London Country Bus Services LN1
Route No: Superbus SB1 Destination display: Chells and Bus Station
E15114

SB



Leyland National UUP 831K
Production chassis no 129
Northern General Transport 11K
Route No: 55 Destination Display: Sacriston
E15115

Northern



Leyland National NPD 110L
Production chassis no 218
Nottingham City Transport 653 (London Country LN10 on hire)
Route No: 88 Destination display: Central Area Special Service
E15117



Leyland National WFM 801K
Production chassis no 102
Crosville Motor Services
Route No: C40 Destination display: Upton Local Service
E15118

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1983 GMC Vandura
GL13521 1:18

STARSKY
& HUTCH



1976 Ford Gran Torino
GL19017 1:18

THE TERMINATOR



1977 Dodge Monaco with T-800 figure
GL19042 1:18

SPEED



1960 General Motors TDH No.2525 LA Bus
GL86544 1:43

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BACHMANN
EUROPE PIC

Wonders from Wendelstein

Stephen Paul Hardy returns to Bavaria for an update on the recently released 1/43 wonders from AutoCult.

It never ceases to amaze me how diverse and fascinating the monthly roll-out of highly-detailed, resincast models from AutoCult is, and indeed how fresh and appealing the subjects modelled are. So much so that I only have space to take a selective dip into the list of recent models and ones that are perhaps not so well-known because of the limited Swiss market they are made for.

THE CLASS OF 2022

I find it very hard to pick out particular examples from both the AutoCult and Avenue 43 2022 releases to highlight, just because there are so many and with such a variety of reasons why they attract. We start with the last quarter of the year.

From September, the Porsche 917/20 Designstudie - 1969 (#07025) and the Willys FC-150 PTT - 1956 (#08019). Models of Swiss PTT post vehicles have long been a favourite with diecast model collectors, yet so many have been issues exclusively for sale only in Switzerland. Refreshing then is that this is the second PTT model from AutoCult on general release and both of which are of previously unmodelled Swiss postal vehicles. The first release having been the delightfully modelled Tatra 57B PTT - 1947 (#08017) in October 2021.

From October, two models have fascinating backstories. The classic embodiment of Italian in the Lancia Aprilia Sport Zagato - 1937 (#04036) and, similarly, in quintessentially British way, Frazer Nash Targa Florio - 1952 (#05040). After researching the history of this Frazer Nash, in British Racing Green, it has certainly won a place in my heart as one of my all-time favourite AutoCult models.

From November the interesting, little known, Wendax WS 750 - 1950, from West Germany (#02029) in the 'Brands of the Past' catalogue theme, and the Bayer K 67 - 1967, also from West Germany (#06053), modelling BMW's work with Bayer on a prototype concept of building a car wholly made of plastic.

From December comes the Sir Vival from the USA - 1958 (#06054), designed by Engineer Walter C. Jerome, with some very forward thinking, if oft impractical features. Also the Renault 4 Bertin - 1969 (#03023) designed by Frenchman Jean Bertin



▲ Surely one of the most instantly-recognisable British car bonnet lines of all times...



▲ ... combined with the flair of one of Rolls-Royce's longest-standing approved French coach builders.

▼ AutoCult's fine detailing includes minute Rolls-Royce logos to the radiator head and, centrally, to the front and rear bumpers. Of equal importance, plates to both sides of the body just ahead of the doors confirm the bodywork to be by Parisian carrossier, Henri Binder.

and another forward thinking design that was effectively a Smart Car concept ahead of its time. The crowning glory, though, comes in the 'Set of the Year 2022' (#99122) with its now traditional coupling of a unique model and the 'Book of the Year'. The model itself is a car so many readers will recognise as having seen somewhere or other in the past in books and magazines as the Anycar designed by the renowned New York based customiser, Gene Winfield, for Manufactures Hanover Trust Company's 1971 advertising campaign.

Deliberately missed out of those four months highlights are a small group of commercial vehicles that I think are just outstanding. From back in July, the Swiss Tribelhorn 3to Kettenwagen - 1918 (#11015). From August, two loosely bus-themed releases - the fabulously and intricately-detailed Daimler Dernburg-Wagen - 1907 (#0101) and amazing Renault Type MH 6 Roues - 1924 (#11016). This second model instantly evokes the image and spirit of the French North African expeditions of the 1920s and the rivalry between Renault and Citroën in their battle for the "conquest of the desert". It is also one of those must-have models, not just because of its historical charisma, but that fact that it is just such a superb replica. Finally, to December, with the equally impressive Tatra T82 Bus - 1937 (#10011) and yet another must-have, thanks to its charm and extensive detailing.

Releases from the Avenue 43 catalogue mustn't be overlooked - the gorgeous Fiat 2300 S Coupe Speciale Pininfarina - 1964 (#60091) reminds us that there are so many beautiful car designs that never made it to production. The pair of Renault 16



Projet 114 - 1961 (#60088 white / #60089 blue) remind us of how prototype developments are often stepping stone models between existing ranges and those that replaced them. And finally, reaching back to last April, the Talbot Lago T 150 C Roadster Pourtout - 1937 (#60076).

ROLLS-ROYCE PHANTOM II CONTINENTAL BINDER - 1930 (#05041)

One of the less imposing or immediately eye-catching releases of the year, this French-bodied version typifies the full intention of the lighter weight, shortened-wheelbase, 'Continental' derivation of the Rolls-Royce Phantom II. As was the practice of the era, rolling chassis were supplied by Rolls-Royce to approved coachbuilders for completion - in this case the Parisian carrossier Henri Binder, who had a very long association with Rolls-Royce delivering bespoke body styles on chassis as far afield as the USA.

I admit to being slightly biased in favour of sports-bodied Rolls-Royces of this era, with the classic pair of 1/43 Rio #39 and #40 models of the 1931 Phantom II having been amongst my favourite models now for over 50 years. Like those models, and bettering them now in contemporary modelling skills, the AutoCult Binder has such a charismatic front end with that unmistakable bonnet line supporting the iconic Spirit of Ecstasy mascot. Detailing of the radiator and its Rolls-Royce emblem, the surround lighting, horns and bumpers are all typical of the finesse of detail AutoCult achieve on its models.

SWISS EXCLUSIVES

Less well-known are the AutoCult models sold exclusively in Switzerland by Arwico AG under its ACE Collectors Edition branding. As with the AutoCult models made for the the Austrian Car Collection (ACC), the ACE Editions feature vehicle types having distinct local market associations and include an extremely impressive back catalogue of unique 4x4 Swiss lorry types including Saurer, Berna or FBW. These are in addition to the predictable much-favoured local use of Unimogs, together with the similarly favoured Steyr-Puch G-wagens and Pinzgauers. Many, but not all, are offered in Swiss military service guise, including some particularly impressive snow plough versions. My particular favourites of recent releases including a Pinzgauer 710M in this guise - "mit Räumschild" (85.005542), another representing one used by Feuerwehr Davos (85.005543) and the latest version on the Steyr-Puch GE 230 theme with soft top (85.005539).

For me a very significant additional attraction of AutoCult is the extensive library of PDF leaflets and background information available on its website together with illustrations of many of the models it makes in the Exclusive ranges, including those for Arwico AG. AutoCult aren't listed as a brand on the Swiss website, its products being hidden under ACE labels, but the packaging boxes are a dead giveaway as to the model's origins. **DC**



▲ Close up of that iconic grille and mascot.

It never ceases to amaze me how diverse and fascinating the monthly roll-out of highly-detailed, resincast models from AutoCult is, and indeed how fresh and appealing the subjects modelled are.

FURTHER INFO

<https://www.autocult-models.de>
<https://arwico.ch/de/>
<https://arwico.ch/de/gesamtsortiment-arwico/die-cast/schweizer-modelle>
<https://en.ace-collection.ch>

► Commercial vehicles, from the past, make another absorbing, small collection theme.



▲ Highlights from the last quarter of 2022 cover a very wide range of vehicle types.



▲ Swiss-themed AutoCult models making an absorbing collection in their own right.



▲ The Avenue 43 range focuses on automotive manufacturer prototypes.



Wild things

Solido's roll out of its new series of 1/43 models has begun to demonstrate an additional dimension of appeal, as Stephen Paul Hardy explains.

Exactly twelve months ago I first came face to face with LB Works makeovers of the Nissan R35, thanks to Solido's inaugural pair of releases in 1/18 ['Road & Track' – February 2022 issue]. They have now been joined by a further pair of colour variations in 1/18 and two new 1/43 versions. Following on from last month's spotlight on the Alfa Romeo Giulias in both 1/43 and 1/18, I am very quickly warming to seeing complementary models of the same vehicle (differentiated by subtle differences) released concurrently in both scales.

WILD IN 1/18

That first pair of Nissan GT-R (R35) Liberty Walk Body Kit in Orange metallic and Mint green pastel are now joined by versions in Metallic Blue (S1805801) and Pearl Grey (S1805802). Whilst the Pearl Grey finish is perhaps a starker colour combination than the other three, it does, however, highlight the commendable carbon fibre texture finishes to the bonnet and rear wing that are but one detail facet of Japanese tuner Liberty Walk (LB Holdings Co. Ltd.)'s extensive LB Works Kaizo (remodelling). As with the previous releases, this pair are tremendous examples of (love them or hate them) style, attitude and detail.

WILD IN 1/43

Concurrent and complementary then are the first pair of Solido's 1/43 Nissan GT-R (R35) LB Silhouettes. Already impressed by the roll-out of this new 1/43 range from Solido in terms of both finish and breadth of international marque coverage,



▲ Solido's latest concurrent pairing of releases in 1/43 and 1/18 focuses on LB Works makeovers of the Nissan GT-R (R35). Commendably, Solido choose to model slightly different versions in the two scales - and in distinctly different liveries.

this pair have raised my interest even further thanks to their livery finishes. I put that observation in context of the market sector that these 'collectors models' are targeted at. The blue and black Calsonic (S4311202) version with its extensive, clear, well-applied and overprinted white markings - including on the tyres - is really well produced. Its black and gold JPS (S4311201) companion is similarly so. Yes JPS liveries and tributes abound already, but there is something about the extent, clarity and crispness of the gold pin-striping that really sets this version up as a stunner.

Already several further releases in this 1/43 series are queuing up for review including a pair of 1989 Golf Rallye colour versions, which I am looking forward to seeing amongst the other new releases. Yet unlike the Alfa Romeo Giulias last month and the Nissan GT-R (R35) LBWs this month, there is, as yet and at the time of writing this, no 1/18 counterpart Golf Rallye in Solido's catalogue. Maybe one is scheduled for 2023: I expect that by the time you read this we may know. **DC**

▼ Those extensive liveries on the first issue 1/43 models are finished with well-produced clarity and crispness of the overprinting.



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IXO 1952 PETERBILT 350 TR133 37.99

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How to fight the quattro

Forty years ago, Audi turned the WRC upside down with the quattro. Lancia fought the German 2+2 coupé with a small and light rear-wheel-drive sportscar. Francisco Mota recounts the story of the Rally 037.

Photos: João Carlos Oliveira

Fiat Group was still running the old 131 Abarth in the World Rally Championship, at the start of the 1980s, when Audi launched the quattro and changed the rally scene forever. Four-wheel-drive and a turbo engine immediately proved to be the perfect recipe for multiple wins, on the various kinds of terrain and in all weather conditions. At this time, the WRC was still under Group 4 regulations, the new Group B rules were announced for 1982 and the Fiat Group had some hard decisions to make.

The first was to change again from Fiat to Lancia, as its works brand, to tackle the championship. After precociously retiring the Lancia Stratos in 1976, to make way for the 131 Abarth in the name of marketing needs, now the administration was going the other way around, replacing the 131 Abarth for a new Lancia rally car.

The Italians were not ready to follow Audi's lead

▲ From the left: Vitesse road car, Hachette road car without rear wing and ready-to-race Evo 1 by HPI Racing.

with a 4WD car, so Fiat Group and Abarth decided a light two-seater sportscar, with a mid-mounted engine could do the job, even with rear-wheel-drive only. The company searched Lancia's back catalogue and came to the obvious conclusion that the Beta Montecarlo would provide an adequate base on which to build a rally version. Lancia had been using the Montecarlo in endurance races with great success and the car had even entered the Giro D'Italia, a competition that mixed track events and rally stages. Therefore, some work had already been done to adapt the car for tarmac rallies. However, the Abarth SE037, the internal code number for the new rally car, had to go through an extensive development programme to get it ready for rallying on gravel and snow.

From the original Montecarlo, only the central cell was retained by Abarth, while both front and rear were extensively modified with two chrome-



▲ Vitesse Cinerius Rally 037 was the first release by this model maker, sold with decals and some parts for the collector to assemble.

molybdenum steel spaceframes. Located on the front are the radiators, spare wheel and double-wishbone suspension. The one on the rear carried the drivetrain and rear suspension, with double dampers at each wheel. The starting point for the engine was the same 2.0-litre, 4-cylinder, 16-valve used in the 131 Abarth. The biggest difference was the use of a Roots-style supercharger. Chief Engineer, Lampredi, thought this to be a better solution than a turbocharger, as favoured by Audi. Throttle response at low revs was much quicker, so there was no turbo-lag. The weak point was that the engine itself powers the supercharger, instead of exhaust gases, as in the turbo. This limited the maximum power that could be extracted from the engine.

To compensate for this, Abarth designed a water injection system upstream of the supercharger, to keep temperatures lower and get more efficiency from the system. An intercooler was considered, later in the life of the model, however it was never developed.

STYLING BY PININFARINA

Styling was the work of Pininfarina, based on the Montecarlo's central cell and the hard points supplied by the engineering team. To make accessibility easy for the mechanics during rallies, both front and rear hoods were fully elevatable. All the body panels were made out of composite materials, to keep the weight as low as possible. The roof used the same solution, with a pair of humps



▲ The wheels were not the best part of No 100 by Vitesse Cinerius.



▲ Basic engine reproduction in the model by Vitesse Cinerius.



▲ Re-released some years later, the Vitesse model was much-improved.

in pure Zagato style, very useful for allowing a little more headroom for tall drivers, like Markku Alén.

Dallara built the very first chassis, in September 1980, and Abarth arranged the first test that December, still with a provisional body shape. The need for a rear wing was an early conclusion from the initial tests. Several rudimentary items were tested until a final shape was found and made from glassfibre.

The 200 street cars that had to be built, for the Lancia Rally 037 to be homologated in Group B, all had small headlamps, door window winders and trapezoidal shaped rear lights. At the FIA's stipulation, the rear wing was supplied to customers as an accessory, with all the parts needed for fitting.

While the racing team was busy entering the 131 Abarth in some of the 1981 events, grabbing the last ever win for the car at Rally Portugal, with Alén at the wheel, back in the workshop and test track, Abarth's development engineers and mechanics spent the whole season developing the Rally 037. Wind tunnel testing, tyre testing, tarmac and gravel testing and even low temperature testing inside a dedicated cold chamber – the car passed it all. At the end of the year, some of the tests were repeated, with the car now wearing the final Pininfarina bodywork, just to make sure everything worked properly.

Some interesting features regarding Pininfarina's work could be seen, for instance, in the pair of 'ears' behind the door windows. Those were air intakes for the engine compartment. At the start, they were positioned lower in the body, just ahead of each rear wheel. However, they ingested too much dirt in gravel stages and had to be put higher up.

The Beta Montecarlo was about to go out of production, so Abarth had to hurry to get all the central tubs needed to build the 200 homologation street versions plus the 20 rally versions from Lancia's production line. On 23rd December 1980,



▲ Hachette and Vitesse have two configurations for the rear engine cover, with or without the rear wing.



▲ Two interpretations for the original road car homologation special: Vitesse (left) and Hachette (right).

LANCIA RALLY 037 AT 40 – PART 1

▼ Two versions of the car that started it all in the 1982 Tour de Corse WRC round: Vitesse re-issued (left) and a Norev-based Code 3 (right)



▲ One of the first test cars, used by Abarth to develop the Rally 037. A Code 3 based on a partwork series release.

test driver, Giorgio Pianta, took 037-001 for a first shake-down test at Campo Volo, an airfield next to Abarth's premises in Corso Marche, near Turin. This was the traditional procedure for any new car made by Abarth.

Development of the street version and rally version was conducted in parallel. The road car was presented in the 1982 Turin Motorshow with maximum power of 205 hp, 0-62 mph in 7.0 seconds and 220 kph top speed. Maximum weight was 1170 kg, length was 3,915 mm and height only 1,254 mm.

The rally version was homologated on 1st April 1982, just in time for the works team to enter a pair of 037s in the European Rally Championship event at Costa Smeralda, Sardinia. Alén and Bettega were the drivers and they showed immediate pace, but it didn't last long as both cars suffered gearbox failure and retired. A few weeks later, the 037 made its first WRC appearance at the Tour de Corse where Bettega had a serious crash that broke his legs and put him out of rallying for several months. Alén finished 9th and collected precious information for the car's development. The next WRC event was the Acropolis Rally in Greece, where Alén gave the 037 its first stage win and briefly led the rally before the rough terrain broke the 037's chassis. Adartico Vudafieri, called to replace Bettega, abandoned with supercharger troubles.

EVOLUTION 1 ALMOST READY

Back in Italy, Abarth kept working on the Evo 1 version, featuring several important upgrades. The engine had changed to Bosch-Kugelfischer mechanical fuel injection, in place of the original carburetors, and the water injection system was finally ready to cool the supercharger. There were changes to the bodywork also. The four headlamps had a bigger diameter, grille had a different design and a splitter replaced the original spoiler in the bumper. The rear featured round lamps, issued from Ferrari, and a mesh black grille.

In this new configuration, homologated from 1st August, 037 E1 entered the 1000 Lakes Rally in Finland. Alén drove four stages before the engine packed up during Stage 5, and went home with

► Light pod for the test car would be used in several different shapes.

1 Huge mud flaps were essential to keep the body from being damaged by stones thrown up by the front tyres.

2 Vitesse No 100 was re-released years later, now with complete livery and new wheels.



▲ Test car featured an incomplete livery, but looks great nevertheless.



▲ Norev-based Code 3 features after-market wheel rims and tyres - much better than those that came with the original model.



1



2



another promising stage win for the new car. At Sanremo, the story was much the same, only it lasted longer with Alén leading the event before another engine failure put him out. To prepare for the RAC Rally, Lancia entered one 037 E1 for Alén in the Pace Petroleum National Rally in Wales and the Finn gave the car its first win. This would be

Two ready-to-race Rally 037s - the red one is an Evo 1 by HPI Racing, and the white one is an Evo 2 by Ixo.



- ▲ Two cars rallied by Walter Röhrl in 1983, the Martini car is the Monte Carlo winner, by HPI Racing, while the Würth is the German championship car, by CMR.
- ◀ Walter Röhrl had a full year in 1983, rallying both in the WRC and the German championship.
- 3 Magnificent reproduction of the side windows by HPI Racing.



- ▲ Incredible detail in the engine bay of HPI Racing's diecast model.



- ▲ Rear three-quarter view of Ixo's ready-to-race Evo 2 rally car.

the development had run according to plan. Audi had won the constructors championship, but the conventional cars still won five events. Lancia and Abarth were ready for a full attack in 1983, now they had the 1982 driver's champion, Walter Röhrl, on the team. We'll follow the story in part 2 of this article. For now, suffice it to say that Röhrl won the first WRC event he ever entered with the 037 E1, the 1983 Monte Carlo.

SCALE MODELS

Several model makers have reproduced the Lancia Rally 037, in its various evolutions and liveries, over the years. However, it has been some time since we last saw a new set of parts for a scale model of what was the very first car made exclusively for the Group B regulations. It all started with the very first model ever released by model maker Vitesse, reference number 100. A diecast that celebrated the car's debut in the WRC. The model was sold as some sort of 'transit', fully assembled and painted, except for the rear view mirrors, windscreen wipers and roof antenna. There was also a high quality decal sheet with all the Martini stripes and sponsors. At the time, this was an appreciated model by many collectors/model assemblers. Almost forty years later, Vitesse No 100 looks a little crude, but we could not leave it out of an article dedicated to the Lancia Rally 037.

Vitesse made some upgrades to the basic model over the ensuing years, even when the brand was sold by Cinerius to SunStar. A road version painted red, with all the details in place and much better wheels, was released many years after. Unfortunately, the opportunity to improve the four headlamps was not taken. Hachette released a magazine partwork series featuring a much better 037 in road trim and without the rear wing. It's a budget scale model, but one that reproduces the original without serious errors.

The third model featured in this article is a Code 3 based on another partwork series, reproducing an Evo 1 rally car, as tested at the La Mandria test track. This is featured in several books about the 037 and looks very good. The base model seems to be from Ixo and the modifications made are not many, but enough to change its feeling. Wide and realistic

good homework for the RAC Rally, where Alén took the 037 E1 to fourth overall, after leading for ten special stages and grabbing six more special stage wins. Back home in Italy, privateer Tognana won the San Marino Rally, giving him the Italian rally crown, after driving a Ferrari 308 GTB for most of the season. The first season was over and



mud flaps, the correct sponsors carried during the test and four extra spotlights at the front make all the difference. A proof of how an inexpensive scale model can be made to look very nice.

For the next pair, we have two views of the same car, the Tour de Corse WRC debut. One is again the Vitesse, still by Cinerius, but with all the parts assembled and Martini livery in place. The other one is another Code 3, presumably based on the same Lancia partwork series by Hachette. Comparing the proportions between the two, we can see the first one is too tall and narrow. The second model looks more realistic, but the Martini stripes on the front hood look too narrow, when comparing with period pictures. Still, it features special white metal wheels that make it look much better, as well as painted window surrounds and a much better treatment of the rear side.

Following the time line, we turn to a pair of Evo 1 cars, in ready to race configurations, meaning fully equipped, but without any livery. This is how the car would be delivered to a privateer team. The white scale model is an Ixo release in what it calls a Specs Rally version. The red car is a diecast by HPI Racing and there are lots to say about this one. Find a picture of the real thing and compare it with this diecast and you'll know what we mean. A perfect replica of this curvaceous body, especially the front end. And all the details you could wish for, from exquisite wheel rims, excellent headlamps and many more that we'll underline in other diecasts from this model maker. The red HPI Racing is an

4 Test cars reproduced by HPI Racing. The white car is in tarmac specification and the red one is a gravel car.

5 Note different suspension heights, with the red gravel car showing a greater ground clearance.



▲ The red Martini livery looks very dramatic, but was used only on the 037 rally cars.



▲ The splitter on the front bumper shows that aerodynamics was a major factor in the Rally 037's design.

Evo 1, while the white Ixo is an Evo 2, the biggest difference being the absence of rear bumper in the second version.

For our first pair of cars that actually competed in rallies, we have two Walter Röhrl cars, the Martini Racing-sponsored car that he drove in the WRC and his Würth car, for the German National Championship. The first is another HPI Racing and the second one is by CMR. In isolation, CMR's effort is good enough in terms of either proportions or details, considering the lower price tag. However, side-by-side with the Martini Racing Monte Carlo winner, the differences arise. Not only are the proportions and details spot-on, but also the livery, perfectly positioned. The model just feels like the real car, except smaller.

For the last pair of Rally 037 models, we have two further HPI Racing models, reproducing EVO 2 versions in different configurations. The white car, with the Martini stripes only, looks like a test car used on the private tracks usually used by Abarth for development. It is fitted with tarmac wheels and tyres and looks very nice and 'pure'. The red car has bigger travel gravel suspensions, mud flaps for the front wheels and narrower tyres and features all the sponsors. Lancia tested this red livery, but never raced with a car painted this way. However, several test and recce cars were red.

Next time we'll have a more detailed look at those Evo 2 cars, both from a development point of view and the models that we have found. Do not miss Lancia Rally 037 at 40 Part 2. **DC**



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And the winner is?

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

Shortlisting these finalists is always a

difficult task in itself but then to have to choose a winner in each category has been even harder than usual this year as, yet again, there were some remarkable new models released during 2022, and the overall standard that we have seen has again been incredibly high, especially impressive given all the continuing challenges faced.

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

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



DIECAST COLLECTOR AWARDS

BUSES & COACHES

Another very hotly-contested and popular category – collectors of buses and coaches crave originality and variety, as much as fleet completeness.

It's always good to see three different manufacturers fighting it out in each category, and all three regularly produce excellent Public Service Vehicle models.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2023

NORTHCORD MODEL COMPANY **ADL Enviro400 Stagecoach South – Platinum Jubilee**

PRICE: £66.99 **REF NO:** UK6529

www.ayrey.co.uk

Northcord Model Company's impressive Alexander Dennis Enviro 400MMC, operated by Stagecoach, wears a wonderful purple, white and silver tribute livery, celebrating HM The Queen's Platinum Jubilee, marking her 70 years as our monarch. Already released in many other liveries, this latest version of Northcord's 10.9 metre long, single-door casting represents Stagecoach South fleet number 10945, carrying registration SN18 KNJ. Originally painted in Stagecoach South's graduated blues, orange and white Coastliner livery, the bus received its new commemorative look early in 2022, well ahead of the Platinum Jubilee celebrations.



HIGHLY
COMMEDED



■ **IXO MODELS** 1972 Ikarus 66 - NVK Nahverkehr
PRICE: £58.99 **REF:** BUS029
www.ayrey.co.uk

This is the third release by Ixo of its evocative Ikarus casting and is the best-looking release so far, wearing this rather fetching cream with blue highlights colour scheme of NVK Nahverkehr, en route to Karl-Marx-Stadt. The finish to the paintwork is excellent all over and the simple, but classic striping is very neatly applied, as is the subtle NVK logo. The destination box is very nicely done too. A very pleasing model that deserves a place in any collection of classic buses.

HIGHLY
COMMEDED



■ **CORGI (OMNIDEKKA MODELS EXCLUSIVE)** Optare Solo – Epsom Coaches, route K5
PRICE: £2500 **REF:** CP44101B
www.omnidekkamodels.co.uk

Independent bus model specialist, Omnidekka Models, regularly commissions established bus model manufacturers to make exclusive models. On this occasion, the company chose Corgi for obvious reasons – it already had existing Optare Solo tooling. The model is sumptuously finished in the always-evocative LT red, even though the bus is operated by Epsom Coaches.

Racing cars are one of most numerate categories for new model releases, thanks largely to the popularity of F1 and endurance sports car racing, including the Le Mans 24 Hours, of course.

This year we sort of have five to celebrate and two of the 'winners' were reviewed in pairs – so this category brings us even more superb value for money on this occasion.

DIECAST COLLECTOR

1ST PLACE

AWARDS 2023

KK-SCALE

1962 Ferrari 250 GTO - 1964 Tour de France Automobile winner (silver) and 2nd place at the 1962 Le Mans 24 Hours (red)

PRICE: £96.99 each **REF NO:** KKDC180734 (#172) & KKDC180735 (#19)

www.ayrey.co.uk

KK-Scale has released six of these most beautiful diecast creations so far. In addition to the two shown here, there are two plain-coloured cars (red or blue) a Targa Florio entry from the 1964 event, and a non-event-specific version of the David Piper Racing car in the team's famous green. David ran his car in so many events that decals for post-purchase application have been included from four races - the choice is yours! With this level of detailing (just look at those exquisite wire wheels, for starters), each model represents superb value for money. And how good do these two look together? Imagine what an impressive grid you could create with all six.



HIGHLY
COMMENDED



■ **SOLIDO** Porsche 935K3 - 1979 Le Mans 24 Hours winner
PRICE: £65.99 **REF:** S1807201
www.solido.com

The 1979 Le Mans 24 Hours was a very wet race. The K3's incredible, giant-killing victory would never have been thought of at the start, but it is one still very much talked about to this day. Solido's wonderful 1/18 scale diecast captures the lines of the modifications to the body by Kremer perfectly, and the simple, but pleasing livery has come out really well too. The model also features opening doors, which afford an excellent opportunity to enjoy the pleasingly-replicated interior.

HIGHLY
COMMENDED



■ **BBURAGO** F1 2021 SF21 Ferrari - Charles Leclerc (#16) Carlos Sainz Jr. (#55)
PRICE: £74.99 each **REF:** B18-16809L (Leclerc) & B18-16809S (Sainz)
www.oneforfun.com

Bburago's brace of 2021 Ferraris proudly wear the famous racing red in the correct matt finish, and the body graphics are all there, plus the 'hand-painted look' race numbers. Detailing is very good and the models represent excellent value, with driver figures included. The body is diecast and the front and rear wings, undertray and suspension components are moulded plastic. Suspension detail is good and the incredibly complex wing elements are well-represented.

DIECAST
COLLECTOR

WINNER

AWARDS 2023



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1:18

Scania V8 730 S - Silver grey

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

to tool at this scale to this level of detail. It certainly demands your attention, that's for sure, and imagine what it looks like fully-loaded with a collection of similarly-scaled cars too.



NZG Scania V8 730S 4x2 & Lohr car transporter "Mosolf"

PRICE: £892.99

REF NO: NZG 1026/01

www.ayrey.co.uk

With a combined length of 1240 mm from the front of the cab to the rear of the trailer, NZG's incredible replica is hugely impressive, quite literally. At 1/18 scale, this is a considerable investment of both time and space, but it's worth every penny and inch of both. The build quality is superb. The front axle is steerable and the cab can be tilted, affording access to the V8 engine, which has some excellent detailing. There is also an opening service flap. The chassis is sprung and, to the rear, the fifth wheel coupling is lockable. Both cab doors open, revealing a detailed interior, with excellent upholstery - even the armrests are adjustable - and a wealth of dashboard detail. The roof spoiler is adjustable and there are two brake chocks included. Moving onto the trailer, this is exquisitely-engineered and takes a bit of time to put together, but makes for a robust unit on which to display up to eight 1/18 scale cars. The car decks are all individually posable and, in some cases, extendable.

**DIECAST
COLLECTOR**

**1ST PLACE
AWARDS 2023**



**HIGHLY
COMMENDED**

■ **IXO MODELS** 1976 Fiat 673 Racing Transporter "Lancia Alitalia Rally Team" (cars not included)
PRICE: £56.99 **REF:** TRU037
www.ayrey.co.uk

Fiat's new truck was ready to start the 1976 season. It certainly makes for a great model, particularly when loaded, and the model feels robust thanks to its sturdy and well-produced diecast cab and chassis. To keep weight down (and no doubt cost) and to allow finer detailing, the rear decks and body are all moulded in plastic, but this doesn't detract from the model at all.



**HIGHLY
COMMENDED**

■ **SCHUCO** Mercedes-Benz Unimog 406 - blue
PRICE: £128.99 each **REF:** SHU 00444
www.ayrey.co.uk

The Unimog Type 406 is an all-wheel drive truck that was manufactured by Mercedes-Benz from 1963 to 1989. The beautifully-deep blue paintwork is absolutely gorgeous and, with opening doors to the cab affording an excellent view, the interior is very nicely appointed too. The rear bed area tips and the tailgate drops. With superbly-realistic tyres and excellent detailing to the underside, this really is a truly impressive model, and worth every penny.

AVIATION

There is always more than a hint of nostalgia in the Aviation category, and this year, as was the case last year too, all three prizes go to vintage subjects. All three winners represent well-known aircraft from differing decades.

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

**DIECAST
COLLECTOR**

1ST PLACE

AWARDS 2023

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. On that day, Bristol Beaufort MkI N1016 (OA-X) took off from RAF St. Eval, in Cornwall on a mission to attack German warships. 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. 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.



**HIGHLY
COMMENDED**

■ **CORGI McDonnell Douglas Phantom FG.1 XV592/L, RAF No.111 Squadron**
PRICE: £179.99 REF: AA27902
www.corgi.co.uk

McDonnell Douglas F-4K (FG.1) Phantom XV592 had the distinction of being the last aircraft produced for the Royal Navy and would go on to serve on HMS Ark Royal. Corgi's second release of its immense, superb 1/48 scale Phantom proudly wears its realistic camouflage livery and features sublimely printed markings, detailed crew figures, fuel tanks, weaponry, opening canopy, undercarriage up or down options, and a display stand.



**HIGHLY
COMMENDED**

■ **AVIATION 72 de Havilland Canada DHC-1 Chipmunk**
PRICE: £34.99 each REF: AV7226016 (Army), AV7226018/19/20 (College of Air Training)
www.clevelandsdiecast.co.uk

With these four all landing together, it was like a mini squadron had just arrived. The Aviation 72 casting is excellent and this batch brought the total number of de Havilland DHC-1 variants in its range to 22. All four models carry on the excellent work of Aviation 72 and are superb additions to its squadron of Chipmunks. The casting is wonderful and the paintwork is flawless, with the simple, but evocative liveries expertly applied.

Sill a relatively new category, this has thrived since its inception, and is one of our favourites, due largely to the incredible array of releases that have never been modelled before.

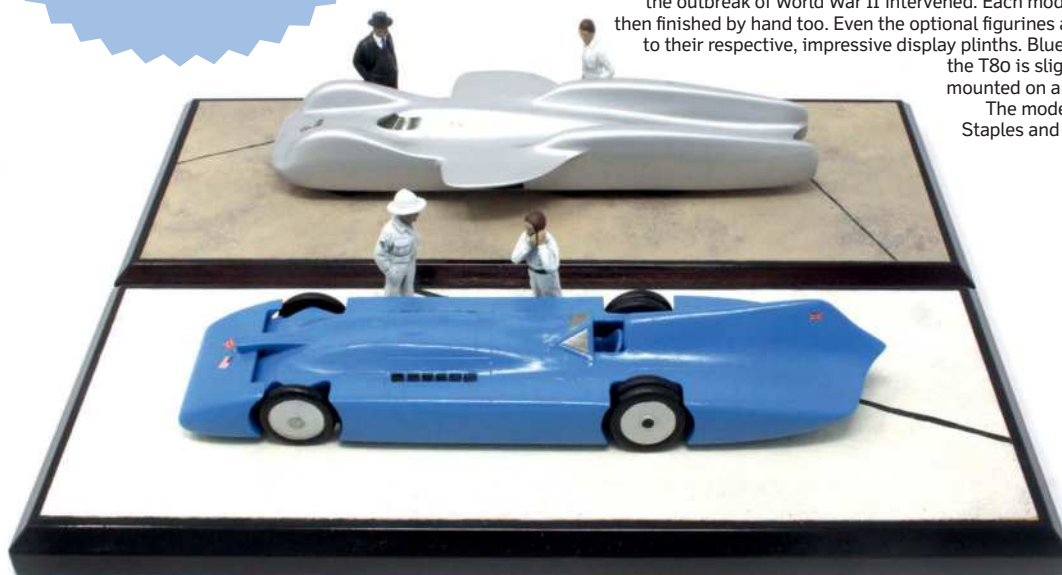
The winning manufacturer has been a prolific manufacturer of

pewter-cast, hand-crafted models for several years now, gaining a reputation of producing superbly-researched and executed models. This is the company's first foray outside of the world of aviation – and what a way to start!

**DIECAST
COLLECTOR**

1ST PLACE

AWARDS 2023



STAPLES AND VINE

Campbell-Railton 'Blue Bird' and Mercedes-Benz T80

PRICE: £125.00 (Blue Bird) or £110.00 (T80)

www.staplesandvine.com

Something a bit special on the top step this year - two incredible, hand-crafted land speed record cars from a bygone age, both with a great story to tell. One is definitely more recognisable than the other, but there's a good reason for that. The most instantly recognisable of the pair, Sir Malcolm Campbell's 'Blue Bird', continually evolved, setting record after record. Slightly less well-known, the mighty Messerschmitt-engined Mercedes-Benz T80 was set to obliterate the land speed world record, but then the outbreak of World War II intervened. Each model is hand-crafted in pewter and then finished by hand too. Even the optional figurines are as well. Both cars come fixed to their respective, impressive display plinths. Blue Bird is 200mm in length, whilst the T80 is slightly shorter at 190mm. Both are mounted on a 285mm x 115mm display plinth.

The models are only available direct from Staples and Vine, and are limited to just 100 examples of each.



**HIGHLY
COMMENDED**

■ AUTOCULT 1969 Mercedes-Benz C 101

PRICE: £103.99 **REF:** ATC 06049

www.ayrey.co.uk

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



**HIGHLY
COMMENDED**

■ 80M BUS MODELS The Peak Tram - 5th Generation

PRICE: £53.99 **REF:** EIG CR201910

www.ayrey.co.uk

The Peak Tram is a funicular railway in Hong Kong, which carries both tourists and residents to the upper levels of Hong Kong Island. This really eye-catching model comes supplied mounted on a relatively simple, but nevertheless very appealing plastic display plinth, mounted on a stretch of track. The diecast tram cars are angled upwards, of course, to replicate the real thing as it climbs or descends. It's certainly a fabulously different model.

DIECAST COLLECTOR AWARDS

LARGE SCALE

Now in its second year as "Large Scale" after changing from "1/18 Scale & Above", to accommodate the increase in the number of 1/24 scale offerings during the last two years, the top three chosen here see the first of this slightly smaller scale gain an award. That's not to

say that there was little to offer from 1/24 in the previous year, far from it. Ixo and WhiteBox examples all came close this year too, but it was one of the marvellous offerings from Bburago that sealed the final step on the podium.

DIECAST
COLLECTOR

1ST PLACE

AWARDS 2023



CULT MODELS

1964 Aston Martin DB5 DHC – Metallic Blue

PRICE: £204.99 REF NO: CML059-1

www.ayrey.co.uk

The Aston Martin DB5 is easily one of the most recognisable cars in the world. The epitome of British elegance and class, celebrities snapped them up – Peter Sellers, Beryl Reid, and even HRH Princess Margaret could be spotted in a DB5 convertible. Cult Models has been producing sumptuous resincast 1/18 scale replicas for several years now, and its focus on classic British machinery has rightfully earned the company an excellent reputation for both the accuracy and quality of its models. The choice of the DB5 DHC was an inspired one, as we can now fully appreciate the interior of this most classic of British automobiles and adds to Cult's impressive range of Aston Martins. The model itself is exquisitely-replicated throughout, with nothing missed from the interior, and a sublime finish to the paintwork. The finesse to the chromework and the wire wheels is top notch too. Particular praise is reserved for the realistic look of the hood cover and seating.



HIGHLY
COMMENDED

■ **MODEL CAR GROUP** Tyrrell Ford 006 #6 - François Cevert 2nd Grand Prix of Belgium 1973

PRICE: £ 65.99 REF: MCG18601F
www.ayrey.co.uk

Late in 1972, at the Canadian Grand Prix, Tyrrell unveiled its new design, the 006, in the hands of talented French driver, François Cevert. MCG's model is a fitting tribute to this young talent lost way too soon. The finish is beautiful throughout and the simple graphics are perfectly applied, particularly to Cevert's helmet. Great value model and a champion replica.



HIGHLY
COMMENDED

■ **BBURAGO** Lamborghini Sián FKP 37 – red

PRICE: £14.99 REF: B18-21099R
www.oneforfun.com

The Sián FKP 37 was the first super sports car powered by a V12 engine and hybrid technology based on supercapacitors. Bburago's model is dressed in a sumptuous, deep metallic red and both doors open in correct scissor-like fashion. The alloy wheels are very neatly reproduced in a copper-like finish and really look the part, adding to the dramatic looks of the car. It's another superb replica, and an absolute bargain when you take the price into account.

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DIECAST COLLECTOR AWARDS

1/43 SCALE

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

us a few headaches. But in the end, the winner was easy, given the input from Corgi's sadly-missed marketing maestro, Darrell Burge – the model is a replica of his own vehicle. Two incredible US-based replicas round out our 1/43 podium.



CORGI Volkswagen Campervan Type 2 Bay Window – Marino Yellow and Pastel White

PRICE: £32.99 **REF NO:** VA14600

www.corgi.co.uk

Volkswagen's original Type 2 sold in far larger numbers, and eventually guises, than VW had originally envisaged when it was launched in 1950. Sensibly, it evolved this successful concept and launched the second generation Type 2 in late 1967.

The new vehicle was larger, more powerful, more comfortable and more versatile, but retained the original's charm and its air-cooled, rear-engined layout. This example was first registered on May 3rd 1979 and immediately sent to Devon

Conversions, to be turned into a camper. Later in its life this went on to be owned by Corgi's very own Marketing Manager, Darrell Burge, and affectionately was named 'Pepper'. Very sadly, Darrell passed away suddenly, in February 2021, so this product acts serves as a welcome tribute to Darrell and his dedication to Corgi diecast models.

It's a wonderful piece of new tooling, and one that Darrell played a large part in. The finish is beautiful, totally complementing the superbly-executed shape.

The excellent detail and Darrell's input means this was an easy choice.



HIGHLY
COMMEDED

■ AUTOMODELLO 1940 Checker Model A Taxi – Chicago

PRICE: US\$119.00 **REF:** 43C401

www.automodello.com

Commonplace in US cities, Checker cabs were renowned for their style and reliability. The Model A made its debut in 1939, and its design combined a revolutionary degree of practicality with style and comfort. Automodello's release is well up to the company's usual top-class standards of moulding, finish and detail. The unique front-end styling, with those inset headlights and protective trim, is all neatly-modelled, as are the cutaway wings and the radiator mascot.



HIGHLY
COMMEDED

■ BRAUSI 1955 Cadillac Series 60 Die Valkyrie - Brooks Stevens

PRICE: £129.99 **REF:** BRS 2102

www.ayrey.co.uk

Brooks Stevens is one of America's great industrial design masters. He is perhaps best known for his work with Studebaker, but one of his earliest contributions to the motoring industry came in 1955, with a car that he hoped would introduce American V8 power to the European marketplace - the 1955 Cadillac Die Valkyrie. An absolutely incredible debut for this new brand with this sumptuous resincast. Detailing and finish is totally top notch throughout.

MINIATURE MARVELS

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

In fact, all three here are 1/64 scale, but from three different manufacturers, demonstrating how popular this scale is becoming now. The level of detail being produced at this scale is really quite incredible now.

**DIECAST
COLLECTOR**

1ST PLACE

AWARDS 2023

KAIDO HOUSE X MINI GT Datsun Kaido 510 Wagon Hanami V1

PRICE: £19.99 **REF NO:** MGTKHMG012

www.clevelandsdiecast.co.uk

TSM Model's premium 1/64 scale brand MINI GT, has been working very closely with the legendary designer and incredibly influential, Jun Imai, since 2020 to develop a special line of new model cars - the "Kaido House X MINI GT Collection". The Kaido House models initially all focused on the iconic Datsun 510 in 'Pro Street' guise, all with funky bases in a bespoke style. This is just one of the exquisite release from the Kaido House and MINI GT collaboration.

Opening bonnet and excellent interior detail - it even has a roll cage. Of all the releases so far, this one really stands out.



**HIGHLY
COMMENDED**

■ **TARMAC WORKS** Lancia 037 Rally - Safari Rally 1984 #7 Alén/Kivimäki
PRICE: £32.99 **REF:** T64P-TL002-84SAF07
www.modelmatic.co.uk

Take a very close look. This is 1/64 scale! Yes, you read that correctly. Released as part of its premium HOBBY64+ range, Tarmac Works has really put everything into this beauty, and it is packed with features and finished exquisitely throughout. The opening rear bodywork reveals an amazing level of detail. With realistic tyres on detailed wheel rims, excellent paintwork and sublime Martini stripe graphics, all of the logos and markings are also present.



**HIGHLY
COMMENDED**

■ **SCHUCO** Mercedes-Benz O317 Renntransporter "Porsche"
PRICE: £41.99 **REF:** 45 202 6100
www.ayrey.co.uk

Porsche chose the Mercedes-Benz O317 high-floor bus chassis for the structural integrity of its design and self-supporting construction. Schuco has already modelled these impressive vehicles in 1/43 and 1/18 scales, and now we have it in 1/64 too. This is still a good-sized model and is beautifully miniaturised, with a marvellous paint job and graphic printing. The big surprise for many is that, even at this smaller scale, the rear doors open.

IXO COLLECTIONS

Porsche 917KH

www.ixocollections.com/en/15-porsche-917kh

Ixo's amazing and much-anticipated, large-scale 1970 #20 Gulf-Porsche 917KH, made famous by Steve McQueen's 1971 movie, *Le Mans*, has achieved something approaching cult status on social media, as collectors eagerly await each batch of parts and shares building experiences, tips and modifications online. The model arrives in component form for home assembly, four instalments at a time.

The quality and detailing are excellent – as we would expect from Ixo. Each parts pack comes with a stylish mini-magazine, packed with details about the real car, the making of the film, other famous racing Porsches and, of course, comprehensive assembly instructions. And when we say "comprehensive", we really mean it! Each step is very well illustrated and, even though the instructions are all in Ixo's native French, it is really easy to follow. It's a very satisfying project and we can thoroughly recommend it. Quality and size doesn't come cheap though – in our opinion, it's worth every penny.

The first pack includes the front bodywork nose access panel and one of the doors, a very tempting pair of pieces for the vintage Le Mans enthusiast on their own. Arriving with the first few packs are a series of free gifts, including a really useful screwdriver, a pair of tweezers (this has been a real boon) and a handy compartmented box for keeping spare screws. The screws are so fiddly that Ixo has been thoughtful enough to include a spare screw of each type in every screw pack, so the box is perfect for keeping them all organised and safe. The best gift, though, comes with the 10th box of parts (packs 37 to 40) – a 1/8 scale figurine of Steve McQueen, which will really add to the finished model on display. A bespoke and stylish display cabinet is available to purchase at any point during the build.

When it is complete, the model, at 1/8 scale, is nearly 2 feet long. The editor has been building the model as the parts are released and it is currently about 75% done in terms of part packs (see photo, bottom right). Most of the really fiddly work is done now, and it even features electrical wiring for the headlights, taillights, and a small speaker for an engine sound!

For sheer entertainment value and for having the courage to stick to its guns and launch this during the recent economic uncertainties, Ixo Collections receives this year's "Special Merit" award.





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The rise and fall of Lagonda

David Wright explores Aston Martin's historic roots with the Lagonda Car Company.

What a lovely and evocative name Lagonda is – ever wondered where it came from? Well, it is an original Shawnee Native American name for a small town in Springfield, Ohio, called Buck Creek. It was here, in 1859, that one Wilbur Gunn was born. Wilbur's father founded the Lagonda Corporation, making tube-cleaning machinery.

Young Wilbur was interested in both engineering and in singing, and he came to Britain as an opera singer. He built a steam yacht called *Giralda*, claimed to be the fastest boat on the Thames, and then began, as did so many other motor manufacturers, making motor cycles in 1898 from the greenhouse of his home in Staines. The Lagonda Company in Great Britain was formally founded in 1899, making 1999 its centenary. A major programme of centenary events were well-organised by the Lagonda Club Ltd in that

▲ The beautifully-detailed M45 Le Mans winner by Ixo.

▶ The 1960s John Day maroon road version of the M45.



year, proving that there is a very strong following for Wilbur's legacy.

The motorbikes were successful, and enabled him to progress to three-wheelers in 1904. A succession of 4-wheel cars, using progressively larger engines, were developed, and raced at Brooklands in 1909. After a particularly successful Moscow – St Petersburg reliability trial in 1910, orders came rushing in from Russia, and were equipped with a six cylinder 30hp engine. None of these early cars are known to survive, but who knows, maybe there is one somewhere over in Russia?

Through World War I, the company's factory at Staines, by this time a little larger than the original greenhouse, turned out armaments for the war effort. When hostilities ceased, production again turned to cars, and there were again successes on the Brooklands oval track. Sadly, Wilbur had given his all working for the war effort, and never really recovered his health in peacetime. He died in 1920 and, to this day, the Lagonda Club maintains his grave, at Plot no.9 in Englefield Green Cemetery, just a stone's throw from Windsor Great Park. Here, the company tested its cars along the rolling surrey countryside.

A long series of models was produced through the 1920s. But it wasn't until 1933, and the Olympia Motor Show, that the first 4.5 litre-engined car, the M45, was introduced, using a Meadows engine adapted by the factory, but essentially the same as used in the ill-fated Invicta cars.

Races with trains to Greece publicised this car and, a year later, a more highly-tuned version, the Rapide, was introduced to a breathless crowd at Olympia. At the same time, a smaller-engined car was also made available, the Rapier, with a small 1,100 cc engine, for which customers could order their own coachwork. By 1934, the company's fortunes had taken a downturn, partly due to trying to maintain too many models in the range from a small factory in Staines, and the receivers were brought in.

Alan Good arrived on the scene, reformed the company as LG Motors, and one famous name, W.O. Bentley arrived as Technical Director, after parting company with the re-launched Bentley Motors. He wrote in his auto-biography, "When Alan Good took it over, the factory and offices at Staines were in a dreadful state. I was horrified when I went down to see them for the first time; it seemed impossible that a car that had won at Le Mans had emerged from such a dilapidated wreckage!" He referred to the M45's finest hour, when car number 4 won in 1935, with drivers Johnny Hindmarsh and Luis Fontés.

Nevertheless, he found working conditions ludicrous, with rain rattling on the corrugated iron roof, and spiders and water for regular company. Although he created the LG45 Lagonda, which was more of a facelift car, and its more highly-tuned version, the LG45 Rapide, his true masterpiece was unveiled in 1937.

W.O. felt that the V12 Lagonda, also known as the LG6, could have been his best car, had he had another two years to develop its true potential. Even so, he recognises that its road test complimented it by noting that passengers were dozing off in the back seat at 100mph, and 0-50 acceleration time was under 10 seconds, quite a feat for the time.

After the LG45s had equipped themselves reasonably well, and finished at Le Mans in 1935, Good shocked W.O. when he announced that he wanted a team of these refined V12 sports carriages to be prepared for entry at Le Mans.

Bentley insisted that it be allowed to run at a pre-determined speed, as the development time was just insufficient, and regarded this as a test run for future events. At the circuit, in 1939, the French had reacted to Bentley supremacy, and the start was peppered with streamlined, supercharged Bugattis, big Delages,

1 Danbury mint pewter example for comparison.

2 SLM 43 1934 Rapier - crafted by Atelier Christian Goel, in exquisite detail.

3 Western modelled the LG45 Rapide twice, showing the stylish flowing lines in two very different examples, this is the later release.

4 Dinky Toys No 38c ran from 1946 to 1955, and is a good example of the Lagonda Drophead.

5 Matchbox's Yesteryear Y-11 was a strong item in the range, and was produced for 13 years.



1



2



3



4



5

▼ Two V12 models – the little Danbury pewter at front with the earlier Western LG45.



CLASSIC CAR MARQUES

6



7



8



9



10



11



6 Later issued by Ixo in its main range, this colourful blue version features much more detail.

7 From France, via China, this is the Altaya/Ixo 1938 LG6 Drophead coupé in green.

8 Lansdowne's streamlined LD 78 1939 V12 Rapide Drophead.

9 Brian Garfield-Jones' Motorkits version in British Racing Green.

10 1939 V12 Rapide, looking just like the Lansdowne equivalent.

11 The stylish 1940 V12 drophead.

Talbots, and very fast Delahayes.

The plan was to run the two green Lagondas at a steady 83mph, and the two cars responded faultlessly. The English pit crew worked with usual efficiency, and slowly but surely, the French cars tore themselves to pieces, until, as Bentley recounts in his excellent book, "they found themselves automatically working up through the field from tenth or twelfth place, until the following afternoon when, at four o'clock as the flag fell, there was only one Bugatti and a Delage left ahead of them".

A total of 278 LG45s were made, and about 150 survive. Of the V12s, 185 were made, and about 100 of these are known to still exist.

The Lagonda V-12 was the last great expression of W.O. Bentley's genius – a refined, powerful cruiser that beat the Rolls-Royce-built Derby Bentleys at their own game. A strange choice for a Le Mans challenger, then, but that's exactly what Lagonda did in 1939 with a pair of specially-developed cars that took third and fourth place overall at the great endurance race. Less known even in Lagonda circles is the Lancefield-bodied coupé that was built around the same time using a spare Le Mans-specification engine.

It was 1939, and Lagonda sent two V12 cars to Lancefield for special coachwork to enter Le Mans again. Sadly, after the cars were finished, all

plans for a victory at the 1940 Le Mans were cast aside as war was declared in Europe. Sadly, unlike the famous Embiricos car, the Lagonda has languished in semi-obscurity for decades before going on show at the Louwman Museum in The Hague.

It was during and immediately after World War II that the major change of fortunes took place. W.O. Bentley was working on a smaller 2.6-litre six-cylinder engine, to power a medium-sized quality rather than luxury car. It was to be known as the Lagonda-Bentley, but after the first adverts appeared, legal action ensued from Rolls-Royce, who had entered into a contract with W.O. Bentley that his name would not be used for 10 years after the take-over of Bentley Motors. Needless to say, Lagonda lost the court case, and what with shortages of all materials after the war, the new car was never to be.

Into the frame stepped David Brown, who, in a stroke of genius, bought both Lagonda and Aston Martin. The main assets then were indeed that Bentley-designed engine, and so the Lagonda car works at Staines were sold to a diesel engine firm, and moved to Feltham. Although Bentley didn't go with the company then, but set up as a consultant, his engine was to go on to power many Aston Martins after that.



► Matrix Scale Models' beautiful Lancefield.



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Once David Brown had taken over Tickfords, the coachworks specialists, in 1955, it made sense for the whole Aston Martin Lagonda operation to move to larger premises in Newport Pagnell that year. During this early 1950s period, Lagonda turned out some superb elegant gentlemen's carriages, very similar in overall appearance to the later Alvis cars. The 3-litre engine now being used in the Aston Martin DB2/4 powered these quality motors, and a drophead example is featured in the models pictured here. There was no sign of another Lagonda until 1961, and the announcement of the 4-litre Rapide, which was essentially a 4-door DB4 Aston Martin saloon!

It was not until 1971 that a hint of a new Lagonda came, with a one-off personal car for David Brown appearing with Lagonda badges. Due to more financial uncertainty, nothing transpired from this car until, in 1974, a Lagonda V8 was announced, as a William Towns design. Seven were made, and then another group of entrepreneurs took over at the helm of the company.

A second V8 Lagonda saloon was launched at the London Motor Show in 1976, utilising the wedge styling of the 1970s, it was a sensation, looking for all the world as if it had been beamed down from another galaxy! An impressive 170 deposits were taken just at the show, but the very advanced electronics created a wait until 1979, three whole years before these buyers could become owners.

Air conditioning and electric seats were all included in the £32,000 price ticket, and this self-levelling car weighed in at two tons. The 340bhp 5.3-litre V8 powered it, but the new owners found, incredibly, that there was insufficient legroom in the back, and to cope with the need to improve the acceleration, a twin turbo version was produced.

Amazingly, considering its dinosaur looks, it remained in production until 1990, and formed the bulk of Aston Martin's sales – 645 were built. Towards the end, it declined into "add the body kit to keep it alive" status! Since then a few new prototypes have been produced, but no serious attempt to revive the Lagonda name.

WILBUR'S CARS IN MINIATURE

For a little known car marque, it's not surprising that the major model makers largely shunned any real production of Lagondas at the time, with the notable exception of Dinky Toys. In chronological order of the company's production, the M45s must come first.

A mass production example is the Ixo 1935 M45 Rapide. Appearing in the 24 Heures du Mans historic range of Le Mans winners, it's a beautifully-detailed car, with a lovely badge on its chrome radiator, neat painted wire wheels, and even the studs picked out on the tonneau cover.

An example of the very earliest era of white metal manufacture is the John Day example of the M45, in road-going form. Better known for his casting of racing cars, the John Day kit is crudely cast, necessitating much removal of excess metal and flash. However, it captures the essential lines of the M45, and holds its head up when standing beside the Ixo example.

Danbury Mint also produced the 1935 Rapide, and whilst the detail is less than white metal crafted models, these pewter models do have a certain charm! Atelier Christian Goel, master model maker of 1/8 scale models, produced an exquisite model in 1/43 of the smaller-engined Rapier, in resin, with very fine wire wheels, and the base fixed to the body with tiny screws.

Western Models has been in business for many years, and the two examples pictured of the 1936 LG45 Rapide represent an early and a later production. The light blue-grey later version sports chrome radiator and headlamps, whereas the earlier green one had not been equipped so brightly. They undoubtedly confirm the streamlined, swept wing styling of the car, the external exhaust pipes giving an impression of raw power, and the twin horns at the front an indication of powerful impatience.

Dinky Toys No 38c was introduced in 1946, listed as Lagonda Sports Coupé, and appeared in a range of body colours including green, maroon, grey, together with seats in maroon, dark green or fawn. It was renumbered briefly in 1955 as 102, then withdrawn,

12 The curvaceous 1940 Lancefield at the Louwman Museum.

13 Lansdowne's LD58 1949 2.6 Drophead in light metallic green.

14 1950 2.6-litre Drophead.

15 The special issue yellow version, with the hood up, for the Lansdowne Collectors Club.

16 Four Wheel Models gave us this delightful blue carriage, the 1953 Drophead – it even has a shooting stick on the back seat.

17 Neo's all new super-detailed creation of the 1956 3-litre Drophead Coupé in open form.



prior to the 100 series of 50s sports cars appearing. It is constructed in the standard format for Dinky, of one-piece body casting, rivets securing tin baseplate, and a separate clear plastic screen.

Matchbox Models of Yesteryear ventured into the luxury British car market with its Y-11 1938 Lagonda drophead. First issued in 1972, it was one of the last of their models to be released using the old style wire wheels, and black fine treaded tyres. Pictured here in the regular colours of maroon chassis and gold body, with black seats, it represents a 2-door, 4-seat drophead tourer. There are rare variations on the baseplate colour of this version, known amongst Yesteryear devotees as purple or strawberry-based Lagondas. Alongside is an example of the later version, with later solid chrome wheels and whitewall tyres, cream body and black baseplate. A maroon interior and boot sets it off well, so much so that this little treasure continued in production until 1985.

The part works series of Classic Cars provided a small number of superb and inexpensive early British marques amongst its models, and one was the Ixo 1938 LG6 Drophead coupe in green. Beautifully detailed, it is a sizeable model with delightful dashboard, chrome parts and flawless green finish. Ixo released this model later as part of its main range, in blue, with more detail.

Brooklin released LD 78 1939, the V12 Rapide drophead, in its Lansdowne range in October 2010, and this was fully reviewed on page 88 of the November 2010 issue. Suffice to say it captures the rakish lines very well.

Moving to the smaller makers, Danbury Mint chose to model the 1939 V12 drophead in its smaller scale pewter range. It is to the company's usual standard, with a crisp and detailed unpainted casting, but solid wheels that do not rotate. Nevertheless, it is one of only two detailed models of the V12.

Its higher quality brother, the kit produced by Brian Garfield Jones in his white metal Motorkits range, is of quite exceptional quality for its age. Separate front bumper, accurately formed hood that looks real, complete with separate hinges, and detailed interior,

▲ **The 1970s ultimate wedge**
– **Aston Martin Lagonda,**
designed by William Towns.

Inset Western's 1977 'wedge'
– it was a real monster and
typical of the 1970s.

//

***For a little
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Lagondas at
the time, with
the notable
exception of
Dinky Toys.***

//

stand this model apart from the rest of its day.

Matrix models retain its quality with the release of the curvaceous Lancefield, which is amazingly accurate at 1/43 scale, and its racing lines are a pleasure to behold.

Lansdowne provided us with a wonderful post war example in its LD58 1949 2.6 drophead. Released initially in metallic green, it has subsequently appeared in red as 58A, or in pale yellow with hood up as a special issue for the Lansdowne Collectors Club. This model is quite chunky, but the finish is flawless, and the grille is particularly well presented.

The lean period of the 1950s and '60s is covered in quality by the Four Wheel Models 1953 3-litre drophead. It's a heavy white metal handbuilt model, but is all Lagonda, down to the accurate bonnet badge, and shooting stick on the back seat. Photo-etched parts include radiator grille, quarter lights, and mud spats on the rear wings. The dark blue coachwork sets it off really well. Neo also modelled the Drophead beautifully in a very evocative green.

Which brings us to the 1970s and, as Western Models has supported Aston Martin and Lagonda quite comprehensively over the years, it's no surprise that it has provided the one and only model of the 1977 Aston Martin Lagonda V8. It's in gold, with US specification black 'rubber' bumpers, and a typically '70s tan interior. It may not be a sports car, but it just had to appear in a Lagonda line-up, didn't it?

A second 1/43 model of this 1970s wedge has been produced in resin by ABC, and occasionally appears on eBay. Finally a Chinese maker entitled TRL has released a 1/18 scale masterpiece in a beautiful cream paintwork, with removable and interchangeable wheels, all priced at £370.

So, back to the present day, unless Aston Martin, under Ford control, choose to revive the ancient Shawnee name of Lagonda, it looks like this was the last model to bear the name that we'll see. The development of Aston Martin, using that wonderful, small W.O. Bentley-inspired engine is, of course, quite another story. **DC**

American MG T Types

Andrew Ralston finds that models go from one extreme to the other.

The MG TC, which had been essentially a stop-gap model, enjoyed surprising success in the North American market with some 10,000 being built between 1945 and 1949, most of them crossing the Atlantic. As a result, improvements to the TD of 1949 in areas such as steering and rigidity were specifically designed to enhance the car's appeal in the USA. Sales of this model peaked in 1952 until it gave way to the TF the following year, itself another stop-gap until the arrival of the much more modern MGA in 1955.

With so many real T Types going to America, it was no surprise that numerous toy and model versions were made there, whether in the form of metal toys from the two biggest firms, Tootsietoys and Hubley, or in the form of many different plastic assembly kits. There are few more effective ways than demonstrating the difference between 'model' and 'toy' than looking at the various T Types pictured here.

Surely the best MG model to be made in the States dates from 1954 and comes from an obscure Ohio-based company called Doepke (pronounced "Dep-key"). Fifteen inches in length, this is unusual as it comes as an assembly kit in diecast metal, which made it a bit easier to assemble as, instead of getting your fingers covered in glue, you simply had to screw the pieces together. Early issues, however, did need painting as the body casting was initially supplied in bare primer.

Attention to detail is remarkable for the period, but it's interesting to note that the car is not actually described as an MG, but called "MT" on the box, suggesting that permission to use the octagon trademark had not been given. Doepke followed up the MG with another famous British import, the Jaguar XK120, but the popularity of these metal kits inevitably declined with the rise of plastic ones.

At quite the other extreme, in terms of realism, are the various T Types from Tootsietoys of Chicago, and by Midgetoy, made by A & E Tool and Gage Company in Rockford, Illinois. Tootsietoys liked to make versions of the same vehicle in more than one size, and there are two, three and six inches



▲ Doepke's 15 inch long metal kit makes up into a highly accurate replica. Photo: Doug Kelly



▲ Midgetoy MG Midget makes no claim to being anything more than a simple toy.



▲ Tootsietoys interpretations are equally simple, though better-proportioned.

sizes, though strangely, they aren't simply scaled up or down from each other, but exhibit various differences. As for the Midgetoy (just under three inches in length), this is even more of an approximation with completely covered-in wheel arches and a good deal of silver painted trim, something that Tootsietoys rarely bothered about. Midgetoy also made a two-inch version of the MG, on which the wheels are not covered.

Comparing the Doepke to the Tootsietoys and Midgetoy might suggest going from the sublime to the ridiculous, but that would be unfair. Unusually, for the era, the Doepke was marketed as "an absorbing educational father-and-son project ... or a handsome collectors' item for sports car owners and hobbyists", whereas the others had no pretensions to be anything other than simple, robust toys for kids to enjoy playing with. **DC**

CORGI THROUGH THE YEARS

Rick Wilson continues his series of year-by-year articles from the beginning of the brand in 1956. We continue the series with a look at the new models released during the first half of 1965. *Photos: Vectis Auctions*



Corgi was really getting into its stride now, so much so that the 1965 release year runs to seven pages, so we've split this one over two issues. We naturally start with the first half of the year, so here come details of the releases from January to June.

January saw the introduction of a whole range of military reworkings of existing models, all now painted in drab military green with US Army markings. These were produced specifically as a response to calls from distributors in the USA and, as such, all initial production was shipped across the Atlantic. So, technically, there were no new models in the first month of the year for the home market. These vehicles would, however, begin to appear in UK shops later in the year.

The range comprised No 354 Military Ambulance (based on No 463 Commer Ambulance), No 355 Military Police Truck (No 464 Commer Police Van), No 356 Military Personnel Carrier (No 434 Volkswagen Kombi), No 357 Land Rover Weapons Carrier (No 438 Land Rover), No 358 HQ Staff Car (No 235 Oldsmobile) and No 359 Army Field Kitchen.

Kitchen (No 428 Mister Softee Ice Cream Van). Additionally, there were three reworked Corgi Majors in the range – No 1133 Troop Transporter (No 1118 International Tow Truck), No 1134 Army Fuel Tanker (No 1110 Mobilgas Tanker) and No 1135 Heavy Equipment Transporter (No 1131 Carrimore Detachable Machinery Carrier). All nine vehicles were withdrawn during 1966 and, although sales figures weren't huge, these had provided a good boost of revenue for existing castings with minimal outlay on Corgi's part to create the new models.

So, the year started properly for the UK market in February, and Corgi impressively 'predicted' the result of the upcoming Le Mans 24 Hours with the release of No 314 Ferrari Berlinetta 250 LM. It featured rather wonderful, spoked wheels and lifting rear bodywork that revealed an engine and spare wheel – just like the real thing. The dimensions and photos had all been taken for the model at the 1963 Earls Court Motor Show, and five cars were entered at the race in June, with 250 LMs taking first and second places overall. Also released this month was a new, much larger farm trailer, which featured a hydraulic ram to hold the tipper body in an elevated position, if



▲ No 354 Military Ambulance.



▲ No 357 Land Rover Weapons Carrier and No 356 Personnel Carrier.



▲ No 359 Army Field Kitchen.



▲ No 1133 Troop Transporter.

▲ No 1134 Army Fuel Tanker, No 355 Military Police Truck and No 358 HQ Staff Car.

▼ No 1135 Heavy Equipment Transporter.



1



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4



1 No 314 Ferrari Berlinetta 250 Le Mans; 2 No 62 Farm Tipper Trailer with Raves; 3 No 321 Monte Carlo Mini-Cooper S; 4 No 447 Wall's Ice Cream Van.

desired. The final release in February was a new version of the rallying Mini Cooper, this time replicating Timo Makinen's success at the recent Rallye Monte-Carlo.

March produced four real beauties, with the No 258 Saint's Volvo whetting the appetite of TV and film fans ahead of a certain famous release later in the year. Faithfully replicating the stunning Volvo P1800, as used by Roger Moore in the TV series, the bonnet of the model was adorned with The Saint logo to add extra appeal. Initially, this was a black graphic on the white bonnet, but later versions would have a white graphic on a red background on the white bonnet – presumably, Corgi felt the car needed a little colour! It was incredibly successful, joining an exclusive group of models that would each pass the one million sales mark.

Not to be overshadowed, March also saw the release of the No 447 Wall's Ice Cream Ford Thames, which came with two figures, all mounted on an attractive display plinth. Other releases this month were No 322 Rover 2000 in Rallye Monte-Carlo guise, complete with competition numbers and rally plate, and No 471 Joe's Diner Mobile Canteen. The latter was an adaptation of No 407

Smith's Mobile Shop. The main body had been opened up to allow a semi-clear roof panel to be installed – this provided the light source for

the sign over the cab front, by way of Corgi's impressive 'Trans-o-Lite' system.

April would see the introduction of another much-loved favourite today – No 485 Mini Countryman, complete with surfboards and surfer figure. At first glance, this appeared to be a reworking of the Mini Police Van and Mini Van, but it was, in fact, all new tooling. Also this month, the first two gift sets of the year were released – the first of which (numerically) is GS33, comprising No 60 Fordson Power Major Tractor with a new trailer, based on the chassis of No 62 Tipping Trailer, affixed with a new, high-sided body, which contained four calves, protected by a moulded-plastic net over the top. This was wonderfully named "Beast Carrier".

The month's other gift set release was one that has become very much a sought-after item by modern collectors – the Rally Monte-Carlo Gift Set. Comprising No 321 Mini-Cooper 'S', No 322 Rover 200 and No 323 Citroen DS 19 (also released as a standalone model this month), all in rallying trim and mounted on a spectacular display plinth. Amazingly, only 72,000 of this set were sold, which goes some way to explaining values that are seen today. Finally, for the month, came No 470 Forward Control Jeep with Hood, which added a plastic 'tilt' to No 409 Jeep.

In May, the Corgi Classics range of vintage cars followed up the range's launch in 1964 with the twin release, in May, of the attractive 1910 Renault 12/16 in two colours – No 9031 in a metallic lavender and No 9032 in Primrose Yellow. Neither were huge sellers though, with No 9031 only lasting until 1966 (70,000 sales) and No 9032 the following year (120,000). Also released, during May, was No 320 Ford



▲ No 471 Joe's Diner Mobile Canteen.



▲ No 322 Rover 2000 Monte Carlo.



▲ No 258 The Saint's Car Volvo P1800.



▲ No 485 Mini Countryman with Surfer.

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CORGI TOYS JANUARY TO JUNE 1965 RELEASES

No	Title	Scale	Released	Withdrawn	Sales
62	Farm Tipper Trailer with Raves	-	February	1972	615,000*
64	Working Conveyor on Forward Control Jeep	1/44	June	1969	421,000*
258	The Saint's Car Volvo P1800	1/46	March	1970	1,159,000*
314	Ferrari Berlinetta 250 Le Mans	1/47	February	1972	1,598,000*
320	Ford Mustang Fast Back Coupe	1/46	May	1966	553,000
321	Monte Carlo Mini-Cooper 'S'	1/42	February	1966	181,000
322	Rover 2000 Monte-Carlo	1/47	March	1966	144,000
323	Citroën DS 19 Monte-Carlo	-	April	1966	124,000
354	Military Ambulance	1/45	January	1966	99,000
355	Military Police Truck	1/45	January	1966	63,000
356	Military Personnel Carrier	1/47	January	1966	95,000
357	Land Rover Weapons Carrier	1/46	January	1966	130,000
358	HQ Staff Car	1/49	January	1966	121,000
359	Army Field Kitchen	1/55	January	1966	80,000
447	Wall's Ice Cream Van	1/46	March	1966	249,000
470	Forward Control Jeep with Hood	1/44	April	1972	420,000*
471	Joe's Diner Mobile Canteen	1/55	March	1966	147,000
480	Chevrolet Taxi Cab	1/50	June	1966	167,000
481	Chevrolet Police Patrol Car	1/50	June	1969	518,000*
485	Mini Countryman with Surfer	1/42	April	1969	484,000*
1133	Troop Transporter	1/48	January	1966	56,000
1134	Army Fuel Tanker	1/47	January	1966	43,000
1135	Heavy Equipment Transporter	1/47	January	1966	28,000
9031	1910 Renault 12/16	-	May	1966	70,000
9032	1910 Renault 12/16	-	May	1967	120,000
GS33	Fordson Power Major Tractor and Beast Carrier	-	April	1966	226,000
GS38	Rallye Monte-Carlo Gift Set	-	April	1966	72,000

Source: *The Great Book of Corgi 1956-1983*

* + 1969 sales (figures lost in fire)

5 No 323 Citroën DS 19 Monte-Carlo.

6 No 320 Ford Mustang Fast Back Coupe.

7 No 481 Chevrolet Police Car.

8 No 480 Chevrolet Taxi Cab.

Mustang Fast Back Coupe. Ford's muscle car was very nicely modelled and featured opening doors with sliding windows – another Corgi first! Complete with tip-up seats, the now well-known Corgi dog could be found on the back seats too.

Rounding off the releases, for the first half of the year, were three more models. Another variation of the Forward Control Jeep came mounted with a working conveyor belt and was supplied with sacks and a farmhand figure, sold as No 64. Then we have a pair of Chevrolets, one in Police Patrol guise (No 481) and the other as an American taxi cab (480). These looked like they were simply reworkings of earlier Chevrolets (Nos 223 and





▲ No 470 Forward Control Jeep with Hood.



▲ Nos 9031 and 9032 Renault 12/16.



▲ No 64 Working Conveyor on Forward Control Jeep.

221 respectively), but closer inspection reveals that both were produced from brand new tooling, with the body now split into upper and lower halves, which made two colour paint jobs so much easier. The police version proved the most popular, lasting in the range until 1969, whereas the taxi was phased out after only one year.

Moving onto the second half of 1965 next time, we can look forward to another plethora of new models, including arguably the most iconic Corgi Toys release of all time. No prizes for guessing what that is! **DC**



CORGI TOYS JANUARY TO JUNE 1965 RELEASES PRODUCTION COLOURS		
No	Title	Colours produced
62	Farm Tipper Trailer with Raves	Red with yellow tow bar and raves
64	Working Conveyor on Forward Control Jeep	Red with yellow conveyor
258	The Saint's Car Volvo P1800	White with logo on bonnet
314	Ferrari Berlinetta 250 Le Mans	Red
320	Ford Mustang Fast Back Coupe	Blue, silver, green or metallic light mauve
321	Monte Carlo Mini-Cooper 'S'	Red with white roof
322	Rover 2000 Monte-Carlo	Dark metallic red with white roof
323	Citroën DS 19 Monte-Carlo	Pale blue with white roof
354	Military Ambulance	Military green with Red Cross markings
355	Military Police Truck	Military green with US Army markings
356	Military Personnel Carrier	Military green with US Army markings
357	Land Rover Weapons Carrier	Military green with US Army markings
358	HQ Staff Car	Military green with US Army markings
359	Army Field Kitchen	Military green with US Army markings
447	Wall's Ice Cream Van	Pale blue with cream rear body
470	Forward Control Jeep with Hood	Blue, light blue or mustard, with grey tilt
471	Joe's Diner Mobile Canteen	Blue
480	Chevrolet Taxi Cab	Yellow and red body with red roof
481	Chevrolet Police Patrol Car	White and black body with black roof
485	Mini Countryman with Surfer	Sea Green with tan wood effect
1133	Troop Transporter	Military green with US Army markings
1134	Army Fuel Tanker	Military green with US Army markings
1135	Heavy Equipment Transporter	Military green with US Army markings
9031	1910 Renault 12/16	Lavender
9032	1910 Renault 12/16	Primrose
GS33	Fordson Power Major Tractor and Beast Carrier	Blue tractor with yellow trailer on red chassis
GS38	Rallye Monte-Carlo Gift Set	As per Nos 321, 322 and 323

Source: *The Great Book of Corgi 1956-1983*



▲ GS38 Rallye Monte-Carlo Gift Set.

◆ GS33 Fordson Power Major Tractor and Beast Carrier.

The Matchbox Annual

Mike Pigott looks back at the one and only Matchbox annual, from 1980.

Along with roast turkey, Christmas trees and mince pies, one of the greatest British festive traditions is the annual. Popular as gifts and stocking fillers, the average annual is a bumper-sized hardback edition of a popular magazine or comic book.

Most British magazines and comic books release an annual in the run-up to Christmas. These can be aimed at age groups ranging from pre-schoolers through to teenagers. Annuals, as we know them today, originated in the 1930s – Rupert Bear, The Beano and The Dandy first appeared in this era and are still issued today. Humour anthology comics, such as The Beano, Buster and Knockout contained longer stories featuring each publication's respective characters. Adventure comics, like 2000AD, Eagle, Warlord and TV-21 Magazine, which normally had continuing serial strips, featured longer, self-contained stories. Sometimes, the most popular characters graduated to their own annuals, such as Dennis the Menace, Lady Penelope and Judge Dredd.

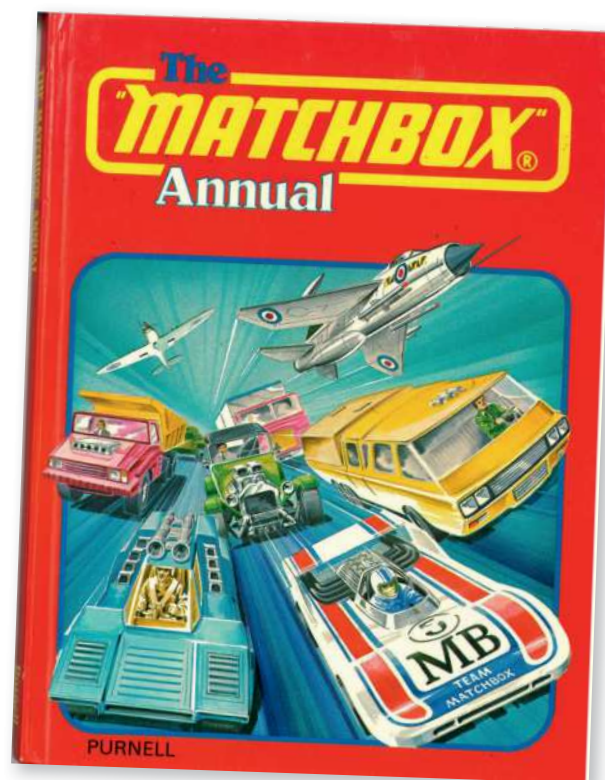
However, not all annuals were related to comics and magazines. Other pop culture phenomena spawned their own annuals, including movies, TV shows (such as Dr Who and Blue Peter), pop groups, and sporting teams. There were even annuals related to hobbies, such as scouting or modelling. Some annuals were produced for many years or even decades, while those related to short-lived fads may have only had a single edition.

The contents of most annuals featured comic strips, rounded out with text stories and articles, quiz and puzzle pages, and jokes. Those aimed at boys often had features on footballers, vehicles and the armed forces. Annuals for girls, such as Bunty, Girl and Jackie usually had articles on pop stars, fashion and horse riding.

▲ The cover of The Matchbox Annual, produced for Christmas 1979.



▲ This page from the heist strip featured several Super Kings or Speed Kings models, including Jaguar Police Car, Ford Capri Mk II and Ford Tanker – these are featured in more detail in the following article.

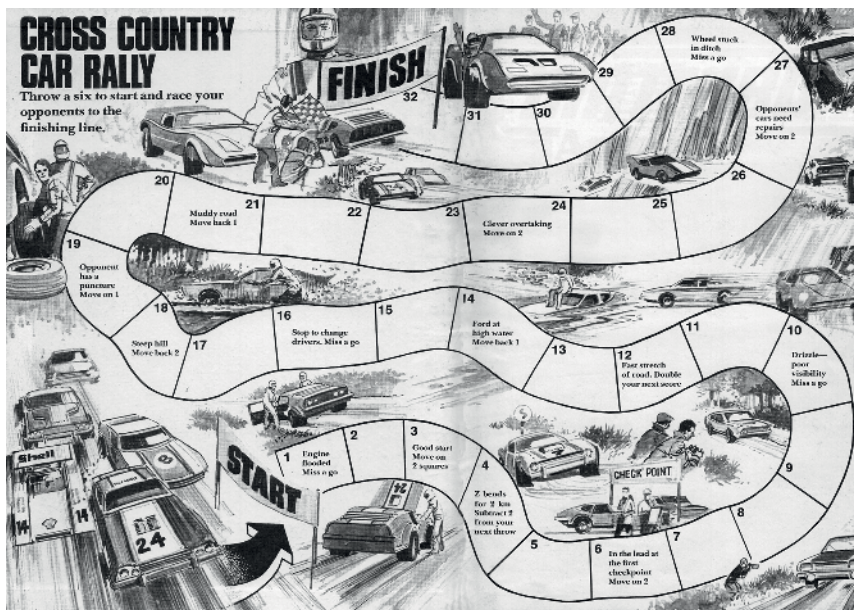


THE MATCHBOX ANNUAL

Lesney Products produced a range of products besides diecast models, including construction kits, action figures, dolls, preschool toys, souvenirs and giftware – in the 1960s, the company even published a children's book which showed how Matchbox toys were made. However, Lesney also allowed other companies to lease the Matchbox trademark for products that were not made in-house. These included items like colouring books, jigsaw puzzles, pencil erasers, stickers and soap.

In 1979, a publishing house, Purnell Books of Berkshire, obtained the rights to produce a Matchbox annual. This hardcover book was printed in Bristol and retailed at £1.75. Annuals published in 1979 generally went on sale before Christmas of that year, but carried the date of the following year. Although it should have been billed as a 1980 edition, there was no cover date – and there were no subsequent editions, either.

The annual featured a dynamic cover, typical of the painted images used on Matchbox packaging and catalogues of the era. It showed a range of vehicles from the different Matchbox lines zooming towards the reader, on a blue background. Leading the pack were the futuristic Cosmobile and Can-Am racer Hi-Tailer, followed by Street Rod from the Speed Kings range. Three Super Kings were also along for the ride – these being Racing Car Transporter, Big Tipper and Scammell Container Truck. At the rear was armoured car Weasel, while flying overhead were Lightning and Spitfire, and these two could have been from either the Sky Busters or construction kit ranges. The cover had a red border with a yellow MATCHBOX logo, and the same image was repeated on the back cover.



▲ One of the games spreads did depict several 1-75 Superfast-style cars.



▲ This fumetti-style strip was about aircraft refuelling, although Matchbox had no models of this nature.



▲ Bizarrely, page 25 featured this image of a real fire engine, which had been closely modelled by Matchbox for many years (see pages 56-57), but no mention was made of this fact.

WHAT'S INSIDE

Behind such an exciting, Matchbox-themed cover, the recipient of this annual may be expecting articles about collecting Matchbox cars, the history of the range, and features on the real vehicles that the models were based on. Wrong! This annual was very disappointing. For a start, it was much smaller and thinner than the typical bumper Christmas annual, and was mostly black-and-white, with only a few colour pages. What's more, the interior features had little or nothing to do with Matchbox cars! While a typical selection of comic strips, text articles and quizzes were included, these were generic transport-related features that weren't particularly related to Matchbox cars.

The first article was about the aircraft carrier HMS Ark Royal. Other text features were on the London to Brighton veteran car run, firefighting, Grand Prix racing, helicopter search and rescue, giant excavators, and military manoeuvres. Also included was a review of the Opel Monza – a car not even modelled by Matchbox! There were two quizzes – a car picture quiz, and one that claimed to be a "MATCHBOX Collector's Quiz", which had a very tenuous link to anything Matchbox.

Three short adventure comic strips were included, all of which looked fairly amateurish. The first one was based around a security truck heist, and was the only feature in the book that made some effort to incorporate some Matchbox cars. Drawn into the strip were several King Size cars, including Jaguar Police Car and Police Motorcyclist escorting the armoured car, while the bad guys got away in Mercedes Tourer and Ford Capri Mk II. Like the cover models, more about these can be found on pages 54 and 55.

Another strip involved smugglers, while the third was about motocross racing. In addition, there were two picture features done in the Italian 'fumetti' fashion, comprising photos with comic-style captions and word balloons – one on airport refuellers, and the other on a container port.

Only one short story was included, and this was the only item to have a credit. It was a recollection of landing on D-Day written by Jack Cox, presumably an old soldier. The front and back endpapers comprised fairly lame black and white board games – one a car rally game, and the other a military-themed version of ludo.

With the exception of the heist story, none of the features in the annual had any link to Matchbox cars, and seemed to have been left over from something else. Page 25 of the annual even carried an image of a real fire engine that had been closely-modelled and produced as part of the King Size range (Super Kings, by the time of the release of the annual) for many years, but no mention was made of this. I have to say this is one annual I'm actually glad I was never given for Christmas, as I'm pretty sure I would have been disappointed!

The 'cover stars' and other models featured are shown in more detail in the pages immediately following this article. **DC**



The models of the Matchbox Annual

Following on from the appraisal of the annual itself (pages 54 and 55), Rick Wilson delves into his Matchbox collection to illustrate the models turned into comic strip form.

Firstly, I have to thank Mike Pigott for making me dig out my annual when he submitted his article on pages 54 and 55. It served to remind me that I have a fair few of the models that are featured within its pages so, of course, I had to get them out of storage to share here. Thanks also to Vectis Auctions for filling the picture gaps where I don't have them (yet).

As Mike pointed out, there aren't too many pages inside the annual that actually feature its products. We'll start first with the cover then.

Flying high are a Spitfire and a BAC Lightning. Mike pointed out that these could be either a reference to a plastic kit, or diecasts from the SkyBusters range. Given the ambiguity, and the fact that I don't have either of these two aircraft in either form, I'll focus on the road vehicles. The main models featured on the cover are Super Kings K-4 Big Tipper, 1-75 No 68 Cosmobile, Speed Kings K-50 Street Rod, 1-75 No 56 Hi-Tailer and Super Kings K-7 Racing Car Transporter. In the background of

▲ The main models featured on the cover – left to right: Super Kings K-4 Big Tipper, 1-75 No 68 Cosmobile, Speed Kings K-50 Street Rod, 1-75 No 56 Hi-Tailer and Super Kings K-7 Racing Car Transporter.

► The main article, The Diamond Drive, featured many Super Kings and Speed Kings releases.



the cover image, the Super Kings K-17 Scammell Crusader Container Truck can be seen.

At this point, I have to say that the K-7 Racing Car Transporter was an absolute favourite of mine as a youngster – I adored the fantasy styling that was carried over to several other Super Kings vehicles. When I say “adored”, I actually mean “adore”, because I still do and, as if to prove that point, I have to confess to currently having eight examples of the K-7 transporter!



▲ During the car chase, Super Kings K-16 Ford LTS Articulated Tanker can be seen being forced off the road. Photo: Vectis Auctions



▲ In the background of the cover image, the Super Kings K-17 Scammell Crusader Container Truck can be seen. Photo: Vectis Auctions

On page 55, there is an image of a real fire engine. It had been closely modelled by Matchbox for many years in the King Size and then Super Kings ranges. The Super Kings K-15 Merryweather Fire Engine, shown here, compares very well with that image of the real vehicle – it's quite an accurate replication for a toy.

THE DIAMOND DRIVE

Despite a distinct lack of Matchbox releases that were directly related to the annual content, the main comic strip article, The Diamond Drive, at least featured many Super Kings and Speed Kings releases. But none were directly referenced – a hugely-missed opportunity, I feel.

The strip opens with a security convoy led by two police motorcycle outriders (1-75 Series No 33) escorting a security truck. The closest to the vehicle would have been Super Kings K-19 Security Truck, but this was a completely different shape – the vehicle in the comic strip looks more like a K-11 Dodge Van, but this was never produced in security form. Bringing up the rear is a Police Jaguar XJ-12 (Super Kings K-66).

After the successful robbery, the miscreants escape in a Speed Kings K-48 Mercedes 350 SLC. The aftermath of the raid then depicts a pair of Mercedes emergency vehicles in attendance – Speed Kings K-63 Mercedes Ambulance and K-61 Mercedes Police Car.

Once the police officers have successfully tracked down the gang leader, Harry Wolfe, he attempts to escape, using his Speed Kings K-59 Ford Capri MkII as a getaway car. During the high-speed chase, Super Kings K-16 Ford LTS Articulated Tanker can be seen being forced off the road. In the final scene, Wolfe has driven to an airfield and attempts to take off in a waiting Cessna 210 (Skybusters SB-14).

So, there's is plenty to link with the article, but it



▲ A pair of Speed Kings in hot pursuit – the police officers in K-66 Jaguar XJ-12 chase down the baddies in K-48 Mercedes 350 SLC.



▲ Compare this image of Super Kings K-15 Merryweather Fire Engine with that of the real vehicle shown on page 55 – it's a really good replication for a toy.

▼ Super Kings set K-66 comprises the Police Jag (here in its later, updated look) with the pair of outriders featured in the strip (1-75 series No 33). Note the unused cones, signs and stickers!



▲ Seen in the raid aftermath is Speed Kings K-63 Mercedes Ambulance. Photo: Vectis Auctions



▲ Also in attendance with the ambulance is Speed Kings K-61 Mercedes Police Car. Photo: Vectis Auctions



▲ Harry Wolfe uses a Speed Kings K-59 Ford Capri MkII as his getaway car. Photo: Vectis Auctions

does seem very odd that there was no mention of the models featured. Somebody should have been for the high jump – maybe that's why we never got another annual. **DC**



Superfast 1969-1982

No.
31

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



Number 31 in the Lesney-era 1-75 Superfast range featured a classic American luxury sedan, a weird and wonderful customised Beetle and finished up with a caravan, which then carried on for many years after the Lesney bankruptcy.

LINCOLN CONTINENTAL

Catalogue: 1970-71

Box Styles: G

For its comparatively short run as a Superfast (although longer than some), the stylish Lincoln Continental acquired a new colour when it received its Superfast 'upgrade' – a very pleasing and subtle metallic lime green. For 1971, the body received body modification to the wheel arches, so that the wider, second generation Superfast wheels could be fitted. With its light interior and clear glass, it was definitely a favourite in the shops, thanks to its faithfully-replicated body and an

▲ **Lincoln Continental, Volks-Dragon and Caravan, with their initial release boxes.**

opening boot.

In May 2021, Vectis Auctions sold a pre-production Lincoln Continental that sported the later Regular Wheels colour of Sea Green and was fitted with Superfast wheels. Listed with an estimate of £2,000 to £3,000, it sold for an incredible £13,000 plus buyer's premium.

VOLKS-DRAGON

Catalogue: 1972-77

Box Styles: I

This was the first of three hot-rod Volkswagen Beetles to appear in the series, painted bright red, with an unpainted base that also included the headlights and the thick rear bumper. It had big, hot rod-style rear wheels, and a huge V8 engine installed in the rear, which needed a roof-mounted air intake. The interior could be found in yellow or cream, and the glazing normally had a purple tint, but could sometimes be clear. On the bonnet was a distinctive 'googly eyes' label, lending even more



▲ Back row: Lincoln Continental in Sea Green, as it appeared in Regular Wheels guise; later version of Caravan with blue door and matching graphics; post-Lesney modification of Volks-Dragon as "Sand Digger". Front row: Lincoln Continental with wider Superfast wheels; US release version of Volks-Dragon as "Hi Ho Silver"; another post-Lesney release, Sand Digger was restyled as "Dune Man" for its final year.



▲ Volks-Dragon was heavily modified (top) after the Lesney era came to an end, but the family resemblance is clear to see.



▲ The simple, but effective, door closing mechanism on Caravan.

wackiness to this already crazy looking car. But it sold well and appeared in six annual catalogues so it seems Matchbox got it right again.

It was restyled for the US market, painted in a very light silver with red "Hi Ho Silver" graphics and the number 31 in white on a black-painted roof. The body casting was later modified (post-Lesney) and it received four big off road-style wheels, released in green as Sand Digger (1983-1984) and in red as Dune Man (1985).

CARAVAN

Catalogue: 1978-82

Box Styles: L

This was the first new trailer in the range since Eccles Caravan in 1970. However, Caravan was quite different from the earlier model, in that it was a much smaller, single-axle type. It was quite a chunky little van, and seemed to have been designed to fit the box exactly. It had one novelty working feature, which was an

opening door that could be pushed open with a finger, and closed using a little thumb-wheel on the base – a simple, but effective operating mechanism. It was painted white, with amber windows and skylights, pale yellow interior and unpainted base. The door was in orangey-yellow plastic, and paper labels were fitted along the lower sides; these were red and orange stripes over a seagull silhouette. In 1981, it was given a very minor colour change, with the door now blue and the labels featuring two-tone blue striping.

After the Lesney era had come to an end, Caravan continued for many years under new ownership and can be found with many variations to the graphics. The casting remained untouched throughout though. **DC**

Captain Scarlet returns

Mike Pigott continues his series on Gerry Anderson's TV-21 models with a look at this large, impressive model of the SPV from *Captain Scarlet and the Mysterons*.

In 2003 a British company called Product Enterprise Limited introduced a range of model vehicles called 'Gerry Anderson Diecast Classics'. These were large items similar in size to 1/18 scale model cars. Product Enterprise made a wide range of vehicles from nearly all the TV-21 programmes, from *Supercar* through to *Space: 1999*. Yet, there were no models from the most popular show, *Thunderbirds*, and this may have been because the license was unavailable due to the live-action feature film being in production around this time. Surprisingly, there were no models from *Joe-90* either, but unsurprisingly there was nothing from obscure show *The Secret Service*, which didn't feature any futuristic vehicles.

The majority of models were based on *Space: 1999*, with six different types of Eagle spacecraft released (see Rick Wilson's article in the January 2016 issue) and several from *UFO*, including three types of SHADO 2 Mobiles. There was a single model from *Supercar*, *Fireball XL5*, *Stingray*, and today's subject, *Captain Scarlet*.

SPECTRUM

Captain Scarlet and the Mysterons was based around Spectrum, an international security organisation, where all the agents have colour-themed code-names. Led by Colonel White, Spectrum is based on a flying aircraft carrier known as Cloudbase.

Spectrum's arch enemies were the Mysterons, unseen aliens from Mars, who had the ability to possess the bodies of humans. Captain Scarlet, Spectrum's top agent, was killed and reanimated by the Mysterons, but was able to break their programming and restore his memories, becoming Spectrum's top indestructible agent.

SPECTRUM PURSUIT VEHICLE

The Spectrum Pursuit Vehicles are large, tank-like vehicles that are stored in various safe-houses around the world where they can be accessed by Spectrum agents when required. Despite their massive size,



▲ Spectrum Pursuit Vehicle in its impressive Product Enterprise packaging.

► Rear three-quarter view showing the deployable rear tracks and Captain Scarlet in his rear-facing seat with the vehicle access door open.



they can travel at incredibly high speeds over all sorts of terrain, and have retractable tank-treads to assist them over rough ground. The driver sits facing backwards and watches the road via a video screen.

The sole Captain Scarlet model, made by Product Enterprise, was the SPV. It was a very large model, much larger than any previous models of it, measuring 180mm. A very solid item, it had both the



body and base made of diecast, and was equipped with ten dual wheels. The rear tank treads could be lowered, and were fitted with very fine rubber tracks that rolled freely. The sliding side door was operated by pushing it inwards, and could be closed the same way. The door opened to reveal an extremely well painted Captain Scarlet figure, and his control panel and forward-view screen could also be seen. The

Captain Scarlet and the Mysterons was based around Spectrum, an international security organisation, where all the agents have colour-themed code-names. Led by Colonel White, Spectrum is based on a flying aircraft carrier known as Cloudbase.

▲ Spectrum Pursuit Vehicle by Product Enterprise with its weathered appearance.

rear aerials were fixed and there was no rocket-firing mechanism. It was painted light silver-blue with tampo printed 'SPV' markings and Spectrum logos, plus red safety markings. Judging by the size of the Captain Scarlet figure, it was around 1/50 scale.

In some ways, this was the best SPV model ever made, certainly in terms of detail and build quality, although it was let down by one thing – the overall finish. The armoured panels (which were cast in on previous models) were just mask-sprayed on. Also, the vehicle was given a dusty, weathered finish, which did not look particularly appealing. The front bumper and wheels also had a grubby look to them.

It came packaged in a large window box with an oil pastel sketch of an SPV being flanked by a pair of Angel Interceptors (although PEL did not make an Interceptor model). Surprisingly, the designers of the model were credited on the box – Graham Humphreys and Ian Crichton. In Japan, PEL models were distributed by Aoshima, where this item was sold in a closed box with a photo of an SPV from the original TV series.

Unfortunately, Product Enterprise didn't release any other Captain Scarlet models, so we didn't get the Spectrum Patrol Car, Maximum Security Vehicle or Angel Interceptor aircraft – which potentially would have been excellent replicas. Originally the Gerry Anderson Diecast Classics were sold in places like comic book shops and collectible stores, so fell under the radar of many diecast collectors. Long out of production, they are quite desirable models and have greatly increased in value – originally selling for around £40, many now go for over £200 on the second hand market, although the SPV is seen as one of the least popular in the range and can be found for closer to £100. One sold recently through Vectis Auctions (21st July 2022) for exactly that sum.

Product Enterprise Limited ceased trading around 15 years ago, but re-emerged as Sixteen 12 Collectibles several years ago. The new incarnation is still producing high-quality replicas from many popular films and TV franchises from the 1970s. **DC**



▲ The SPV in action on screen, with the three Angel Interceptors for company.



Marvel's Civil War

Mike Pigott continues his series on superhero models with a look at some miniature vehicles inspired by the film *Captain America: Civil War*.

Back in the July 2017 issue, we looked at a set of three model vehicles by Tomica of Japan that were based on some of the most popular characters from Marvel Comics. They were part of the 'Dream Tomica' line, which featured mostly fictional vehicles from TV, movies and comic books.

An exception to the rule was the trio of Marvel vehicles, which were not based on any cars seen in movies or comics. Instead, they were interpretations of the sort of vehicles that heroes might conceivably drive for their crime-fighting duties.

To tie in with the 2016 film *Captain America: Civil War*, Tomica re-released two of the Marvel cars in new finishes as special limited editions. In the film, the government attempts to gain influence over the Avengers and other superheroes by compelling them to reveal their secret identities and accept state control. This was due to collateral damage caused by super-violence, and to prevent rogue heroes like the Winter Soldier. One group of heroes, led by Iron Man, accepts the ruling and is willing to be overseen by the United Nations. The opposing group, fronted by Captain America, distrusts the government and wants to remain independent. This leads to a massive battle between the two teams.

Tomica re-released the Captain Cruiser and Iron President, in new finishes, to represent the leaders of the opposing groups. Spider Formula was not reissued, as Spider-Man only played a minor role in the film.

CAPTAIN CRUISER II

The Captain Cruiser is based on a Hummer. It is big, rugged and all-American, just the sort of car Captain America would drive. Captain Cruiser

▲ The two second generation releases – Captain Cruiser II (left) and Iron President II (right).



▲ Captain America: Civil War movie poster.



▲ The exclusive Tomica packaging.

II used the same casting as the original, but was now in an even more rugged finish. The body was painted matt dark blue with the fenders in red. There were red and white stripes on the lower halves of the doors, and a white star in the centre. An 'A' logo was printed on the bonnet behind the bull-bar, and there was an Avengers symbol on the rear quarter. The rear hatch was painted black, and the Captain's shield was fastened to it with brown straps. The wheels were thick and knobbly with blue hubs, and the thick metal base was painted matt black. The Cruiser had opaque windows and no interior.

IRON PRESIDENT II

Iron President was a prestige custom sportscar designed and built by Tony Stark. Iron President II was the same car in a new finish and had a much more complex design than the earlier version. It was now painted dark metallic red with sweeping gold and silver stripes running from the nose to the rear engine cover. The rear vents were gunmetal grey, and there were light blue strips at various points on the bodywork. The base and interior were in black plastic, and the wheels were black with chrome rims. A circular port in the rear of the car may have allowed Iron Man to re-charge, and possibly the whole car may be able to transform into an emergency Iron Man suit.

PACKAGING

The models were packaged in standard Tomica red and white boxes, with a picture of the vehicle and the relevant hero. The models were not numbered, as they were special limited editions only sold at certain stores in Japan. **DC**

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Bedford TK Tipper

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

There is a fascination in seeing a tipper wagon, especially when it is tipping its load. Today we have large eight-wheel tippers and others often seen at road repair locations. Aside from these, there are many other smaller tippers used for delivering sand, gravel or materials to building sites. This whole range of tippers was captured over the years by Dinky Toys, from the early basic 25 series tippers, with no tipping mechanism, to the large Leyland Dump Truck No 925 with its tilt cab and other working features.

A medium size tipper was introduced to the series, in May 1964, as the Dinky Toys Bedford TK Tipper (No 435). The *Meccano Magazine* advert on the back page that month describes all the features including “New Bedford TK cab with ‘glass’ windows and windscreen – Plastic Seats – Fully-detailed chassis – Realistic simulated hydraulically-operated tipping body – Drop-down sides – Hinged tailgate” All this for seven shillings and eleven pence!”

In the *Dinky Toys News* of May 1964, it states that “As, in April, I gave details of the prototype chassis, there seems little point in repeating that information here. Instead, I will move on to the Dinky Tipping Lorry itself, which should prove particularly popular with commercial fans. Besides the detailed TK chassis, which is equipped with such standard fittings as windows, seats and steering wheels, the tipping body or load platform has collapsible sides and an opening tailgate hinged at the top.”

The model has a light grey cab with a blue roof and the tipping back is in orange. As described, the cab has windows and a detailed plastic interior, and the back has plastic drop down sides with a tailboard fitted to the diecast frame. The tipping mechanism, which is hand-operated, is a black plastic sleeve with a cotter pin to resemble a hydraulic unit. The wheels are in blue plastic with double ones on the rear.

▲ Dinky Toys TK Tipper (No 435) in its less common colours.



▲ May 1964 Meccano Magazine advert, part image.



▲ Dinky Toys catalogue of 1968 part image, showing the yellow tipper.

FURTHER INFO

The range of Dinky Toys tippers have always been of interest to collectors. They sometimes appear in the DTCA Journal with pictures and comments. If you would like to find out more details or join, then visit the website at www.dtcawebsite.com



▲ Dinky Toys TK Tipper (No 435) in grey and orange with the tipper body raised.

Other colours were available and consist of yellow with a yellow back, with some of these having black cab roofs, white with a blue back, and red with black cab roof and red back, and there may be variations of these colours, of course. The models were sold in illustrated card end flap boxes containing an internal packing card around the cab. They were also available in the yellow or gold Visi-Pac boxes before deletion in 1970.

The real Bedford TK was launched in 1960 at the Commercial Motor Show as a replacement for the ageing S type. The General Motors-inspired design was a forward control truck and had Bedford diesel or petrol engines mated to four or five-speed gearboxes. Turbocharged engines were also available in the 1980s. The engines were located behind the cab, allowing a more spacious interior. Military 4x4 versions were also produced. The TK was used for a variety of other commercial vehicles including vans, flat beds, fire vehicles, tankers and articulated vehicles. I understand that an eight-wheel version was also produced. **DC**

A pair of Porsches at the Targa Florio



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

During the early months of 2022, when we began planning our first proper holiday for five years, to Sicily, a little light bulb flickered on in my mind. Anyone with a whiff of Castrol R in their veins will most likely have heard of the famous race that used to take place around a public road course on the island – the Targa Florio.

Long since succumbed to the sensibilities of driver (and spectator) safety, the original circuit, and some of the infrastructure, still remains. Planning to undertake the 45-mile Piccolo circuit in our humble hire car, I soon hatched a plan to bring along a couple of appropriate models for a photoshoot.

A dear friend of mine, Michael Keyser (who actually helped with a huge amount of research for our holiday), raced a Porsche 911 ST in the 1972 Targa with Jürgen Barth, finishing 10th. So, sticking with the Porsche theme, I opted for a pair of Italian-made models of the 1969 and 1970 winners.

Having meticulously researched the incredible, twisting, but amazingly scenic route (with Michael's help, of course), we started at the old pits/start complex just north of the town of Cerda, on the SS120. The pits complex is still mostly intact, along with some grandstands and the footbridge that marked the start point – the perfect location for our first photoshoot.

The course is still almost entirely drivable, although caution is needed as subsidence is common on this volcanic island and evidence of recent landslips can be around any corner. Our next 'photo opportunity' took place at the famous hairpin on the other side of the circuit, in the town of Collesano. We certainly

▲ Models of the 1969 (right) and 1970 (left) winners pose in front of the old pits, just north of Cerda.



▲ Further around the circuit, at the famous hairpin in Collesano.

▼ Left: Porsche's 1969 celebration poster; Right: The commemorative poster of the 1970 success.



caught the attention of some locals, laying in the road to take pictures, but once they saw the subject matter, they all understood what we were doing.

BEST PORSCHE 908/2 – 1969 TARGA FLORIO WINNER

Porsche had introduced its 3-litre 908 in 1968, as the successor to the 2.2-litre 907. For 1969, Porsche transformed the 908 by turning it into a spyder. It proved perfect for the Targa Florio, with 908s taking the first four places overall. The winner was driven by Gerhard Mitter and Udo Schütz.

Best's model is at the budget end of the market, but it still makes for a very nice miniature replica. The shape is well captured, but the nose panel was actually red, not deep pink (although the strong Sicilian sun did fade the paint during the event, making it look that colour in patches).

BEST PORSCHE 908/3 – 1970 TARGA FLORIO WINNER

For the 1970 season, the 908 was revised again, making the car even more competitive, especially at the Targa Florio, where Jo Siffert and Brian Redman took the now Gulf-sponsored machine to a memorable victory ahead of another 908/3.

Best's model of the 1970 winner is, again, a good replica for the price. It is a little lacking in the livery department, though – there should be a green flash on the left rear flank and the green on the nose should carry on into the intakes.

Both models now serve as an extra special memory of an incredible holiday. I'm so glad I took them with us. **DC**

My best collecting year



Christopher Moor recalls his introduction to Dinky Toys.

You've been at it a long while," a dealer said to me at a recent diecast fair, "what's your best collecting year, Chris?" "1950" I said without hesitation. Then I stopped to think about what I had just said.

And, yes, it is 1950. That's the year I discovered Dinky Toys, once the most beautiful toy cars I'd ever seen. I remember the thrill of receiving the Ford Fordor (No 139a), Morris Oxford (No 40g), Estate Car (No 27f), and Observation Coach (No 29f). They were wonderful surprises because I was too young to get any pocket money to save up for them.

Dad bought them for me at Don France's hobby shop in Lambton Quay, Wellington. They are the last Dinkys I had for many years that were bought in New Zealand. With the import restrictions lifted, I bought Dinky Toys from Don in my teenage years, when I had pocket money to spend.

None of those original play-worn 1950 models remain in my collection. They were sold in the mid-1960s when I stopped collecting. I decided the new collection I started in 1995 would be themed, i.e., those cars in current manufacture by the world's carmakers that I could only dream of owning. I would include nothing from my original collection.

▲ **The Morris Oxford was my favourite Dinky in 1950.** Photo: Ross de Rouffignac



▲ **Detail from the August 1950 Meccano Magazine advert showing the Observation Coach.**

▼ **My Dinky Toys were often lined up when I played with them. Left to right: Ford Fordor, Morris Oxford, Estate Car, and Observation Coach.** Photo: Ross de Rouffignac

That didn't last long. Collectors who had come back to the hobby told me they'd said the same. They had the last laugh over my "Well, I won't be doing that" protests. I did exactly that. My four Dinky Toys from 1950 are among the first I welcomed back.

Because those models were sold from dealers' boxes, I decided not to have them with individual boxes. But I goofed with the Estate Car. I discovered the base showed 344, dating the model as produced after the 1954 renumbering and sold with its own box. During the 1954 catalogue number revisions, the Estate Car changed from No 27f to 344, the Ford Fordor from 139a to 170, the Morris Oxford from 40g to 159, and the Observation from 29f to 280.

To me, my grandfather was always 'Papa'. Mum took me to see the new 1949 Ford saloon in the Ford dealership on the way to visit Papa at his upholstery factory. I remember seeing my face light up in the mirror-like navy blue paint and in the chrome of this beautiful car. Some weeks later, Dad pulled a yellow Dinky Toys Ford Fordor from his case, when he came home on payday. I was captivated.

Diana Stidolph from the Museum of Childhood says a successful toy is one a child actually played with. My Ford was definitely played with. So much so that Dad





1

1 My favourite Christmas present from 1950 was the Dinky Observation Coach.
Photo: Ross de Rouffignac



2

2 The Ford Fordor was a successful Dinky because I loved playing with it. *Photo: Ross de Rouffignac*



3

3 I have never seen an actual Plymouth Estate Car that inspired the Dinky model. *Photo: Ross de Rouffignac*



▲ A 1950 New Zealand Dinky Toys advertisement featuring the Morris Oxford and Estate Car.



▲ Meccano Magazine Dinky Toys advertisement for August 1950.

had to reattach the base. He said he couldn't understand this happening because I looked after my toys.

The Ford Fordor sedan was a new Dinky introduced in November 1949. *Meccano Magazine* said this is the actual 1949 car in miniature, and a model every Dinky collector will delight in owning. It commented on the correctness of the low grille and front and rear bumpers. The magazine was how New Zealanders kept up with the latest from Hornby, Meccano and Dinky, as I would discover years later. Looking at the Ford Fordor with adult eyes, I agree with those who say the windscreen needed to be larger and have two parts.

During the southern spring of 1950, Models Limited, the New Zealand distributor, ran the Dinky "See his eyes shine" campaign in the daily papers. The artwork featured a boy holding a Morris Oxford and an Estate Car. My eyes shone with delight the night

Dad produced both models for me from his case.

I remember the Estate Car as the first toy I had that attempted to show a woody body on a diecast. The model is said to be based on a 1947 Plymouth. New Zealanders found out about this new model in the March 1950 *Meccano Magazine*. The Estate Car was considered suitable for town and country layouts, and appeared in catalogues as a Farm Model. Despite reporting on classic car shows for several years, I am yet to see this actual estate car at any I've attended.

Dad pulled the green Morris Oxford out of the case after the Estate Car. Going to Papa's factory one day, Mum had taken me to look at the new Morris Oxford. I liked the green Dinky Oxford better than the fawn car I'd seen in the showroom. The Morris is arguably my favourite of the 1950 Dinky Toys. I particularly like the way the quarter-light windows are in the doors.

Meccano Magazine had an item about the model's introduction in July 1950. The report called the actual car modern in every way, with headlights sunk into mudguards and a massive grille and front bumper. I agree with the unnamed writer about it being "a splendid addition to the range of private cars available for the Dinky Toys enthusiast."

Father Christmas brought me my last Dinky from 1950. The grey and red Observation Coach really stood out from all the other presents. I ran across the room, excitement mounting, to look at the most beautiful bus I'd ever seen. It was the year's best present.

The inside front cover advertisement for Dinky Toys in the August 1950 *Meccano Magazine* had the Rear Tipping Wagon (No 30m) and Observation Coach as the month's new models. The toy was described as a handsome coach with a raised rear end that gave travellers a great view from all directions.

I'm essentially a model car collecting guy, and my two collections have had a combined total of only four buses. The Observation Coach remains my first choice among them.

It would be a long time between Dinky Toys. My next new Dinky came in 1956. I'd saved my pocket money and bought British postal notes, sending them to Aunt Mabel and Aunt Lily, Papa's sisters in England, with a letter asking them if they would buy me a salmon pink Cadillac Eldorado (No 131). They obliged, adding a Hudson Commodore (171) and a BOAC Coach (282) to the parcel to make my summer school holidays. **DC**

▼ The Dinkys looked just as good when seen from the rear. Left to right: Observation Coach, Estate Car, Morris Oxford, and Ford Fordor. *Photo: Ross de Rouffignac*



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AUCTION NEWS

A TALE OF TWO VWS AND A HUGE DIFFERENCE IN HAMMER PRICES

IT just goes to show that, even today with specialist publications, like our Ramsay's British Diecast price guide (available at www.ccofgb.co.uk), final prices at auction can vary wildly when there are two (or more) bidders are both keen to snaffle their quarry.

What we have here is a classic case of exactly this, with two very similar examples of the same vintage model, albeit in differing condition. Both were sold recently, just over a week apart, but the final prices demonstrated a huge disparity, with the one in the worst condition, surprisingly, selling for an awful lot more.

The Hot Wheels Custom Volkswagen Bug without sunroof, from 1968, was made in Hong Kong, and these were mainly sold in England and Germany. The other version had a 'sunroof' (just an aperture cut into the roof), and was sold in the USA and other parts of the world, so the version without a sunroof is less common. It was mostly painted blue, but rare colors are red and green.

Exhibit A: Hot Wheels Redline Custom VW Bug without sunroof, sold by Vectis Auctions, 6th December 2022 (upper picture): Described on the Vectis auction listing as "Hot Wheels (Mattel) Redline 6220 Custom Volkswagen RARE ISSUE - finished in metallic blue (without opening sunroof) - condition is generally fair, still a bright example of an extremely hard to find issue", it was

estimated to sell between £300 to £400. The hammer fell pretty near the middle of that, at £360.

Exhibit B: Hot Wheels Redline Custom Volkswagen Bug without sunroof, sold on ebay, 27th November 2022 (lower picture):

A virtually identical model, possibly with a very minor variation in the shade of the paint colour, although this could be simply down to the lighting on the photography, but in much worse condition than the Vectis example. The bidding history on the eBay listing shows that the leading bid went from just over £200 with 24 hours to go, to the final price of £1,295.00 – it had been at just under £500 with an hour to run. Interestingly, one in an almost identically poor condition sold on eBay for £194.99 only the day before, on the 26th November.

Different horses for different courses? The bidding environments are very different, of course, and there's no way of telling if the winning bid on ebay came from overseas, taking advantage of the current weak position of our currency on the world market. Either way, that is quite a wide range! ■



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

ebay WATCH



DATE: 14th November 2022
TITLE: Corgi Juniors Club Racing Gift Set 3020
SOLD FOR: £190.00
BIDS: 8

Corgi Juniors Club Racing Whizzwheels Gift Set 3020, including figures and accessories, comprising Mini Cooper S, Marcos XP, Ferrari 512S, Morgan Plus 8, Land Rover Wrecker Truck (rear hook missing), Lotus Europa, Ford Capri, and Trailer. Also in the box are five track official figurines and a set of bollards. The box is all original and a little tattered, and the vehicles have clearly been played with, but all are in decent condition for their age.



DATE: 27th November 2022
TITLE: Matchbox Models of Yesteryear Y-6a AEC Lorry Duck Egg Blue
SOLD FOR: £1034.58
BIDS: 36

Much sought-after version of the Yesteryear Y-6a AEC Lorry in the incredibly hard-to-find Duck Egg Blue. Wearing labels on the side of the rear body for Osram Lamps G.E.C. London, the vehicle is in good condition, and comes in a near mint to mint original box. There are paint chips to the edges of the front wheel arches, cab roof and rear body, but these are merely edge rubs rather than significant damage.



DATE: 11th December 2022
TITLE: Tri-ang Spot-On No 166 Renault Floride
SOLD FOR: £90.00
BIDS: 9

Tri-ang Spot-On No 166 Renault Floride with a white body, red seats and grey hubs. In very good, original condition, with just some minor paint loss. Comes complete with its original outer box, which is in good condition, but with one end flap damaged and the other end flap missing. The model does still have two original information document inserts inside the box though.

PriceGuide

52
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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▲ **Corgi Toys GS14 Gift Set**, red Hydraulic Tower Wagon, silver jib with yellow plastic basket, silver trim, flat spun hubs, with lamp standard and correct figure. Good in good blue and yellow carded picture box. **£90, Vectis, November.**



▲ **Corgi Toys No 478 Hydraulic Tower Wagon**, green cab and back, grey base, spun hubs, red and silver trim, dark grey jib with yellow plastic basket, with lamp standard and 2x figures. Excellent in good plus to excellent blue and yellow carded picture box. **£80, Vectis, November.**



▲ **Matchbox King Size K-5 Racing Car Transporter**, green, red plastic hubs, off-white interior, silver ramp and rear opening door. Good in fair blue and yellow window box with pictorial inner card. **£40, Vectis, November.**



▲ **Matchbox Major Pack M4 Fruehauf Double Hopper Train**, dark red cab, silver hoppers, bright red plastic hubs with treaded tyres (with correct M4 baseplate lettering). Near mint on excellent plus inner tray in near mint Lesney sleeve with detailed picture. **£130, Vectis, November.**



▲ **Matchbox King Size K8 Guy Warrior Car Transporter**, turquoise cab, orange trailer and plastic hubs with grey treaded tyres, with "Farnborough Measham Car Auction Collection" side decals. Good plus on excellent plus carded base, in excellent outer Lesney sleeve with detailed picture. **£90, Vectis, November.**



▲ **Matchbox "Thunderbirds" 5-piece Gift Set**, comprises FAB 1 Lady Penelope's Rolls Royce and Thunderbirds 1-4 - Radio Times issue. Mint in near mint presentation lift off lid box, with correct foam inner packaging and leaflet and original transit carton. **£30, Vectis, November.**



▲ **Dinky Toys No 283 Single Decker Bus London Transport Red Arrow**, red with stickers applied. Near mint in good plus to excellent box. **£50, Vectis, November.**



▲ **Corgi Toys No 238 Jaguar Mark X**, light blue with red interior and dished spun wheels. Good to very good in very good box. **£40, Wallis & Wallis, November.**



▲ **Corgi Toys No 261 James Bond's Aston Martin D.B.5 "Goldfinger"**, metallic gold with red interior, all functions in working order. Very good to mint in near mint box, with opened 'Top Secret' instructions and two figures. **£220, Wallis & Wallis, November.**



▲ **Dinky Supertoys No 642 Pressure Refueller**, RAF blue, with driver. Near mint in very good box. **£80, Wallis & Wallis, November.**



▲ **Corgi Major Toys No 1101 Carrimore Car Transporter**, first type example with the Bedford 'S' type tractor unit in red, with no factory silver detailing, blue/pale blue trailer with "Corgi Car Transporter" to sides. Very good in good box. **£45, Wallis & Wallis, November.**



▲ **Dinky Supertoys No 908 Mighty Antar with Transformer Load**, yellow tractor unit with grey trailer, red Supertoy wheels and plastic transformer. Excellent in very good box, with instructions and 2x card packing pieces. **£360, Wallis & Wallis, November.**



▲ **Dinky Supertoys No 986 Mighty Antar Low Loader with Propeller Load**, red tractor unit with grey trailer, grey Supertoy wheels and bronze propeller. Excellent in good box with 2x card packing pieces. **£85, Wallis & Wallis, November.**



▲Dinky Toys No 410 Bedford End Tipper, red chassis cab with cream body and red wheels. Near mint in excellent box. **£45, Wallis & Wallis, November.**



▲Dinky Toys No 902 Foden Flat Truck, orange cab and chassis, mid-green body and wheels. Near mint in very good box. **£75, Wallis & Wallis, November.**



▲Dinky Toys No 918 Guy Van "Ever Ready", blue with "Ever Ready" logos to sides, with red wheels. Near mint in very good box. **£90, Wallis & Wallis, November.**



▲Dinky Supertoys No 923 Big Bedford Heinz Van, red and yellow Heinz livery with Supertoys wheels and baked beans can to sides. Very good in excellent box. **£75, Wallis & Wallis, November.**



▲Dinky Toys Gift Set 695 7.2 Howitzer and Tractor, military green, complete with tin tilt. Near mint in excellent box. **£160, Wallis & Wallis, November.**



▲Dinky Toys No 301 (27n) Field Marshall Tractor, orange, silver metal wheels and trim, light tan driver figure, metal tow hook. Good to very good in good in dual-numbered box. **£65, Excalibur Auctions, November.**



▲Dinky Toys No 31d (453) Trojan Van "OXO", deep violet blue body, mid-blue ridged hubs. Good, unboxed. **£110, Excalibur Auctions, November.**



▲Dinky Toys No 103 Gerry Anderson's "Captain Scarlet" Spectrum Patrol Car, metallic red, jet engine sound tested and working. Very good in very good box, with instructions. **£160, Excalibur Auctions, November.**



▲Corgi Toys No 653 Air Canada BAC-SUD Concorde, rare Air Canada version, complete with display stand and inner packaging card tray, some wheels detached but present in box. Very good in good box. **£130, Excalibur Auctions, November.**



▲Corgi Toys No 652 Japan Air Lines BAC-SUD Concorde, rare Japan Air Lines version, complete with stand and inner packaging card tray, some wheels detached but present in box. Very good in good box. **£130, Excalibur Auctions, November.**



▲Corgi Toys GS27 Machinery Carrier, with Bedford tractor unit and Priestman 'Cub' Shovel. Good in fair to good outer box and polystyrene tray. **£50, Excalibur Auctions, November.**



▲Matchbox G-1 Service Station Superset, Superfast variant, set includes No 15d VW Beetle, No 32c Leyland Petrol Tanker BP and 13d Dodge BP Wreck Truck (factory error with no BP decals). Very good in fair to good box, with 2 packing pieces and inner packaging tray for cars. **£120, Excalibur Auctions, November.**



▲Dinky Toys No 972 20-ton Coles lorry mounted crane, dark orange and deep yellow. Good to very good in good to very good striped box with packing piece. **£40, Excalibur Auctions, November.**



▲Dinky Toys No 533 Leyland Cement Wagon "Ferrocrete & Portland Cement", yellow cab and chassis. Very good in good to very good early orange/blue box. **£80, Excalibur Auctions, November.**



▲Dinky Toys No 514 Guy Van "Slumberland", red cab and lower body (1st type), cream upper van body. Good in good early orange/blue box. **£80, Excalibur Auctions, November.**



▲Dinky Toys No 923 Big Bedford "Heinz 57 Varieties" Baked Beans Van, red cab and chassis, yellow back. Good to very good in good striped box. **£100, Excalibur Auctions, November.**



▲Dinky Toys No 514 Guy Van "Spratts", red cab and lower body and upper van body (1st type). Good to very good in good to very good early orange/blue box. **£190, Excalibur Auctions, November.**



▲Dinky Toys No 504 Foden (type 1) 14-ton Tanker, two-tone blue, ridged hubs with black treaded tyres, silver trim, with tow hook. Good in good early red/green box. **£85, Excalibur Auctions, November.**



▲Dinky Toys No 555 Fire Engine with Extending Ladder, red with silver trim and ladders. Good to very good in good to very good early orange/blue box. **£35, Excalibur Auctions, November.**



▲Dinky Toys No 532 Leyland Comet Wagon with Hinged Tailboard, two-tone blue, beige Supertoys hubs. Good to very good in good to very good. early orange/blue box **£85, Excalibur Auctions, November.**

PRICE GUIDE



▲Dinky Toys No 591 AEC Monarch Thompson "Shell Chemicals Limited" Tanker, red and yellow. Good to very good in good to very good early orange/blue box. **£85, Excalibur Auctions, November.**



▲Dinky Toys No 522 Big Bedford Lorry, dark blue cab and chassis, deep yellow rear body. Good in good early orange/blue box. **£80, Excalibur Auctions, November.**



▲Dinky Toys No 521 Bedford Articulated Lorry, deep yellow, black, red ridged hubs. Good in good early red/green box. **£42, Excalibur Auctions, November.**



▲Dinky Toys No 581 Horse Box "British Railways Express Horse Box Hire Service", maroon. Good to very good in good to very good early orange/blue box with packing piece. **£85, Excalibur Auctions, November.**



▲Dinky Toys No 501 Foden (Type 1) Diesel 8-wheel Wagon, dark grey cab and back, red chassis, side flashes and ridged hubs. Fair to good in fair early utility box. **£45, Excalibur Auctions, November.**



▲Dinky Toys No 502 Foden Flat Truck (Type 1 Cab), dark blue cab and chassis, blue ridged hubs. Fair to good in good box. **£75, Excalibur Auctions, November.**



▲Dinky Toys No 941 Foden (Type 2 cab) "Mobilgas" 14-ton Tanker, red cab, chassis, tanker and Supertoy hubs. Good to very good in good striped box. **£120, Excalibur Auctions, November.**



▲Dinky Toys No 582 Bedford Pullmore Car Transporter, with rare 3x rivet sides, light blue cab and trailer, grey beds, mid-blue ridged and Supertoys hubs, plus Dinky 994 Loading Ramp. Good in good boxes. **£100, Excalibur Auctions, November.**



▲Dinky Toys No 965 Euclid Rear Dump Truck, yellow, cab chassis and tipper. Very good in good box, with packing piece. **£75, Excalibur Auctions, November.**



▲Dinky Toys No 23n Maserati Racing Car, red with ridged hubs, grey treaded tyres and racing number 9. Very good in good box. **£65, Excalibur Auctions, November.**



▲Dinky Toys No 23h Ferrari Racing Car, blue, yellow nose and hubs, with racing number 5. Good to very good in good box. **£55, Excalibur Auctions, November.**



▲Hot Wheels (Mattel) Redline 6220 Custom Volkswagen, metallic blue (without opening sunroof). Fair, unboxed. **£360, Vectis, December.**



▲Corgi Toys No 313 Ford Cortina GXL "Graham Hill", rare export issue in mustard, with black roof, red interior, chrome bumpers, and Whizzwheels. Near mint in near mint window box, complete with correct Graham Hill figure. **£380, Vectis, December.**



▲Dinky Supertoys No 903 Foden (type 2) Flat Truck with Tailboard, yellow cab, chassis and back, silver trim, mid-green Supertoy hubs with treaded tyres, and tow hook. Good plus in good blue and white striped lift off lid box with "Hudson Dobson" label to side. **£1100, Vectis, December.**



▲French Dinky Toys No 587 Citroën Type H "Philips" Van, yellow, silver, red concave hubs. Excellent in good plus yellow and red carded box with detailed picture. **£280, Vectis, December.**



▲Corgi Toys No 497 "The Man from U.N.C.L.E." Thrushbuster, Export issue in pale cream, with silver trim, cast hubs and lamps, with Waverly ring. Good plus to excellent on good plus to excellent inner pictorial stand in good outer carded picture box, with inner packing ring, carded piece and collectors club folded leaflet. **£500, Vectis, December.**



▲Bradscar (England) Display Box containing 12 examples, includes Austin 7 - black, red and light blue; Morris Six - blue, drab green, pea green and black; Riley - black; green; and 3 x grey. Excellent to mint in excellent presentation box, with good plus inner carded tray. **£400, Vectis, December.**



▲Tri-ang Spot-On 309 Ford Zephyr Six "Z Cars", white body, red interior with black steering wheel and 2x policeman figures, chrome front and rear bumpers, spun hubs, 2x grey plastic aerials. Excellent plus on excellent inner carded pictorial tray in good window box. **£180, Vectis, December.**



▲Hot Wheels (Mattel) Rrrumblers Bald Eagle, blue with purple rider, complete with plastic guide. Excellent, unboxed. **£420, Vectis, December.**

EVENTS

TOYFAIRTIMES

FAIRS

8 JANUARY

- **Worthing**, SRP Toy Fairs, 07739 998012
- **Croydon**, Aviation Antiques, 07973 885754
- **Stafford**, BP Fairs, 01604 846688 or 07966 527177

14 JANUARY

- **Brentwood**, J&J Fairs, 01522 880383

15 JANUARY

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

21 JANUARY

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

22 JANUARY

- **Spalding**, J&J Fairs, 01522 880383
- **Potters Bar**, Joe Lock, 07866 641215 or 07810 513576
- **Walsall**, Transtar Promotions, 01922 643385
- **Wimborne**, Steve Clements Fairs, 01380 725322 or 07732 330305

29 JANUARY

- **Shepton Mallet**, Bulldog Fairs, 07379 578083
- **Lincolnshire**, J&J Fairs, 01522 880383
- **Port Sunlight**, James & Jackson Events, 07967 681080
- **Rickmansworth**, Windsor Toy Fair, 07462 226837

31 JANUARY

- **Garstang**, Janet Pearson, 01282 439009

AUCTIONS

10 JANUARY

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

11 JANUARY

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

14 JANUARY

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

18 JANUARY

- **Warwick**, Warwick & Warwick, 01926 499031
- **Kent**, C&T Auctioneers, 01233 510050

19 JANUARY

- **Sheffield**, Sheffield Auction Gallery, 0114 281 6161

20 JANUARY

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

23 JANUARY

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

24 JANUARY

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

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

25 JANUARY

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

26 JANUARY

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

28 JANUARY

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

31 JANUARY

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

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DIECAST AMERICANA & VETERAN VAUXHALLS



THANK you for such a nice presentation of my *Desert Island Diecasts* article in the December issue. As usual, there was plenty to enjoy in the magazine, but two items particularly struck a nostalgic chord with me. Brian Gower in his Americana UK piece mentioned about the

chance to buy a new 1959 Chevrolet Impala in Streatham, which ties in perfectly with my all-time favourite Corgi American model, No 248, the (1959) Chevrolet Impala, which was a two-piece casting with plated trim, finished in a light brown tan, with white roof. A really stunning Corgi of which I have a lovely mint and boxed example. By way of total contrast, in your reply to Chris King's letter, about a diecast "Genevieve" Darracq, you mentioned the delightful Charbens Miniature Series range (sometimes affectionately known as 'Old Crocks'). I've always loved these simple little Matchbox toy-sized models and they represent the earliest models in my Vauxhall collection, namely a 1907 Vauxhall (but more likely an earlier 1904-05 car) and a very eccentric 1905 Vauxhall Hansom Cab, where the driver sat up high at the rear of the cab, just like a horse drawn version - a real 'horseless carriage'! Both models came housed in charming luggage-style cardboard boxes with appropriate labels, 'Toy Town' and 'Little Tot'. Happy memories indeed and just one aspect of what makes our hobby so enjoyable!

Laurence Price, email

ED This is why I love this magazine so much - it can be so evocative at times - and I'm glad that you liked your *Desert Island Diecasts* layout. That is a lovely trio of models. The Corgi Chevy is a real beaut and those 'Old Crocks' definitely demand some more investigation on my part. Thanks for sharing!

IMPRESSIVE LONE STAR

MAY I please congratulate James Robertshaw on another excellent Lone Star article. This is a brand that is full of surprises and after 15 years or so, this is the first time I have come across so many Pakistan varieties, I had seen the Mercedes before but not the others. Also I must congratulate James on his new Lone Star website a much needed goldmine of information.

Reg Beale, email

ED Thank you for your kind words about James's articles. That most recent piece about the legacy in Pakistan was something I'd not heard about before - fascinating. Thanks also for the timely reminder of James's awesome website. I have a small collection of Tuf Tots (I had many of these as a youngster) and thought I was doing quite well until I saw the size of James's collection! Wonderful stuff, and I can't recommend the website highly enough - www.lonestardcmt.co.uk.

LOTUS TRANSPORTERS & SICILIAN INSPIRATION

I picked up a copy of the December's issue a couple of weeks ago, mainly because it had an article about the Dinky Toys Maudsley horse box. At the Historic Racing Car Show a few years ago, I bought a very early framed photo of Jim Clark and Trevor Taylor at Brands Hatch loading (or unloading) a Formula Junior Lotus 18 onto a trailer, but in the background and clearly marked "Team Lotus" is what looks suspiciously like a converted horse box transporter. It's definitely not any of the already available Lotus transporters. And then I found two more photos of the same vehicle but not showing much more detail - no front views, so very difficult to identify the chassis manufacturer. Then when I was searching eBay for something else, I came across the Dinky Maudsley and a light bulb came on in my head. So I bought a very played-with example and it does have possibilities for conversion. It's going to be quite a job as the Team Lotus 'horsebox' transporter doesn't have the side ramp doors and the Dinky model doesn't have any windows or interior detail. And some better wheels will need to be found. I did send a copy of the photo to two or three of the historic commercial vehicle monthlies to see if anyone there could identify the vehicle; one did very kindly publish my letter but the photo was reproduced so small that you could barely see any detail to identify the vehicle or the coachbuilder.

I've also started trying to convert to the Matchbox King Size 'racing car transporter' to model the transporters used by Team Lotus Racing with Ford of Britain, originally to trail the Ford Lotus Cortinas around the UK. Then when that campaign finished, one was repainted in the Gold Leaf Team Lotus red, white and gold colours to carry the Lotus 62 GT car. The Matchbox model is so obviously based on the real thing, with one slight but obvious difference! It measures up a bit short too, but it's not glaringly obvious. Filling in the roof involved a lot of model putty and sanding down, but so far I'm pleased with progress. I did contemplate trying to lengthen the 'lorry' by cutting and shutting two donor models together but decided it was probably beyond my skills. However, I've also been pestering Grand Prix Models to pester Spark into making models of all three versions (the two Racing with Ford originals were slightly different, one carried one car and spares; the other carried two cars, so one had a bigger cab for passengers and additional side windows) Spark will probably release their version(s) before I've finished mine!

I read a bit more of the magazine, including your column, and was amazed to read that you had been to Sicily recently, to visit the Targa Florio circuit. I went on holiday to Palermo and Cefalu, etc, in late October for 10 days and, of course, I spent two days driving round the circuits, trying to identify the locations of the various photographs I've collected over the years. Are you going to make an article of your recent expedition? Did you visit the museum in Collesano? We can't have missed each other by too much, I must admit I didn't see anyone in the start and finish and pit area posing small model race cars for atmospheric photos while I nosied around there!

Andrew Beint, email

ED How very weird that we were in the same place only days apart! The museums and a more comprehensive photo trip are planned for the near future, to fully take in the Targa Florio Classica - I only managed the scrutineering day this time around, but there was plenty of diecast-related inspiration to be had. And talking of diecast inspiration, I love the idea of your Team Lotus Marshall-bodied Ford Thames transporters project and would love to hear/see more as they progress. I have a pair of the old Matchbox transporters and plan to do the 'cut and shut' extension for my version - it would be great to compare them when they're done.

MYSTERY DIESEL ROLLER



REGARDING the Mystery Diesel Roller (David Welsh, January issue) - good news, I have an identical toy (see photos above). Bad news - I have been trying to identify it for about five years. I suspect it was made about the same time as Matchbox 1a. circa 1953.

Paul Amor, email

IN response to David Welsh's letter in the January issue, it is a Kemlows roller. They are very similar to the Lesney one and I also thought it was Lesney the first time I found one, much harder to find than Lesney and a good addition to any collection.

Reg Beale, email

ED Thanks to you both for your responses - it's great to see us all working together to work out these harder to identify models.

MORE BRMS

GREAT to see the BRM articles in Issue 303. I've been a collector of BRM in 1/43 for many years and we have never been so well off. John Tailby in his Playground Racers piece refers to Corgi's P25 BRM in green and blue. The 'blue' was Corgi's not very successful attempt to replicate the very pale green car run by the British Racing Partnership and sometimes driven by Stirling Moss. The correct shade is captured well by Spark in its recent set of P25 cars. Spark's collection of BRM models is superb. As well as the P25 and the P57, it has given us the P261, a very pretty and successful successor to the P57, the fabulous P83 H16 and a whole series of 3-litre V12 cars from P126 right up to P201. I have not bothered with the Stanley-BRM cars, a sad end to the BRM line. But there are still gaps; there is still no decent 1/43 V16 in Mark 1 or Mark 2 guise. I have hopes for the Tecnomodel 1/18 this Christmas. The other model we need is the P48, the first rear-engined BRM. Also of course we await the fourth and final volume of Doug Nye's definitive history. Volume 1 was 1994, 2 was 2003 and 3 came in 2008. Will Volume 4 arrive any time soon?

Graham Thorne, email

ED A most impressive collection you have there, Graham (for benefit of other readers, Graham supplied me with a stock list of his collection). Obviously, given the proximity of the *Diecast Collector* offices to BRM's old stomping ground, this marvellous marque is always of great interest here. As for Doug Nye's definitive history, sadly this has always been out of my price range, but have flicked through copies owned by others - most impressive. I don't know Doug personally, but am very good friends with one who knows him very well. I ask him to ask the Volume 4 question, next time we happen to be down the pub (this will have happened by the time you read this!).

WHEN IS A DIECAST NOT A DIECAST?

PERHAPS I'm being a little over-sensitive, but I've recently found myself admiring a range of excellent bus models that, upon closer inspection, turned out to not be made of metal, but in moulded plastic. The finish is superb and, at HO size, they are clearly meant to be cheaper alternatives to any diecasts for model railroads. But the detail is really good, so I had to buy some to display alongside my Oxford Diecast 'American' vintage car releases at the same scale.

Michael Portnoy Jr., USA

ED Hi Michael, thanks for getting in touch - they sound superb and there is every reason to have plastic models in your collection - there are some really good models out there and, with the rising popularity in 3-D printing, they will only become more common.

EMERGENCY FIX IDEA

HELLO from New Zealand, Rick, your magazine just dropped into my letterbox this morning - a blessing as I'm isolating at home with Covid. I generally start with the letters section and found Mr Atkin's letter first up (*Blue Lights Emergency*, December issue). I don't know how fussy some people are with rebuilding/repairing their models, but I know I have found various coloured diodes from the local electronics store to be quite useful on a few emergency vehicle repairs. Please pass it on. Congratulations on the anniversary issue and do keep the Superfast updates coming. Personally I like the Lincoln Continental as shown in the November issue. In the flesh they are massive, a friend of mine imported one from the USA some years ago now. It was, however, black. I'm also keenly following the Australian Limited Editions as I have quite a few of these, especially variations along the Dodge Commando and Peterbilt lines. I'm like a big kid really and enjoy seeing 'my models' in your magazine.

Rob Jones, New Zealand

ED Hello Rob, I hope you're now suitably mended and have shrugged off the dreaded lurgy. Many thanks for your tip in response to the letter and glad you're enjoying many of the articles in the various issues. Thanks for the anniversary congratulations and, yes, the Lincoln Continental is pretty big in the flesh. I'm sure your friend found that it was very good at making big holes in his wallet too! Incredible cars, but I think I'll stick with the Superfast version for now.

GETTING READY FOR (NEXT) CHRISTMAS



GREAT magazine last month as ever, thanks for putting my letter in and I hope the Desert Island piece will provoke some response, as I really love those models! As a Christmas card to you, I've attached the image of my Jensen painted by Richard Wheatland, a well-known artist and

enthusiast of classic cars - he owns a TR4A. I guess it's too late for the magazine now, but do as you will with it, maybe you can find a slot out of season! As many readers will know, I'm a Jensen owner too. Many Jensen owners have a strong desire to promote the Jensen Marke far and wide, and *Classic Car Shows* magazine features and public car runs are the main vehicles for doing this. So when another possibility begins to hatch in one's brain, it's quite exciting! For many years I have purchased a supply of Ben Christmas Cards, (www.charitycards.org/ben/), as I just adore the artists' illustrations of classic cars in period settings in the UK, at Christmas. Call me corny, old fashioned if you like, but they have a really warm feel about them! As most of these are of cars of the 1940s and '50s, some time ago I wrote directly to the main artist, Richard Wheatland, and suggested some cars of the 1960s. Two years later, I reminded him again, and this time I told him about my Jensen C-V8 Mk III. Not living too far away, Richard came to visit, and to see my car, driving his immaculate white Triumph TR4. We kept in touch, and some months later he emailed to say he was nearly finished, and that Ben was definitely interested in his proposed design. A first shot image dropped into my inbox, and wow, I was truly impressed. He had given a lot of thought to the period surroundings, and also captured the complex curves of the C-V8 incredibly well. Needless to say, I was tempted to buy the original painting from Ben, and have received it as my Christmas present from my wife Chris!

David Wright, West Sussex

ED Wow, that is stunning! Thank you for sharing, David. We might be a tad late for Christmas 2022, but hopefully we could do something in time for the festive season in 2023. I'm sure I know someone who has some models to photograph that we could tie in to the various cards Richard has produced for Ben!

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Tumbling dice

Whilst any statistical sampling is, to some degree, vulnerable in its representational validity, ebay at least provides a trend indicator, as Stephen Paul Hardy has been finding out recently.



▲ Stephen Paul Hardy.

With fate having thrown some massive and unpredicted rolls of the dice over the past two years, the ensuing roller coaster has, as far as diecast collecting is concerned, seen some unprecedented highs and lows. The depth of the lockdown era witnessed higher than usual patterns of spend by house-bound hobbyists on craft and collectables, whilst, for manufacturers, the interruption to both face-to-face communications and certainty of supply has, in some cases, brought tales of upmost misery.

As the ripples in patterns of spending started to level out post lockdown and then – at least in the UK – been knocked sideways again by the repercussions of Brexit and cost of living inflation, the outlook for diecast manufacturers is looking challenging as we head into 2023. For them, narrowing margins are further squeezed by significant increases in energy and materials costs, on the one hand, and an equally significant downturn in retail spending on the other.

I have become increasingly aware of how ebay provides at least one proxy for the pattern in spending downturn. Over the second half of 2022, in particular, I have noticed that not only are listings in some of the diecast collecting related categories steadily reducing in daily quantity, but that interaction with sellers has demonstrated a major change in patterns.

But the more worrying general pattern, that I cite as a proxy for the fall in the market, seems not to be restricted to the UK. Currently, I can guarantee that if I put a 'watch' on half a dozen items in any one week, just out of interest, I will get discounting offers from at least 40% of the sellers within hours of placing that 'watch'. Now that pattern is unprecedented and, whilst it may be good news for anybody who can still afford a hobby budget and is largely unaffected by inflationary rises in the basic costs of living, it is, in a broader sense, bad news all round indicating, as I believe it does, how the economy is currently moving. **DC**

NEXT MONTH

March 2023
Issue 305

Awesome Alfa

Production of the pretty Alfa Romeo 4C might have now ceased in Italy, but we celebrate the delightful design with 1/43 scale models.



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

PLUS...

- Lancia Rally 037 part 2
- Hot Wheels 1999
- Standard Vanguards
- Renault 4 part 1
- Chipperfields Circus part 3
- The Corgi Years – 1965 part 2
- Oxford Diecasts new TT range in detail
- Collecting by numbers – Superfast #32
- Auction results
- All the latest news
- Extensive selection of new model releases, reviewed by our team of experts

March issue on sale 1st February or download the digital edition
7 DAYS EARLIER on 25th January at www.pocketmags.com/diecast-collector

Lifting the lid

Brian Gower revisits some toy box favourites.



Aside from when I have worked from home, the most congenial building in which I spent time was a tall, grey Victorian house, the last but one in a long south London street. It was so unremarkable that I passed it twice before walking up the short path and pushing the front door. Then I knew I was in the right place.

Once past the official-looking reception area, a passage led to a big kitchen, which retained a feeling of slightly chaotic domesticity. You could easily believe that a large family had recently left the table with its mugs and toast crumbs – me, the visiting uncle.

My office was on the first floor, overlooking a walled garden. The view was an immediate distraction as winter turned to spring, although, what quickly made the room impossible for me to work in was realising that I was sitting in a child's bedroom. Sometimes I could almost sense a small figure standing next to me as I looked down at the birds flitting in and out of the fresh blossom.

This small room still had its fireplace – a pretty, tiled affair – and, beside it, an alcove cupboard that someone had lined with floral wallpaper. From this decorative leftover, I concluded that the child who once slept and awoke here was probably a girl. I gave her brown shiny hair cut in a 1920s bob, which would fall into place without brushing. I believe she would have turned from the window to regard me solemnly before asking, "What are you doing?" and I

▲ Reproduction Mercury Mercedes-Benz W196 Streamliner, released a few years ago by Hachette in a partworks collection.



▲ Hachette also reproduced my old Mercury Lancia D24 in the same collection.

would reply, "Trying to work out a puzzle."

"That's silly", she would say and turn back to the window. She would have been quite right. What I was doing was silly. It was a puzzle composed of people and, if I solved it, nothing would be changed and no one would be helped.

I would have been better employed looking more carefully in some of the other rooms in that tall house because the bay windows at the front had window seats and these often had opening lids, not always noticed under the upholstery. Sometimes these were used as toy boxes.

I knew this from earlier years, exploring in large detached houses due for demolition so that characterless blocks of flats could replace them – a variety of municipal vandalism popular at the time. Among other forgotten treasures, I found a diary filled with immature thoughts and charming drawings. The suede cover was faintly perfumed. In another house I found an early Dinky Toy – an open tourer, yellow with metal wheels. I don't have it now, so where did I leave it? Just as unanswerable is how did I get three Mercury model cars, all red? They were in my collection when I was eleven – two racing Lancias (the D24 sports-racing car and a DSO Grand Prix car) plus an Alfa Romeo 1900 saloon. From where?

I know where I got the Mercedes-Benz W196 Streamliner – it was bought for me at Christmas-time. "That's silly, too." No it's not. It's fun and you should be in bed. **DC**

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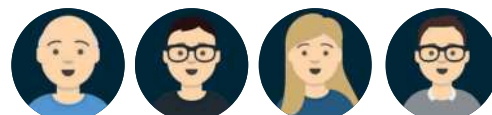
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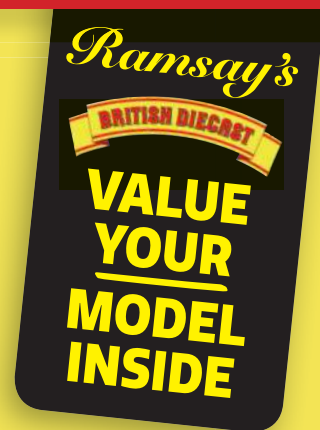


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50 years on and still going strong

When those first adverts started appearing in my comics during the summer of 1969 announcing the arrival of Superfast wheels that would transform the Matchbox 1-75 series, just like the one shown above, my impressionable five-year-old self was hooked. Look to the right and here is me the following year posing with my newly-released and just-purchased No 23 VW Camper - clearly a very happy boy!

Starting with those three first releases, No 56 BMC Pininfarina, No 5 Lotus Europa and No 20 Lamborghini Marzal, little did we know how the range would grow and that it would still be around to mark this impressive milestone, albeit under different ownership.

I've been planning this publication for years and, thanks to my connection with *Diecast Collector* magazine, have been afforded the opportunity to share my collection with you by way of celebrating those early Superfast years under Lesney.

So this focuses on the years from 1969 to 1982, when Lesney sadly went bankrupt, and concentrates entirely on the British releases. Think of it as an overview as it would be impossible to be exhaustive, but I touch on many of the accessories such as track sets, Matchbox Motorway and the pop-up roadways, and side ranges, such as Streakers, Rolamatics, Super Kings, Speed Kings and Scorpions. I even take a look at the catalogues and box styles.



The core of this publication though is the 1-75 series database and each number in the range has its own page detailing each release with production dates, catalogue years, box styles and variations.

Where each number in the range started in 1969 with regular wheels, this is not included until it becomes a Superfast or gets replaced by a new model that is, but if a non-Superfast appears during the timeline, replacing a Superfast model, it is included - I hope that makes sense! Every UK-released Lesney era casting is included and that totals 246!

It's been quite a task getting this lot together and my collection has expanded significantly as a result - all the models photographed are mine, including all the accessories and sets - it's been a real labour of love! If you enjoy reading this just 1% as much as I have putting this together then you're in for a fabulous ride.

Rick Wilson
Editor and Author



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The five decades of Superfast have seen quite a few changes.



Boxing Clever

Lesney updated its Superfast packaging artwork on a regular basis to keep it fresh and appealing.

When the Superfast range was given the green light by the powers that be at Lesney, the design team had to come up with a suitable change to reflect the new initiative. It is important to be aware of the various styles that followed as the boxes, if present, add much to a model's value today.

Given the short space of time involved, the first style of box was merely a very subtle update of the current Regular Wheels box with a Superfast script graphic added. Keeping the largely yellow front and back with blue sides and yellow ends with blue borders, this is known as the type F box and the Superfast versions of these began to appear in 1969, coinciding with the launch of the first models in the new range.

As more models were added to the line up from 1970, either as an updated version with the new style wheels or a completely new model altogether, a more substantially reworked box began



Top: The variety of box artwork used by Lesney from 1969 to 1982 was always eye-catching.
Middle: No 29 Fire Pumper Truck in a type F box from 1969.
Bottom: No 6 Ford Pick-up in a 1970 type G box.

to appear. Although still mainly yellow with blue, Superfast logos and branding were much more prominent and the main image was now a very stylish interpretation of the model to give the impression of speed. Referred to as the type G box, this style was mainly used up to 1971, although some models retained this type of box for a longer period.

Type H boxes, the next evolution, were only issued for a small number of models, 18 out of the 75 to be precise, in 1971. Even more stylised than its predecessor, with striking perspective lines adding to the drama and a new Matchbox logo featuring a bold red line underneath and a speeding wheel graphic, these were largely short-lived - although No 54 Ford Capri was still being released in its type H as late as 1976.

Quickly restyled as type I from 1972, gone were the bold red underline and wheel but the overall yellow with blue remained. The style of the perspective lines was slightly tweaked and the Superfast acknowledgement had been moved from the front to the box sides and restyled.

Arriving in 1974, type J boxes saw the first departure from the traditional yellow and blue. With the new style Matchbox logo and its orange and red borders featuring on all sides and ends, the rest of the box had a darker background to highlight this even more. There was another style of Superfast



Top: Larger chain stores, such as Woolworth, preferred a blister pack to maximise shelf presence. **1:** No 75 Alfa Carabo in a type H box from 1971. **2:** No 11 Flying Bug in a 1972 type I box. **3:** No 2 Rescue Hovercraft in a type J box from 1976. **4:** No 11 Car Transporter in a 1976 type K box. **5:** No 18 Hondarora in a type L box from 1979.

graphic too that interchanged with the new “Streakers” and “Rola-matics” alternatives – more about these later in

this publication. The perspective lines were still present and the jauntily angled model image continued too.

Type K type boxes began to appear in 1976 and were largely similar but the perspective lines were now less aggressively angled and the model followed suit. Many survived until the end of the Lesney era in 1982.

First appearing in 1977, type L boxes were also present until 1982. Gone were those dramatic lines, replaced by an artier feel and with a static model image - going full circle in this respect back to the first post-Regular Wheels boxes. Little did we know at the time but this would neatly bookend the box art style of the Superfast era under Lesney ownership. 🍷

Right: The chrome effect big V8 engine block was widely re-used – back row from left to right: No 13 Baja Buggy, No 64 Slingshot (with two of them!), No 62 Rat Rod Dragster and No 8 Wild Cat Dragster, front row with a slightly bigger version: No 61 Blue Shark, No 36 Draguar and No 2 Hot Rod.



Keeping it Simple

Lesney got up to lots of tricks to make the most out of its tooling.

With such an extensive catalogue of 75 models and a need to refresh this range on a fairly regular basis, it was perfectly sensible from a commercial point of view that models evolved and parts got re-used or modified to keep the series appealing. Following are specific examples pertaining to the photos here but these tricks were widespread throughout the range.

Component re-use was a good way of keeping costs down, probably none more prolific than the chrome effect big V8 engine block, although this came in two sizes. We have a good selection here of examples of this on seven models: No 2 Hot Rod, No 8 Wild Cat Dragster, No 13 Baja Buggy, No 36 Draguar, No 61 Blue Shark, No 62 Rat Rod Dragster and No 64 Slingshot.

Casting variations accounted for a quick fix a lot of the time but several models sadly lost opening features during the change to Superfast wheels, the gorgeous No 22 Pontiac Grand Prix

illustrates this well. Not so obvious from the photo is that the Superfast wheels increased the ground clearance so it also lost its low rider look, but it did gain that rather fabulous metallic purple paint job after a short run of red transitional models.

Also during the transition from regular wheels, No 58 Girder Truck lost its cast-in

load steady bars and these were replaced by a one piece plastic “H” affair – this was exactly the same case for No 10 Pipe Truck. Incidentally, the girder truck kept its regular wheels white paint job for the early Superfast issues before the change to the wonderful, if unrealistic, metallic olive green.

When No 5 Lotus Europa got its fat-



Above: No 22 Pontiac Grand Prix lost its opening doors but gained ride height and a fabulous paint job.



Above: Beach Buggy variations, from the left – first release features white tanks and interior with short exhausts, then orange tanks/interior with short exhausts, and finally with longer exhausts and a larger engine unit. Note the subtle artwork differences to the ever-present type H box.



Above: No 5 Lotus Europa with later wide wheels and early skinnies.

Left: No 1 Mod Rod with standard and red wheels, plus two different 'big cat' stickers.

tyred upgrade, rather than modify the baseplate, Lesney opted to modify the body casting to accommodate the new wheels – this is much more noticeable on the rear wheels than at the front.

Changes to No 1 Mod Rod were very limited and a short run with some rather natty red wheels is probably the most obvious of these. Take a look at those bonnet stickers though – two different types of big cat designs. A few even left the factory with stickers from the Scorpions range.

A good example of re-use and evolution of a casting can be seen when comparing No 6 Pick-up, No 50 Kennel Truck and No 57 Rola-matics Wild Life Truck. The casting was modified from Pick-up for Kennel Truck, with the rear deck puffed out a bit, but this was insufficient when the latter was upgraded to the wider wheels so the baseplate was modified to accommodate most of the extra width. This arrangement then carried over for Wild Life Truck. Another great example of the evolution of a casting was the changes

made between No 30 Beach Buggy, No 13 Baja Buggy and No 47 Beach Hopper. These were three great individual releases that shared a common front end.

No 30 Beach Buggy is painted in a fabulous metallic deep-pink with random yellow paint spatter, ensuring no two models look alike. The very first releases had a white plastic interior and fuel tanks and earlier versions also had less pronounced exhausts (these lasted considerably longer than the white interiors and tanks though so are easy enough to find). Lasting for seven years in the range, it was only ever released in the type H box, but with variations to the artwork.

Released two years later, No 13 Baja Buggy retained the nose of its sibling. The sloping roof was gone though, replaced by a squarer version, presumably inspired by the roll cages found on many of the buggies adapted for use on the famous Baja Rally. However, the engine was completely unrealistic as it featured a high mounted exposed V8 – it does look

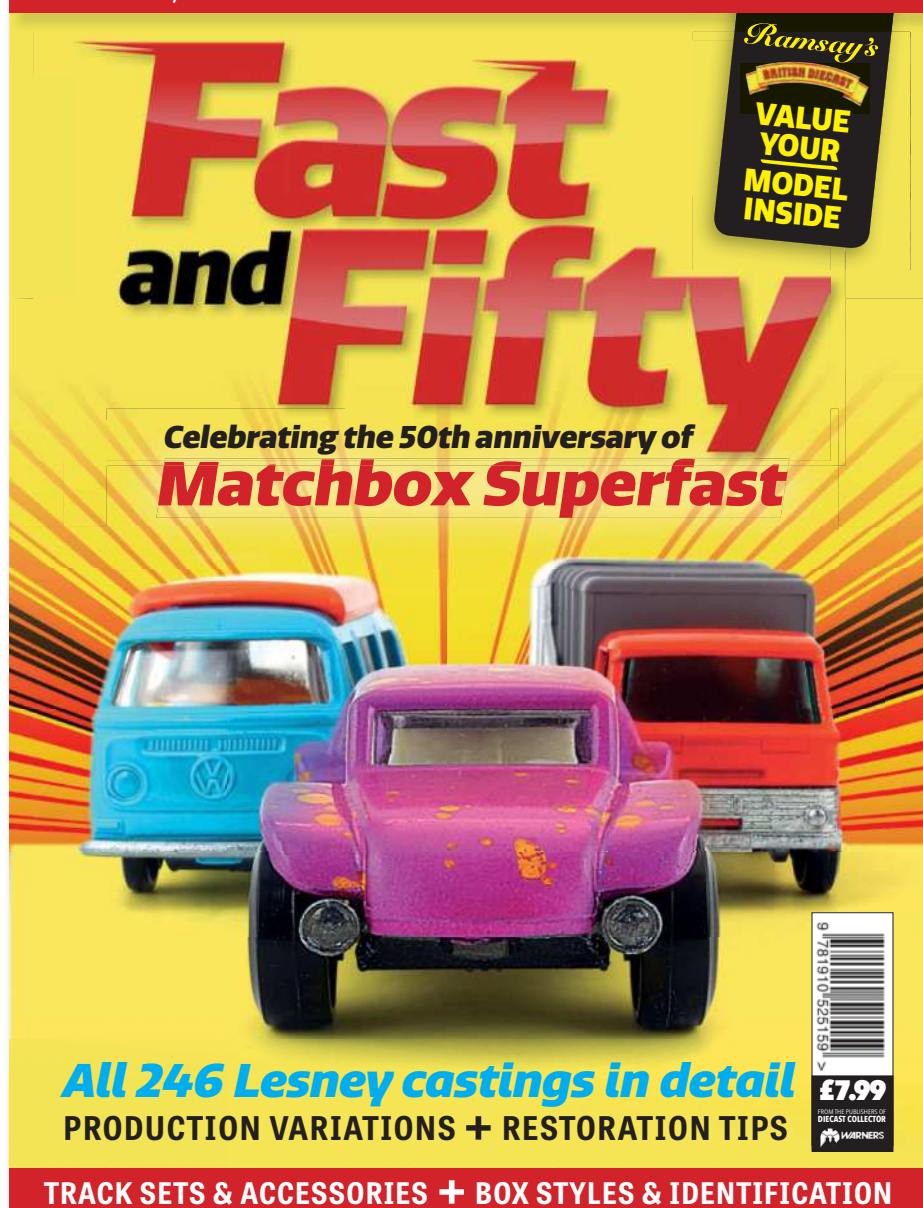


Top: No 6 Pick-up, No 50 Kennel Truck and No 57 Rola-matics Wild Life Truck are a good example of how basic lines got re-used.

Above: No 58 Girder Truck underwent a casting change in the transition to Superfast.

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